

Lancashire County Council

Cabinet

Thursday, 5th September, 2019 at 2.00 pm in Cabinet 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 8 August 2019 (Pages 1 - 8)

Matters for Decision:

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

4. Money Matters 2019/20 Position - Quarter 1 (Pages 9 - 66)

5. Procurement Report - Request Approval to Commence Procurement Exercises (Pages 67 - 74)

6. Organisational Development – Request to Commence Procurement Exercise (Pages 75 - 78)

7. The Outcomes of the Consultation on County Council Owned Traveller Sites (Pages 79 - 130)

8. Works to Operational Premises (Pages 131 - 136)

Please note that Appendix 'A' to this report is in Part II and appears as Item No. 22 on the Agenda.

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

9. **Lancashire County Council (Akeman Close, Ermine Place, Foss Court, Hadrian Road, 'McDonalds' access road, Pilgrims Way, Ryknild Way and Watling Close, Morecambe, Lancaster City) (Prohibition of Right Turn, Prohibition of Driving and No Entry) Order 201*** (Pages 137 - 144)
10. **Lancashire County Council (Parliament Street, Greyhound Bridge Road and Morecambe Road, Lancaster, Lancaster City) (Bus Lane) Experimental Order 2018** (Pages 145 - 158)
11. **Lancashire County Council (Various Roads, Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble and West Lancs) (Revocations and Various Parking Restrictions November 2018 (No1)) Order 201*** (Pages 159 - 228)
12. **Lancashire County Council (Various Roads, The Whole of Lancashire) (Permit Parking Order Amendment No 1) Order 201*** (Pages 229 - 258)

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

13. **Future Viability of Thomas Whitham Sixth Form** (Pages 259 - 270)

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

14. **Mobile Library Service - Evaluation of Consultation Results** (Pages 271 - 276)
15. **Strategy for Libraries, Museums, Culture and Archives 2019 - 2024** (Pages 277 - 294)

The Cabinet Member for Adult Services - County Councillor Graham Gooch

16. **Market Position Statement for Lancashire Consultation Document** (Pages 295 - 342)

Matters for Information:

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

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

18. 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.

19. Date of Next Meeting

The next meeting of Cabinet will be held on Thursday 3 October 2019 at 2.00 pm at County Hall, Preston.

20. 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.

21. Exclusion of Press and Public

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

Part II (Not Open to Press and Public)

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

22. Appendix 'A' of Item 8 - Works to Operational Premises (Pages 343 - 346)

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

23. Council Chamber Webcasting/Audio-Visual/Microphone Upgrade (Pages 347 - 350)

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.

24. Samlesbury Aerospace Enterprise Zone - Procurement Strategy (Pages 351 - 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.

Angie Ridgwell
Chief Executive and Director of
Resources

County Hall
Preston

Lancashire County Council

Cabinet

Minutes of the Meeting held on Thursday, 8th August, 2019 at 2.00 pm in Cabinet Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Present:

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

Cabinet Members

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

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

1. Apologies for Absence

There were no apologies.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None.

3. Minutes of the Meeting held on 11 July 2019

Resolved: That the minutes of the meeting of Cabinet held on 11 July 2019 be agreed as a correct record and signed by the Chair.

4. Request Approval to Commence Procurement Exercises

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

- i. Preferred Provider List (PPL) for Tier 4 substance misuse inpatient detoxification and rehabilitation services and;
- ii. Application of traditional surfacing, surface patching, hand patching and hot rolled asphalt chipper and team.

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

- i. Preferred Provider List (PPL) for Tier 4 substance misuse inpatient detoxification and rehabilitation services and;
- ii. Application of traditional surfacing, surface patching, hand patching and hot rolled asphalt chipper and team.

5. Lancashire County Council (Arthur Street Car Park and Registry Office Car Park, Arthur Street, and Lancashire Archives Office Car Park, Bow Lane, Preston, Preston City) (Off Street Parking Places) Order 201*

Cabinet received a report setting out proposals for an off street parking places Order to introduce charges on specified county council car parks listed set out in the report, in order to contribute to the maintenance of the facilities whilst promoting the correct use of the available spaces with regards to the Registry Office and Lancashire Archives car parks.

Resolved: That the proposals for an off street parking places Order as detailed within the report be approved.

6. Lancashire County Council (Crosse Hall Lane, Eaves Lane, Haworth Road, Chorley, Chorley Borough) (Prohibition of Waiting and School Keep Clear) Order 201*

Cabinet received a report setting out proposals for a Traffic Regulation Order to prohibit parking in the vicinity of St James Church of England Primary School and the junction of Crosse Hall Lane and Haworth Road, Chorley.

Resolved: That the proposal for the introduction of prohibition of waiting restrictions on Crosse Hall Lane and Haworth Road along with a School Entrance Marking on Crosse Hall Lane, Chorley as detailed within the report be approved.

7. Lancashire County Council (Various Roads, AV3 Permit Zone, Preston, Preston City) (Revocation, Introduction of Parking Places, Prohibition and Restriction of Waiting, Limited Waiting and Prohibition of Loading) Order 201*

Cabinet received a report setting out proposals for a Traffic Regulation Order to address issues with the existing residents only parking scheme in the Avenham area of Preston.

Resolved: That the proposals as detailed within the report in relation to residents only parking in the Avenham area be approved

8. 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 (No1)) Order 201*

Cabinet received a report setting out a proposal to make a Traffic Regulation Order to address anomalies in parking restrictions and to clarify, simplify and tidy up a number of discrepancies that had been identified in the Preston and Rossendale districts. In addition, new restrictions were proposed in the districts of Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and Wyre.

Resolved: That the making of a Traffic Regulation Order introducing the parking restrictions on the various lengths of road within the Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and Wyre Districts as detailed within the report be approved

9. Lancashire County Council (Various Roads, Fylde and Wyre Boroughs) (Revocation and One Way September 2018 (No 1)) Order 201*

Cabinet received a report setting out a proposal for the introduction of a one-way traffic restriction on Nelson Street, Kirkham, and the simplification of other related traffic restrictions to enable effective enforcement.

Resolved: That the making of the relevant Traffic Regulation Order for the introduction of the one-way orders on Nelson Street, Kirkham – Blackpool Old Road, Poulton-le-Fylde and Copse Road, Fleetwood as detailed within the report be approved.

10. Consultation on the Lancashire Break Time Proposal - Update

Cabinet considered a report providing an update following the consultation undertaken on the proposal to cease the Lancashire Break Time service from September 2019. Cabinet welcomed the helpful and informative consultation responses which highlighted the need to consider the wider short breaks offer in reviewing the service.

Resolved: That

- i. a review and redesign of the whole short breaks offer, in partnership with parent carers, young people and providers be undertaken.
- ii. the continuation of the Lancashire Break Time Service, in its current form, until the review and redesign of the short breaks offer is completed be approved.
- iii. a report setting out the proposal for the future delivery of short breaks be presented to Cabinet in March 2020.

11. Developing the Approach and Provision for Children and Young People with Special Educational Needs and Disabilities

Cabinet received a report setting out the current position in relation to the number and placement of children and young people with special educational needs and disabilities in Lancashire, including how need is met and the financial implications for the Council.

Resolved: That

- i. the information set out in the report be noted.
- ii. the principles set out in the report be agreed as a framework to develop the operational approach and provision for children and young people with special educational needs and disabilities in Lancashire.
- iii. any significant changes to the nature and type of provision be the subject of a future Cabinet report.

12. Review of Lancashire County Council's Educational/Off Site Visit Policy and Guidelines September 2019 - September 2022

Cabinet received a report proposing a revised Lancashire County Council Educational/Off Site Visits Policy and Guidelines September 2019-September 2022.

Resolved: That the revised Educational/Off Site Visits Policy and Guidelines September 2019-2022, as set out in the report, be approved

13. Provision of Additional Secondary School Places in Burnley

Cabinet considered a report on the approach to addressing the need for additional secondary school places in Burnley following the closure of Hameldon Community College in August 2019, in accordance with the statutory duty to ensure that a primary or secondary school place is available for every child of statutory school age living in Lancashire who requests one.

Resolved: That

- i. a permanent expansion of 30 pupil places per year from September 2020 at Shuttleworth College, through the provision of additional permanent accommodation on the existing school site, subject to obtaining relevant planning permission, be approved.
- ii. a permanent expansion of 30 pupil places per year from September 2020 at Unity College, through the provision of additional permanent accommodation on the existing school site, subject to obtaining relevant planning permission, be approved
- iii. the expenditure listed in the report for the permanent expansion of the two schools be approved

14. Welfare Rights Service - Consultation Outcome

Cabinet considered a report, following public consultation, on a proposal to reduce the budget of the Welfare Rights Service to achieve a saving of £340,000, together with an associated proposal for the Customer Access Service to reduce their staffing budget to achieve a saving of £40,000, giving a total saving of £380,000 per annum.

It was reported that, following the consultation and work with partners, a revised proposal was now presented to deliver a reduced capacity Welfare Rights service and manage access, to achieve an estimated saving of £101,250 per annum.

Resolved: That:

- i. The revised proposal, as detailed in the report be approved, resulting in a total budget reduction of £101,250 per annum, comprising £61,251 per annum from the Welfare Rights Service and £40,000 per annum from the Customer Access Service.
- ii. The redesign of access to the Welfare Rights Service to cease telephony demand into the Customer Access Service be approved.
- iii. Officers be thanked for their work on the Equality Analysis presented as part of the report

15. County Council Operated Day Services for Older People - Outcome of Public Consultation on Proposal to Increase Charges and Approval of New Rates

Cabinet considered a report on proposals to increase a range of charges for older people who use the Council's own day services, and who pay 'full cost'. The proposals had been

subject to public consultation and the report presented the findings from that consultation and an Equality Analysis.

Resolved: That:

- i. the findings from the public consultation and analysis contained in the Equality Impact Assessment set out in the report be noted.
- ii. phased increases to the charges for those older people who pay 'full cost' for council operated day services be approved, with the initial increase taking effect from 1 October 2019 as follows:
 - from £31.30 to £34.40 per full day for older people to use the council's day services;
 - from £35 to £38 per full day for older people to use the council's day services with transport to and from the centres (where transport is available);
 - from £54.75 to £60.15 for older people who have dementia to use the council's day services, reflecting the additional staff costs to support them to attend and take part;
 - from £58 to £63.50 for people who need additional support for dementia to use the council's day services with transport to and from the centres where transport is available).
- iii. a minimum further increase from April 2020 be approved as follows:
 - from £34.40 to £37.45 per full day for older people to use the council's day services;
 - from £38 to £41 per full day for older people to use the council's day services with transport to and from the centres (where transport is available);
 - from £60.15 to £65.50 per full day for older people who have dementia to use the council's day services, reflecting the additional staff costs to support them to attend and take part;
 - from £63.50 to £69 per full day for people who need additional support for dementia to use the council's day services with transport to and from the centres (where transport is available).
- iv. the Statutory Director of Adult Services, in consultation with the Director of Finance and the Cabinet Member for Adult Services, be authorised to approve any further annual increases in charges for self-funders from 2020/21 onwards, on the basis that the charges should be reviewed each year and adjusted to reflect the actual cost of delivery of the council's day services.
- v. Officers be thanked for their work on the Equality Analysis presented as part of the report

16. Continuing Healthcare - Implementation of the Care Act 2014 (Approval of Revised Adult Social Care Policies and Procedures)

Cabinet received a report presenting a proposed new NHS Continuing Healthcare policy, as part of the ongoing review of all adult social care policies, practice and guidance to ensure compliance following the introduction of the Care Act 2014.

Resolved: Cabinet is asked to approve the implementation of the NHS Continuing Healthcare policy as set out in the report.

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

There were no urgent decisions.

18. Urgent Business

There was no Urgent Business.

19. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 5 September 2019 at County Hall, Preston.

20. Notice of Intention to Conduct Business in Private

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

21. Exclusion of Press and Public

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

22. BT Lancashire Services Contract Negotiations

(Not for Publication - Exempt information as defined in Paragraphs 2 and 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information)

Cabinet considered a report on BT Lancashire Services contract negotiations.

Resolved: That the recommendation as set out in the report be approved

24. Capital Strategy for Schools - Condition Led Programme 2019/20

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information)

Cabinet considered a report seeking approval for works and related expenditure on the provision of new school facilities.

Resolved: That the recommendation as set out in the report be approved

25. Extension of Adult Services Mental Health Community Restart and Social Inclusion Services Contracts

(Not for Publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information)

Cabinet considered a report seeking approval for the extension of the Mental Health Community Restart Contracts.

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, 5 September 2019

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

Electoral Division affected:
(All Divisions);

Money Matters 2019/20 Position - Quarter 1

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

Contact for further information:

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Executive Summary

This report provides an update to Cabinet on the county council's 2019/20 revenue and capital financial position as at the end of June 2019 and an updated Medium Term Financial Strategy (MTFS) covering the period 2020/21 to 2022/23.

There is currently an unprecedented amount of uncertainty relating to future funding across local government. Accordingly significant assumptions are required to underpin our forecasts. While these can be made with reasonable confidence in the current year, over the medium term, with limited information, we rely heavily on advice from national bodies and discussion with peers. As a result of this uncertainty the MTFS has not, at this stage, been extended to 2023/24 as we would normally do.

The funding gap for 2020/21 has reduced to £5.895m. This is largely due to current information suggesting the continuation of the equivalent value of revenue support grant into 2020/21, although this remains to be confirmed. However the future forecast gap has increased to £64.755m by 2022/23 due primarily to increased pay costs and service demand pressures. Work continues to build on last year's service challenge work and a separate report is included on the agenda to address some of the outcomes from that initial phase 2 work.

In summary:

- (i) The 2019/20 revenue forecast outturn is £801.771m, representing a projected underspend of £0.506m (0.06%) of the agreed budget.
- (ii) The MTFS has been updated and revised upwards by £17.429m and now indicates a financial deficit of £64.755m in 2022/23.

(iii) The Council is forecast to hold a General Reserve against unforeseen issues of £23.437m representing c3% of net budget, which is unchanged from the previously reported position.

(iv) The Council is forecast to hold £150.250m of uncommitted transitional reserve which is sufficient to meet the forecast gap through to 2022/23.

Recommendation

Cabinet is asked to:

- (i) **Note** the current forecast underspend of £0.506m on the revenue budget in 2019/20.
- (ii) **Note** the increased funding gap of £64.755m covering the period 2020/21 to 2022/23 as set out in the revised financial outlook forecast for the Council.
- (iii) **Approve** the budget adjustments for 2020/21, and following years' changes, included in the revised MTFS.
- (iv) **Note** the contents of the county council's reserves position.
- (v) **Approve** a reprofiled 2019/20 capital delivery programme of £143.090m as presented within the body of the report.

Background and Advice

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

- Appendix A – the 2019/20 forecast revenue position.
- Appendix B - Revised Medium Term Financial Strategy for the period 2020/21 to 2022/23, including reserves position.
- Appendix C – the 2019/20 re-profiled capital delivery programme

2019/20 Revenue Position as at 30th June 2019 (Appendix A)

A revenue underspend is currently forecast of £0.506m and represents a variance of 0.06% against the overall revenue budget of £802.277m. The forecast outturn position is subject to a number of assumptions around the anticipated profile of expenditure for the rest of the year which, as always, is difficult to predict in some demand led budget areas. The report identifies those areas where forecast pressures exist and will be subject to ongoing detailed review. There are also a number of underspending service areas and where these have been validated as reflecting a level of recurrent underspend these have been picked up as management action savings within the MTFS. The focus will remain on continuing to tightly control and drive down costs wherever possible.

As part of monthly monitoring the savings that have been agreed to date are monitored by finance monitoring boards. The position at the end of quarter 1 was that 95% of the financial value of savings were rated as on track, albeit some potentially having to undertake work to avoid potential delays. The remaining 5% are the most challenging to deliver currently, but services are working hard to deliver those savings and are regularly reporting progress.

The Medium Term Financial Strategy (MTFS) and Reserves Position (Appendix B)

At full council in February 2019 the MTFS set out a forecast funding gap of £47.326m by the end of the 4 year period (2019/20 – 2022/23). The updated funding gap contained within the report has increased to £64.755m by 2022/23, however a reduced budget gap is forecast for 2020/21 of £5.895m. The MTFS position includes additional costs relating to staff pay inflation, transport and children's social care demand assumptions and the impact of some savings that are deemed undeliverable, offset by some service cost adjustments due to changes to service configuration, particularly in relation to support service delivery models, and a change to the funding assumptions in 2020/21. The previous MTFS position had assumed revenue support grant (RSG) would end in 2019/20, however the likelihood of a one year settlement and roll forward budget in 2020/21 has led to an assumption that RSG will be included within the baseline funding level for 2020/21. This position has been recommended by CIPFA and other professional advisers but has not been categorically confirmed by the government.

The value of the uncommitted transitional reserve is currently forecast to be £150.250m by the end of March 2020 if there was no requirement for structural funding support from reserves to the 2020/21 or 2021/22 budgets. The value of the uncommitted transitional reserve is currently forecast to be sufficient to meet the identified funding gaps through to 2022/23, but the intention is to identify further savings and thereby reducing the gap and call on the transitional reserve, for 2020/21 and beyond.

Capital Delivery Programme for 2019/20 (Appendix C)

A 2019/20 capital delivery programme of £130.289m was agreed at full council in February. This was based on the best forecast available at that point in time with the need to review and update to reflect the impact of the final 2018/19 outturn position and associated slippage and advance delivery, additions to the programme subsequently agreed by cabinet and an updated assessment of deliverability within the year. The review has resulted in the 2019/20 capital delivery programme increasing to £143.090m and this will be used as the basis for monitoring progress over the rest of the financial year.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

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

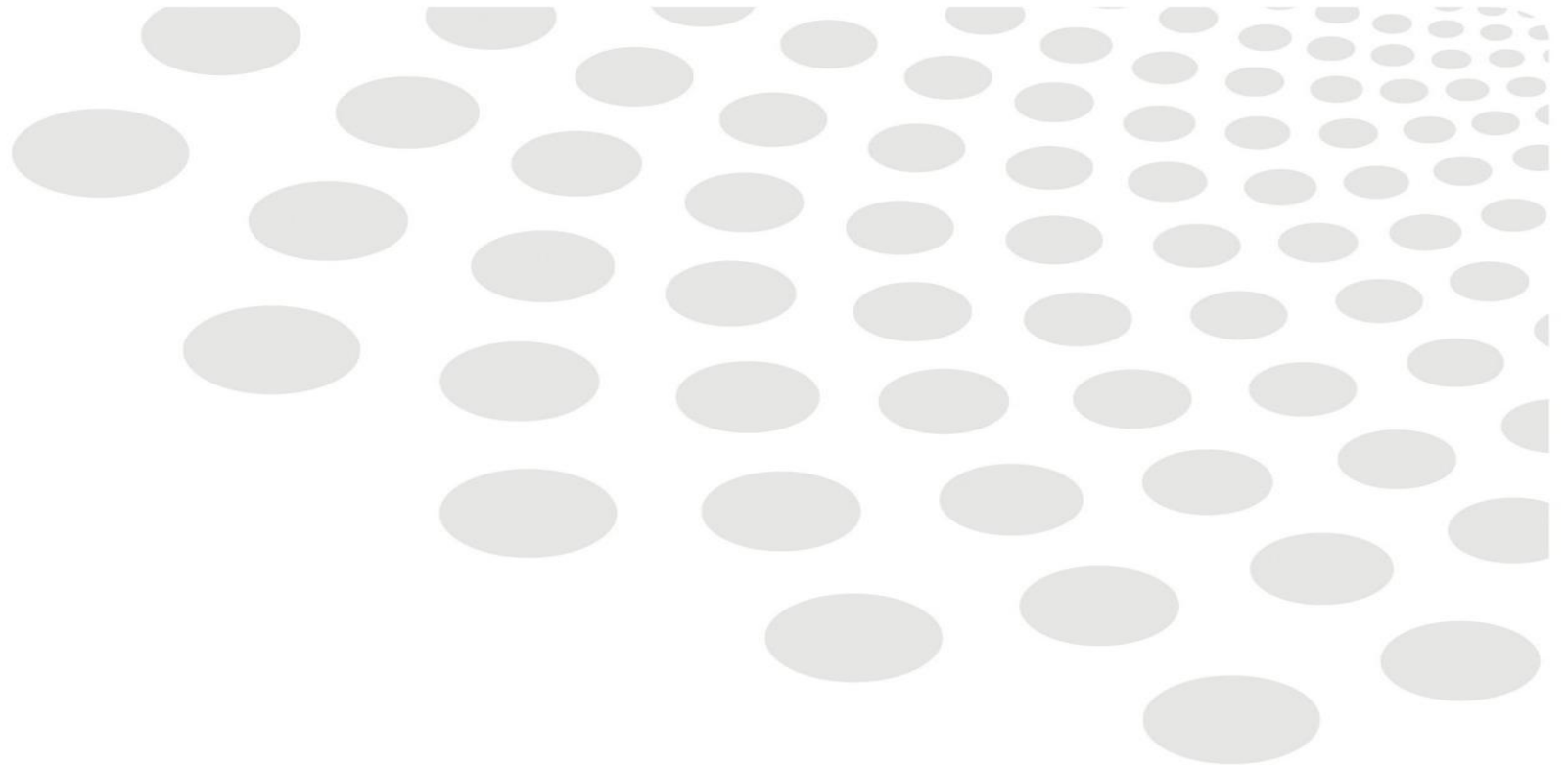
- **Level of Future Resources from Central Government**
Risks remain in relation to the level of resources the council receives from the government in terms of Revenue Support Grant, business rates and the fairer funding settlement yet to be announced. At this point in time there is insufficient detailed information regarding the changes to amend the funding assumptions within the MTFs and they have been maintained at a prudent level. Future funding levels could therefore be higher or lower than currently forecast.
- **Demand**
There is continued pressure on the council's budget, particularly around adult and children's social care, and the most up to date demand forecasts have been included. Any increase in demand above the current forecast will add additional pressure to future years and conversely reductions in demand will create underspends.
- **Inflation**
A significant level of additional resource has been included in the MTFs, primarily on contractual price increases and particularly on social care where there are nationally recognised funding issues in the residential and domiciliary care markets. In addition, the MTFs includes estimates of the cost of increases that would enable independent sector providers to meet the additional costs of the new national living wage.
- **Delivery**
The MTFs assumes that agreed savings will be delivered in the period 2019/20 to 2022/23. There are also a significant number of other factors, both internal and external, which may impact upon delivery and these will need to be clearly identified and either minimised or optimised as appropriate.

List of Background Papers

| Paper | Date | Contact/Tel |
|-------|------|-------------|
| None | | |

Reason for inclusion in Part II, if appropriate

N/A



Money Matters
The County Council's Revenue Financial
Position
2019/20 Quarter 1

1. Summary Revenue Budget Monitoring Position as at 30th June 2019

| Service Area | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|---|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| ADULTS | 556.062 | 561.842 | 5.780 | -214.778 | -213.428 | 1.350 | 341.284 | 348.414 | 7.130 | 2.09% |
| ADULT SERVICES AND PUBLIC HEALTH & WELLBEING | 7.734 | 7.819 | 0.085 | -0.757 | -0.744 | 0.013 | 6.977 | 7.075 | 0.098 | 1.40% |
| PUBLIC HEALTH & WELLBEING | 73.862 | 73.868 | 0.006 | -71.972 | -72.079 | -0.107 | 1.890 | 1.789 | -0.101 | -5.34% |
| EDUCATION AND CHILDREN'S SERVICES | 256.405 | 261.139 | 4.734 | -78.280 | -80.712 | -2.432 | 178.125 | 180.427 | 2.302 | 1.29% |
| GROWTH, ENVIRONMENT & PLANNING | 14.106 | 13.956 | -0.150 | -9.824 | -9.324 | 0.500 | 4.282 | 4.632 | 0.350 | 8.17% |
| HIGHWAYS AND TRANSPORT | 243.674 | 238.892 | -4.782 | -110.041 | -103.232 | 6.809 | 133.633 | 135.660 | 2.027 | 1.52% |
| FINANCE | 61.695 | 61.598 | -0.097 | -23.318 | -23.436 | -0.118 | 38.377 | 38.162 | -0.215 | -0.56% |
| CORPORATE | 33.646 | 33.527 | -0.119 | -14.615 | -14.407 | 0.208 | 19.031 | 19.120 | 0.089 | 0.47% |
| STRATEGY AND PERFORMANCE | 73.448 | 74.316 | 0.868 | -39.519 | -39.696 | -0.177 | 33.929 | 34.620 | 0.691 | 2.04% |
| CHIEF EXECUTIVE SERVICES | 65.854 | 64.352 | -1.502 | -21.105 | -32.480 | -11.375 | 44.749 | 31.872 | -12.877 | -28.78% |
| TOTAL | 1,386.486 | 1,391.309 | 4.823 | -584.209 | -589.538 | -5.329 | 802.277 | 801.771 | -0.506 | -0.06% |

2. Executive Summary

This report provides an update to cabinet on the county council's 2019/20 revenue financial position as at the end of June 2019. The forecast outturn for 2019/20 is outlined in the table above, with a £0.506m underspend forecast, which by way of context is 0.06% of the county council's net budget.

The narrative within this report provides details of key variances and the progress towards the achievement of savings. The revenue position includes significant levels of support from reserves that have previously been agreed. In 2019/20 reserve funding totals £10.245m, primarily covering the structural funding gap, and if this support had not been available then forecast expenditure would have exceeded forecast income by £9.739m.

It is important to recognise that this forecast is very early in the financial year and based on 3 months of actual expenditure and income, combined with budget holder knowledge of anticipated activity over the rest of the year and trends from previous years. This means that there is expected to be volatility in the forecast and evidence from prior years indicates that officers are generally prudent in their forecasts at this point in the year.

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

As part of the forecast above, analysis is also completed of some key cross cutting areas within service budgets, particular analysis is undertaken on staffing budgets as they represent approximately half of the council's net budget. Staffing budgets are currently forecast to underspend by c£1.2m. Services such as Mental Health and the Children, Family and Wellbeing Service currently have relatively high levels of vacancies but continue to undertake recruitment campaigns during 2019/20 and therefore their underspends are not expected to be recurrent. The staffing budgets this year contain savings relating to a vacancy factor and also terms and conditions. The information available at Quarter 1 continues to indicate that the vacancy factor is higher than expected reducing forecast staff costs and offsetting the terms and conditions saving in relation to unpaid annual leave, sickness levels and agency spend, which is not delivering at the anticipated rate. This position will continue to be kept under close review during the year.

The savings that have been agreed to date are also closely monitored, with a total of c£68m to be delivered in 2019/20. The financial position at the end of quarter 1 has maintained the position of 95% of savings rated as on track, but some potentially with issues to work through such as delays. The remaining 5% are the most challenging to deliver currently, but services are working hard to deliver those savings and are regularly reporting progress. In some cases due to changing circumstances some savings have been declared undeliverable and are built back into the budget within the medium term financial strategy from 2020/21 (Appendix B).

3. Adult Services

| ADULTS | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|---|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| DISABILITY (adults) | 30.558 | 30.058 | -0.500 | -31.787 | -31.787 | 0.000 | -1.229 | -1.729 | -0.500 | -40.68% |
| Learning Disabilities, Autism & Mental Health | 198.227 | 200.373 | 2.146 | -24.876 | -25.038 | -0.162 | 173.351 | 175.335 | 1.984 | 1.14% |
| OLDER PEOPLE | 24.795 | 25.765 | 0.970 | -22.947 | -23.174 | -0.227 | 1.848 | 2.591 | 0.743 | 40.21% |
| SOCIAL CARE SERVICES (adults) | 302.482 | 305.645 | 3.163 | -135.168 | -133.430 | 1.738 | 167.314 | 172.215 | 4.901 | 2.93% |
| TOTAL ADULTS | 556.062 | 561.841 | 5.779 | -214.778 | -213.429 | 1.349 | 341.284 | 348.412 | 7.130 | 2.09% |

Adult Services – forecast overspend £7.130m

The largest element of the overall forecast overspend across Adult Services relates to the underachievement of the sleep-ins service challenge saving following the recent decision by cabinet in relation to new rates being applied, with the main impact (£4m) being on the Learning Disabilities service. In addition overspends are forecast across physical support commissioned services (£2.5m) based on expenditure and income to date combined with work to monitor the significant service challenge savings for 2019/20. There are also forecast overspends across prevention services, primarily telecare, (£1.4m) and staffing budgets (£600,000). At this stage in the financial year assumptions have been made that generally reflect that savings will be delivered. This is a significant risk across this budget and as the financial year progresses we will be able to monitor more accurately the delivery of savings.

There is an overall overspend across our Learning Disability, Autism and Mental Health services including social work and in-house care support teams. As outlined above the main reason for the overspend in this area related to the changes to the delivery of the significant saving relating to sleep-in rates. Offsetting this pressure are a number of forecast underspends such as staff turnover and delays in recruitment particularly in mental health (but also within the learning disability service to a smaller extent), however this has not impacted on quality ratings with all provision rated good or outstanding. In addition across mental health there are lower than forecast placement numbers which are suppressing costs overall in social work teams. It should be noted that the service is forecast to overachieve on income targets based on the levels generated to date.

In contrast the older people and physical disability services, including social work teams and in house care provision, has an overall overspend although it is supporting significantly higher numbers of people. The financial challenge in the in house service concerns occupancy levels which are below target and the necessity of covering staff absences and work is underway to improve attendance levels and establish a casual pool of employees. In addition, residential placements are forecasting a pressure at this stage in the financial year, this is as a result of the current number of placements being greater than assumed within the budget as this is an area where significant levels of savings are expected to be achieved. However, demand for nursing placements is lower than 2018/19 levels, although a continuing increase in placement costs are putting some pressure on the budget. It must be noted that the level of residential and nursing placements are often more costly when compared to other care packages such as domiciliary care, in addition alternative placements to residential care often provide better outcomes for the service user.

Domiciliary care and direct payments continue to be an area of demand pressure, which could be seen during 2018/19. However we would expect to see increased demand in this area and reduced residential admissions as a result of the passport to independence strategy and subsequent savings that were agreed.

4. Adult Services and Public Health & Wellbeing

| ADULT SERVICES AND PUBLIC HEALTH & WELLBEING | Approved Expenditure Budget | Expenditure Forecast Outturn | Expenditure Forecast Outturn Variance | Approved Income Budget | Income Forecast Outturn | Income Forecast Outturn Variance | Approved Net Budget | Net Forecast Outturn | Net Forecast Outturn Variance | Net Forecast Outturn Variance |
|---|-----------------------------|------------------------------|---------------------------------------|------------------------|-------------------------|----------------------------------|---------------------|----------------------|-------------------------------|-------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| POLICY INFO & COMMISSION AGE WELL | 0.462 | 0.462 | 0.000 | 0.000 | 0.000 | 0.000 | 0.462 | 0.462 | 0.000 | 0.00% |
| POLICY INFO & COMMISSION LIVE WELL | 0.730 | 0.730 | 0.000 | -0.209 | -0.209 | 0.000 | 0.521 | 0.521 | 0.000 | 0.00% |
| PATIENT SAFETY & QUALITY IMPROVEMENT | 6.542 | 6.627 | 0.085 | -0.548 | -0.535 | 0.013 | 5.994 | 6.092 | 0.098 | 1.63% |
| TOTAL ADULT SERVICES AND PUBLIC HEALTH & WELLBEING | 7.734 | 7.819 | 0.085 | -0.757 | -0.744 | 0.013 | 6.977 | 7.075 | 0.098 | 1.40% |

Adult Services and Public Health & Wellbeing – forecast overspend £98,000

The overspend position is due to an increased volume of referrals into the safeguarding enquiry service via Multi Agency Safeguarding Hub (MASH) which resulted in some additional temporary resource costs to clear the backlog whilst more fundamental changes are made to service processes.

5. Public Health & Wellbeing

| PUBLIC HEALTH & WELLBEING | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|--|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| PUBLIC HEALTH & WELLBEING | 0.746 | 0.811 | 0.065 | -66.870 | -66.872 | -0.002 | -66.124 | -66.061 | 0.063 | 0.10% |
| HEALTH EQUITY WELFARE & PARTNERSHIPS | 66.401 | 66.257 | -0.144 | -2.275 | -2.275 | 0.000 | 64.126 | 63.982 | -0.144 | -0.22% |
| Health, Safety & Resilience | 1.827 | 1.946 | 0.119 | -1.202 | -1.422 | -0.220 | 0.625 | 0.524 | -0.101 | -16.16% |
| TRADING STANDARDS & SCIENTIFIC SERVICES | 4.888 | 4.854 | -0.034 | -1.625 | -1.510 | 0.115 | 3.263 | 3.344 | 0.081 | 2.48% |
| TOTAL PUBLIC HEALTH & WELLBEING | 73.862 | 73.868 | 0.006 | -71.972 | -72.079 | -0.107 | 1.890 | 1.789 | -0.101 | -5.34% |

Public Health and Wellbeing – forecast underspend £101,000

An underspend position is forecast across the Health, Equity and Welfare & Partnerships Team, however this forecast position represents a number of variances projected across different elements of the service. A particular area of pressure relates to sexual health contracts, as demand continues to increase on tariff based arrangements (£316,000). There are also additional demand pressures on out of area recharges for sexual health (c£300,000). The in-year pressures have been off-set by other service area underspends on contracts and service areas of £419,000. In addition the service is forecast to underspend on staffing by £341,000 due to vacancy levels.

Health Safety & Resilience is forecast to underspend by £101,000 due to overachievement of health and safety income and underspends on operational costs.

6. Education and Children's Services

| EDUCATION AND CHILDREN'S SERVICES | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|--|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| CHILDREN SOCIAL CARE LOCALITIES | 108.417 | 111.482 | 3.065 | -6.671 | -6.939 | -0.268 | 101.746 | 104.543 | 2.797 | 2.75% |
| FOSTERING ADOPTION RESIDENTIAL AND YOT | 33.510 | 35.211 | 1.701 | -2.623 | -3.361 | -0.738 | 30.887 | 31.850 | 0.963 | 3.12% |
| SAFEGUARDING INSPEC & AUDIT | 12.922 | 12.616 | -0.306 | -0.997 | -1.028 | -0.031 | 11.925 | 11.588 | -0.337 | -2.83% |
| CHILDREN AND FAMILY WELLBEING SERVICE | 19.004 | 17.689 | -1.315 | -3.376 | -4.859 | -1.483 | 15.628 | 12.830 | -2.798 | -17.90% |
| EDUCATION QUALITY & PERFORMANCE | 15.437 | 14.930 | -0.507 | -8.668 | -8.546 | 0.122 | 6.769 | 6.384 | -0.385 | -5.69% |
| LEARNING SERVICES & SKILLS | 40.236 | 38.864 | -1.372 | -45.470 | -42.945 | 2.525 | -5.234 | -4.081 | 1.153 | 22.03% |
| INCLUSION | 22.187 | 22.834 | 0.647 | -5.477 | -5.076 | 0.401 | 16.710 | 17.758 | 1.048 | 6.27% |
| POLICY INFO & COMMISSION START WELL | 1.747 | 5.266 | 3.519 | -0.622 | -4.122 | -3.500 | 1.125 | 1.144 | 0.019 | 1.69% |
| EDUCATION & CHILDREN'S SERVICES CENTRAL COSTS | 2.945 | 2.247 | -0.698 | -4.376 | -3.836 | 0.540 | -1.431 | -1.589 | -0.158 | -11.04% |
| TOTAL EDUCATION & CHILDREN'S SERVICES | 256.405 | 261.139 | 4.734 | -78.280 | -80.712 | -2.432 | 178.125 | 180.427 | 2.302 | 1.29% |

Children's Social Care Localities – forecast overspend £2.797m

The forecast variance includes an anticipated overspend of £1.821m related to staffing. The service continues to experience issues with recruitment and retention which results in posts being temporarily filled with agency staff (at extra cost). This position includes the cost of work undertaken by external providers. The service are working hard towards filling these vacancies to reduce this pressure within the financial year.

The most significant overspend relates to agency fostering placements which are forecast to overspend by £2.500m. Placements increased from 488 in March 2018 to 524 in March 2019 and increased again to 538 placements in June 2019. Work is continuing as part of the Children's Services Finance Monitoring Board to review numbers of placements, to estimate likely future demand, including the achievement of agreed savings, in order to identify the impact of this on the County Council's budget.

An underspend of £1.273m is forecast within family support payments (which mainly relates to Child Arrangement Order's and regular payments). Special Guardianship Orders (SGOs) continue to increase however, it is forecast that this will be contained within the budget for 2019/20.

Fostering, Adoption Residential and Youth Offending Team – forecast overspend £963,000

The service is forecasting an overspend mainly due to pressures within the residential in-house provision due to staff costs overspends resulting from an increase in complex placements, the use of casual staff to support outreach/edge of care services and welfare checks. In addition the fostering service is forecasting an overspend relating to fostering allowances as a result of increases in placement numbers. These pressures are offset by smaller underspends across other elements of the service.

Safeguarding, Inspection and Audit (SIA) – forecast underspend £337,000

The service is forecasting underspends relating to staff costs across the service as a result of vacancies which are slightly offset by smaller overspends on operational costs within the service.

Children Family and Wellbeing Service (CFW) – forecast underspend £2.798m

The forecast position relates to anticipated staffing underspends due to continuing levels of staff vacancies over and above the vacancy factor level. However, the staffing levels mean the service is having to adapt their level of service delivery accordingly. In

addition, in the final year of the troubled families programme the service expect to significantly over achieve the budgeted level of income they receive due to payment by results.

Education Quality and Performance – forecast underspend £385,000

Forecast underspends of £382,000 relate to CLA work placements based on levels of expenditure in 2018/19. This represents early delivery of savings which are due to be made from 2020/21. There are also forecast underspends across other elements of the service which are offset by an under achievement of income across teams.

Learning and Skills Service – forecast negative variance (overspend) £1.153m

The forecast position represents a forecast contribution to corporate overheads of £4.080m in 2019/20. The negative variance is due to the following:

- School Catering is forecast to overspend by £438,000 in 2019/20 due to increases in food costs.
- Outdoor Education is forecast to overspend by £149,000. This relates to undeliverable savings from 2017/18 and an increase in supplies and services expenditure.
- Learning Excellence is forecast to overspend by £521,000 largely due to a decrease in income through the decline of course bookings from schools as a result of the closure changes to the location of courses provided. The service is working towards mitigating against this through use of other venues.

Inclusion – forecast overspend £1.048m

An overspend of £875,000 is forecast predominantly due to Children with Disabilities (CwD) placements (which includes residential and fostering placements) and CWD family support due to increases in demand. There are smaller overspends also forecast across aids and adaptations, and within the traded services element of the service. Offsetting these pressures are underspends across staffing costs and operational costs.

Education and Children's Services Central Costs – forecast underspend £158,000

The forecast underspend mainly relates to Premature Retirement Costs (PRC) for schools based staff.

7. Growth, Environment and Planning Services

| GROWTH, ENVIRONMENT & PLANNING | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|---|-----------------------------------|---|--|------------------------------|--|---|---------------------------|---|--|--|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| LEP COORDINATION | 0.434 | 0.434 | 0.000 | -0.184 | -0.184 | 0.000 | 0.250 | 0.250 | 0.000 | 0.00% |
| BUSINESS GROWTH | 5.848 | 5.798 | -0.050 | -4.271 | -4.271 | 0.000 | 1.577 | 1.527 | -0.050 | -3.17% |
| PLANNING AND ENVIRONMENT | 5.169 | 5.069 | -0.100 | -3.651 | -3.151 | 0.500 | 1.518 | 1.918 | 0.400 | 26.35% |
| ESTATES | 1.700 | 1.700 | 0.000 | -1.164 | -1.164 | 0.000 | 0.536 | 0.536 | 0.000 | 0.00% |
| STRATEGIC DEVELOPMENT | 0.956 | 0.956 | 0.000 | -0.554 | -0.554 | 0.000 | 0.402 | 0.402 | 0.000 | 0.00% |
| TOTAL GROWTH, ENVIRONMENT & PLANNING | 14.107 | 13.957 | -0.150 | -9.824 | -9.324 | 0.500 | 4.283 | 4.633 | 0.350 | 8.17% |

The overspend above relates to a pressure within planning and environment due an income shortfall from capital on a highways scheme. This is however offset by some smaller staff underspends across the service.

8. Highways and Transport

| HIGHWAYS AND TRANSPORT | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|--|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| WASTE MGT | 79.147 | 76.149 | -2.998 | -13.152 | -11.541 | 1.611 | 65.995 | 64.608 | -1.387 | -2.10% |
| LIBRARIES, MUSEUMS, CULTURE & ARCHIVES | 13.254 | 12.841 | -0.413 | -3.396 | -3.162 | 0.234 | 9.858 | 9.679 | -0.179 | -1.82% |
| HIGHWAYS | 49.272 | 47.425 | -1.847 | -39.236 | -36.876 | 2.360 | 10.036 | 10.549 | 0.513 | 5.11% |
| PUBLIC & INTEGRATED TRANSPORT | 78.477 | 79.965 | 1.488 | -30.799 | -30.385 | 0.414 | 47.678 | 49.580 | 1.902 | 3.99% |
| CUSTOMER ACCESS | 5.274 | 5.408 | 0.134 | -2.200 | -2.571 | -0.371 | 3.074 | 2.837 | -0.237 | -7.71% |
| DESIGN and CONSTRUCTION | 18.250 | 17.104 | -1.146 | -21.258 | -18.697 | 2.561 | -3.008 | -1.593 | 1.415 | 47.04% |
| TOTAL HIGHWAYS AND TRANSPORT | 243.674 | 238.892 | -4.782 | -110.041 | -103.232 | 6.809 | 133.633 | 135.660 | 2.027 | 1.52% |

Waste Management – Forecast underspend £1.387m

The service is forecast to underspend by £1.387m due to a combination of factors, the costs of waste disposal with lower than budgeted waste arisings and waste being diverted from landfill at lower than budgeted prices, partly due to the use of our own fleet of vehicles to transport waste. Waste arisings are currently forecast to be low but this may change and will continue to be monitored throughout the financial year. Further forecast underspends of £173,000 relate to green waste and lower tonnages.

Partly offsetting the underspends are budget pressures relating to income received for recycled waste, particularly paper and card, resulting in forecast overspends of £906,000. These markets are volatile so the position is likely to be subject to change throughout the financial year. In addition, a pressure of £702,000 is forecast due to increased insurance costs for the waste sites.

Libraries, Museums, Culture and Archives (LMCA) – Forecast underspend £179,000

The forecast underspend predominantly relates to the library service and a combination of lower staffing and supplies and services expenditure.

Highways – Forecast overspend £513,000

The forecast overspend predominantly relates to plant utilisation. This was a significant pressure in 2018/19 and steps have been taken to reduce this including the sale of some plant that was not sufficiently utilised.

There are also a number of demand led income budgets within highways that relate to developer and utility companies activities. Forecast income for these activities tend to be subject to change during the financial year, however, the current expectation is that they will outturn close to budget.

Public and Integrated Transport – Forecast overspend £1.902m

The main overspending area within the service relates to transport costs particularly for children with special educational needs. This is a combination of delayed delivery of savings relating to independent travel training (c£1.000m) and increased inflation and demand over and above what was included in the budget for taxi costs and increases in passenger numbers (c£600,000).

In addition there are forecast income pressures of c£500,000 for the tendered public bus network. The budget for this service was increased to £3m in 2018/19 with additional routes being introduced, however, fare income is lower than originally anticipated. Work

is ongoing to review services to bring spend within budget. A further income pressure of c£200,000 is forecast for bus stations. Departure charges are, however, due to rise incrementally over the next 3 years which will reduce this pressure over time.

The above is partly offset by forecast underspends of c£400,000 on concessionary travel due to lower demand. This will continue to be monitored throughout 2019/20.

Customer Access – Forecast underspend £237,000

The forecast position predominantly relates to additional income.

Design and Construction – Forecast Overspend £1.415m

Design and Construction property is forecast to overspend by £1.030m. Lower than forecast income recovery of £1.445m is expected largely due to a larger number of smaller projects which tends to require a proportionately greater staffing resource. The above is partly offset by forecast underspends of £415,000 on staffing and agency costs. Depending on levels of work the service flexes staffing resource, particularly reliance on agency staff, but the mix of projects being delivered in 2019/20 means the staffing underspend is significantly lower than reduced income levels.

Design and Construction highways is forecast to overspend by £385,000. There are currently several vacancies so whilst there is a significant staffing underspend there is a greater under recovery of income since this is an income generating service.

9. Finance

| FINANCE | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|--|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| BTLS | 25.609 | 25.212 | -0.397 | -2.177 | -2.005 | 0.172 | 23.432 | 23.207 | -0.225 | -0.96% |
| LANCASHIRE PENSION FUND | 0.187 | 0.252 | 0.065 | -0.184 | -0.252 | -0.068 | 0.003 | 0.000 | -0.003 | - |
| EXCHEQUER SERVICES | 5.182 | 5.020 | -0.162 | -1.944 | -2.088 | -0.144 | 3.238 | 2.932 | -0.306 | -9.45% |
| FINANCIAL MGT (DEVELOPMENT AND SCHOOLS) | 2.280 | 2.438 | 0.158 | -2.293 | -2.346 | -0.053 | -0.013 | 0.092 | 0.105 | - |
| FINANCIAL MGT (OPERATIONAL) | 1.862 | 1.853 | -0.009 | -0.192 | -0.204 | -0.012 | 1.670 | 1.649 | -0.021 | -1.26% |
| CORPORATE FINANCE | 22.640 | 22.753 | 0.113 | -15.064 | -15.095 | -0.031 | 7.576 | 7.658 | 0.082 | 1.08% |
| INTERNAL AUDIT | 0.912 | 0.916 | 0.004 | -0.193 | -0.175 | 0.018 | 0.719 | 0.741 | 0.022 | 3.06% |
| PROCUREMENT | 3.023 | 3.154 | 0.131 | -1.271 | -1.271 | 0.000 | 1.752 | 1.883 | 0.131 | 7.48% |
| TOTAL FINANCE | 61.695 | 61.598 | -0.097 | -23.318 | -23.436 | -0.118 | 38.377 | 38.162 | -0.215 | -0.56% |

Finance services are forecast to underspend by £215,000.

The forecast underspend is predominantly due to underspends reported within the BTLS budget due to reduced operational costs. In addition there are forecast underspends across several services, particularly exchequer services, in relation to employee costs. A further underspend is forecast within exchequer services as a result of the expected over achievement of savings. The underspends are offset by staffing pressures across financial management (development and schools) and procurement.

10. Corporate Services

| CORPORATE SERVICES | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|----------------------------------|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| CORONER'S SERVICE | 2.717 | 2.568 | -0.149 | -0.284 | -0.279 | 0.005 | 2.433 | 2.289 | -0.144 | -5.92% |
| HUMAN RESOURCES | 9.861 | 9.488 | -0.373 | -8.949 | -8.679 | 0.270 | 0.912 | 0.809 | -0.103 | -11.29% |
| LEGAL, GOVERNANCE AND REGISTRARS | 17.454 | 17.863 | 0.409 | -4.538 | -4.605 | -0.067 | 12.916 | 13.258 | 0.342 | 2.65% |
| SKILLS LEARNING & DEVELOPMENT | 3.614 | 3.608 | -0.006 | -0.844 | -0.844 | 0.000 | 2.770 | 2.764 | -0.006 | -0.22% |
| TOTAL CORPORATE SERVICES | 33.646 | 33.527 | -0.119 | -14.615 | -14.407 | 0.208 | 19.031 | 19.120 | 0.089 | 0.47% |

Corporate services are forecast to overspend by £89,000. The main pressure across the service relates to legal fees, which is offset by underspends anticipated within the coroners service and human resources service mainly as a result of additional income.

11. Strategy and Performance

| STRATEGY AND PERFORMANCE | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|---------------------------------------|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| ASSET MGT | 38.516 | 38.638 | 0.122 | -31.633 | -31.820 | -0.187 | 6.883 | 6.818 | -0.065 | -0.94% |
| FACILITIES MGT | 28.043 | 28.722 | 0.679 | -7.484 | -7.504 | -0.020 | 20.559 | 21.218 | 0.659 | 3.21% |
| CORE SYSTEMS AND BUSINESS SUPPORT | 3.970 | 4.027 | 0.057 | -0.327 | -0.297 | 0.030 | 3.643 | 3.730 | 0.087 | 2.39% |
| PROGRAMME OFFICE | 1.565 | 1.575 | 0.010 | 0.000 | 0.000 | 0.000 | 1.565 | 1.575 | 0.010 | 0.64% |
| BUSINESS INTELLIGENCE | 1.354 | 1.354 | 0.000 | -0.075 | -0.075 | 0.000 | 1.279 | 1.279 | 0.000 | 0.00% |
| TOTAL STRATEGY AND PERFORMANCE | 73.448 | 74.316 | 0.868 | -39.519 | -39.696 | -0.177 | 33.929 | 34.620 | 0.691 | 2.04% |

The strategy and performance service is forecast to overspend by £691,000 in 2019/20. This mainly relates to the operational property budget for repairs and maintenance which was reduced in 2018/19 by £750,000 and a further £750,000 in 2019/20. Whilst work is underway to carry out condition surveys on properties in order to develop a programme of planned works which will reduce future reactive R&M costs, an overspend of £983,000 is anticipated in 2019/20. This is offset by a non-recurring underspend of fees not being incurred that were anticipated at the end of 2018/19.

12. Chief Executive Services

| CHIEF EXECUTIVE SERVICES | Approved Expenditure Budget | Current Period Expenditure Forecast Outturn | Current Period Expenditure Forecast Variance | Approved Income Budget | Current Period Income Forecast Outturn | Current Period Income Forecast Variance | Approved Net Budget | Current Period Net Forecast Outturn | Current Period Net Forecast Variance | Current Period Net Forecast Variance |
|---|-----------------------------|---|--|------------------------|--|---|---------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m | % |
| CHIEF EXECUTIVE | 3.748 | 4.058 | 0.310 | -0.213 | -0.444 | -0.231 | 3.535 | 3.614 | 0.079 | 2.23% |
| COMMUNICATIONS | 1.135 | 1.135 | 0.000 | -0.187 | -0.187 | 0.000 | 0.948 | 0.948 | 0.000 | 0.00% |
| CORPORATE BUDGETS (FUNDING AND GRANTS) | 2.884 | 1.803 | -1.081 | -10.245 | -11.377 | -1.132 | -7.361 | -9.574 | -2.213 | -30.06% |
| CORPORATE BUDGETS (TREASURY MANAGEMENT) | 36.703 | 39.714 | 3.011 | -10.460 | -20.472 | -10.012 | 26.243 | 19.242 | -7.001 | -26.68% |
| CORPORATE BUDGETS (PENSIONS & APPRENTICESHIP LEVY) | 21.384 | 17.642 | -3.742 | 0.000 | 0.000 | 0.000 | 21.384 | 17.642 | -3.742 | -17.50% |
| TOTAL CHIEF EXECUTIVE SERVICES | 65.854 | 64.352 | -1.502 | -21.105 | -32.480 | -11.375 | 44.749 | 31.872 | -12.877 | -28.78% |

Chief Executive Services are forecast to underspend by £12.877m in 2019/20. This relates to forecast gains across the treasury management budget (£7.000m) primarily as a result of extra income received through the continuing volatility in the price of Gilts and other bonds enabling sales to be made which have generated a significant surplus. Further savings are due to the final year of the pension prepayment and additional income from a surplus on the collection fund. In addition the budget for investment to support the service challenge savings delivery is forecasting an underspend of £1m, however this will not impact on savings delivery.

Money Matters
Financial Outlook for the County Council
Medium Term Financial Strategy &
Reserves as at 30th June 2019

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1. Executive Summary

At full council in February 2019 the medium term financial strategy (MTFS) set out a forecast funding gap of £47.326m by the end of the 4 year period (2019/20 – 2022/23).

This report provides an updated position covering the 2020/21 – 2022/23 financial years. This MTFS covers a 3 year period rather than the previously reported 4 year period due to the ongoing and unprecedented uncertainty in relation to future local government funding and to enable a direct comparison with the previously reported position. There are a significant number of variables leading to a range of different funding scenarios being explored, but without any clarity having been provided at this point in time it is difficult to settle on a central or realistic scenario. A review of assumptions, relating to both income and expenditure, has been undertaken to reflect the most current information available.

The updated funding gap contained within the report has increased to £64.755m by 2022/23 which is an increase of £17.429m from the previously reported position, however a reduced budget gap is forecast for 2020/21 of £5.895m. The main reasons for the changes to the position are as follows:

- Increased funding expectations in 2020/21. The previous MTFS position had assumed revenue support grant (RSG) would end in 2019/20, however the likelihood of a one year settlement and roll forward budget in 2020/21 has led to an assumption that RSG will be included within the baseline funding level for 2020/21. This position has been recommended by CIPFA and other professional advisers but has not been categorically confirmed by the government.
- Staff salary inflation has been changed from the previous 1% to 2% annual increases. This has increased the financial gap by c£3.5m per annum and £11.378m over the 3 year period, and is therefore the most significant contributory factor to the increased forecast gap.
- Service demand and volume changes and inflation and cost changes have increased costs by a net sum of £1.256m. This is primarily the outcome of increases in the levels of demand across services such as children's social care and transport, offset by some service cost adjustments due to changes to service configuration, particularly in relation to support service delivery models.
- Service cost adjustments of £3.483m reflecting undeliverable savings pressures.

Although the forecast funding gap in 2020/21 has reduced, the position still reflects a shortfall with a revised gap over the next 3 years of £64.755m, which varies over each of the 3 years shown in Table 1. Work is progressing on phase two of the service challenge process which will seek to address the ongoing deficit and is focusing on a number of cross-cutting work streams and areas for investigation and review identified in the initial phase, but where further work is needed to robustly evidence the scale and form of proposals. In particular, service challenge phase 2 is focused on the complex levers required to create an environment where service configuration and operational practice reflects best in class and supports demand management which is the single biggest driver on our costs. A separate report on this issue is included in

this cabinet's agenda and further saving proposals will come forward for consideration at future cabinet meetings.

The revised funding gap also makes assumptions about future funding levels and there remains significant uncertainty about this post 2019/20 with changes to be made in respect of business rates retention, the overall funding formula, the anticipated green paper on adult social care and, of course, any government spending review.

The value of the uncommitted transitional reserve is currently forecast to be sufficient to meet the identified funding gaps through to 2022/23, which provides time to address the structural deficit in a considered and sustainable way. The intention remains to identify continued savings and reduce the call on the transitional reserve, for 2020/21 and beyond.

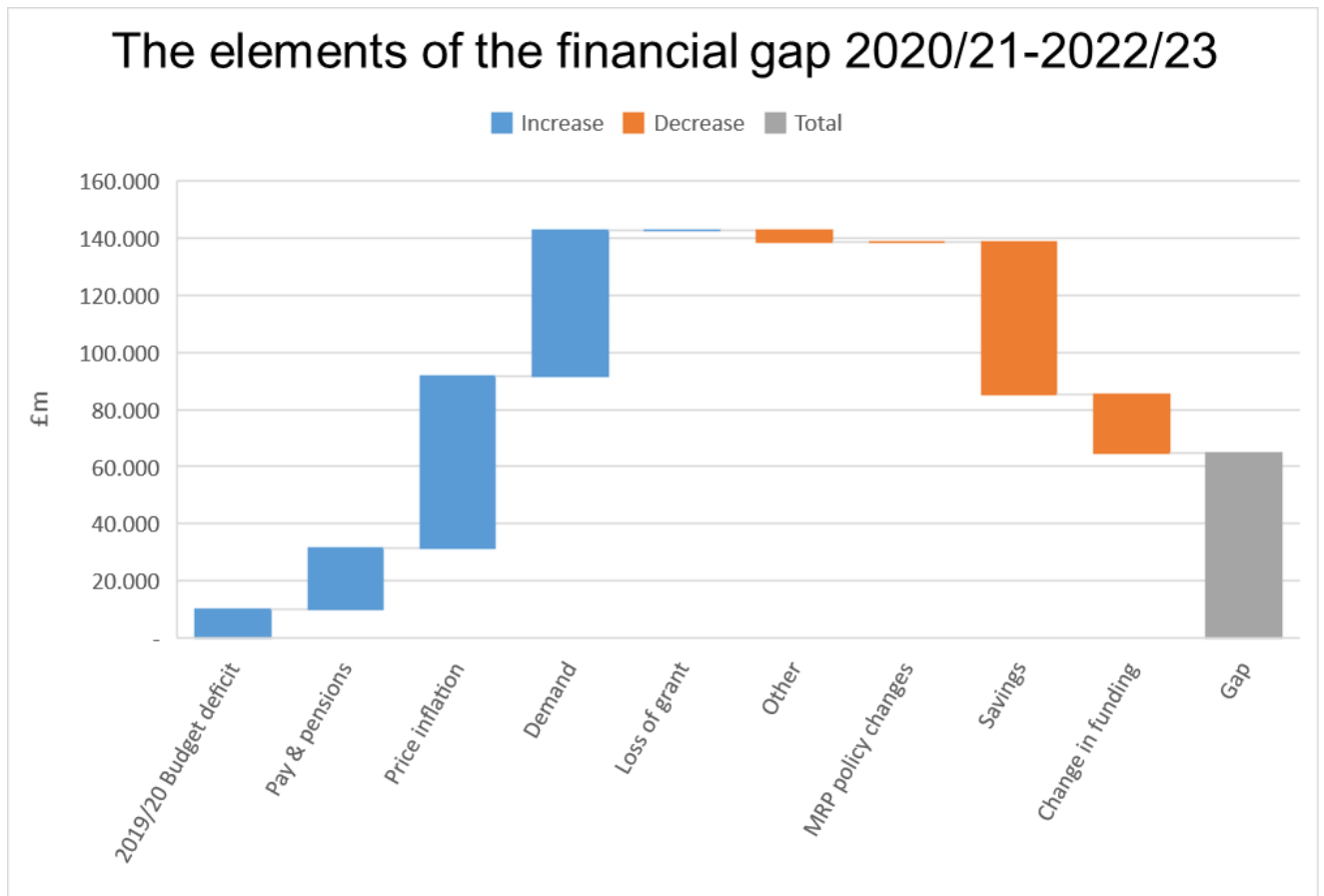
The table on page 4 provides a detailed analysis of movements between the previously reported financial gap and the revised financial gap:

Table 1

| | 2020/21 £m | 2021/22 £m | 2022/23 £m | Total £m |
|---|----------------|---------------|---------------|---------------|
| Spending Gap as reported to Full Council | 30.370 | 5.518 | 11.438 | 47.326 |
| Add change to forecast of spending: | | | | |
| Pay & Pensions | 4.460 | 3.448 | 3.470 | 11.378 |
| Inflation and Cost Changes | 0.373 | -3.118 | -0.352 | -3.097 |
| Service Demand and Volume Pressures | 2.805 | 1.172 | 0.376 | 4.353 |
| Other | 0.025 | 0.000 | 0.000 | 0.025 |
| Undeliverable Savings | 3.483 | 0.000 | 0.000 | 3.483 |
| Total Change to Forecast of Spending | 11.145 | 1.502 | 3.494 | 16.141 |
| | | | | |
| Change to forecast of resources: | | | | |
| Funding | -35.621 | 32.014 | 4.895 | 1.288 |
| Total Change to Forecast of Resources | -35.621 | 32.014 | 4.895 | 1.288 |
| | | | | |
| Funding Gap | 5.895 | 39.034 | 19.826 | 64.755 |
| | | | | |
| Forecast net budget requirement | 822.956 | 841.591 | 842.891 | |
| Funding | 817.061 | 802.558 | 823.065 | |

| Aggregated Funding Gap | 2020/21 | 2021/22 | 2022/23 |
|-------------------------------|----------------|----------------|----------------|
| 2020/21 (£m) | 5.895 | 5.895 | 5.895 |
| 2021/22 (£m) | | 39.034 | 39.034 |
| 2022/23 (£m) | | | 19.826 |
| 2023/24 (£m) | | | |
| Total | 5.895 | 44.928 | 64.755 |
| | | | |
| Previous position (£m) | 30.370 | 35.888 | 47.326 |
| Variance (£m) | -24.475 | 9.040 | 17.429 |

The graph below demonstrates the drivers that make up the changes in the financial gap from £10m carried forward from 2019/20 to the cumulative position of £65m in the financial year 2022/23 as shown in the table above:



2. Funding

The funding included within this report reflects the final settlement for 2019/20 that was announced on 29th January 2019. As there are new models of funding proposed from 2020/21 due to the implementation of business rates retention and a new funding formula there are no funding levels confirmed post 2019/20. Assumptions have therefore been made for funding levels from 2020/21 – 2022/23 that are detailed within this report.

Spending Review, Fair Funding Formula and 75% business rates retention

At the time of writing this report the implementation date for a new system of local government finance, the "fair funding formula", is officially still scheduled for 2020/21 and involves local government retaining 75% of the business rates along with the new funding formula coming into effect. However, details of the scheme and therefore the impact on Lancashire are not yet known, with further consultations due to be circulated imminently for the various funding blocks. One of the key and consistent responses from councils in previous consultations has been for early indication of the impact of funding changes to be provided, to enable sufficient time for planning to take place to help effectively manage those changes. At this stage it now seems highly unlikely that the new schemes will be implemented for the 2020/21 financial year, due to the amount of consultation and modelling required, combined with pressures across government departments in relation to the UK exiting the EU.

The most recent communication in relation to future funding was from the Chancellor in early August who announced that a one year spending review will be completed in mid-September. The Secretary of State indicated that this will give councils certainty about how local services will be funded in 2020/21 as they begin the budget setting process. The position is that during 2020 a multi-year spending review will take place which will allow more time for the impact of funding changes to be effectively planned for.

The table below reflects the updated funding position.

Table 2

| | 2020/21 | 2021/22 | 2022/23 |
|--------------------------------|----------------|----------------|----------------|
| | £m | £m | £m |
| Revenue Support Grant* | 0.000 | 0.000 | 0.000 |
| Business Rates | 235.902 | 206.787 | 209.979 |
| Council Tax | 512.289 | 531.366 | 551.153 |
| New Homes Bonus | 3.161 | 3.196 | 3.224 |
| Better Care Fund | 45.532 | 45.532 | 45.532 |
| Capital receipts | 7.000 | 2.500 | 0.000 |
| Social Care Grant | 9.427 | 9.427 | 9.427 |
| Collection Fund Surplus | 3.750 | 3.750 | 3.750 |
| Total | 817.061 | 802.558 | 823.065 |
| | | | |
| Funding – Previous MTFS | 781.440 | 798.951 | 824.353 |
| Variance | 35.621 | 3.607 | -1.288 |
| Impact on financial gap | -35.621 | 32.014 | 4.895 |

** As part of the business rates pilot and subsequent retention scheme local authorities forgo their right to the revenue support grant (RSG) and this is encompassed within the business rates baseline. The value of RSG has been included in 2020/21 baseline figures, but not from 2021/22 onwards.*

2.1 Council Tax and Business Rates

Council Tax

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

Table 3

| | Council Tax increase (no referendum required) | Additional council tax flexibility | Adult Social Care Precept | Total council tax increase |
|---------|---|--|------------------------------|-------------------------------|
| 2020/21 | 1.99% | 0.00% | 0.00% | 1.99% |
| 2021/22 | 1.99% | 0.00% | 0.00% | 1.99% |
| 2022/23 | 1.99% | 0.00% | 0.00% | 1.99% |

From 2020/21 onwards, it is assumed the maximum increase that the county council is able to apply to council tax, without a referendum, is 1.99%. This continues the assumption that the options to raise an adult social care precept and the additional 1% flexibility cease after 2019/20. Any decisions not to increase council tax in line with the assumptions above would increase the financial gap; every 1% in council tax yields c£5m.

Within the current MTFS a tax base increase of 1.7% is included, which is the same position as in the previously reported MTFS based on historical average increases. However, in the most recent data available the tax base forecast position for 2019/20 for Lancashire was 1.4%. At this stage the average increase of 1.7% has been maintained within the MTFS, as we anticipate having an offsetting increase on the collection fund (which has also not been built into the MTFS at this stage) that could be increased due to prudent estimations of growth from district councils, based again on historical surplus positions.

Business Rates

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

As part of the final settlement the Secretary of State announced that the Lancashire bid to become a pilot of 75% business rates retention had been successful. At this stage in the financial year we have no further information in relation to the continuation of 75% pilots in 2020/21. As we would have expected further information to be released at this stage in the financial year if additional applications could be put forward we have assumed that the pilot continues into 2020/21 and beyond.

The key assumption in relation to business rates and the continuation of the pilot centres around the baseline level of funding and the inclusion of the revenue support grant (RSG). When a council agrees to be a pilot it foregoes its RSG as this is added in to the baseline position of the business rates pilot. In previous assumptions in the MTFS we had assumed that RSG would be removed in line with indications from MHCLG. However, given the lack of information available at this stage in the financial year we have sought professional advice from experts in local government finance and they have advised that they would assume that the RSG rolls forward in 2020/21 only to maintain the baseline level of funding. This is a significant amount, with the impact being c£35m, therefore if this advice is incorrect this will worsen the financial gap in 2020/21. For future years we have maintained our working assumption that RSG will cease.

2.2 Capital Receipts

In April 2016 the government introduced the flexibility for capital receipts to be used to fund revenue expenditure that is designed to generate ongoing revenue savings or service improvements. This flexibility is currently available until 2021/22.

Capital receipts of £7m and £2.5m are estimated to be received over the next two years and are included within the MTFS. As part of the service challenge process additional resources were identified to support the transformation of services and delivery of the savings. The assumption within the MTFS is that there will be sufficient capital receipts to meet these transformation costs over the next 2 years and therefore they will not be a draw on reserves or increase the funding gap.

3. Net Budget Requirement

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

3.1 Pay and Pensions

In the previous MTFS an assumption of a 1% annual pay award was included from 2020/21 onwards until further information was known. However, at this stage in the financial year and with information that negotiations are commencing at higher rates than 2% it has been determined prudent to increase to 2% to reflect previous year agreements. This will be reviewed quarterly and may require additional funding if a higher percentage increase is agreed. A 1% pay award equates to an additional net annual cost of c£3.5m. The pension prepayment saving adjustment represents a reversal of the discount on employer pension contributions made upfront in 2017/18, at the point of the last revaluation, and covering contributions due up to and including 2019/20.

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

Table 4

| | 2020/21 £m | 2021/22 £m | 2022/23 £m | Total £m |
|---|-----------------------|-----------------------|-----------------------|---------------------|
| Employee Costs | 8.952 | 7.491 | 7.570 | 24.013 |
| Pensions Costs | -6.026 | 0.374 | 0.374 | -5.278 |
| Pension Prepayment Saving | 2.299 | 0.000 | 0.000 | 2.299 |
| Other pay related costs | 0.029 | 0.028 | 0.028 | 0.085 |
| Revised Pay and Pension requirements | 5.254 | 7.893 | 7.972 | 21.119 |
| | | | | |
| Pay and Pensions -previous MTFS | 0.794 | 4.445 | 4.502 | 9.741 |
| | | | | |
| Impact on Financial Gap | 4.460 | 3.448 | 3.470 | 11.378 |

3.2 Price Inflation and Cost Changes

Contractual price increases represent a significant cost pressure to the county council. The assumptions have been subject to regular review by services, with a decrease of £3.097m identified when comparing the values within the previous MTFS. This is primarily resulting from service cost adjustments due to changes to service configuration, particularly in relation to support service delivery models.

Table 5

| | 2020/21 £m | 2021/22 £m | 2022/23 £m | Total £m |
|---|-----------------------|-----------------------|-----------------------|---------------------|
| Adults Services | 16.360 | 12.380 | 13.147 | 41.887 |
| Children's Services | 1.827 | 1.536 | 1.441 | 4.804 |
| Waste Services | 1.870 | 2.347 | 2.578 | 6.795 |
| Transport Services | 1.397 | 1.463 | 1.553 | 4.413 |
| Other Services | 2.213 | -1.492 | 1.800 | 2.521 |
| Revised price inflation requirements | 23.667 | 16.234 | 20.519 | 60.420 |
| | | | | |
| Price inflation – previous MTFS | 23.293 | 19.352 | 20.871 | 63.516 |
| | | | | |
| Impact on Financial Gap | 0.373 | -3.118 | -0.352 | -3.097 |

3.3 Demand Pressures

All services have reviewed the demand pressures they face in future years and increasing demand still remains a significant element of the funding gap. The MTFS at quarter 1 forecasts increased requirement of £4.354m when comparing to the previous MTFS.

Table 6

| | 2020/21 £m | 2021/22 £m | 2022/23 £m | Total £m |
|------------------------------------|-----------------------|-----------------------|-----------------------|---------------------|
| Adults Services | 16.585 | 9.473 | 10.163 | 36.221 |
| Children's Services | 5.454 | 2.029 | 1.588 | 9.071 |
| Waste Services | 0.471 | 0.983 | 1.048 | 2.502 |
| Transport Services | 0.982 | 0.907 | 0.606 | 2.495 |
| Other Services | -0.424 | 0.945 | 0.052 | 0.573 |
| Revised Demand Requirements | 23.068 | 14.337 | 13.457 | 50.862 |
| | | | | |
| Demand – previous MTFS | 20.263 | 13.165 | 13.080 | 46.508 |
| | | | | |
| Impact on Financial Gap | 2.805 | 1.172 | 0.377 | 4.354 |

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

Children's social care continues to experience demand pressures across the service, particularly in relation to placement demand due to the number of looked after children in Lancashire. The funding requirement for children's social care has increased by c£2.3m over the 3 year period to reflect increased demand across children looked after placements and family support for children with disabilities. We are looking at

best practice sites across the country to explore opportunities to reduce demand in a way that delivers better outcomes for children but as yet no formal conclusions have been reached and hence it is not included in the MTFS.

The budget for waste services continues to see a reduced level of growth. The reduction is due to lower than projected waste arising increases influenced by the agreed investment in waste minimisation. This has resulted in a reduction of £0.465m in the level of demand required in 2020/21.

The public and integrated transport budget continues to see rising demand pressures. As part of this MTFS an additional c£2.4m has been budgeted for across 2020/21 – 2022/23.

3.4 Undeliverable Savings

There is a rigorous monitoring process of agreed savings in place and several savings have been classified as undeliverable due to changing circumstances and consultation feedback, and it has not been possible for services to identify alternative offsetting savings in the timeframes involved. The following savings are built back into the budget at quarter 1:

- SC507 – Change of sleep in rates - £2.1m
- Residential Strategy – Increased utilisation of in-house residential provision - £0.996m
- SC102 – Transfer of cases to children awaiting adoption team - £0.197m

In addition, a further saving was agreed in January 2018 relating to the redirection of the work of the Supporting Carers of Children and Young People Looked After Together service in order to generate additional income from the adoption support fund (£0.450m). This saving has also been classified as undeliverable but the service has been able to identify recurring underspends in other areas that has offset this pressure and doesn't therefore need to be added back into the budget. This has also negated the requirement for consultation of the original savings proposal.

3.5 Additional Savings

The initial service challenge process necessarily focused on individual service reviews supported by benchmarking data which identified a number of areas where the council was high cost compared to a number of other county councils. The aim was to deliver the same or better outcomes at reduced cost wherever possible and phase 1 of the service challenge process identified £77m of savings proposals which were included both within the 2019/20 budget and the MTFS position. Updated financial benchmarking data covering the 2019/20 budget supports an overall positive change in the cost of service position of the council relative to other county councils, but with some services still remaining at a relatively significant higher cost overall than the mean or median county council. This is largely driven by higher demand and operational practice.

Phase 1 also identified a number of cross-cutting work streams and areas for investigation and review which is being taken forward as part of the service challenge phase 2 process. These work streams are necessarily complex, requiring a

fundamental challenge of, in many cases, longstanding organisational approaches, systems and processes to enable both service improvements and cost savings to be identified. Work is progressing on phase 2 with demand management and organisational development key areas of focus with a separate report on this cabinet meeting agenda and further saving proposals to come forward for consideration at future cabinet meetings.

4. Reserves

Table 7

| Reserve Name | Opening balance 2019/20 | 2019/20 Forecast Expenditure | Forecast Contribution to/from Reserves (Other Revenue e.g. Schools) | 2019/20 forecast transfers to/from other reserves | Forecast Closing balance 2019/20 | 2020-21 Forecast Spend | 2021-22 Forecast Spend | Forecast closing balance 31 March 2022 |
|---|-------------------------|------------------------------|---|---|----------------------------------|------------------------|------------------------|--|
| | £m | £m | £m | | £m | £m | £m | £m |
| County Fund | -23.437 | 0.000 | 0.000 | 0.000 | -23.437 | 0.000 | 0.000 | -23.437 |
| SUB TOTAL - COUNTY FUND | -23.437 | 0.000 | 0.000 | 0.000 | -23.437 | 0.000 | 0.000 | -23.437 |
| Strategic Investment Reserve | -2.096 | -0.646 | 0.000 | 0.000 | -2.742 | 1.596 | 0.146 | -1.000 |
| Downsizing Reserve | -7.445 | 4.605 | 0.000 | 0.000 | -2.840 | 2.840 | 0.000 | 0.000 |
| Risk Management Reserve | -2.804 | 1.203 | 0.000 | 0.000 | -1.601 | 0.800 | 0.800 | 0.000 |
| Transitional Reserve | -164.254 | 14.003 | 0.000 | 0.000 | -150.250 | 2.452 | 0.304 | -147.495 |
| Service Reserves | -13.251 | 10.408 | 0.000 | 0.000 | -2.843 | 0.725 | 0.547 | -1.571 |
| Treasury Management Reserve | -10.000 | 0.000 | 0.000 | 0.000 | -10.000 | 0.000 | 0.000 | -10.000 |
| SUB TOTAL - LCC RESERVES | -199.850 | 29.574 | 0.000 | 0.000 | -170.276 | 8.413 | 1.797 | -160.066 |
| Schools/Non-LCC Service Reserves | -17.528 | 2.808 | 0.000 | 0.000 | -14.720 | -0.174 | 1.419 | -13.475 |
| SUB TOTAL SCHOOLS/NON LCC RESERVES | -17.528 | 2.808 | 0.000 | 0.000 | -14.720 | -0.174 | 1.419 | -13.475 |
| | | | | | | | | |
| GRAND TOTAL | -240.814 | 32.381 | 0.000 | 0.000 | -208.433 | 8.239 | 3.216 | -196.978 |

The county fund shown at the top of Table 7 is the balance set aside to cover the authority against a serious emergency situation (e.g. widespread flooding); a critical and unexpected loss of income to the authority and for general cash flow purposes. In considering these various factors the county council is forecast to maintain its County Fund balance at £23.437m, equating to c3% of net budget.

The value of the uncommitted transitional reserve is currently forecast to be £150.250m by the end of March 2020. This represents an improved position from the £139.271m that was previously reported to full council in February; this is mainly due to the higher than forecast underspend position for 2018/19 and further additional

income and areas where drawdowns were not required that were included in detail within the outturn report presented to cabinet in June 2019.

The transitional reserve is forecast to be sufficient to meet the identified funding gaps through to 2022/23 as set out in table 8 below. However, the intention remains to identify further savings to reduce the gap, and hence the call on reserves, for 2020/21 and beyond.

Table 8

| | 2020/21 | 2021/22 | 2022/23 |
|------------------------|----------------|----------------|----------------|
| Opening Balance | 150.250 | 141.904 | 96.672 |
| Gap funding | 5.895 | 44.928 | 64.755 |
| Commitments | 2.452 | 0.304 | 0.000 |
| Closing balance | 141.904 | 96.672 | 31.917 |

5. Future Risks and Opportunities

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

5.1 Savings Delivery

The scale of savings agreed to be delivered over future financial years is significant with c£120m to be delivered over the period 2019/20 – 2022/23. There are inherent risks in the delivery of any savings programme of this scale, particularly where they are directly linked to reducing the future demand for services. However, there is a strong track record of delivery of the vast majority of previous savings plans. Furthermore, a number of services have properly identified the need to invest in both temporary and recurrent resources to provide the additional capability and capacity needed to deliver the savings proposed.

As highlighted within this report, any significant under-delivery or slippage to delivery timeframes will create an additional funding pressure and impact on the ongoing and longer-term financial health of the council. This has been identified as one of the highest risks in the risk and opportunity register. There are comprehensive arrangements in place to track delivery of financial savings and take corrective actions where required. Where services are experiencing a potential negative variance in their savings plans, managers are actively seeking to meet any shortfalls through other activities within their service area.

The financial gap includes the impact of service challenge savings that were agreed as part of the 2019/20 budget by full council in February 2019 totalling c£77m. £14.457m of the savings proposals were subject to the outcome of specific consultations needing to be undertaken. Many of the consultations have now been undertaken, and this has resulted in some amendments to the value of the savings and the delivery of them. The most significant change following consultations relates to the revised payments for sleep-ins, resulting in a reduction in savings of £2.1m that has now been reflected in the MTFs as part of this report. However, the remaining consultations will be reported back to cabinet to make a final decision with regard to their implementation over coming months, with the MTFs updated as required. At this stage it is still expected that savings delivery will be an exceptionally high percentage overall of the savings agreed.

5.2 Further Savings Opportunities

As noted in the body of the report, phase 1 of the service challenge process also identified a number of cross-cutting work streams and areas for investigation and review which are being taken forward as part of the service challenge phase 2 process. These work streams are necessarily complex, requiring a fundamental challenge off, in many cases, longstanding organisational approaches, systems and processes to enable both service improvements and cost savings to be identified. Whilst updated financial benchmarking data, covering the 2019/20 budget, has identified an overall positive change in the cost of service position of the council relative to other county councils, some services still remain at a relatively significant higher cost overall than the mean or median county council.

Work is progressing on phase two of the service challenge process which will seek to address the ongoing deficit and is focusing on a number of cross-cutting work streams and areas for investigation and review identified in the initial phase, but where further work is needed to robustly evidence the scale and form of proposals. In particular, service challenge phase 2 is focused on the complex levers required to create an environment where service configuration and operational practice reflects best in class and supports demand management which is the single biggest driver on our costs. A separate report on this issue is included in this cabinet's agenda and further saving proposals will come forward for consideration at future Cabinet meetings.

5.3 Business Rates Retention / Changes to Funding Formula

As previously explained, the future funding arrangements to be established by government pose a risk to the council as they may reduce funding below that is assumed in the MTFS. Conversely there is equally an opportunity that additional resources are made available through this process. The successful outcome of the Lancashire business rate pilot bid presents one-off additional funding for Lancashire and gives the county council an opportunity to pilot increased business rates retention. This should enable the county council, districts, unitaries and fire authority to be well prepared for the implementation of the business rates retention scheme although the final details are not known at this stage.

5.4 Children's Social Care

Children's social care demand levels are forecast to continue to increase, particularly within agency residential placements, agency fostering placements and also special guardianship orders. Although the rate of growth is quite volatile, over recent months it has slowed down slightly.

Significant additional budget was allocated to children's social support improvements and demand pressures over the past 3 years. An assumption within this MTFS is made that demand will plateau in future years, and a reducing demand increase has been built into future year's budget. The service has been looking at best practice sites across the country to explore opportunities to reduce demand in a way that delivers better outcomes for children but as yet no formal conclusions have been reached and hence any potential impact is not included in the MTFS.

5.5 Troubled Families Funding

The county council currently receives funding towards working with troubled families. Where we have received written confirmation of troubled families funding this has been included in the MTFS. Post 2019/20 however, there is no information available as to whether this funding will continue. It is assumed that funding levels will remain at 2019/20 levels. If the funding does cease this will result in a pressure on the budget of £2.1m. Given the lack of clarity we have discussed this with other Local Authorities in a similar position, as to the approach they are taking, and they have confirmed that they are also forecasting the funding to continue, but this will be closely monitored as announcements relating to funding are to be made imminently and outcomes will be reflected in future MTFS reports.

5.6 MTFS Assumptions and Scenario Analysis

In preparing the MTFS a range of assumptions are made and to assess the level of risk inherent in the decisions being taken some of these have been stress tested against alternative scenarios.

The key assumptions that have been analysed and tested relate to maintaining the additional social care funding announced by the Chancellor over the full period of the MTFS and also the impact of changes to baseline funding (particularly the inclusion of revenue support grant in 2020/21). We have also tested the impact of possible flexibilities in council tax.

Alternative scenarios reflect the impact of changes to these key assumptions compared to the MTFS as presented;

- option "a" shows the best case scenario assuming that all adult social care funding remains and revenue support grant continues within the baseline over the next 3 years.
- option "b" shows the position if the winter pressures and social care grant funding was removed from 2020/21 but with revenue support grant continuing as part of baseline funding over the next 3 years.
- option "c" shows the position if the winter pressures and social care grant funding was removed from 2020/21 and the revenue support grant is not included as part of the baseline from 2021/22.
- option "d" presents the one of the worst case scenarios with revenue support grant removed from 2020/21 and no social care grant funding or winter pressures funding.

Option A

| Aggregated Funding Gap | 2020/21 | 2021/22 | 2022/23 |
|------------------------|--------------|---------------|---------------|
| 2020/21 (£m) | 5.895 | 5.895 | 5.895 |
| 2021/22 (£m) | | 6.140 | 6.140 |
| 2022/23 (£m) | | | 19.168 |
| 2023/24 (£m) | | | |
| Total | 5.895 | 12.034 | 31.203 |
| | | | |
| Previous position (£m) | 30.370 | 35.888 | 47.326 |
| Variance (£m) | -24.475 | -23.854 | -16.123 |

| Transitional Reserve | 2020/21 | 2021/22 | 2022/23 |
|------------------------|----------------|----------------|---------------|
| Opening Balance | 150.393 | 142.039 | 129.701 |
| Gap funding | 5.895 | 12.034 | 31.203 |
| Commitments | 2.460 | 0.304 | 0.000 |
| Closing balance | 142.039 | 129.701 | 98.498 |

Option B

| Aggregated Funding Gap | 2020/21 | 2021/22 | 2022/23 |
|-------------------------------|----------------|----------------|----------------|
| 2020/21 (£m) | 20.840 | 20.840 | 20.840 |
| 2021/22 (£m) | | 6.140 | 6.140 |
| 2022/23 (£m) | | | 19.168 |
| 2023/24 (£m) | | | |
| Total | 20.840 | 26.979 | 46.148 |
| | | | |
| Previous position (£m) | 30.370 | 35.888 | 47.326 |
| Variance (£m) | -9.530 | -8.909 | -1.178 |

| Transitional Reserve | 2020/21 | 2021/22 | 2022/23 |
|-----------------------------|----------------|----------------|----------------|
| Opening Balance | 150.393 | 127.094 | 99.811 |
| Gap funding | 20.840 | 26.979 | 46.148 |
| Commitments | 2.460 | 0.304 | 0.000 |
| Closing balance | 127.094 | 99.811 | 53.663 |

Option C

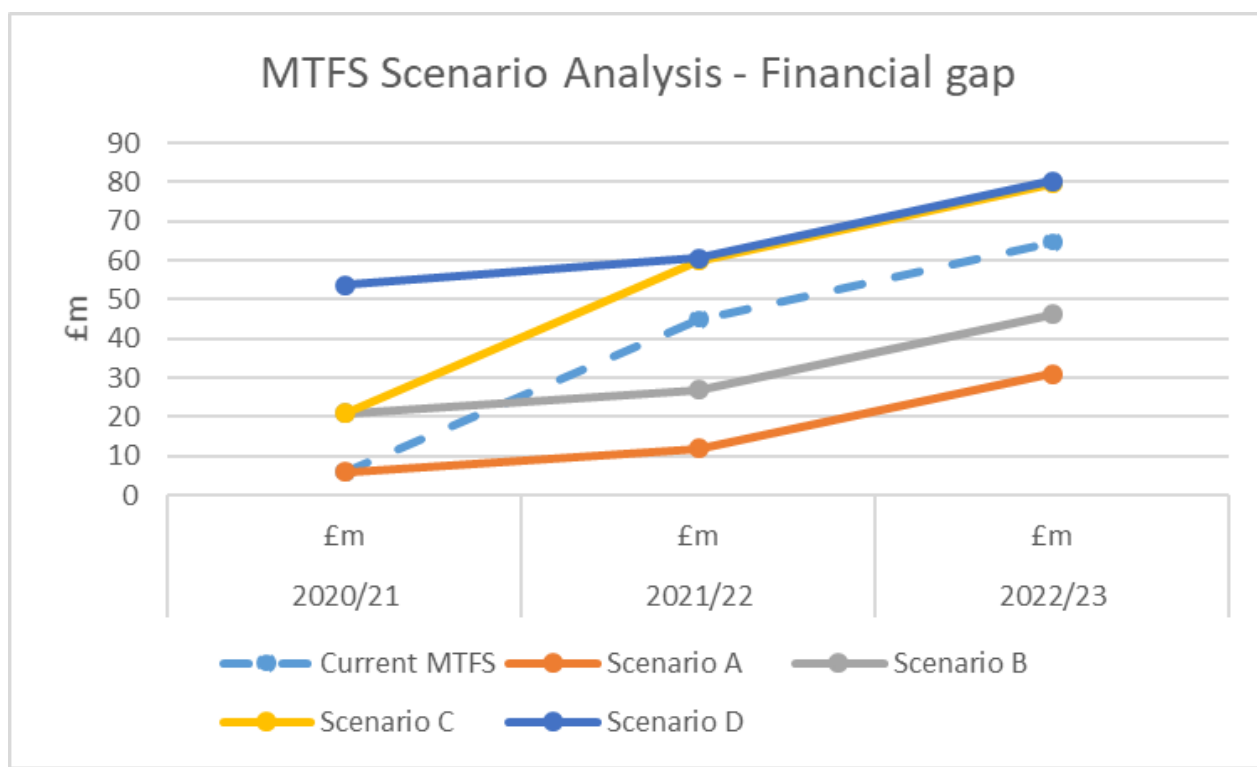
| Aggregated Funding Gap | 2020/21 | 2021/22 | 2022/23 |
|-------------------------------|----------------|----------------|----------------|
| 2020/21 (£m) | 20.840 | 20.840 | 20.840 |
| 2021/22 (£m) | | 39.034 | 39.034 |
| 2022/23 (£m) | | | 19.826 |
| 2023/24 (£m) | | | |
| Total | 20.840 | 59.873 | 79.700 |
| | | | |
| Previous position (£m) | 30.370 | 35.888 | 47.326 |
| Variance (£m) | -9.530 | 23.985 | 32.374 |

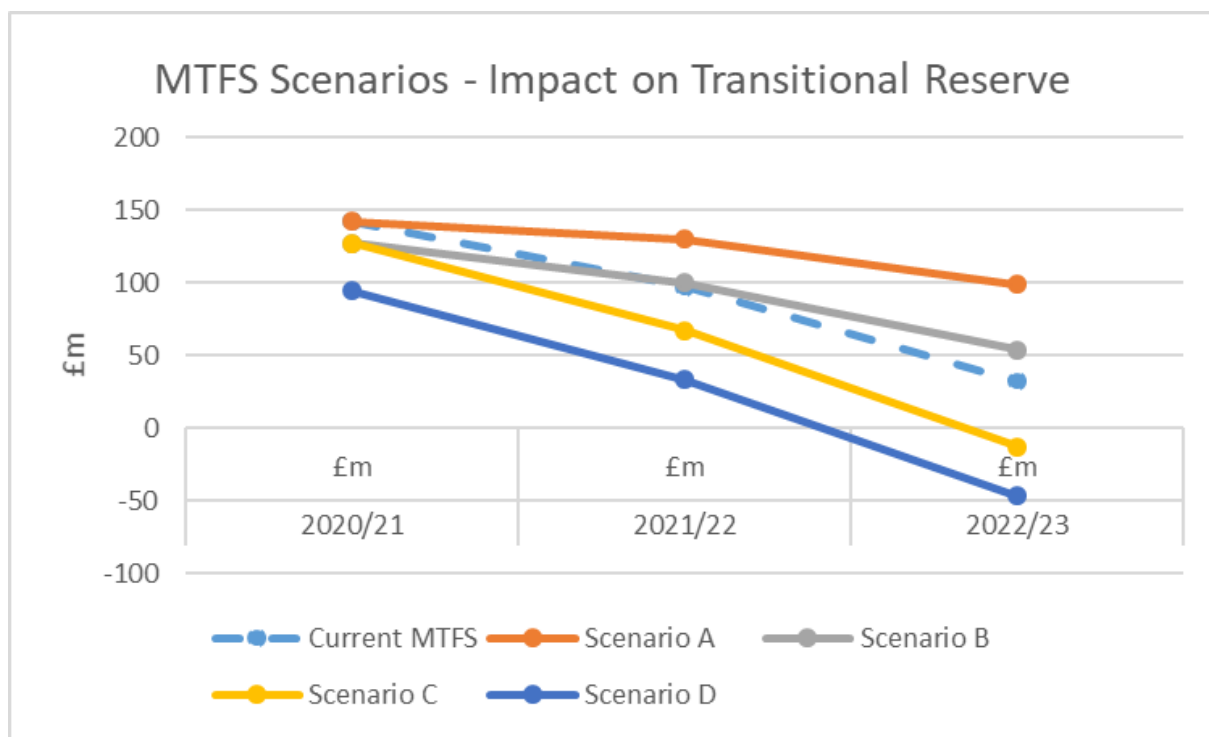
| Transitional Reserve | 2020/21 | 2021/22 | 2022/23 |
|-----------------------------|----------------|----------------|----------------|
| Opening Balance | 150.250 | 126.959 | 66.782 |
| Gap funding | 20.840 | 59.873 | 79.700 |
| Commitments | 2.452 | 0.304 | 0.000 |
| Closing balance | 126.959 | 66.782 | -12.918 |

Option D

| Aggregated Funding Gap | 2020/21 | 2021/22 | 2022/23 |
|------------------------|---------------|---------------|---------------|
| 2020/21 (£m) | 53.734 | 53.734 | 53.734 |
| 2021/22 (£m) | | 6.798 | 6.798 |
| 2022/23 (£m) | | | 19.839 |
| 2023/24 (£m) | | | |
| Total | 53.734 | 60.531 | 80.371 |
| | | | |
| Previous position (£m) | 30.370 | 35.888 | 47.326 |
| Variance (£m) | 23.364 | 24.643 | 33.045 |

| Transitional Reserve | 2020/21 | 2021/22 | 2022/23 |
|------------------------|---------------|---------------|----------------|
| Opening Balance | 150.250 | 94.065 | 33.230 |
| Gap funding | 53.734 | 60.531 | 80.371 |
| Commitments | 2.452 | 0.304 | 0.000 |
| Closing balance | 94.065 | 33.230 | -47.141 |





The scenarios presented clearly demonstrate the significant financial impact resulting from changes to the assumptions included within the MTFS. In all cases however, the council has sufficient reserves to support the gap through 2021/22 but only partway into 2022/23 for two of the scenarios. Scenario A represents a more positive position than assumed within the MTFS but a structural deficit would still remain and reinforces the importance of addressing the underlying cost drivers within the council to secure financial sustainability moving forward.

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

| | Potential Full-Year Impact (£m) |
|----------------------------|---------------------------------|
| Funding - Council Tax (1%) | +/- 5.123 |
| Pay (1%) | +/- 3.500 |
| Price Inflation (1%) | +/- 6.189 |
| Demand (1%) | +/- 5.968 |

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

Money Matters

The County Council's Capital Financial Position

2019/20 Quarter 1 and 2019/20 Revised

Programme

www.lancashire.gov.uk

Lancashire

County
Council



1. Executive Summary

A 2019/20 capital delivery programme of £130.289m was agreed at full council in February. This was based on the best forecast available at that point in time with the need to review and update to reflect the impact of the 2018/19 outturn position, associated slippage and advance delivery, additions to the programme subsequently agreed by cabinet and an updated assessment of deliverability within the year.

Table 1 below details the impact of the review including agreed additions to the programme through subsequent cabinet decisions and a number of reprofiling changes which have been agreed by programme managers and approved at the capital board. The revised delivery programme will be used as the basis for monitoring progress over the rest of the financial year and a more detailed narrative of what the 2019/20 delivery programme will achieve by block is included later in the report.

Table 1 – 2019/20 Capital Delivery Programme

| Programme | Original 2019/20 Delivery Programme | Cabinet Decisions | Reprofiling Changes | Revised 2019/20 Delivery Programme |
|---------------------------|--|------------------------------|--------------------------------|---|
| | £m | £m | £m | £m |
| Schools (including DFC) | 24.386 | 10.347 | -8.725 | 26.008 |
| Children & Young People | 0.027 | 0.480 | -0.446 | 0.061 |
| Highways | 46.776 | 0.408 | 3.873 | 51.057 |
| Transport | 30.128 | 0.080 | -11.005 | 19.203 |
| Externally Funded schemes | 0.111 | 9.717 | 0.455 | 10.283 |
| Waste & Other | 0.190 | 0.000 | 0.606 | 0.796 |
| Adult Social Care | 13.654 | 0.926 | 1.586 | 16.166 |
| Corporate | 11.297 | 0.000 | 4.859 | 16.156 |
| Vehicles | 3.720 | 0.000 | -0.360 | 3.360 |
| Total | 130.289 | 21.958 | -9.157 | 143.090 |

2. Detailed monitoring by block

2.1 Schools

The schools capital programme has a 2019/20 delivery programme of £26.008m. The delivery programme has 184 schemes that will be worked on this year.

The basic need programme is comprised of construction projects to increase school places in targeted areas across Lancashire. The 2019/20 delivery plan for this programme of works is £11.449m across 8 active projects. There is a risk of slipped delivery on a small number of projects if the tendering processes do not complete on schedule, which would impact the time available for works to progress over the summer holidays.

The condition programme delivers a variety of works to address priority condition issues at existing schools. The delivery plan for 2019/20 is £12.059m and will see the financial completion of 104 projects delivered in previous years and the start of a new programme of 48 projects approved by cabinet in March of this year. The remainder of the delivery programme relates to the completion of 24 projects which commenced in 2018/19 and will be completed this year.

2.2 Children and Young People

The children and young people capital programme has a 2019/20 delivery programme of £0.061m. The delivery programme has 6 schemes that will be worked on this year.

The main schemes included within the children and young people capital programme are the improvements to an overnight short breaks unit and site demolition works at Great Harwood North Cliffe.

2.3 Highways

The highways capital programme has a 2019/20 delivery programme of £51.057m. The delivery programme has approximately 500 schemes that will be worked on this year.

The delivery programme includes plans to invest over £20.000m on road schemes such as pre-patching, surface dressing and resurfacing. £5.000m has been allocated for bridge maintenance including bridge inspections and £3.500m on improving footways. In 2019/20 the authority is investing over £7.000m on street lighting replacing 26,000 lanterns with LEDs. In addition to planned maintenance £8.000m has been earmarked for reactive maintenance and in the first quarter of 2019/20 there has continued to be significant expenditure (£1.900m) on fixing structural defects.

2.4 Transport

The transport capital programme has a 2019/20 delivery programme of £19.203m. The delivery programme is expecting to deliver 163 schemes this year.

The major schemes/programmes to be delivered within the 2019/20 Delivery Programme are:

National Productivity Investment Fund (NPIF) - the programme of work at six sites was approved in January 2018 to improve traffic flow to areas of economic development. These are the M65 junction 13 roundabout, Vivary Way North Valley road, A583 Riversway corridor, M6 junction 31 Swallow Hotel and M65 growth corridor improvements at J8, 9, 10 and 13. The projects have moved to the design stage and a delivery budget of £1.095m has been established. It was agreed that £1.500m of the £4.089m budget would be transferred to Rosegrove Junction for improvements under the Burnley Pendle Hyndburn Growth Corridor Programme.

Road Safety Schemes - of the 2019/20 Integrated Transport Grant allocation of £0.470m, £0.429m relating to 10 newly established projects has been reprofiled for delivery in 2020/21 including the pedestrianising of Central Morecambe, including enhanced signage and junction improvements. 28 projects within the Programme have been completed since 2016, 10 are at pre-closure with a further 8 in the final stages of construction. A delivery budget of £0.901m has been set for 2019/20 which will finalise many of the projects slipped from 2018/19.

Burnley Pendle Hyndburn Growth Corridor - a delivery budget has been set at £2.948m most of which is the improvements to Rosegrove junction, previously delayed by land and ecological problems, supported by the newly approved NPIF Funding. Work is scheduled to continue on the programme until 2021.

Skelmersdale Rail Link- £2.945m has been included in the delivery programme in 2019/20. The study is anticipated to complete in December 2019, when a Strategic Outline Business Case will be presented to the DfT to support decisions as to whether to progress the scheme or not.

M6 – Heysham Bay Gateway - Final payments totalling £1.970m have been made to contractors and this is the majority of the £1.980m delivery budget set for 2019/20. Part 1 compensation claims estimated at £2.000m are being negotiated and will continue to be paid as awarded until 2022.

Safer Roads- LCC secured a Department for Transport (DfT) from the Safer Roads Fund in response to a bid for improvements to the A588, A682, A683, A6 and A581. The DfT will provide £7.942m over three financial years, 2019/20 to 2021/22. All schemes are intended to reduce the risk serious collisions occurring along the routes by reducing exposure to hazards and should increase the International Road Assessment Programme (iRAP) Star Rating for all routes. Six of the projects have now gone to the design stage and £2.405m has been included in the 2019/20 delivery programme for these.

2.5 Externally Funded Schemes

The externally funded schemes programme has a 2019/20 delivery programme of £10.283m. The delivery programme has 26 schemes that will be worked on this year.

From the 26 schemes to be worked on in year the main schemes are:

UCLAN Masterplan- it is expected that the works on the road infrastructure around the UCLAN site will cost £5.581m in 2019/20.

Eastway Phase 2- works costs of £0.929m are expected to be delivered in 2019/20 as part of the development of the Eastway area for housing sites and commercial developments.

M55 Link Road – Work on this scheme is expected to cost £3.100m in 2019/20 for the design and development of the scheme.

2.6 Waste and Other

The waste and other capital programme has a 2019/20 delivery programme of £0.796m. The delivery programme has 5 schemes that will be worked on this year.

The main schemes within the Waste and Other Capital programme are the Adult ICT Replacement/Resolution project which comprises £0.500m of the overall delivery programme, Capital Contribution to Lancashire Environment Fund (£0.100m) and Household Waste Recycling Centres (£0.172m).

2.7 Adults Social Care (ACS)

The ACS capital programme has a 2019/20 delivery programme of £16.166m. The delivery programme has 4 schemes that will be worked on this year.

The largest scheme within the adults capital delivery programme is the Disabled Facilities Grant totalling £14.731m. This grant is passported to district councils for them to distribute. Other major schemes within the adults capital programme are Social Care Reform Lancashire Person Record Exchange Services (LPRES) with forecast delivery of £0.500m and libraries ICT works forecast at £0.926m.

2.8 Corporate

The corporate capital programme has a 2019/20 delivery programme of £16.156m. The delivery programme has 78 schemes that will be worked on this year.

The main area of spend within the corporate delivery programme is the works to operational premises programme with forecast delivery of £8.327m.

Property works on older peoples residential homes are continuing, with forecast delivery in 2019/20 of £5.232m. The money has been allocated to refurbish existing Lancashire County Council residential homes throughout the county.

The library refurbishment programme is continuing into 2019/20 with existing commitments being forecast to be delivered in year, and further spend on the core systems programme is included in the delivery plan with final costs due on existing systems, most notably the education, health and care plan module due to cost £0.170m in 2019/20.

2.9 Vehicles

The vehicles capital programme has a 2019/20 delivery programme of £3.360m.

The vehicles capital programme is a rolling programme to replace Lancashire County Council's vehicle stock. The delivery programme for 2019/20 covers approximately 120 vehicles and 3 mobile libraries that are planned to be replaced this year.

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

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

Electoral Division affected:
(All Divisions);

Procurement Report - Request Approval to Commence Procurement Exercises
(Appendix 'A' refers)

Contact for further information:

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Executive Summary

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

- (i) Provision of a Framework Agreement for the lease of a Waste Transport Fleet for Lancashire Renewables Limited and
- (ii) Surface carriageway road planing – Framework Agreement.

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

Recommendation

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

Background and Advice

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

- The description of the supplies/services being procured
- The procurement route proposed
- The estimated contract value
- The proposed basis for the evaluation of the tender submissions.

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

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

Consultations

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

Implications:

This item has the following implications, as indicated:

Risk management

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.

Legal

Failure to take steps to procure new contracts lawfully and continuing with the current arrangements would contravene the council's procurement rules and the Public Contract Regulations 2015. Furthermore, failure to award the contracts may result in the county council facing difficulties in delivering services.

List of Background Papers

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

N/A

Reason for inclusion in Part II, if appropriate

N/A

| | | | |
|--|--------------------------------|------------------------------|--------------------------------|
| <p>Procurement Title Provision of a Framework Agreement – Lease of a Waste Transport Fleet for Lancashire Renewables Limited.</p> | | | |
| <p>Procurement Option Open Procedure compliant with the Public Contract Regulations 2015</p> | | | |
| <p>New or Existing Provision New provision.</p> | | | |
| <p>Estimated Annual Contract Value and Funding Arrangements The estimated annual value is £1,250,000 - £1,700,000. The total value of the contracts called off from this framework is £6,250,000 - £8,500,000</p> <p>The new Transport Fleet budget allocation will be taken directly from the council's Waste Management revenue budget. Further detail is provided below.</p> <p>There is no commitment, or guarantee of the value of the services and/or number of call-offs to be placed with the supplier appointed to the Framework.</p> | | | |
| <p>Contract Duration The Framework will be let for a period of four years from 16 December 2019 to 15 December 2023. The contracts called off from this framework will however be 5 years in length.</p> <p>The Framework will contain a non-mutual termination clause for the council's use enabling termination on twelve months' notice, whilst call-off lease orders may be terminated on three months' notice.</p> | | | |
| <p>Lots Not applicable.</p> | | | |
| <p>Evaluation</p> <table border="1" data-bbox="207 1355 1385 1406"> <tr> <td>Quality Criteria: 40%</td> <td>Financial Criteria: 60%</td> </tr> </table> <p>The Framework will be evaluated using the Crown Commercial Services Supplier Questionnaire which is compliant with the Public Contract Regulations 2015.</p> <p>Stage 1: The Supplier Questionnaire will evaluate suppliers against the following criteria: mandatory and discretionary grounds to ascertain suppliers' financial status, technical capability questions, experience, and references, 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.</p> <p>Stage 2: The evaluation will be based on 40% Quality Criteria, 60% Financial Criteria. The Quality Criteria will include social value at 10% of the overall weighting which considers environmental concerns.</p> <p>The highest scoring tenderer will be appointed to the Framework.</p> | | Quality Criteria: 40% | Financial Criteria: 60% |
| Quality Criteria: 40% | Financial Criteria: 60% | | |

Contract Detail

- Background – Lancashire Renewables Limited (the "Company") historically managed the contract for the transportation of wastes around the Council's network of waste transfer, processing and disposal facilities (the "Transport Contract"). The Transport Contract originated from the now terminated Waste PFI contract; and as such, the parties to the Transport Contract were the Company and Viridor Lancashire Ltd ("Viridor") the former PFI transport contractor. All costs for the transportation of waste under the Transport Contract were passed direct to the Council. The Transport Contract expired on 31 May 2019 and the transport services are now provided by the Company further to the Council's Cabinet approval dated 09 August 2018.
- The Company now requests approval to proceed with its obligations to complete the seamless transfer of waste haulage services and undertake an OJEU compliant procurement exercise for the replacement of the existing and aged waste haulage fleet (30 tractor units and trailers) that is currently in place on an interim basis and through an extended agreement with the incumbent lease and service provider.
- The waste haulage fleet requirements are for 30 tractor units and their respective trailers units which will continue to provide essential waste haulage services around the County of Lancashire. As an essential part of the lease agreement, the supplier must also provide a comprehensive repair and maintenance service for the new fleet, to include tyre management and servicing arrangements.
- A single supplier Framework is recommended and the call-off lease orders are to be placed under the Framework over a five-year term.
- New accountancy rules introduced on 01 January 2019 (IFRS 16 - Leases: new financial reporting standard) means that the long term lease of the new waste transport fleet and furthermore any additional long-term contract lease arrangements are now constituted as 'assets' and as such the Company is unable to account for these within its balance sheet due to asset ownership and respective equity being held by the Council.
- Therefore, rather than the Company being the Contracting Authority as originally envisaged within the initial stages of the tender strategy review, it is now necessary that the tender exercise is undertaken by the Council and with the Council being named as the Contracting Authority rather than the Company. With these changes, approval must be sought in accordance with the Council's internal governance procedures.
- In terms of the Council's accountancy treatment of the lease arrangement, it is classified as a finance lease that is included within the Council's capital programme. On 06 August 2019, this matter was presented to the Council's Capital Board who agreed to support the proposal which can be funded from existing budget provision within the Waste Management Service revenue budget, meaning there is no requirement for additional funding.

- The tender is scheduled to be advertised as soon as possible in September 2019 subject to prior Cabinet approval being received, with the Framework being awarded and lease orders placed by mid-December 2019. This will allow sufficient lead-time for the leased equipment to be manufactured and delivered for operations to commence on or around the 01 November 2020. It is therefore requested that approval to proceed with the advertisement of the tender is granted by the Leader of the County Council.

Review of Third Party Frameworks

There are a number of third party frameworks available. However, after an extensive review of the options available it has been concluded that conducting a bespoke tender is more likely to generate savings via increased competition and avoiding the indirect additional costs which tenderers add onto their prices on third party frameworks. The savings estimate from the latter point alone are 0.5 - 2% of the contract value (approximately £18,500 per annum). Market engagement undertaken further justifies this position.

Procurement Title

Surface Carriageway Road Planing – Framework Agreement

Procurement Option Open Procedure compliant with the Public Contract Regulations 2015

New or Existing Provision

To replace existing provision

Estimated Annual Contract Value and Funding Arrangements

The estimated annual value is £600,000. The total value of the Framework over its maximum four-year term is £2,400,000

The budget allocation is from the Highways Capital and the other DFT funded budgets.

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 from 1 December 2019 to 30 November 2023.

The Framework will contain a non-mutual termination clause for the council's use enabling termination on 30 days' notice, whilst call-off orders may be terminated on 30 days' notice.

Lots

Two Lots and 6 sub-lots –with multiple suppliers in each Lot and sub-lots.

- Lot A – for planing by measured surface area
- Lot B – for planing by daywork rates (6 sub-lots based on planing machine size)
 - Lot B1 – Cold Planing Machine – 0.35m
 - Lot B2 – Cold Planing Machine – 0.50m
 - Lot B3 – Cold Planing Machine – 1.00m
 - Lot B4 – Cold Planing Machine – 1.20m/1.5m
 - Lot B5 – Cold Planing Machine – 2.00m/2.10m
 - Lot B6 – Cold Planing Machine – 3.20m

Evaluation

| | |
|------------------------------------|---------------------------------|
| Quality Criteria: Pass/Fail | Financial Criteria: 100% |
|------------------------------------|---------------------------------|

The Framework will be evaluated using the construction PAS91 Questionnaire that is compliant with the Public Contract Regulations 2015.

Stage 1: The Supplier Questionnaire will evaluate suppliers against the following criteria financial status, business & Professional standing / Health & safety / Equal

Opportunity / Environmental Policy / Quality Management. The questionnaire will include social value that will consider environmental concerns.

Each tenderer must pass this stage in order to proceed to Stage 2.

Stage 2: The award evaluation will be based, 100% Financial Criteria.

A total of the five highest scoring tenderers will be appointed to each Lot on the Framework.

Contract Detail

The agreement is for surface carriageway road planing works throughout the county. The planing Framework is used by Highways to call off supporting road-planing services when required.

The contractor's on this contract will be required to provide and use plant & machinery to remove part, or all, of the road surface in preparation for road re-surfacing with bitumen.

Review of Third Party Frameworks

A review of third party Frameworks has concluded that conducting a bespoke tender is more likely to generate significant savings via increased competition and avoiding the indirect additional costs that tenderers add onto their prices on third party frameworks.

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Director of Corporate Services**Part I**

Electoral Division affected:
None;

Organisational Development - Request to Commence Procurement Exercise

Contact for further information:

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Executive Summary

In line with the county council's procurement rules, this report sets out a recommendation to commence a procurement exercise to appoint a partner to work with the council on organisational development with a focus on redesigning services around best practice and building/maintaining support for the most vulnerable in our communities.

Recommendation

Cabinet is asked to approve the commencement of a procurement exercise to appoint a partner to work in partnership with the council to achieve the necessary and effective change within the organisation in a way that will be sustainable moving forward.

Background and Advice

During the past few years the council has taken significant steps towards achieving financial stability and has made improvements in key service areas such as children's social care. These achievements have provided a platform for the ambitions set out in the corporate strategy.

A considerable amount of work has been undertaken by officers to deliver cost savings and efficiencies and we have reached a position whereby existing capacity to develop additional, more specialist initiatives and to affect change at pace is limited.

The work undertaken as part of the service challenge has demonstrated trends in Lancashire and across the northwest as a whole which are not replicated elsewhere in the country. Responses to demand-led services in particular appear to foster

dependency with a propensity for the public sector to step in and impose solutions rather than providing support to enable citizens and communities to be resilient in looking after themselves.

The council needs to develop different approaches to working with citizens, focussing its efforts on the most vulnerable and those with the most complex needs. Officers should be freed from unnecessary bureaucracy whilst at the same time making it easier for citizens to access our services. This would enable the council to better achieve our vision and corporate objectives as set out in the corporate strategy and ensure that we work effectively with and for our citizens to deliver the best possible services that are sustainable in the longer term. We need to identify and challenge organisational approaches, systems and processes that limit opportunities for improvement.

Embarking upon such an exercise would it is hoped, enable the council to move away from a cycle of focusing on cuts and savings to develop ways of effectively building on our strengths and in particular our staff, members, partners, technology, physical assets and finances. If successful it will future-proof the council and ensure that it delivers services in such a way that is appropriate for the 21st century and beyond. We also need support in considering how best to embrace the greater and more effective use of technology to facilitate enhanced customer responsiveness and free specialist expertise to deliver effective services. Our partner will be asked to help us develop processes which allow us to best understand our population's needs and to make full use of the available evidence to clearly define outcomes that we aspire to deliver and to support decision making. It has been evident for some time that the council could manage and utilise data more effectively to evidence outcomes, improvements, productivity and efficiency, and to highlight trends. This will be included as a key element of the brief to the successful organisation.

The council's staff is a crucial resource and in selecting a partner, it is vital to ensure that the approach adopted will equip, empower and support our staff to make decisions, take action and work collaboratively with partners. We will look to develop and embed real engagement in all improvement activities to ensure these are sustainable and that staff, members and our partners are invested in implementing solutions and can be held to account for on-going delivery.

Such a programme as envisaged is ambitious and will cut across the culture as well as our systems and procedures and will require innovative changes to professional practice and service delivery. It is important to develop an approach which allows for clear, efficient and simple processes supported by effective systems that make the customer experience a positive one. The council does not have the expertise necessary to embark upon such an exercise and in order to maximise the prospect of success we propose to secure the services of a partner with a proven track record in delivering similar programmes. We would look to harness expertise and specialist resources from an organisation which has experience of similar initiatives aligned with the skills, compassion and commitment of our staff. This is not to say that all similar ongoing change projects would be abandoned; we would consider how best to align existing change with organisational development and improvement work streams to maximise their potential impact. The successful organisation will bring objective feedback and challenge from an external source to allow us to focus on the

issues that will deliver the most returns in terms of change, performance, outcomes and savings.

The successful organisation would initially be tasked with designing a way forward and where the council lacks the necessary skills and resources, assist in the implementation in a way that introduces pace and sets a clear trajectory for the future through a structured programme supporting improvement and change.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Finance

It is anticipated that the initial design or scoping stage will take approximately three months and this will allow for a whole council approach for the programme. The predicted maximum spend to undertake such an exercise is up to £400,000, and can be funded from existing budget provision, although it is quite possible that the cost would fall some way below this. Further Cabinet approval will be sought after the initial stage when, having worked closely with an organisation on the design, we will have a firm estimate of the cost of the programme as a whole. At this stage no exact figure can be given as to the cost of scoping the work.

Legal

In procuring the services the council must comply with the requirements of the Public Contracts Regulations 2015. This can be demonstrated by either embarking upon a full procurement exercise or by using one of the many public sector frameworks which have been established in compliance with the regulations.

List of Background Papers

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

None

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Director of Growth, Environment and Planning**Part I**

Electoral Divisions affected:
Great Harwood, Rishton &
Clayton-le-Moors; Heysham;
Preston Central West;

The Outcomes of the Consultation on County Council Owned Traveller Sites
(Appendices 'A' and 'B' refer)

Contact for further information:

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gary.pearse@lancashire.gov.uk

Executive Summary

The County Council own three Traveller sites, in Lancaster, Hyndburn and Preston. The City/Borough Councils undertake the day to day management of the sites on our behalf.

At the meeting of Full Council on 14 February 2019, it was proposed to declare the sites surplus to the County Council's needs, generating a saving of £131,000 relating to the maintenance and running costs, subject to the outcome of a full consultation on the proposal.

This report outlines the results of the public consultation, and the equality analysis, ensuring cabinet is provided with appropriate information when considering the options.

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

Recommendation

Cabinet is asked to:

- (i) Note the findings from the public consultation set out at Appendix 'A' and the findings and analysis contained in the Equality Impact Assessment set out at Appendix 'B'.
- (ii) Approve that the Traveller sites are declared surplus to the County Council's needs.

Background and Advice

The County Council owns and pays for the running of three Traveller Sites, located in Hyndburn, Lancaster and Preston. In February, Full Council resolved to declare the three sites surplus to LCC requirements, subject to full consultation. It confirmed that if the sites were to be sold then any sales would be subject to a condition that the sites could only be used as Traveller sites.

The revenue budget for Traveller sites totals £131,000 per year and covers running costs and maintenance issues due to deterioration through age, occupation and misuse. The County Council has no statutory responsibility to provide accommodation for Travellers.

There are 19 Pitches at Lancaster, 14 Pitches at Preston and 15 Pitches at Hyndburn. There is also an educational block on the Preston Site.

Public consultation

The County Council has undertaken a comprehensive consultation, to ensure views were sought on the proposals. The sites have been visited on a number of occasions by staff to advise the individual residents on site about the proposal and the consultation process.

The consultation took place from 7 May to 3 of July 2019, a questionnaire was made available on the council website, with paper copies available in local libraries and upon request. Officers attended all three sites to support residents undertake the consultation, where needed. Contact details for Advocacy Access were also given as arrangements had been made for this organisation to provide residents with independent support to take part in the consultation if they preferred.

During the consultation the County Council confirmed that if the sites were to be transferred then any sales would be subject to a condition that the sites could only be used as Traveller sites.

Consultation responses and key themes

The consultation had been designed to capture information from an individual or on behalf of a family. It was anticipated that one questionnaire would be received per pitch, although multiple copies were available, and additional responses were encouraged. Appendix A summarises the consultation response in more detail with 191 completed questionnaires returned.

Residents consider the sites to be their home and have lived there for numerous years, in many cases all their lives. Groups of families live on site, children attend local schools and residents attend local health care facilities, residents feel safe on these established sites. Individuals have raised concerns and suggestions as they feel frightened/upset at what may happen on site if the sites are sold.

The general view from the consultation (particularly from residents) is that Lancashire County Council should retain the sites, and that selling the site could

result in residents losing their homes, families being split up, and that a new landlord could have a negative impact. Those responding raised concerns that they will become homeless, or forced to live on the road. Some residents believe the Council have a duty to provide safe accommodation.

Suggestions on what to do differently included alternative and better management of the sites and to increase rents.

If sold those responding suggested a buyer should have understanding of Gypsy, Roma, Traveller Communities, and should have experience of running a Traveller site.

It is recognised that the sites are homes and some residents have always lived there. There is fear and concern among those responding about the consequences of the sites being sold including concerns that, once sold, residents will be moved on by the potential new owner. The primary concerns are around the use of intimidation, threats, violence and bullying by new potential owners.

Options

If Cabinet decide to retain the sites, whilst some savings may be achievable, the liability for the site would remain with the County Council and a budget would therefore need to be retained. Options could include changes to the management arrangements, but this is unlikely to achieve significant savings, and would need agreement by the City/Borough Councils. The consequence of changes may have a detrimental long term effect as referred to in the Equality Analysis. Another option could be to lease out the sites. However, this would require further input into the leasing arrangements and may bring about the same consequences that sale would. This could also divide the community or be unpopular with some residents. Rental increases have been undertaken each year, however further increases to charges on the site has a limit, which could ultimately make the site unaffordable. Management and rental changes were the main suggestions from the consultation.

If Cabinet decide to sell the sites, full savings would be achieved. However, this has raised serious concerns amongst residents that they may be moved on, or that new residents and the potential new owner, may cause problems on and off the site. Other than a use condition were the sites to be disposed, the council are unable to offer further protection to address the concern that individual tenants could be moved on in the future. However, it will be noted that in the consultation findings one of the current councils managing a site is considering whether to request a transfer to them of the individual site in their area.

If the decision is made to dispose of the sites it should be noted that from the consultation there have been expressions of interest in the site, and these have primarily been from a Traveller background. Residents from all three sites are more fearful of this outcome. However, a decision to sell may generate interest from other parties that may address this concern.

To sell the sites would achieve the full savings, both day to day running costs and in respect of future maintenance liability. However, there will remain an element of

uncertainty in achieving the full savings in 2020/21 as it is dependent on the current interest resulting in completed transfers of all three sites before April 2020.

Cabinet are required to fully consider the consultation responses and equality impact assessment including as set out in more detail in the appendices, when considering the proposal and in particular prior to taking any decision to declare the sites surplus.

Minimising adverse impact

Risk management

The sites are well managed and residents seem happy. Changes to the current arrangement results in a risk that the sites will deteriorate both physically and operationally.

Changes to ownership could lead to future problems for existing residents on the sites and for the local housing authorities. It could lead to unauthorised encampments on highways and other land.

Financial

The agreed saving in relation to Travellers Sites was in total £131,000, to be fully delivered in the 2020/21 financial year.

If this proposal is agreed then the saving will be achieved in line with the profile identified within the service challenge saving template. However, there will remain an element of uncertainty in achieving the full savings in 2020/21 as it is dependent on the current interest resulting in completed transfers of all three sites before April 2020.

Legal

Lancashire County Council are able to provide sites (under s.24 Caravan Sites & Control of Development Act 1960) but no longer have a statutory duty to do so.

The borough councils have responsibilities under housing / planning acts (although not a statutory duty to provide traveller sites). S.124 Housing & Planning Act 2016 requires local housing authorities to consider (in respect of their districts) the needs to people residing in or who wish to reside on sites where caravans can be stationed. Local Planning Authorities need to consider Planning Policy for traveller sites in conjunction with the National Planning Policy Framework and they must assess the need for sites; identify land for sites and increase traveller sites in appropriate locations.

The residents of the sites have licences under the Mobile Homes Act 1983 which contains implied terms and express terms. The implied terms include rent increase protection. This means that any owner would only be able to increase the rent if the occupier were served with a notice of increase in compliance with the Act and the increase must be agreed by the occupier or determined by a tribunal. There is a presumption that an increase cannot be more than the RPI increase. The cost of

certain improvements can be charged if the owner acts in compliance of the Act and again they are agreed by the occupier or determined by a tribunal. A resident cannot be evicted except by a Court Order and the site owner had established one of the grounds being that a Court was satisfied that a resident was in breach of the licence agreement and had failed to remedy that breach in a reasonable time and that it is reasonable for that agreement to be terminated; a resident was not occupying the pitch as his / her only main residence; or the condition of the mobile home was having a detrimental effect on the site. The implied terms of the Mobile Homes Act 1983 would apply to any owner of the site however another owner may change the express terms of the licence and so could become more restrictive than the County Council's licence (as detailed in the consultation). The Mobile Homes Act 1983 ensured that site owners were complying with Article 8 of the European Convention of Human Rights right to respect for private and family life.

A new site owner would need to transfer the existing licence to manage a protected site. They would need to satisfy the Borough Council that they had the ability to comply with conditions of the licence; they had the finance to be able to manage the site and that the person was competent to manage the site. Any sale would need to be conditional upon the new owner being able to transfer the existing licence to themselves.

In respect of the Leighton Street site, there was a grant agreement dated 7 October 2010 made between (1) Homes Community Agency (HCA now Homes England) & (2) Lancashire County Council that the County Council must use the property "for the purpose of sites for and providing services to Gypsies and Travellers and not prior to the effective date (6 October 2020) dispose any part of the Property without the prior written consent of the Agency. The HCA may however release the restriction on the property if the County Council repay some / all of the grant monies at the HCA's discretion. The HCA would need to agree to any disposal for this site before 6 October 2020.

Cabinet are required to fully consider the consultation responses and equality impact assessment when considering the proposal.

The county council can include a condition on any sale of the site in order to protect the Article 8 (ECHR) rights of the existing residents. Unfortunately, the county council cannot provide a guarantee that a new owner will not change the terms of the current licence, which may have an impact on the resident's right to a private and family life.

The Article 8 issues refer to future impacts that are out of the control of the council. Decision makers will be mindful of giving due consideration to all the feedback. This will need to be considered in light of the council's duty to ensure it is able to set a lawful budget that allows it to meet the needs of the community as a whole.

Human Resources

The staffing implications for the County Council are minimal as there are no County Council employees attached to the sites.

Where the City/Borough Councils have employees attached to the sites through their day to day site management arrangements, they may need to consider TUPE if the sites are sold to an external third party, this will be a matter for the City/Borough Council and the external third party to consider.

Equality and Cohesion

An Equality Analysis is set out at Appendix 'B' which provides a more detailed explanation of what the duty requires and which analyses the potential impact of a decision. Either option would have a direct impact on GRT communities, who are included amongst the race/ethnicity/nationality protected characteristic group.

The responses to the consultation demonstrate the concerns of the residents.

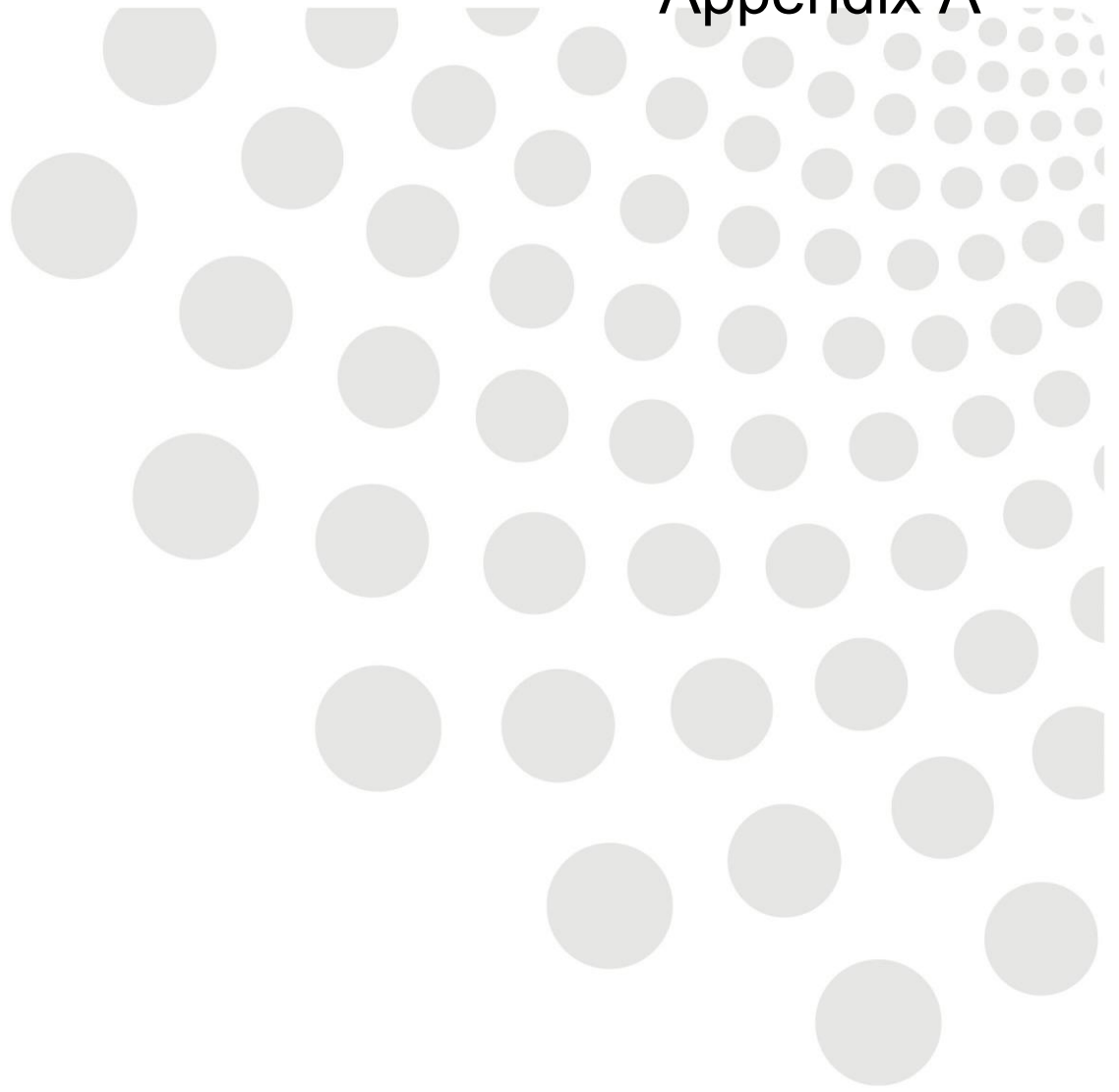
Property Asset Management

If the decision is made to proceed with disposal of the sites, they will be declared surplus to operational requirements.

Whilst Lancashire County Council own the sites they will continue to be liable for property-related holding costs.

List of Background Papers

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



Lancashire County Council's Traveller sites

Consultation report – 2019



**Melissa Sherliker, Mike Walker, Mick Edwardson
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August 2019

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1. Executive summary

This report summarises the response to Lancashire County Council's consultation on Lancashire County Council's Traveller sites.

For this consultation, we asked residents, the public and our partners to give their views. Before the consultation began, letters were sent to all residents telling them of the consultation process. The three sites were visited by county council staff to tell residents about the formal consultation dates and when council staff would be on site. Council staff delivered the questionnaires to the caravans on the sites, explained the ways of taking part in the consultation, how to get additional questionnaires if needed, and helped to explain and fill in the questionnaire if required. Contact details for Advocacy Access were also given.

An electronic version of the consultation questionnaire was available online at www.lancashire.gov.uk.

The fieldwork ran for eight weeks, between 7 May to 3 July 2019. In total, 191 completed questionnaires were returned (35 paper questionnaire responses and 156 online questionnaire responses).

1.1 Key findings – residents and general public

1.1.1 Which site are you responding about?

- Almost two-thirds (63%) of respondents said they were responding about Mellishaw Park in Morecambe, and about two-in-five said they were responding about Leighton Street in Preston (42%) and Altham near Accrington (39%). 23% of respondents indicated that they were responding about all three sites.

1.1.2 Views on our proposal for the Traveller sites

- Around four-fifth (79%) of respondents disagreed with the proposal. For those respondents indicating they were a resident on one of the three sites, almost nine-in-ten (86%) disagreed.
- When asked their views on the proposal, respondents were more likely to comment that the county council should retain ownership of the sites and keep things as they are (71%), that people will lose their homes and be split up (23%) and that they felt there was no guarantee about what a private landlord could do, for example raising rents, evicting families or redeveloping the site for another use (18%). For those respondents indicating they were a resident on one of the three sites, they were more likely to comment that the county council should retain ownership of the sites and keep things as they are (87%) and that people will lose their homes and be split up (61%).
- If the proposal happened, respondents were most likely to say it would affect them directly in that they could be homeless and would be forced to live on

the road (25%), not directly affected but that they believed the county council had a duty to provide safe sites (25%), and not directly but it would have an impact of Traveller families and the local community (22%). For those respondents indicating they were a resident on one of the three sites, almost all (97%) said it would affect them directly in that they could be homeless and would be forced to live on the road.

- If the sites were sold, respondents were most likely to comment there would need to be guarantees that new site owners maintain sites and not increase rents, evict families, redevelop the site as something else (29%), the impact on traveller families (including children) for the provisions for welfare, education, keeping family groups together would need to be considered (27%) and consideration of where current residents will be moved to and implications on their safety and impact on other communities (23%). For those respondents indicating they were a resident on one of the three sites, they were most likely to comment on the impact on traveller families (including children) for the provisions for welfare, education, keeping family groups together would need to be considered (61%).
- When asked about a potential buyer for a site, about three-quarters (78%) of respondents said a potential buyer should have an understanding of the Gypsy, Roma, Traveller (GRT) community and two-thirds (66%) said a potential buyer should have experience of running a Traveller site. For those respondents indicating they were a resident on one of the three sites, four-fifths (82%) said a potential buyer should have an understanding of the (GRT) community and three-quarters (74%) said a potential buyer should have experience of running a Traveller site.
- Considering what the council could do differently, respondents were most likely to mention that there should be alternative or better management of site and working with residents to reduce costs, improve services and be more efficient (68%). For those respondents indicating they were a resident on one of the three sites, four-fifths (82%) mentioned that there should be alternative or better management of site and working with residents to reduce costs, improve services and be more efficient.

1.2 Main findings – partner organisations

- Five respondents said they were responding about Mellishaw Park in Morecambe, with four responding about Altham near Accrington and three about Leighton Street in Preston.
- All six respondents disagreed with the proposal.
- When asked their views on the proposal, three respondents had concern for the loss of the sites and those who live on them, and three respondents said they were not cost effective.
- Two respondents mentioned that they thought people would be displaced and two respondents mentioned concern for the Traveller community's welfare.

- Three respondents said that selling the sites is not cost effective as it will have a knock-on effect to the local community.
- Four respondents said a potential buyer should have experience of running a Traveller site and four said a potential buyer should have an understanding of the Gypsy, Roma, Traveller community.
- When asked what the council could do differently, four respondents commented that Lancashire County Council should retain the sites.

1.3 Other responses to the consultation

- We received four emails/letters from organisations during the consultation period.
- One was from Lancaster City Council. The city council is keen to explore possible solutions with the county council for Mellishaw Park. They wish to continue to dialogue with the county council, with a view to the city council taking ownership of the site and either managing it directly or in a partnership with a social housing provider.
- One was from Xaverian Mission Spirituality Centre. The centre is appealing on behalf of the Travelling community and the Catholic Church to the county council to guarantee stability, inclusion and a dignified future to this section of our society. The potential impact that any decision could have on the Leighton Street site is detailed.
- One was from Morecambe Bay Clinical Commissioning Group. There are three areas of concern highlighted. Firstly, that there is evidence from other areas of the country that where the sale of other such sites has occurred, the new landlords increase the price of the rent or change the conditions of the rent agreement (eg no animals allowed), which then forces the travellers off the site. Secondly, this would leave many of the current residents homeless and therefore forced back onto the road; and in turn have a negative impact on health and wellbeing for all and diminished educational outcomes for the children, with increased risks around safeguarding. Thirdly, through the Poverty Truth Commission good relationships with this community have been established, and if these families move on from Mellishaw Park those relationships will be lost.
- One was received from Leighton Street Caravan Park. There is concern expressed about the impact that a change in site management could have on residents. There is particular concern mentioned for the Irish Traveller and Gypsy communities. It contains an expression of interest to take over the running of the site.

2.Introduction

Lancashire County Council, like many councils across the country, is going through financially challenging times. This is as a result of funding not keeping pace with the increasing demand and cost of services being delivered. We need to continue to look at ways of reducing costs to help balance the books for future years. This means that we have to consider changes to some of the services we currently provide, as we do not have the resources to continue to deliver what we have done in the past. These changes were considered by our county councillors and we are now looking to consult on what impact the proposals may have.

Lancashire County Council's Traveller sites

Lancashire County Council does not have a legal duty to provide Traveller sites. The county council has chosen to provide sites and currently owns three Traveller sites: Altham near Accrington, Mellishaw Park in Morecambe and Leighton Street in Preston. The residents, mainly families, pay rent for pitches that have a mixture of static or mobile caravans. At present there are 15 pitches at Altham, 19 pitches at Mellishaw Park and 14 pitches at Leighton Street.

The day-to-day running of the sites is presently undertaken by the relevant district councils. The County Council sets a budget of approximately £131,000 per year to cover running costs and maintenance issues due to degradation, through age, use and vandalism. Lancashire County Council have no statutory responsibility to provide accommodation for Travellers.

Our proposal

The council is considering whether it should continue to retain ownership of these sites. We do not have an alternative use for the sites and are now giving consideration to whether we should keep the sites or to sell them.

If the decision is to sell the sites then the council would apply a condition to protect the sites for Travellers.

If the decision is to retain the sites then the council will consider how this can be achieved more cost effectively. The consultation will inform this option when reaching a final decision. As the district councils manage day-to-day operations – and as part of the consultation process – we are continuing discussions and will keep in contact with them.

Timescales

3 December 2018 - Cabinet agreed to consult on proposals

December 2018 to March 2019 - onsite engagement with residents

7 May to 3 July 2019 - formal consultation

5 September 2019 - likely date of reporting the consultation outcomes to Cabinet

31 March 2020 - proposed implementation of the decision

3. Methodology

For this consultation, we asked the residents, the public and our partners to give their views. Before the consultation began, letters were sent to all residents telling them of the consultation process. The three sites were each visited twice by county council staff, between 21 and 24 January and between 2 and 4 April. This was to tell residents about the forthcoming consultation, its dates and when council staff would be on site.

Council staff delivered the questionnaires to the caravans on the sites between 7 and 9 May. They explained the ways of taking part in the consultation, how to get additional questionnaires if needed, and helped to explain and fill in the questionnaire if required. Or they could contact the Advocacy Access on 0345 456 3210 or contact@advocacyaccess.org.uk.

Some residents spoke directly with council officers, and some residents wanted paper copies to complete in their own time. Those residents that were not available on the day were left information. All residents were given a copy of the consultation questionnaire booklet, along with a return envelope, so that responses could be made. Residents were asked to let council staff know if other organisations should be invited to give feedback.

An electronic version of the consultation questionnaire was available online at www.lancashire.gov.uk.

The fieldwork ran for eight weeks, between 7 May to 3 July 2019. In total, 191 completed questionnaires were returned (35 paper questionnaire responses and 156 online questionnaire responses).

The service users/general public questionnaire covered two proposals: the first proposal was whether the council should continue to retain ownership of the sites and the second, whether to sell them.

If the decision is to sell the sites then the council would apply a condition to protect the sites for Travellers. If the decision is to retain the sites then the council will consider how this can be achieved more cost effectively. The results from the consultation will inform this option when reaching a final decision.

The main section of this questionnaire included seven questions, which first asked respondents which site they were responding about. They were then asked how strongly they agreed or disagreed with the proposal to sell the three sites, and their views on the proposals and how the proposals would affect them, what a potential buyer of a site should have, and if they think there is anything else that we could do differently.

The remaining questions asked respondents for information about themselves. For example, if they are a deaf person or have a disability. This information is presented in appendix 1. For those respondents that indicated they were a resident at one of

the three sites, the information respondents completed about themselves is shown in appendix 2.

The questionnaire for organisations firstly asked which site respondents which site they were responding about. They were then asked how strongly they agreed or disagreed with the proposals, their views on the proposal, how the proposals would affect their organisation, what a potential buyer of a site should have, and if they think there is anything else that we could do differently.

In this report respondents' responses to the open questions have been classified against a coding frame to quantify the qualitative data. Coding is the process of combining the issues, themes and ideas in qualitative open responses into a set of codes. The codes are given meaningful names that relate to the issue, so that during close reading of responses it can be seen when similar issues relate to a similar code. As the analysis process continues the coding frame is added to and refined as new issues are raised by respondents. All responses to open questions are then coded against the coding frame, and can be subsequently analysed as quantitative data.

3.1 Limitations

The findings presented in this report are not representative of the views of people who live on the Traveller sites or close to them. Neither are they representative of the population of Lancashire. They should only be taken to reflect the views of people who were made aware of the consultation, and had the opportunity and felt compelled to respond.

In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

4. Main findings – residents and general public

4.1 Which site are you responding about?

Respondents were first asked which of Lancashire's traveller sites they were responding about. Almost two-thirds (63%) of respondents said they were responding about Mellishaw Park in Morecambe, and about two-in-five said they were responding about Leighton Street in Preston (42%) and Altham near Accrington (39%). 23% of respondents indicated that they were responding about all three sites.

For those respondents indicating they were a resident on one of the three sites, 16 said they were responding about Altham near Accrington, 14 about Mellishaw Park in Morecambe, and eight said they were responding about Leighton Street in Preston.

Chart 1 - Which site are you responding about?



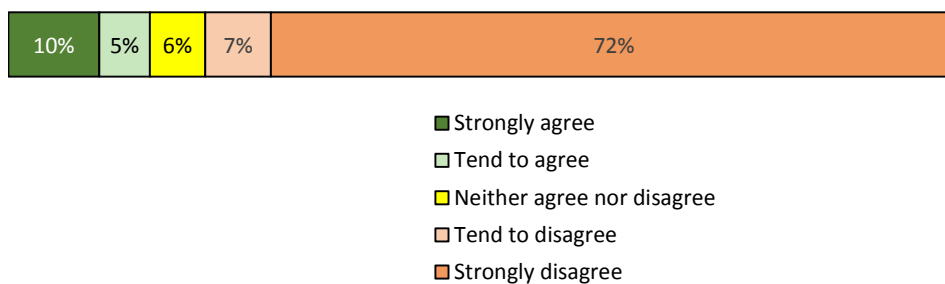
Base: all respondents (191)

4.2 Views on our proposal for the Traveller sites

Respondents were then asked how strongly they agreed or disagreed with our proposal to sell the three sites. Around four-fifth (79%) of respondents disagreed with the proposal.

For those respondents indicating they were a resident on one of the three sites, almost nine-in-ten (86%) disagreed.

Chart 2 - How strongly do you agree or disagree with our proposal to sell the three sites?

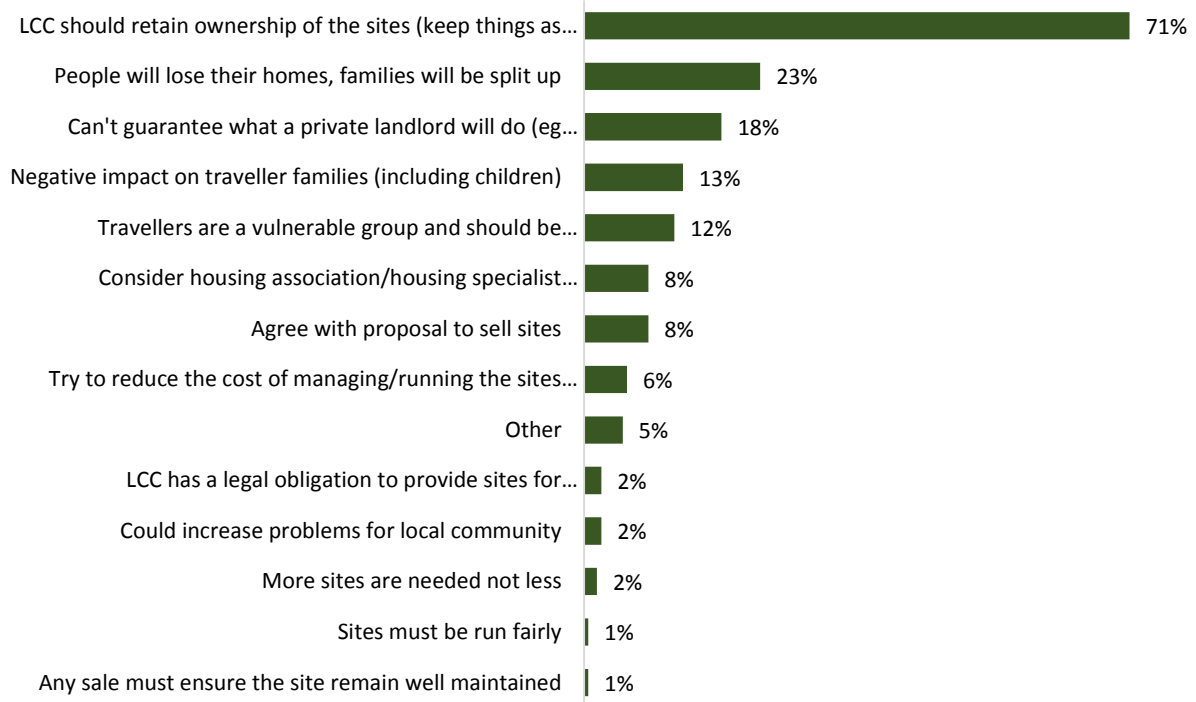


Base: all respondents (188)

Respondents were then asked for their views on our proposal to sell the three sites. Respondents were more likely to comment that the county council should retain ownership of the sites and keep things as they are (71%), that people will lose their homes and be split up (23%) and that they felt there was no guarantee about what a private landlord could do, for example raising rents, evicting families or redeveloping the site for another use (18%).

For those respondents indicating they were a resident on one of the three sites, they were more likely to comment that the county council should retain ownership of the sites and keep things as they are (87%) and that people will lose their homes and be split up (61%).

Chart 3 - What are your views on our proposal to sell the three sites?

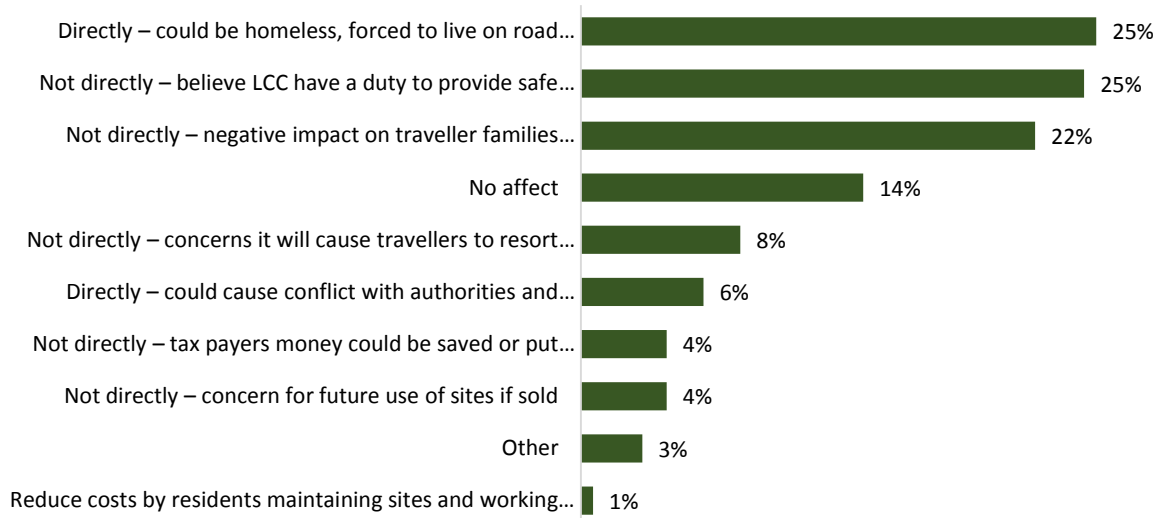


Base: all respondents (179)

Respondents were then asked, if this proposal happened, how it would affect them. Respondents were most likely to say it would affect them directly in that they could be homeless and would be forced to live on the road (25%), not directly affected, but that they believed the county council had a duty to provide safe sites (25%), and not directly, but it would have an impact of Traveller families and the local community (22%).

For those respondents indicating they were a resident on one of the three sites, almost all (97%) said it would affect them directly in that they could be homeless and would be forced to live on the road.

Chart 4 - If this proposal happened, how would it affect you?

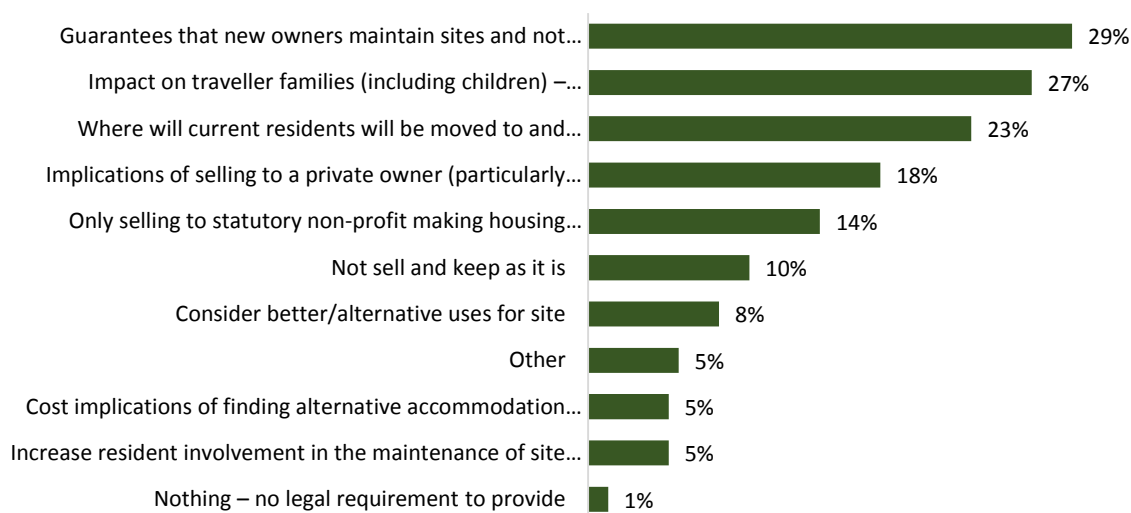


Base: all respondents (166)

Respondents were then asked what we need to consider if the site they are responding to is sold. Respondents were most likely to comment there would need to be guarantees that new owners maintain sites and not increase rents, evict families, redevelop the site as something else (29%), the impact on traveller families (including children) for the provisions for welfare, education, keeping family groups together would need to be considered (27%) and consideration of where current residents will be moved to and implications on their safety and impact on other communities (23%).

For those respondents indicating they were a resident on one of the three sites, they were most likely to comment on the impact on traveller families (including children) for the provisions for welfare, education, keeping family groups together would need to be considered (61%), consideration of where current residents will be moved to and implications on their safety and impact on other communities (34%) and the implications of selling to a private owner (particularly another Traveller/Roma community member), which could cause conflict (34%).

Chart 5 - If the site you are responding about is sold, what do we need to consider?



Base: all respondents (164)

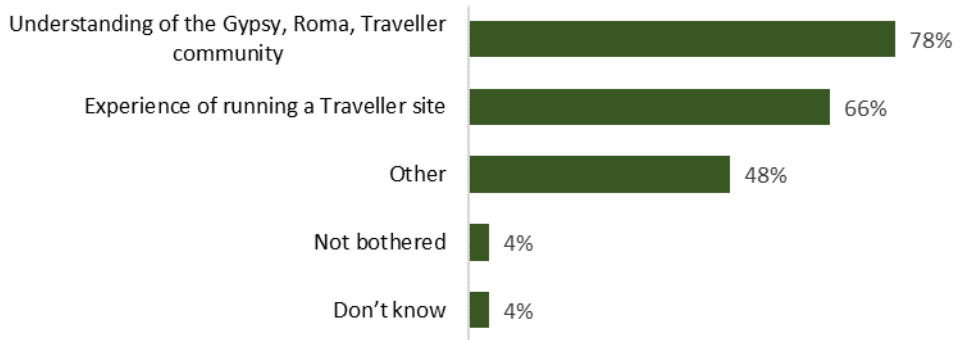
Respondents were then asked what a potential buyer should have if the site they are responding about is sold. About three-quarters (78%) of respondents said a potential buyer should have an understanding of the Gypsy, Roma, Traveller (GRT) community and two-thirds (66%) said a potential buyer should have experience of running a Traveller site.

In addition, half (48%) of respondents made a comment under the 'other' answer option about what a potential buyer should have. These comments are summarised below, with the number of respondents making each comment shown in brackets

- housing association or non-profit-making organisation with understanding of traveller culture (22)
- links with local community and retain current use (17)
- understand GRT culture and treat residents fairly and with respect (15)
- not sold to GRT but must understand culture and treat with respect (11)
- financial stability and continuity of use to maintain and improve current site (10)
- changes of use should benefit local community (5)

For those respondents indicating they were a resident on one of the three sites, four-fifths (82%) said a potential buyer should have an understanding of the (GRT) community and three-quarters (74%) said a potential buyer should have experience of running a Traveller site.

Chart 6 - If the site you are responding about is sold, what should a potential buyer have?

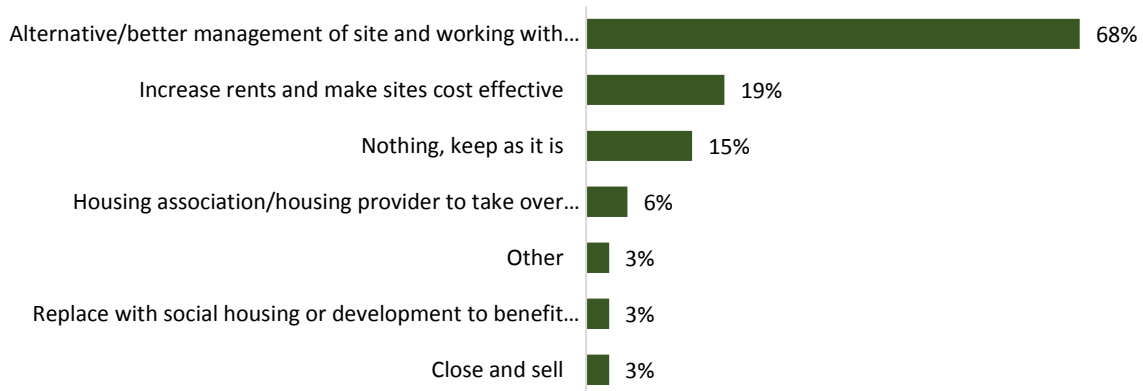


Base: all respondents (191)

Finally, respondents were then asked what, if anything, we could do differently rather than selling the three sites. Respondents were most likely to mention that there should be alternative or better management of sites and working with residents to reduce costs, improve services and be more efficient (68%).

For those respondents indicating they were a resident on one of the three sites, four-fifths (82%) mentioned that there should be alternative or better management of site and working with residents to reduce costs, improve services and be more efficient.

Chart 7 - What, if anything, could we do differently rather than selling the three sites?



Base: all respondents (157)

5. Main findings – partner organisations

Partner organisations were invited to respond to the consultation via a specific questionnaire. There were only six responses returned.

5.1 Which site are you responding about?

Respondents completing the partner organisation questionnaire were first asked which of Lancashire's traveller sites they were responding about. Five respondents said they were responding about Mellishaw Park in Morecambe, with four responding about Altham near Accrington and three about Leighton Street in Preston.

Table 1 - Which site are you responding about?

| | Count |
|-----------------------------|-------|
| Altham near Accrington | 4 |
| Mellishaw Park in Morecambe | 5 |
| Leighton Street in Preston | 3 |

Base: all respondents (5)

5.2 Views on our proposal for the Traveller sites

Respondents were then asked how strongly they agreed or disagreed with our proposal to sell the three sites. All six respondents disagreed with the proposal.

Table 2 - How strongly do you agree or disagree with our proposal to sell the three sites?

| | Count |
|----------------------------|-------|
| Strongly agree | 0 |
| Tend to agree | 0 |
| Neither agree nor disagree | 0 |
| Tend to disagree | 2 |
| Strongly disagree | 4 |

Base: all respondents (6)

Respondents were then asked for their views on our proposal to sell the three sites. Three respondents had concern for the loss of the sites and those who live on them, and three respondents said they were not cost effective.

Table 3 - What are your views on our proposal to sell the three sites?

| | Count |
|--|-------|
| Concern for loss of sites and people who live on them | 3 |
| Not cost effective | 3 |
| Need more pitches not less and better facilities/maintenance | 2 |

Base: all respondents (5)

Respondents were then asked, if this proposal happened, how it would affect their organisation. Two respondents mentioned that they thought people would be displaced and two respondents mentioned concern for the Traveller community's welfare.

Table 4 - If this proposal happened, how would it affect your organisation?

| | Count |
|---|-------|
| People will be displaced | 2 |
| Concern for Traveller community welfare | 2 |
| Not cost effective | 1 |

Base: all respondents (4)

Respondents were then asked what we need to consider if the site they are responding to is sold. Three respondents said that selling the sites is not cost effective as it will have a knock-on effect to the local community.

Table 5 - If the site you are responding about is sold, what do we need to consider?

| | Count |
|--|-------|
| Not cost effective to be sold as it will have knock-on effect to local community | 3 |
| People will be displaced | 2 |
| Needs more information on the proposal | 2 |
| We want Lancashire County Council to own it | 1 |

Base: all respondents (4)

Respondents were then asked what a potential buyer should have if the site they are responding about is sold. Four respondents said a potential buyer should have experience of running a Traveller site and four said a potential buyer should have an understanding of the Gypsy, Roma, Traveller community.

Table 6 - If the site you are responding about is sold, what should a potential buyer have?

| | Count |
|---|-------|
| Experience of running a Traveller site | 4 |
| Understanding of the Gypsy, Roma, Traveller community | 4 |
| Other | 2 |
| Don't know | 1 |

Base: all respondents (5)

Finally, respondents were then asked what, if anything, we could do differently rather than selling the three sites. Four respondents commented that Lancashire County Council should retain the sites.

Table 7 - If the site you are responding about is sold, what should a potential buyer have?

| | Count |
|--|-------|
| Lancashire County Council should retain the sites | 4 |
| Traveller community should be protected | 2 |
| New owners may be detrimental to the community | 1 |
| Residents/housing organisation should take over management | 1 |

Base: all respondents (4)

6. Other responses to the consultation

6.1 Lancaster City Council

Further to the consultation about the potential disposal of the Traveller sites in Lancashire, I am writing on behalf Lancaster City Council in relation to the Mellishaw site.

Lancaster City Council is keen to explore possible solutions with County which will result in a positive outcome for the residents and both councils as we recognise the potential distress and upset that major change and uncertainty could have on the residents of Mellishaw.

Our officers have started a dialogue with Lancashire County Council officers and wish to continue this over the coming weeks and months with a view to investigating whether there is a way the City Council could look to take ownership and either manage directly or in partnership with a social housing provider.

We hope we can work together to find a mutually agreeable solution for us all but, most importantly, for our residents on the site.

6.1 Xaverian Mission Spirituality Centre

Allow me to introduce myself. I am [REDACTED], a Catholic Priest with the Xaverian Missionaries, residing at the Xaverian Mission Spirituality Centre on 169 Sharoe Green Lane, Fulwood. I am also the Provincial Superior of the Xaverian Missionaries in the UK. I have been in Preston, on and off, for 20 years now and am very familiar with the Catholic community in Lancashire and the other faith communities. Over the years I have been involved in various campaigns of social justice from the plight of the homeless to interfaith and race relations in the area.

It has recently been brought to my attention that the Travelling Community who have been based on the Leighton Street site are facing a period of uncertainty and rightly worried about their future due to changes which are being considered by Lancashire County Council. I am familiar with many of that community and aware that the present site hosts around 15 families, numbering about 200 people. Many of these people have been in Preston, on that site for some 35 years or so, and are worried that some of the proposed changes may well endanger their livelihood, raise the real possibility of being moved from their homes, destabilise the family nucleus and present an unnecessary burden on that community. The unrest could also contribute to the already present stereotypes and discrimination that the travelling community face daily. This would certainly destabilise the social cohesion that I know the Council have been working hard to promote in Preston.

Just today, 30/07/19 the Pope at a special mass for over 7,000 Travellers in the Vatican said that the Travellers were at the heart of the Church and not on the outside. He condemned all form of prejudice and discrimination and prayed for more inclusion for this community in our society and Church.
<https://www.independent.ie/irish-news>

As far back as 2014 Pope Francis has been aware of the plight of the Travelling Community. "Regarding the situation of Gypsies across the world, it is ever more necessary to elaborate new approaches in the civil, cultural and social sphere, as indeed in the church's pastoral strategy, to take on the challenges that emerge from modern forms of persecution, oppression and, sometimes, slavery too...." <https://www.theguardian.com/world/2014/jun/05/pope-francis-defends-gypsies-vatican-address>

Pope Francis has hit out at prejudice against Gypsies, urging people to stem their suspicion and calling on authorities to help those "at the margins of society" find greater means of integration.

It is to this end that I am appealing on behalf of the Travelling Community and on behalf of the Catholic Church for the Council to guarantee stability, inclusion and a dignified future to this section of our society. It is all too easy in today's world to ignore the voice of the weakest in order to promote the often selfish interests of the powerful. I pray that is never shapes policy, because the litmus test of a civilised society is how it looks after the most vulnerable.

6.2 Morecambe Bay Clinical Commissioning Group

As the Director of Population Health for Morecambe Bay, with Bay Health and Care Partners, I am writing to add my concerns about the proposed sale of the Mellishaw Park, currently owned by Lancashire County Council and occupied by members of the Gypsy/Traveller community.

I will highlight my areas of concern and then make some recommendations in line with them.

My concerns about the sale of this site are as follows:

- 1) Although the sale of the site stipulates that the current residents will be able to stay on the site. There is an evidence base from other areas of the country that where the sale of other such sites has occurred, the new landlords increase the price of the rent or change the conditions of the rent agreement (e.g. no animals allowed) which then forces the travellers off the site.
- 2) This would leave many of the current residents homeless and therefore forced back onto the road. This will in turn have a negative impact on health and wellbeing for all and diminished educational outcomes for the children, with increased risks around safeguarding. Currently all members of this community have good links to local health services and schools and given the general poor educational and health outcomes for the traveller community as a whole, we have a duty of care to ensure these relationships are maintained.
- 3) Through the Poverty Truth Commission, we have established good relationships with this community, and we hope to build on this over the next few years to really establish improved physical and mental health and wellbeing for all. If these families move on from Mellishaw those relationships will be lost.

My recommendation would therefore be that the county council maintain ownership of the site and ensure the necessary upgrades to the facilities on the site are done in a timely manner or sign the site over to Lancaster City Council. If the site must be

sold, I would implore the Council to sell only to a trusted housing association, who have a history of working with the Gypsy/Traveller community.

6.2 Leighton Street Caravan Park

Response to Traveller Sites Consultation 2019

WITHOUT PREJUDICE

To whom it concerns in regard to L.C.C. having to cut expenses. My name is [REDACTED] and I have been the warden of Leighton St Caravan Site Preston for 24 years. I take pride and pleasure in the way I have managed the site on behalf of Preston City Council.

The Preston Site is rated as one of the best managed sites in Lancashire if not the Country. All successful sites in the Country have live on wardens. The running of a Caravan Site takes 24hour supervision on evenings, weekends and bank holidays, when children are not at school. Most problems and emergencies occur out of council working hours. From 5pm in the evening to 9am in the morning, when most incidents arise wardens are on 24 hour call.

There are numerous sites wrecked and destroyed with unruly, violent behaviour and crime towards residents and the general public and local businesses in immediate areas. This can happen under bad management.

For example take a look at Mellishaw Site in Lancaster City. It has been vandalised on regular intervals. It has been a haven for all sorts of crime and unruly violent crime and illegal drugs in the past – this is down to bad management due to part time caretakers. By city council and Gypsy Travellers it was known as Dodge City.

About 4 years ago officials from Lancaster City Council came to visit our site on Leighton St, Preston. They were amazed at how well kept and managed our site in Preston was. They asked for advice how they should run their site in Lancaster Mellishaw. They took a set of our rules back with them and they thanked me before they left. To my knowledge for the last three years it is the best it had been.

Approximately 20-22 years ago a baby girl was sexually assaulted and murdered on the Mellishaw Site Lancaster. It causes me great concern and stress to hear that L.C.C. officials are taking Mellishaw Site in Lancaster's example should be managed in the same way to their standard.

It has also been brought to my attention by concerned parties of official stance that Lancaster City Council has seeked advice of management gypsy sites in Carlisle that private manage these people are known throughout the travelling community for being racist against Irish travellers or any Gypsies that are married into their families. I am concerned that this will not go down well with Gypsy and Traveller Communities of Lancashire and Preston for the percentage in Preston is 85% Irish and in Lancashire 45% Irish.

What is wrong with local advice, no need to go miles for it. I am concerned that on behalf of Traveller Gypsy Community and local residents and businesses in the immediate area of Leighton St, Preston. Therefore it is my opinion that someone of hidden motive is trying to mislead the hard working honest L.C.C. officials.

I have lived in Preston 40 years. I have lived on the old site in London Rd, Preston. I've seen firsthand what bad management and advice can cause. It took a lot of hard work to get Leighton St site built by myself and a lot of other parties. It has been my home since it opened in 1987. My children grew up on that site for twenty four years since 5/1/88, so therefore I hope you can understand it is not just my job or income you are considering to take away from me it is also my home and 30 years of my life.

So therefore I hope yourselves understand why we feel so strongly as most of the residents grew up on this site. I can understand councils need to cut spending; therefore I would like to make an offer to take Leighton St Caravan Site over. I would pay all utility bills – water, electric and repairs etc out of the rents that I would collect off residents at no cost to the council. In the way of a lease or contract. Other councils have done this with long term wardens in the country and it is a success.

If you would like to discuss the matter please contact me. I have good working relationships with local community – business, university, council, police and traveller welfare education. My references are to numerous City Council, L.C.C, M.P.

Appendix 1 - Demographic breakdown – all respondents

Table 8 - Are you...?

| | % |
|--|-----|
| A Lancashire resident | 81% |
| A resident of the Traveller sites in Altham near Accrington, Mellishaw Park in Morecambe or Leighton Street in Preston | 20% |
| A member of a voluntary or community organisation | 14% |
| Other | 10% |
| An employee of Lancashire County Council | 5% |
| An elected member of a parish or town council in Lancashire | 4% |
| An employee of a Lancashire district council | 2% |
| An elected member of a Lancashire district council | 1% |
| An elected member of Lancashire County Council | 1% |

Base: all respondents (191)

Table 9 - Are you...?

| | % |
|-------------------|-----|
| Male | 30% |
| Female | 57% |
| Other | 3% |
| Prefer not to say | 10% |

Base: all respondents (188)

Table 10 - What was your age last birthday?

| | % |
|-------------------|-----|
| Under 16 | 0% |
| 16-19 | 1% |
| 20-34 | 17% |
| 35-49 | 25% |
| 50-64 | 28% |
| 65-74 | 16% |
| 75+ | 3% |
| Prefer not to say | 11% |

Base: all respondents (190)

Table 11 - Are you a deaf person or do you have a disability?

| | % |
|-------------------|-----|
| Yes | 20% |
| No | 66% |
| Prefer not to say | 14% |

Base: all respondents (182)

Table 12 - Are there any children or young people in your household aged under 20?

| | % |
|---------------------------|-----|
| No, but expecting | 2% |
| Yes, aged under 5 | 14% |
| Yes, aged 5-11 | 17% |
| Yes, aged 12-16 | 17% |
| Yes, aged 17-19 | 10% |
| No children aged under 20 | 42% |
| Prefer not to say | 12% |

Base: all respondents (182)

Table 13 - Are there any disabled young people aged under 25 in your household?

| | % |
|-------------------|-----|
| Yes | 9% |
| No | 77% |
| Prefer not to say | 14% |

Base: all respondents (184)

Table 14 - Which best describes your ethnic background?

| | % | | % |
|---|-----|-----------------------------------|----|
| White | | Asian | |
| English, Welsh, Scottish, Northern Irish, British | 57% | Indian | 1% |
| Irish | 3% | Pakistani | 0% |
| Gypsy Roma | 9% | Bangladeshi | 0% |
| Traveller of Irish heritage | 12% | Chinese | 0% |
| Any other Traveller background | 1% | Any other Asian background | 0% |
| Any other white background | 5% | Black or Black British | 0% |
| Mixed ethnic background | | African | 0% |
| White and Black Caribbean | 1% | Caribbean | 0% |
| White and Black African | 0% | Any other mixed ethnic background | 0% |
| White and Asian | 1% | Other ethnic group | |
| Any other mixed ethnic background | 2% | Arab | 0% |
| | | Any other ethnic background | 1% |
| | | Prefer not to say | 9% |

Base: all respondents (189)

Appendix 2 - Demographic breakdown – residents at the Traveller sites

Table 15 - Are you...?

| | % |
|--|------|
| A resident of the Traveller sites in Altham near Accrington, Mellishaw Park in Morecambe or Leighton Street in Preston | 100% |
| A Lancashire resident | 68% |
| A member of a voluntary or community organisation | 5% |
| An elected member of a parish or town council in Lancashire | 3% |
| An employee of a Lancashire district council | 3% |
| An employee of Lancashire County Council | 3% |
| Other | 0% |
| An elected member of a Lancashire district council | 0% |
| An elected member of Lancashire County Council | 0% |

Base: all respondents (38)

Table 16 - Are you...?

| | % |
|-------------------|-----|
| Male | 24% |
| Female | 74% |
| Other | 0% |
| Prefer not to say | 3% |

Base: all respondents (38)

Table 17 - What was your age last birthday?

| | % |
|-------------------|-----|
| Under 16 | 0% |
| 16-19 | 0% |
| 20-34 | 32% |
| 35-49 | 24% |
| 50-64 | 29% |
| 65-74 | 13% |
| 75+ | 0% |
| Prefer not to say | 11% |

Base: all respondents (38)

Table 18 - Are you a deaf person or do you have a disability?

| | % |
|-------------------|-----|
| Yes | 40% |
| No | 60% |
| Prefer not to say | 0% |

Base: all respondents (35)

Table 19 - Are there any children or young people in your household aged under 20?

| | % |
|---------------------------|-----|
| No, but expecting | 0% |
| Yes, aged under 5 | 36% |
| Yes, aged 5-11 | 33% |
| Yes, aged 12-16 | 28% |
| Yes, aged 17-19 | 17% |
| No children aged under 20 | 28% |
| Prefer not to say | 0% |

Base: all respondents (36)

Table 20 - Are there any disabled young people aged under 25 in your household?

| | % |
|-------------------|-----|
| Yes | 15% |
| No | 85% |
| Prefer not to say | 0% |

Base: all respondents (34)

Table 21 - Which best describes your ethnic background?

| | % | | % |
|---|-----|-----------------------------------|----|
| White | | Asian | |
| English, Welsh, Scottish, Northern Irish, British | 8% | Indian | 0% |
| Irish | 3% | Pakistani | 0% |
| Gypsy Roma | 39% | Bangladeshi | 0% |
| Traveller of Irish heritage | 45% | Chinese | 0% |
| Any other Traveller background | 5% | Any other Asian background | 0% |
| Any other white background | 0% | Black or Black British | 0% |
| Mixed ethnic background | | African | 0% |
| White and Black Caribbean | 0% | Caribbean | 0% |
| White and Black African | 0% | Any other mixed ethnic background | 0% |
| White and Asian | 0% | Other ethnic group | |
| Any other mixed ethnic background | 0% | Arab | 0% |
| | | Any other ethnic background | 0% |
| | | Prefer not to say | 0% |

Base: all respondents (38)

Section 4

Equality

Analysis Toolkit

LCC Traveller Sites

For Decision Making Items

August 2019

Question 1 - What is the nature of and are the key components of the proposal being presented?

Lancashire County Council Traveller Sites

Lancashire County Council own and contribute to the running of three Traveller Sites, located in Hyndburn, Lancaster and Preston.

Lancashire County Council budget approximately £131,000 per year, this covers running costs and general maintenance which deteriorates, through age, use and vandalism.

Lancashire County Council have no legal responsibility to provide accommodation for Travellers.

In February Full Council decided to begin a consultation exercise with the proposal to declare the three owned traveller sites surplus to LCC needs.

The consultation considered the future of the sites and sought options in respect to achieving savings across the three sites. As continuing to run the sites in the same way would require ongoing revenue and capital expenditure (initial and ongoing), options included the potential to sell the sites. It was also agreed that any potential sale would include restrictions to ensure they remain as Traveller Sites.

Question 2 - Scope of the Proposal

Is the proposal likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected?

This is a decision across the whole of the County, but will have a specific impact on those in Lancaster, Preston and Hyndburn where the sites are located. Any decision will have an impact on those Travellers using the sites, many residents have been there for a number of years. The sites generally don't have a large turnover although the Lancaster site is more transient.

Question 3 – Protected Characteristics Potentially Affected

Could the proposal have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

And what information is available about these groups in the County's population or as service users/customers?

The sites are used by Travellers, in some cases for a number of years, and include families over a number of generations. There's no intention to change the use/purpose of the sites.

This will have a direct impact specifically on GRT communities, who are included amongst the race/ethnicity/nationality protected characteristic groups. As any action will affect people from one ethnic group this is the main issue being considered. Those on the site may also have any of the other protected characteristics, it is expected those such as disability, pregnancy and maternity and religion or belief, may potentially be higher in the Traveller sites than in the wider community

Age is also being considered as any young people potentially displaced may be denied education, require changing schools or require transportation. Elderly people with significant health issues live on site and may have links to local health facilities.

If the sites were simply closed, or sold without any form of site protection: the impact could be the movement of Travellers, this may then may have an impact on highway sites or other unused sites

(including LCC unused land) which will have a further impact on residents/communities and land owners. This could also remove children from education. This form of action could lead to a possible impact on community cohesion/fostering good relations as tensions between communities do rise in areas affected by such situations. This would likely lead to complaints from members of the public and potential challenges from the Travellers on site.

(It should be noted that selling the site on specifically to continue being used as a Traveller site, may also have an impact on residents. As there are divisions in the community as a whole, and changes of management could result in the current residents moving on.)

There are 19 Pitches at Lancaster, 14 Pitches at Preston and 15 Pitches at Hyndburn. Although exact figures are not available, a comment about the Preston site suggested about 200 people may be affected by the proposal for that site. County Council information indicates there are 50-60 residents on the Preston site and around 160-190 residents of the three sites combined.

There are also a small number of people employed in jobs at or including each site who would potentially be affected by the outcome of this proposal.

Question 4 – Engagement/Consultation

How have people/groups been involved in or engaged with in developing this proposal?

All decision on the sites require all information available. Consideration of those affected, being paramount. The reasons for potential changes to the site are purely based on reviewing costs to the County Council, in terms running costs, maintenance, surveyor's time and in partnership with local councils.

The Local councils who currently run the day to day management of the sites have been approached and discussions regarding options moving forward have been ongoing.

Following the initial proposal a consultation exercise has taken place. This was undertaken from 7th May 2019 to 3rd July 2019. For this consultation we asked residents, the public and our partners to give their views. Before the consultation began letters were sent to all residents of the three sites telling them about the consultation process. The three sites were also visited twice by County Council staff to tell residents about the formal consultation process (in January 2019 and in April 2019) and dates when council staff would be on site to assist. Council staff delivered the questionnaires (which also included a pre-paid reply envelope) to caravans on site between 7-9 May and explained the ways of taking part in the consultation, how to get additional questionnaires if needed and helped to explain and fill in the questionnaires if needed/asked. Contact details for Advocacy Access were also given as arrangements had been made for this organisation to provide residents with independent support to take part in the consultation if they preferred.

An electronic version of the consultation questionnaire was available at www.lancashire.gov.uk

191 responses were received 156 online and 35 paper questionnaires. 38 responses were identified as site residents' responses and information is included to ensure that these views are clearly reflected in this Analysis. Of the site residents respondents 16 responded about the Altham, Accrington site, 14 responded about Mellishaw Park, Morecambe and 8 said they were responding about Leighton Street in Preston.

The demographics of participants are summarised as: at least 81% were residents of Lancashire (68% of site residents responses) and 20% of all respondents were residents of one of the three Traveller sites being consulted on (100% of site residents respondents).

30% of respondents were male and 57% were female with 3% identifying as "other" and 10% preferred not to say (for site residents

74% were female, 24% male and 3% preferred not to say). The percentage of those identifying as "other" amongst all respondents is higher than for many consultations. Whilst there is a greater balance between male and female participants than for many service consultations amongst respondents generally the site residents profile has a higher level of female participation.

The age profile of respondents was quite balanced with 28% of respondents aged 50-64 (29% of site residents), 25% aged 35-49 (24% of site residents respondents), 17% aged 20-34 (32% of site residents respondents) and 16% aged 65-74 (13% of site residents respondents).

20% of all respondents identified as having a disability or being a Deaf person (40% of site resident respondents) both of which are higher levels than for many service consultations, although the site residents information suggests a disproportionately high percentage of people who consider themselves to have a disability or be a Deaf person. 9% of those who responded had a disabled child or young person in their household, which is higher than for many of the general service consultations (15% of site residents respondents had a disabled child or young person in their household which is a disproportionately high percentage).

2% of respondents had no children in their household but were expecting which is similar to the response for other County Council consultations (no site resident respondents responded to this "no children but expecting" category). Although this reflects some people who have the pregnancy and maternity protected characteristic, others may be included amongst those who already have children of whom 17% had children aged 12-16 (28% site resident respondents) and 5-11 (33% site resident respondents) respectively; 14% had children aged under 5 (36% of site resident respondents) and 10% had children/young people aged 17-19 (17% of site resident respondents) in their household. 42% of all respondents had no children or young people in their household (28% of site resident respondents).

The ethnicity of site resident respondents and all respondents is different from most consultations. 45% of site resident respondents

were Travellers of Irish Heritage (12% of all respondents); 39% of site resident respondents identified as Gypsy Roma (9% of all respondents); 8% of site resident respondents identified as White, English, Welsh, Scottish, Northern Irish, British (57% of all consultation respondents), 3% of site residents identified as Irish (3% of all respondents) and 5% of site resident respondents identified as Any Other Traveller background (1% of all respondents). There were no other responses amongst site resident respondents. Amongst all respondents other ethnicities were: 5% Any Other White background, 1% White and Black Caribbean, 1% White and Asian, 2% Any Other Mixed Ethnic background, 1% Indian, 1% Any Other Ethnic background and 9% Prefer Not To Say.

Respondents were asked which of the three sites they were responding about: 63% were responding about Mellishaw Park in Morecambe; 42% about Leighton Street in Preston and 39% about Altham near Accrington. 23% of respondents indicated that they were responding about all three sites.

The findings presented below are not representative of the views of people who live on the Traveller sites or close to them. Neither are they representative of the views of the population of Lancashire. They should only be taken to reflect the views of people who were made aware of the consultation, and who had the opportunity and felt compelled to respond to it.

The findings of the consultation are as follows:

86% of site resident respondents and 79% of all respondents disagree with the proposal. 5% of respondents tend to agree with the proposal and 10% strongly disagree whilst 6% neither agree nor disagree with it.

Respondents were asked for their views on the proposal. The leading responses were: 71% of respondents said LCC should retain the sites/keep things as they are, 87% of site resident respondents said this; 23% of all respondents said people would lose their homes/families will be split up (61% of site resident respondents said this) and 18% of all respondents said LCC can't guarantee what a

private landlord will do (e.g. raise rents, evict families, redevelop as something else). Amongst site resident respondents there were a number of comments expressing concerns that potential new owners might use "intimidation", "threats", "violence" and "bullying" to force them to move on. Other responses which contribute to the themes of this analysis included 13% who were concerned about the negative impact on Traveller families (including children); 12% who said Travellers are a vulnerable group and should be protected; 4% said LCC has a legal obligation to provide sites for Travellers/Gypsies and 2% said the proposal could increase problems for the local community. Some service users commented that if they were moved on they would have to park at the roadside which could be included within this theme.

Respondents were asked how it would affect them if the proposal happened. The leading responses were: 25% said they could be directly affected – could be homeless, forced to live on the road without access to health, employment or education, families split. 97% of site resident respondents said this. This theme also featured amongst many of the site residents comments who explained they had a number of health conditions and associated appointments, had children in schools, jobs and felt their families would be split up as many of their family lived on the sites. A number had lived on the sites for 30-40 years and had long established connections in the area. Others simply stated: "This is our home". 25% of all respondents said not directly – they believe LCC has a duty to provide safe sites/vulnerable groups/should keep things as they are; 22% said not directly – would have a negative impact on Traveller families (including children and elderly) and local surrounding community. Other responses which are of relevance to this analysis include 8% not directly – concerns it will cause Travellers to resort to use unauthorised sites, subsequent disruption and damage; and 6% said directly – it could cause conflict with authorities and other Travellers.

Respondents were asked if the site they were responding about is sold what does the County Council need to consider. The leading responses of all respondents were: 29% of respondents said guarantees that new owners maintain sites and not increase rents, evict families, redevelop the site as something else; 27% said impact

on Traveller families (including children) – provisions for welfare, education, keeping family groups together; and 23% where will current residents be moved to and implications on their safety and impact on other communities. The leading response from site residents were: 61% said the impact on Traveller families (including children) for the provisions for welfare, education, keeping family groups together would need to be considered; 34% said consideration of where current residents will be moved to and implications on their safety and impact on other communities and 34% also said the implications of selling to a private owner (particularly another Traveller/Roma community member) which could cause conflict. These themes were underlined in site residents' comments where a strong preference was expressed for the sites to remain with the County Council or with a similar housing association or other management that was familiar with but not part of the GRT community. Other responses from the wider consultation with relevance to the themes of this analysis included: 18% commented about the implications/concerns of selling to a private owner (particularly another Traveller/Roma community member) which could cause conflict; 5% identified the cost implications of finding alternative accommodation and services and 5% suggested increasing residents involvement in the maintenance of sites and working with the council to make them more cost effective. These issues were also referenced heavily amongst comments from site residents.

Respondents were asked if the site they were responding about was sold, what should a potential buyer have. The leading responses were: 78% said understanding of the Gypsy, Roma, Traveller community and 66% said experience of running a Traveller site. 48% of responses were coded as "other" of which the leading responses were: 22 responses suggested a Housing Association or non-profit making organisation with understanding of traveller culture; 17 responses said links with local community and retain current use; 15 responses said understand GRT culture and treat residents fairly and with respect and 11 responses said not sold to GRT but must understand culture and treat with respect; 10 responses said financial stability and continuity of use to maintain and improve current site and 5 responses said changes of use should benefit the local community.

Amongst site resident respondents the responses were: 82% said understanding of the Gypsy, Roma, Traveller community, 74% said experience of running a Traveller site. The themes mentioned by site residents in comments included: "free from criminal activities, fair and honest people, appropriate reference from local authority. No record of bullying and intimidation"; "Needs of the site, potential for repairs, making our home better. The ability to talk to the community about making things better", any new owner should be "a good person", "must understand Travellers ways as we will not be ruled and treated with disrespect" etc.

Finally respondents were asked what if anything we could do differently other than selling the sites. The leading responses were: 68% said alternative/better management of site and working with residents to reduce costs, improve services and be more efficient – 82% of site resident respondents said this; 19% of all respondents said increase rents and make sites cost effective and 15% said that nothing could be done/keep as it is. 3% of respondents did suggest close and sell the sites and replace with social housing or development to benefit the general community respectively. Many site residents' comments suggested keeping the sites but working with the County Council or a similar organisation to reduce costs and make things better even where that meant modest rent increases or changes to other charges.

For the partner organisations questionnaire 6 responses were received: 5 were responding about Mellishaw Park in Morecambe, 4 were responding about Altham near Accrington and 3 were responding about Leighton Street, Preston. All six partner responses disagreed with our proposal.

Partner respondents were asked for their views on our proposal to sell the sites; 3 responses raised concerns for loss of sites and the people who live on them; 3 respondents said the proposal was not cost effective and 2 said more pitches are needed not less and better facilities/maintenance are needed.

Partner organisations were asked how they thought it would affect their organisation if the proposal happened. 2 respondents said people

would be displaced, 2 raised concerns for Traveller community welfare and 1 said the proposal was not cost effective.

Partners were then asked what we need to consider if the site they are responding about was sold. 3 respondents said selling the sites is not cost effective as it will have a knock-on effect to the local community, 2 said people will be displaced, 2 needed more information on the proposal and 1 said "we want Lancashire County Council to own it".

Partner respondents were asked what a potential buyer should have if the site they are responding about is sold. 4 respondents said experience of running a Traveller site and 4 respondents said understanding of the Gypsy Roma Traveller community.

Finally respondents were asked what, if anything, we could do differently rather than selling the three sites. 4 respondents said Lancashire County Council should retain the sites, 2 respondents said the Traveller community should be protected and there was 1 response each saying new owners may be detrimental to the community and residents/housing organisation should take over management.

4 organisation email/letter responses were also received as part of the consultation, one from a local authority, one from a Clinical Commissioning Group, 1 from a Spirituality Centre and one from the Warden of one of the sites. Of particular significance to this analysis are:

The letter from Xaverian Mission Spirituality Centres includes comments specific to the Leighton Street site but which may be seen as relevant more widely "Many of these people have been in Preston, on that site for some 35 years or so, and are worried that some of the proposed changes may well endanger their livelihood, raise the real possibility of being moved from their homes, destabilise the family nucleus and present an unnecessary burden on that community. The unrest could also contribute to the already present stereotypes and discrimination that the travelling community face daily. This would certainly destabilise the social cohesion that I know the Council have been working hard to promote in Preston".

The letter from Morecambe Bay Clinical Commissioning Group states "1) Although the sale of the site stipulates that the current residents will be able to stay on the site. There is evidence base from other areas of the country that where the sale of other such sites has occurred, the new landlords increase the price of the rent or change the conditions of the rent agreement (e.g. no animals allowed) which then forces the travellers off the site.

2) This would leave many of the current residents homeless and therefore forced back on to the road. This will in turn have a negative impact on health and wellbeing for all and diminished educational outcomes for the children, with increased risks around safeguarding. Currently all members of this community have good links to local health services and schools and given the general poor educational and health outcomes for the traveller community as a whole, we have a duty of care to ensure these relationships are maintained.

3) Through the Poverty Truth Commission, we have established good relationships with this community, and we hope to build on this over the next few years to really establish improved physical and mental health and wellbeing for all. If these families move on from Mellishaw those relationships will be lost."

Again whilst this relates to one site the comments can be viewed as relevant to all three sites.

The Warden from Leighton Street site raised a number of concerns highlighted elsewhere in this Analysis but also mentioned the specific impact for him as his job was to be Warden of the site. There could be similar effects for Wardens or others who work on the other sites.

Question 5 – Analysing Impact

Could this proposal potentially disadvantage particular groups sharing protected characteristics and if so which groups and in what way? This pays particular attention to the general aims of the Public Sector Equality Duty:

- To eliminate unlawful discrimination, harassment or victimisation because of protected characteristics;
- To advance equality of opportunity for those who share protected characteristics;
- To encourage people who share a relevant protected characteristic to participate in public life;
- To contribute to fostering good relations between those who share a relevant protected characteristic and those who do not/community cohesion;

- A decision to maintain delivery, would initially maintain the status quo, although ongoing expenditure is likely, any steps to make the sites more self-sufficient would ultimately have an impact on residents and could lead to the sites being un-viable. This option was, however, supported by a number of consultation respondents and in many of the site residents' comments.
- Options to sell with a clause that they remain Traveller sites. This is hoped to give some protection to those on site. However, the consultation/engagement has raised concerns that different ownership could potentially impact adversely on current residents – e.g. 13% of respondents raised concerns about this. A number of site residents commented that they were concerned that owners from other parts of the Traveller community might change rules, raise rents or want their own families on sites and were also afraid of "intimidations", "threats" or "bullying" being associated with this. Morecambe Bay Clinical Commissioning Group said in their consultation response, that there is evidence that this has happened elsewhere in the country.
- Most responses to the consultation did not appear to reference that the proposal was discriminatory against Travellers. 12% of respondents did state that Travellers are a vulnerable group and should be protected, when asked for their views about the proposal. However, the letter from the Xaverian Mission Spirituality Centre did state that, in their view, the proposal could contribute to increasing stereotypes and discrimination which the Travelling community already face. This could adversely affect

the PSED's aim of eliminating discrimination, harassment and victimisation.

- If ownership of the sites were to change there has been concern expressed in the consultation and in comments from residents that this could impact on the education of children and young people who are resident there – thus affecting the advancing of equality aim of the Public Sector Equality Duty. The site in Preston includes an Education Block whilst at all the sites pupils attend local schools. These arrangements could be disrupted by any change in arrangements for the sites. It is also likely that local schools have built up an understanding of Traveller culture and the needs of their individual pupils and their families which could be hard to establish elsewhere. 13% of respondents had raised concerns in the consultation about the potential negative impact on Traveller families (including children).
- More generally the health and wellbeing of residents could also be adversely impacted if they have disabilities or health conditions and have established links with GPs and other healthcare professionals to manage these conditions. For others health issues may be caused or increased because of the uncertainty which the proposal has created. These factors also have an impact on the advancing equality of opportunity aim and participation in public life aim. Residents will have built up relationships/rapport with healthcare staff which could be disrupted if they had to move. 25% of consultation respondents had raised concerns that if the proposal happened they could be homeless, forced to live on the road and lose access to health, employment and education and this concern was mentioned by 23% of respondents when asked for their views about the proposal. Amongst issues to be considered if the sites were sold 27% of respondents identified the impact on Traveller families (including children) – provisions for welfare, education and keeping family groups together. A number of site residents' comments spoke of needing regular health appointments for medical conditions they had which they would need to still be able to attend. One site resident commented that she had a new

baby and needed the facilities on site to care for their baby, she was concerned these may not be available if she had to move.

- Availability at alternative sites (private) and the selection methods they use could result in families being displaced / separated, or left without accommodation. 18% of respondents were concerned that it can't be guaranteed what a private landlord will do (e.g. raise rents, evict families, redevelop as something else) were mentioned in responses. Some comments from site residents said they would have to live on the road side, possibly in the local area or find other land although others said that they were too old to live on the road. There is a potential impact for a wide range of community members if current site residents decided they had to live on the road or on other pieces of land which may impact a wide range of facilities and communities.
- Many site residents commented that they had lived on site for 30-40 years and it was their home, and the home of generations of their families. The proposal would, if ownership of the sites changed and resulted in people having to move, negatively impact these residents equality of opportunity to choose where they live.
- A small number of people are directly employed as Wardens or in other roles at the sites. The impact of any change in ownership or changes of management arrangements for the sites on those individuals and their families would be significant.
- District Councils have a duty on housing and have expressed concern about the sites closing.
- A number of consultation questions raised issues which could affect the fostering good relations/community cohesion aim of the Public Sector Equality Duty. When asked how it would affect them if the proposal happened 8% of respondents had said it would not directly affect them but were concerned it would cause Travellers to resort to unauthorised sites with subsequent disruption and damage; 6% said it could affect them directly by causing conflict with authorities and other Travellers and 2% suggested it could increase problems for the local community. 23% of all respondents (34% of site resident respondents)

referred to concerns about where current residents will be moved to and the implications on their safety and the impact on other communities as factors that needed to be considered if the sites were sold. The possible impact on social cohesion in Preston was referenced in the Xaverian Mission Spiritual Centre response. Some site residents commented that they were accepted by communities local to their sites but others did not feel they would be accepted or treated fairly by local communities if they had to move. All could be detrimental to fostering good relations between communities.

Question 6 –Combined/Cumulative Effect

Could the effects of this proposal combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

Services across the local authority are faced with reductions, all provisions are being reviewed, and options identified. These sites require expenditure and work to maintain, hence the future of the sites are being considered.

Impact of this reduction, may have an effect on the local councils in question, that manage the site and have responsibility for housing etc.

General responsibility under Section 225 of the Housing Act 2004 requires local authorities to assess accommodation needs of Gypsies/Travellers living/residing in the district as part of a review of district housing needs, placing legal responsibility on local housing authorities to identify and provide suitable and appropriate Gypsy/Traveller accommodation; housing services are a District and not a County Council function, therefore there is no statutory requirement for LCC to provide and fund the Travellers' sites (this arrangement stems from historic legislation that has been superseded).

Not taking action, will result in ongoing expenditure on the sites, and ongoing repair/upkeep of the site.

Question 7 – Identifying Initial Results of Your Analysis

As a result of the analysis has the original proposal been changed/amended, if so please describe.

The sites could be maintained with ongoing revenue and capital funding being used, this would need to be an ongoing arrangement. Savings have been identified in the consultation and increasing rent, may be possible but could result in the sites becoming unaffordable, or leave the sites in a poor/worse condition. The liability for the sites would remain with the Council.

Alternatively, the sites could be sold: there appears no clear benefits to any particular sale route. Providing a sale with the clause that the site is to remain for Travellers, may provide those on site some initial stability, however residents have raised concerns about purchasers.

Question 8 - Mitigation

Will any steps be taken to mitigate/reduce any potential adverse effects of the proposal?

Ensuring those on Site are aware of the position, and their rights. The Education Team have been involved during the process to help provide continued support.

District Council Duty and involvement

Placing restrictions on the site to ensure they continue as a Traveller Site will provide some reassurance and stability.

Question 9 – Balancing the Proposal/Countervailing Factors

This weighs up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of the analysis.

Lancashire County Council, like many councils across the country, is going through financially challenging times. This is as a result of funding not keeping pace with the increasing demand and cost of services being delivered. We need to continue to look at ways of reducing costs to reach a financially sustainable position in future years. This means that we have to consider changes to some of the services we currently provide, as we do not have the resources to continue to deliver what we have done in the past.

The proposal considers the feedback from the consultation with the need to reduce costs.

It is acknowledged that whichever option is agreed by Cabinet will have an impact on residents of the three sites, all of whom are members of the Traveller community. It is also acknowledged that there is a disproportionate percentage of these residents who have disabilities or long term health conditions. Other protected characteristics may also be affected.

If it is decided to retain the sites in County Council ownership, there is a possibility that rents will rise and that other arrangements may need to change to ensure the sites can be managed cost effectively. This may have some adverse impact on site residents.

If a decision is taken to sell/transfer the sites there will be a continued period of uncertainty for site residents until this is concluded and new owners are in place. The extent of any adverse impact would be dependent on who takes over the sites. At this time it is not possible to anticipate what that outcome might be. However, this Analysis has highlighted to Cabinet the concerns which site residents have about the option to sell/transfer the sites.

Question 10 – Final Proposal

In summary, what is the final proposal and which groups may be affected and how?

The final proposal is for cabinet to decide on whether to continue funding the sites, or sell.

Some savings may be possible at the sites, but it should be noted that this in turn may lead to the sites becoming unaffordable, and the final liability for the sites will remain with the County Council.

To sell the sites, will achieve the financial requirement but concern is raised about the residents, and that even ensuring the sites remain for Travellers could still have an impact.

Question 11 – Review and Monitoring Arrangements

What arrangements will be put in place to review and monitor the effects of this proposal?

If the decision is to sell/transfer, consideration on the points raised by residents could be used in shortlisting / finding a suitable purchaser, however after completion there will be little the Council are able to do.

If the decision is to retain, a revised management arrangement will need to be considered. Any increase of rent or reduction in costs can be monitored, although any long term effect may only become apparent, in a number of years.

The sites are also attended regularly by Education Support Officers, who will be able to raise concerns directly with the Service.

Equality Analysis Prepared By Chris Bull

Position/Role Estates Services Officer

Equality Analysis Endorsed by Line Manager and/or Service Head

Decision Signed Off By

Cabinet Member or Director

For further information please contact

Jeanette Binns – Equality & Cohesion Manager

Jeanette.binns@lancashire.gov.uk

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Asset Management**Part I**

Electoral Divisions affected:
Lancaster East; Preston City;
Lostock Hall and Bamber
Bridge; Burnley South West.

Works to Operational Premises

(Appendix 'A' (Part II) refers)

Contact for further information:

Emma Pearse, Tel: (01772) 533230, Property Asset Manager,
emma.pearse@lancashire.gov.uk

Executive Summary

This report outlines the capital works required at three operational premises, in order to deliver remedial and repair works to address condition, and alteration works to address suitability. The report sets out the proposals for the works to be included in the capital programme during 2019/20. Appendix A, which sets out the details of the allocation of funding, is included in Part II of the agenda.

The report also sets out a proposal to declare the former Rosegrove Library, Burnley surplus to the county council's requirements.

Recommendation

Cabinet is asked to agree:

- (i) Capital expenditure as detailed in Appendix 'A' to meet the county council's negotiated share of the costs to replace the boiler in Lancaster Central Library Market Square, Lancaster, LA1 1HY;
- (ii) Capital expenditure as detailed in Appendix 'A' to replace the auto transfer switch for the data suite in County Hall, Preston;
- (iii) Capital expenditure as detailed in Appendix 'A' to address health and safety and condition issues at Cuerden Mill Highways Depot, Holme Road, Bamber Bridge, Preston, PR5 6BS;
- (iv) That the funding is allocated from the unallocated balance of the building condition programme within the corporate block ; and

(v) That the former Rosegrove Library, Lowerhouse Lane, Burnley, BB12 6HU is declared surplus to the county council's requirements.

Background and Advice

Renewal of the boiler plant to serving Lancaster Central Library, Market Square, Lancaster, LA1 1HY.

Lancaster Central Library is owned and run by the county council and Lancaster City Museum is owned and run by Lancaster City Council. The heating plant for the two buildings is currently a shared facility housed in the basement of the museum building. This shared boiler has been patch repaired repeatedly over many years and the Design and Construction Service have advised both councils that the boiler requires replacement prior to the next heating season.

Options have been explored to either provide separate boilers for each building or renew the existing shared boiler. Due to the complicated layouts of both the listed buildings, the most cost effective option for both buildings is to renew the existing boiler plant. The proposed new boiler plant will include heat meters which will identify the fuel usage of the individual building going forward.

The Estates Service have negotiated the percentage split regarding the capital cost of replacing the existing plant, based on area, opening hours, etc. This has resulted in a percentage split in the capital costs being agreed as Lancashire County Council 58% and Lancaster City Council 42%. It is proposed that as the boiler is within the museum building, Lancaster City Council will commission the work to be delivered by the county council's Design and Construction Service, and that the county council will reimburse the city council for 58% of the work.

The estimated capital costs of the work are identified in Appendix 'A', which is to be considered within Part II of this Cabinet meeting.

Replacement of auto transfer switch for the data suite in County Hall, Preston.

Recent testing of backup power supplies to the data suite in County Hall has revealed a fault with the load transfer test switch. This unit is used to simulate a power loss event and to ensure that the generator and associated infrastructure carries out a seamless transfer from mains power to generator power without any loss of IT service. As a result of the fault it is no longer possible to confirm by regular controlled testing the resilience of the power supplies in the event of a local supply network failure. Whilst the likelihood of a power failure may be low, the impact to stakeholders is very high as a power loss could result in an inability to access essential systems and data.

In order to safely replace the switch without loss of county wide IT services, a program of works is required involving the installation of temporary power supply network. The estimated capital costs of the work are identified in Appendix 'A', which is to be considered within Part II of this Cabinet meeting.

Cuerden Mill Highways Depot, Holme Road, Bamber Bridge, Preston, PR5 6BS – Replacement doors to workshops, stores and garages, and repairs to the Sign Shop roof

The nine large steel concertina doors to the workshops, stores and garages on the Cuerden Highways depot site have become corroded and are very difficult to open. All of the doors are used on a daily basis for the access and egress of vehicles and equipment. All of the nine doors are past their useful life and are in an equally poor condition. The difficulty of opening the doors is a concern for health and safety of the operatives.

Also on the Cuerden Mill Highways Depot site is the county council's sign shop which produces a variety of signage including those for roads and buildings. The condition of the roof of the sign shop has deteriorated and there is water ingress as a result.

It is proposed that the concertina doors are replaced with roller shutters and that repairs are undertaken to the damaged roof. This work is not included in the current condition programme.

The estimated capital costs of the work are identified in Appendix 'A', which is to be considered within Part II of this Cabinet meeting.

The Former Rosegrove Library, Lowerhouse Lane, Burnley, BB12 6HU

Prior to its closure in 2016 the library provision in Rosegrove was delivered from a former chapel building on Lowerhouse Lane. In terms of library service delivery accommodation requirements the building is not fit for purpose, primarily due to the lack of disabled access and facilities. The building is also too large for the agreed appropriate level of library provision for the area, which has been identified as Band D (1 member of staff, 18 hours p/w).

The Rosegrove area is currently being served by mobile library provision, and there are 4 libraries within a 2 mile radius of the former library.

The possibility of making the building compliant with the Disability Discrimination Act requirements has been explored. However, an acceptable solution has not been identified. This is primarily due to the fact that the main entrance to the building is significantly higher than street level, negating the possibility of installing a DDA compliant ramp. Internally the building is also on different levels making it extremely difficult to provide level access from the side or rear without the installation of a number of platform lifts within the building. As it is impracticable to provide an accessible library service from the building, the building has been considered for alternative use by the county council; however, no requirement has been identified. As a result, it is considered that the former Rosegrove Library is surplus to the requirements of the county council.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

If the works to provide a new boiler for Lancaster Library do not proceed, it is highly likely that the existing boiler will fail, the building will be without heating and hot water, and as a result the library may have to close.

If the auto transfer switch for the data suite in County Hall is not replaced, the resilience of the power supplies in the event of a local supply network failure cannot be tested. The impact of a power failure on the resilience of the county council would be very high, as a power loss could result in an inability to access essential systems and data. Therefore, the ability to test the system regularly is business critical.

The replacement of the concertina doors at Cuerden Depot is a health and safety issue and if the replacement were not to go ahead, the condition of the existing doors would continue to deteriorate, interfering with safe and efficient working practices.

If the works to the paint shop roof were not to go ahead, the condition of the building will continue to deteriorate, and this may result in additional costs in terms of rectification, or the requirement to provide an alternative facility.

As the former Rosegrove Library has been closed since September 2016, with the area served by mobile provision since, declaring the building surplus to the county council's operational requirements will have no impact on library service delivery in the area.

Financial

The approval of these schemes is requested as part of a programme of works within the property element of the Capital Programme and the approved borrowing therein. As such, there are no additional costs to the approval of this funding.

The financial implications are detailed within Appendix 'A' of this report, to be considered as within Part II of the Cabinet meeting.

Property Asset Management

The Estates Service have undertaken a search for alternative premises suitable for Library Service delivery in the Rosegrove area. No suitable premises have been identified.

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 |
|-------|------|-------------|
| None | | |

Reason for the inclusion of Appendix 'A' to this report in Part II:

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

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Highways**Part I**Electoral Division affected:
Morecambe South;**Lancashire County Council (Akeman Close, Ermine Place, Foss Court, Hadrian Road, 'McDonalds' access road, Pilgrims Way, Ryknild Way and Watling Close, Morecambe, Lancaster City) (Prohibition of Right Turn, Prohibition of Driving and No Entry) Order 201***

(Appendices 'A' and 'B' refer)

Contact for further information:

Chris Nolan, Tel: 01772 531141, Highway Regulation – Highways and Transport
chris.nolan@lancashire.gov.uk**Executive Summary**

Proposals to introduce Prohibition of Driving Except for access & No Right Turn, No Entry on 'McDonalds' access road were agreed by the Bay Gateway project team during their consultations and following local representations by the Divisional County Councillor but the supporting traffic orders were not advertised at the time. This proposal introduces those supporting Traffic Orders.

Recommendation

The Cabinet is asked to approve the proposals for Prohibition of Right Turn, Prohibition of Driving and No Entry as detailed within this report and as set out in the schedule and plan attached at Appendices 'A' and 'B'.

Background and Advice

Hadrian Road is a residential access road incorporating a junction with a separate egress from a fast food Drive Through restaurant. Following construction of the Bay Gateway the revised road layout has encouraged customers of the drive through facility to park their vehicles on Hadrian Road to consume their food. This is creating an amenity and nuisance issue for local residents.

The problem that existed for a period of time prior to the construction of the "Bay Gateway" has continued since the alterations to the road layout and signs which did not have a supporting traffic order.

The proposals to introduce Prohibition of Driving Except for access & No Right Turn, No Entry on 'McDonalds' access road were agreed by the Bay Gateway project team during their consultations and following local representations by the Divisional County Councillor but the supporting traffic orders were not advertised at the time. This proposal introduces the supporting Traffic Orders.

The purpose of this order is to improve the amenity of the area by prohibiting driving on Hadrian Road and the roads off Hadrian Road except for access and preventing vehicles exiting the fast food site from turning right into Hadrian Road. At the same time the order will prohibit vehicles from Hadrian Road entering into the restaurant site effectively making this facility into a route to leave the drive thru.

Consultations

Formal consultation was carried out between 25th April 2019 and the 23rd May 2019 and advertised in the local press. Notices were displayed on site for all areas where new restrictions were proposed. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

During the consultation period one objection was received from Lancashire Constabulary in response to this proposals as set out below:

Objection

Lancashire Police have confirmed that they do not support the proposal as this is not a new problem and does not cause any road safety issues. There has been a situation where visitors to the drive thru have consumed meals whilst parked on Hadrian Road for a number of years. Prior to the opening of the Bay Gateway this was possible without causing a nuisance to local residents. The new road layout reduces the amount of highway that can be used to park and results in drivers parking being directly outside residential properties.

The introduction of moving traffic restrictions to address this problem leaves the enforcement of the restrictions with the police. The level of importance of the contraventions coupled with the lack of any road safety risk would result in no policing of this Order. Lancashire Police is concerned that this Order will raise the expectations of residents without any course for action.

The Police consider that problems of this nature would be better addressed by the introduction of parking restrictions that could be enforced by the county council.

Officer's Response

It is appreciated that the Police would not have the resources to enable any enforcement of the proposed order but it is considered that the fact that the Order is in place along with the associated road signs would offer a level of deterrent to reduce any problem to a manageable level. It is also considered that the introduction of waiting restrictions on Hadrian Road and the roads off Hadrian Road would result in a much greater inconvenience to local residents. There are no waiting at any time restrictions at the eastern end of Hadrian Road to aid safe access and egress to the area.

As the necessary road signs are already in place to support the Order, the removal of them could cause residents a level of concern. Should it be resolved that the Order is not supported then these signs would need to be removed.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2019/20 highways revenue budget for new signs and lines at an estimated cost of £500.

Should the order not be introduced the new road signs and road markings that were fitted as part of the Bay Gateway Works will have to be removed at an estimated cost of £2,500 including disconnections for illuminated signs.

Risk management

Should the restriction not be approved the road signs that are associated with the restrictions would need to be removed. The removal of the signs may cause concern to local residents whilst allowing a situation that was prevalent prior to the building of the Bay Gateway to become a problem.

List of Background Papers

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

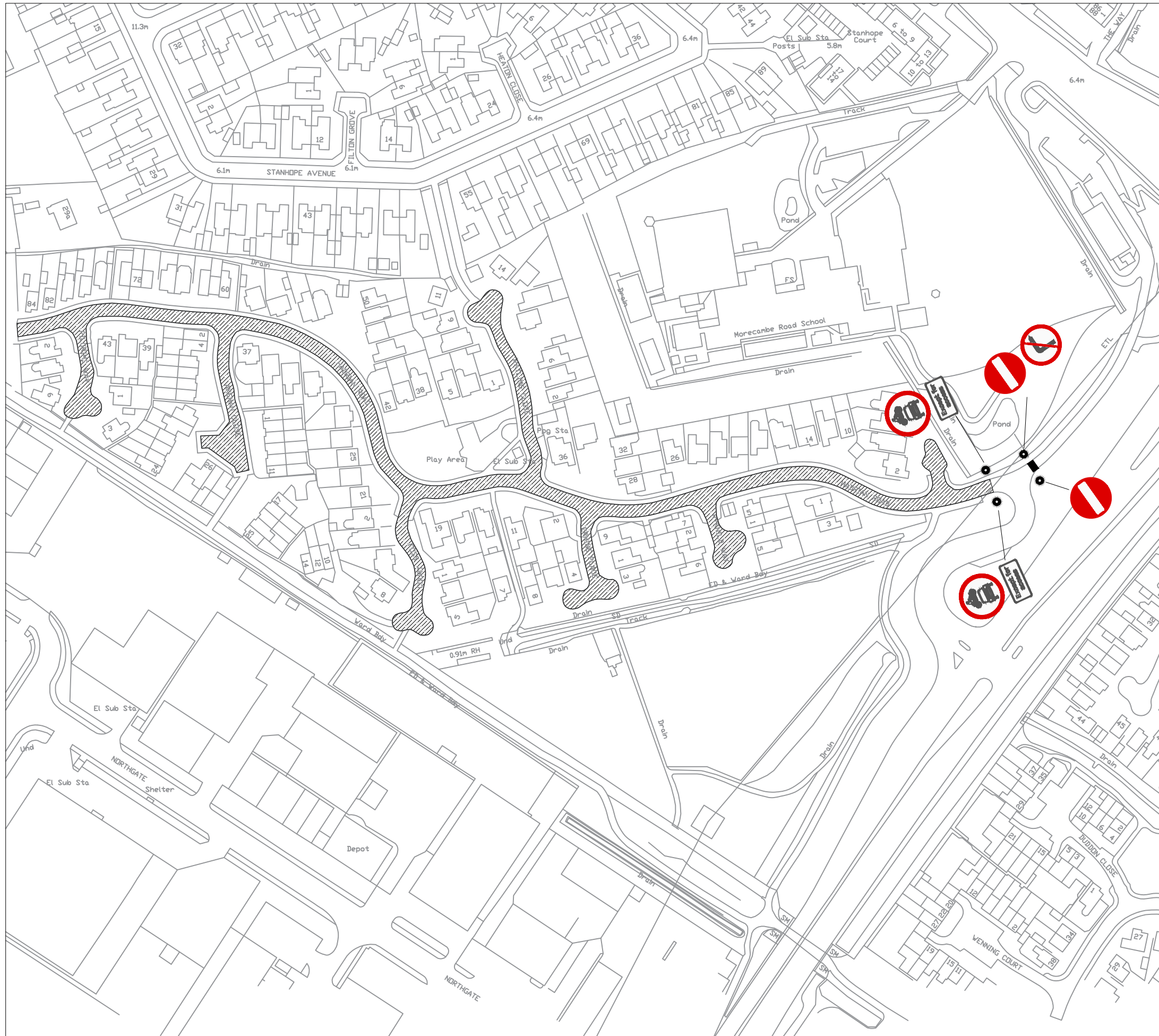
NOTICE OF PROPOSAL
ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(AKEMAN CLOSE, ERMINE PLACE, FOSS COURT, HADRIAN ROAD,
MACDONALDS ACCESS ROAD, PILGRIMS WAY, RYKNILD WAY AND
WATLING CLOSE, MORECAMBE, LANCASTER CITY) (PROHIBITION OF
RIGHT TURN, PROHIBITION OF DRIVING AND NO ENTRY) ORDER 201*

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

1. Introduce a prohibition of right turn in MacDonalds Access Road, Morecambe, from MacDonalds Drive Thru onto Hadrian Road.
2. Introduce a prohibition of driving except for access in the following lengths of road:
 - a. Ermine Place, Morecambe, the entire length;
 - b. Foss Court, Morecambe, the entire length;
 - c. Hadrian Road, Morecambe, from a point 120 metres, or thereabouts along the centre line measurement from its junction with the Bay Gateway;
 - d. Pilgrims Way, Morecambe, the entire length;
 - e. Ryknild Way, Morecambe, the entire length;
 - f. Watling Close, Morecambe, the entire length;
 - g. Akeman Close, Morecambe, the entire length.
3. Introduce a no entry, including cyclists, in MacDonalds Access Road, Morecambe, from its junction with Hadrian Road, preventing access for vehicles travelling in a north easterly/easterly direction into Hadrian Road.

A copy of the draft Order and associated documents for proposing to make the Order may be inspected during normal office hours at the offices of Lancaster City Council, Town Hall, Dalton Square, Lancaster, LA1 1PJ, and at the offices of The Director of Corporate Services, Lancashire County Council, Christ Church Precinct, County Hall, Preston PR1 8XJ, and on Lancashire County Councils Website <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/roadworks-and-traffic-regulation-orders/permanent.aspx>. Any representations or objections (specifying the grounds on which they are made) relating to the proposal must be made in writing and should be sent to The Director of Corporate Services, Lancashire County Council, P O Box 78, County Hall, Preston PR1 8XJ or by e-mail to tro-consultation@lancashire.gov.uk quoting ref:LSG4\894.9473\AFR before the 23 May 2019.

Laura Sales, Director of Corporate Services
25 April 2019



Prohibition of Driving

| No. | DATE | AMENDMENT DETAILS | CHECKED BY | DRAWN BY |
|---------------------------------------|------|---|------------|----------|
| REVISIONS | | | | |
| | | Environment Directorate | | |
| Highways And Environmental Management | | | | |
| PROJECT TITLE | | HADRIAN ROAD, MORECAMBE PROPOSED RESTRICTIONS | | |
| DRAWING TITLE | | LAYOUT PLAN | | |
| DRAWN BY | | PROJECT No. | | |
| CHECKED BY | | DRAWING No. | | |
| DATE | | OCT-18 | | |
| SCALE | | NTS | | |
| CLIENT No. | | SHEET No. | | |

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Highways**Part I**Electoral Divisions affected:
Lancaster East; Skerton;**Lancashire County Council (Parliament Street, Greyhound Bridge Road and Morecambe Road, Lancaster, Lancaster City) (Bus Lane) Experimental Order 2018**

(Appendices 'A' to 'C' refer)

Contact for further information:

Chris Nolan, Tel: (01772) 531141, Highway Regulation – Highways and Transport
chris.nolan@lancashire.gov.uk**Executive Summary**

Following the completion of the Bay Gateway an experimental traffic regulation order was introduced to provide a bus priority measure on Greyhound Bridge Road in the form of a dedicated bus lane for bus services whilst still retaining two lanes for all other traffic. The dedicated bus lane has been implemented to improve bus journey times and reliability of Bus Services travelling on Greyhound Bridge and therefore supporting sustainable travel.

Recommendation

The Cabinet is asked to consider and determine the measures outlined in the Experimental Order at Appendix 'A' and the plans attached at Appendices 'B' and 'C' along with the alterations detailed within this report for approval to make the experimental order into a permanent Traffic Regulation Order.

Background and Advice

Following the completion of the Bay Gateway link road, it was anticipated that there would be a reduction in the volume of traffic using Greyhound Bridge. As a result of the predicted reduction in traffic flow it was considered that there was an opportunity to provide bus priority measures in the form of a dedicated bus lane whilst still retaining two lanes for all other traffic. An experimental bus lane was introduced to improve journey times and reliability of Bus Services travelling on Greyhound Bridge. As an experimental order the bus lane could be fully assessed over the 6 month consultation period.

The consultation period has now ended and it is being proposed to make the order permanent along with making a few amendments to the road markings and the use of the bus stops as detailed within this report.

Consultations

The Experimental Traffic Regulation Order was introduced on an experimental basis on the 12th September 2018, coming into force on the 21st September 2018 for a period of up to eighteen months.

As part of this introduction divisional county councillors were consulted along with the council's usual consultees. The consultation documents were posted on the council's website and notices were displayed on site and published in the local newspaper. The consultation period lasted for 6 months throughout which objections and comments were recorded.

During the consultation period a number of objections and comments were received from Lancashire Police, Lancaster City Council, Lancaster City Hackney Proprietor Association and taxi drivers along with members of the public. A number of objections and points were raised, some by more than one correspondent. All the points raised have been collated and are as set out below.

Objections to the Proposal

- The bus lane is not necessary as there are insufficient buses and routes across Greyhound Bridge and that this work is a waste of money.
- The bus lane is reducing the number of lanes of general traffic leading on to Greyhound Bridge from Cable Street. This is negating the advantage to bus travel times by causing traffic to be congested on Cable Street, which is also resulting in reducing air quality.
- The change in road layout, reducing the number of lanes for general traffic turning on to Greyhound Bridge, is causing a safety issue with drivers when making last minute lane changes.
- The bus lane on Greyhound Bridge does not permit use by taxis that are part of the public transport system.
- Buses are stopping at the bus stop on Parliament Street that is within the bus lane and then pulling out of the bus lane across the solid white line when heading towards the M6 and Caton. This is also the case for buses once on Greyhound Bridge that are routed to head north along the A6 towards Carnforth. Vehicles including buses are not permitted to cross a solid white line as this could cause a danger.
- There is no exception in the Experimental Order for unmarked police vehicles that may need to use the lane whilst reacting to an emergency situation.
- Presently there are no pedestrian crossing facilities at the junction of Parliament Street with Greyhound Bridge. The introduction of the bus lane makes crossing this road more difficult.

Engineers Response

Presently there are 22 buses per hour using Greyhound Bridge at peak times during term time and a total of 13 different bus routes across the bridge, the establishment of the bus lane offers minor improvements to bus journey times but it also highlights the priority given to the use of public transport so promoting sustainable travel.

With regards to the concerns that the reduction in the number of lanes of general traffic leading onto Greyhound Bridge from Cable Street is negating the advantage of bus travel times due to congested traffic on Cable Street, the changes in traffic flows as a result of the opening of the new by-pass have not yet been fully realised due to the closures on the Greyhound Bridge. These were required to undertake necessary maintenance work on the bridge and this closed this route for periods in 2018 and 2019.

As with any change in road layout there are always initial bedding-in problems when these are implemented due to drivers continuing to follow the same practices as they have over a period of time without seeing the changes in road markings, new signs and the temporary signs that have been in place as at this junction. In relation to the reports of concerns of safety issues with drivers when making last minute lane changes, there have been some reports of problems with drivers not adhering to the new layout and that these have resulted in some damage-only minor collisions. However, Lancashire Police have confirmed that there have been no incidents reported to them at this junction since the changes.

Objections included the fact that the bus lane on Greyhound Bridge does not permit taxi use. The general principal for the introduction of all bus lanes in the county is that we will always look to include cycles but we would only allow taxis to use the bus lane when the bus lane is also a one way street or where the bus lane is part of a contraflow system. Where there is a live traffic lane alongside and in the same direction as the bus lane then we do not include taxis in the bus lane. To include taxis on such a lane would encourage drivers of prohibited vehicles to use the lane in contravention of the regulation.

The concerns raised that the present configuration of the bus lane requires bus drivers to cross the solid white line border are noted. It has been noted that this manoeuvre is both dangerous and illegal. As this is the case the buses that are routed to travel north on Parliament Street towards the M6 or Caton and further northeast will be prevented from using the bus stop that forms the first part of the bus lane at the junction of Parliament Street and Greyhound Bridge. Passengers wishing to travel in this direction will be directed to use either the bus station or the bus stop on Parliament Street close to the junction with Bulk Road, as set out in Appendix 'B'.

There is a further point along the bus lane where buses have to pull out of the bus lane to turn right on Greyhound Bridge so as to travel east bound on Morecambe Road and then on to the A6 towards Carnforth. It has been decided that changes will be made to the bus lane markings so that a length will be marked by a broken white border and an arrow indicating buses leaving the bus lane, as illustrated in Appendix 'C'. This solution has been consulted on with the Police and the Bus Operator both of which are content that the revision will be a suitable solution to the problem.

The Police expressed concerns that the draft order could cause operational difficulties as the permissions for emergency use only included liveried vehicles. It was accepted that though some vehicles engaged in pursuit or attending an emergency would be showing blue lights and this would be sufficient for the vehicles to be exempt from a penalty charge notice. Should other violations by drivers of unmarked police vehicles be recorded then these will be considered on an individual basis.

The introduction of the bus lane will not increase the number of vehicles making the turn from Parliament Street to Greyhound Bridge and therefore this should not change the situation when pedestrians need to walk along the north side of Parliament Street. It should also be noted that there is a pedestrian facility that passes underneath the road across Greyhound Bridge if they wish to use this.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2019/20 highways budget for new signs and lines at an estimated cost of £3,000.

Risk management

The Bus Lane across Greyhound Bridge is considered a major contribution to the Lancaster District Highways and Transport Masterplan (Oct 2016) providing a bus rapid transit system. This promotes use of public transport and therefore sustainable travel. Should the provision not be provided these aims will not be fully attained.

List of Background Papers

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

(PARLIAMENT STREET, GREYHOUND BRIDGE ROAD AND MORECAMBE ROAD, LANCASTER, LANCASTER CITY) (BUS LANE) EXPERIMENTAL ORDER 2018

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

1. Definitions and Interpretation

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

- a) "**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 Lane**" means an area of road that may be used only by Buses (or a particular description of Bus), or only by buses (or a particular description of Bus) and some other class or classes of vehicular traffic as provided for in this Order;
- 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) "**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;
- f) "**Local Service**" has the meaning given in Section 2 of the Transport Act 1985;
- g) "**Pedal Cycle**" means a unicycle, bicycle, tricycle, or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as is to be treated as not being a motor vehicle for the purposes of the 1984 Act;
- h) "**Public Service Vehicle**" has the meaning given in Section 1 of the Public Passenger Vehicles Act 1981;
- i) "**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;
- j) "**Vehicle**" means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a goods vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power;

2. Bus Lane

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle, other than a Bus or Pedal Cycle, to be in the Bus Lane set out in the Schedule to this Order on any day at any time.

3. Exemptions

Nothing in Article 2 of this Order shall render it unlawful to cause or permit any Vehicle to be in the Bus Lane referred to therein for so long as may be necessary to enable:

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

4. Miscellaneous

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

5. Modification or Suspension of Order

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

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

6. Effect of Contravention

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

7. Commencement of Order

This Order shall come into force on the 21st day of September, 2018, will be in operation for an experimental period of up to eighteen months and may be cited as the "Lancashire County Council (Parliament Street, Greyhound Bridge Road and Morecambe Road, Lancaster, Lancaster City) (Bus Lane) Experimental Order 2018".

Dated this 12th day of September, 2018.

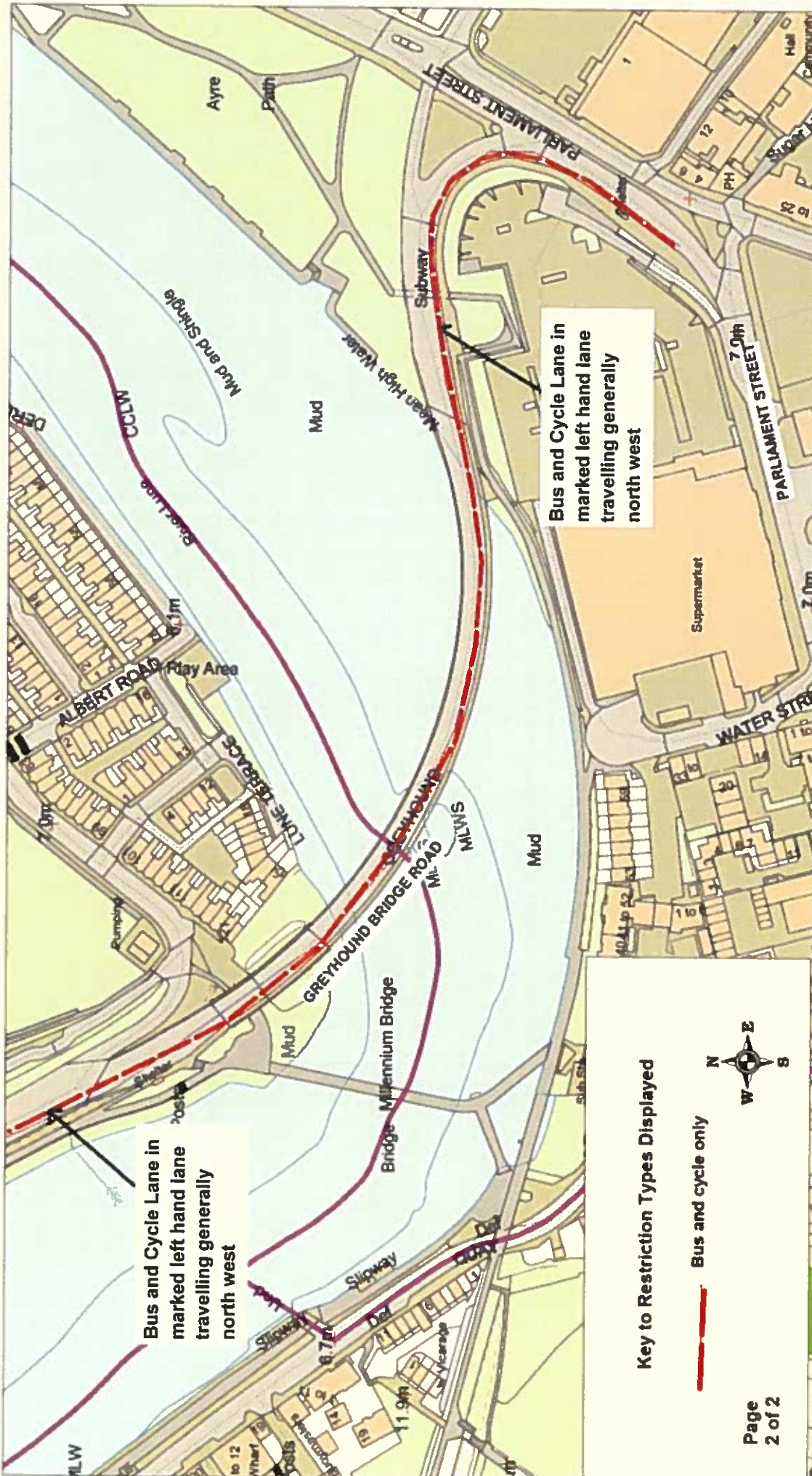
THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the scheme of delegation to chief officers.

Authorised Signatory



Schedule – Bus Lane

- a) Parliament Street, Lancaster, the marked left hand lane (travelling in a generally north-easterly direction), from a point 105 metres south-west of the Centreline of Bulk Road to the left turn filter at its junction with Greyhound Bridge Road.
- b) Greyhound Bridge Road, Lancaster, the marked left hand lane (travelling in a generally north-westerly direction), from the start of the left turn filter lane at its junction with Parliament Street to its junction with the south-east leg of Morecambe Road.
- c) Morecambe Road, Lancaster, the marked left hand lane (travelling in a generally north-westerly direction), from its junction with Greyhound Bridge Road for a distance of 182 metres in a north-westerly direction.



Bus and Cycle Lane in marked left hand lane travelling generally north west

Bus and Cycle Lane in marked left hand lane travelling generally north west

Key to Restriction Types Displayed

— Bus and cycle only



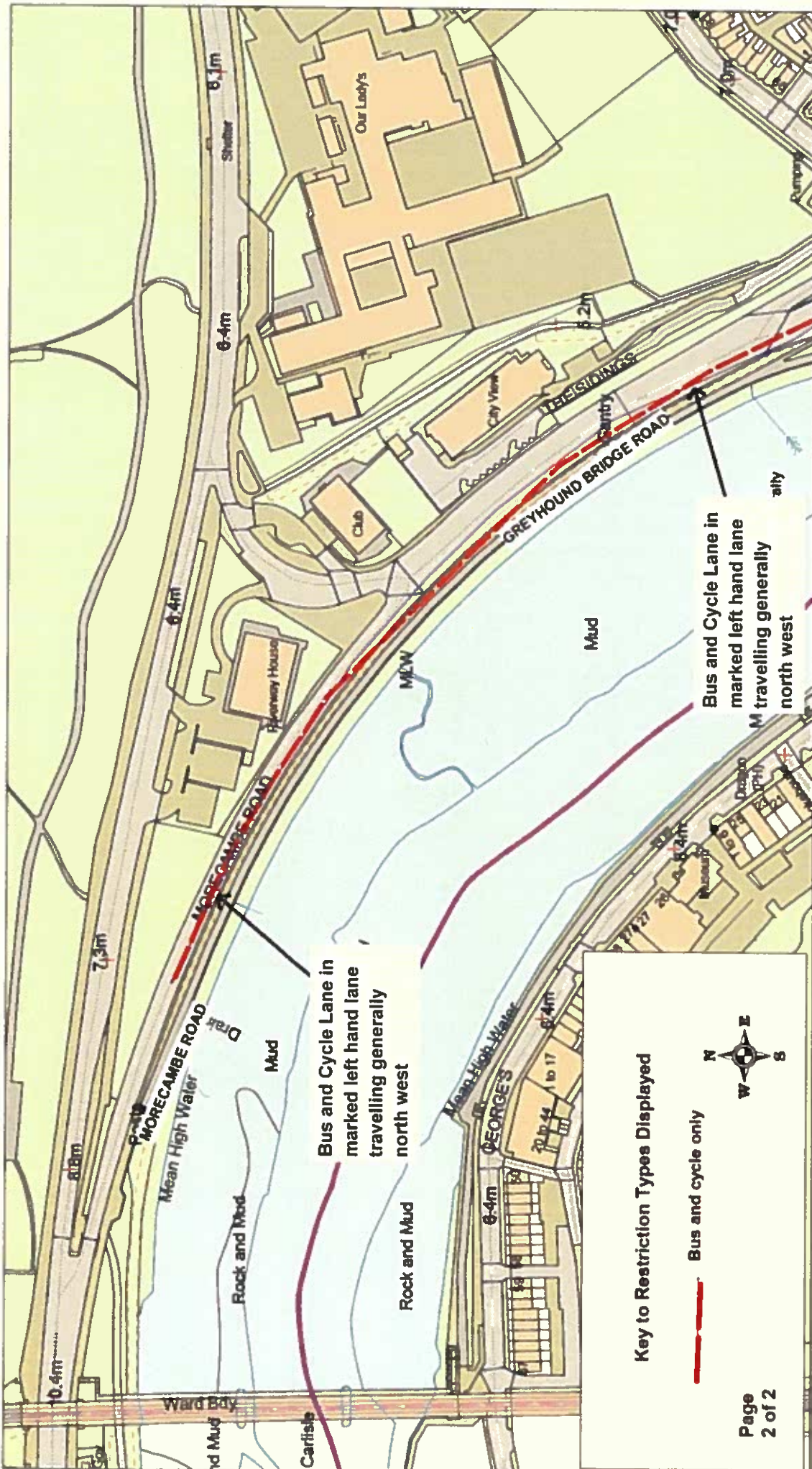
Page 2 of 2



Greyhound Bridge Exp Order
 Parliament Street,
 Greyhound Bridge Road,
 Morecambe Road
 Bus Lane Experimental Order
 Bus and Cycle Only

Community Services
 Phil Barrett
 Director Community Services
 P.O. Box 100, County Hall,
 PRESTON PR1 0LD

| | |
|---|-------------------|
| SCALE | 1 : 2000 |
| DATE | 24/08/2018 |
| DRAWING No. | LAN/2018/G-B/Bus2 |
| DRAWN BY | Chris Nolan |
| Scale with care as distortion may occur | |



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|-------------|---|
| SCALE | 1 : 2000 |
| DATE | 24/08/2018 |
| DRAWING No. | LAN/2018/G-B/bus2 |
| DRAWN BY | Chris Nolan |
| | Scale with care as distortion may occur |

Community Services
Phil Barrett
Director Community Services
 P.O. Box 100, County Hall,
 PRESTON PR1 0LD

Greyhound Bridge Exp Order
 Parliament Street,
 Greyhound Bridge Road,
 Morecambe Road
 Bus Lane Experimental Order
 Bus and Cycle Only





Page 155

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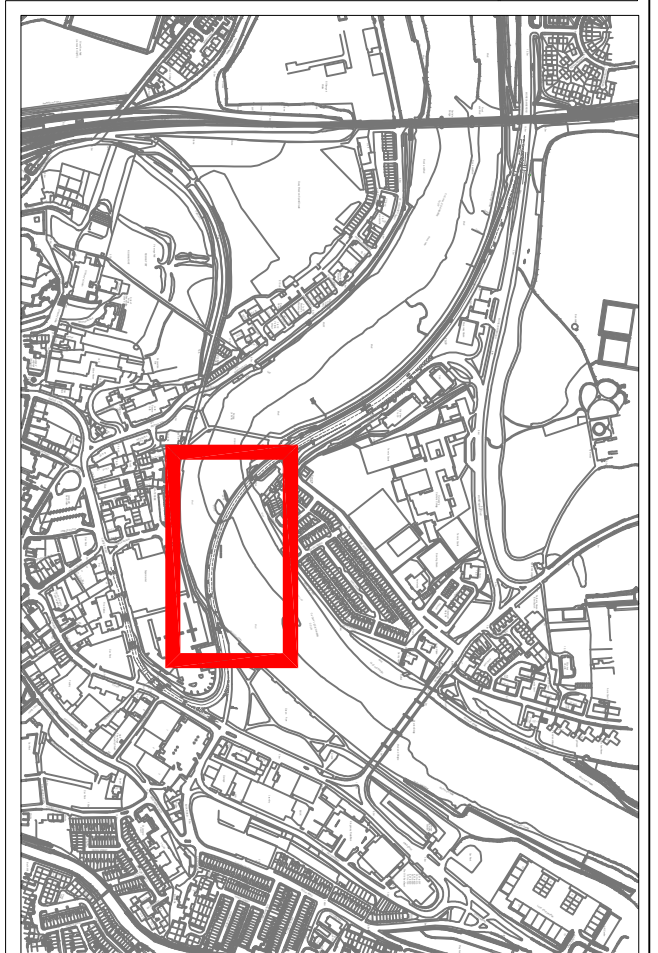
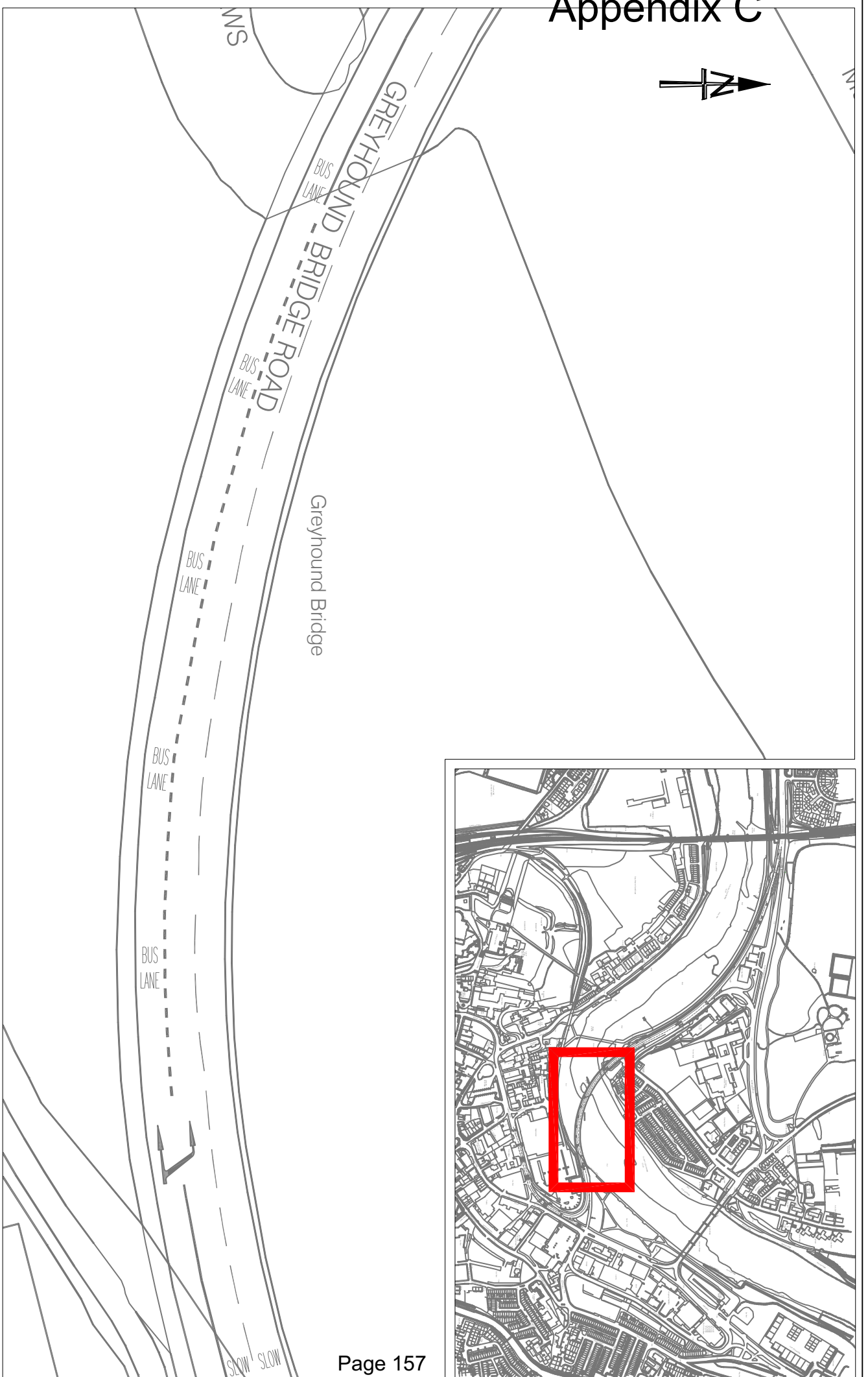
Bus Stops



Date: 09/08/2019

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 Centre of map: 347871:462061

Appendix B



Lancashire Highway Services

PROJECT TITLE
Bus Lane Orders 2018-19

DRAWING TITLE
Greyhound Bridge Bus Lane
Lancaster

| | | | |
|------------|------------------|-------------|---------------------|
| DRAWN BY | Mark Whittle | CLIENT No. | CLIENT NO |
| CHECKED BY | Chris Nolan | SCHEME | 894.8406 & 894.8435 |
| DATE | 09/08/2019 | DRAWING No. | |
| SCALE | @ A4, 1:500 @ A4 | SHEET No. | 1 of 1 |

| NO | Date | Amendment Details | Drawn by | Checked by |
|-----------|------|-------------------|----------|------------|
| REVISIONS | | | | |
| | | | | |

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

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

Electoral Divisions affected:
 Chorley Rural East; Clayton with Whittle; Fylde East; Hoghton with Wheelton; Lancaster Central; Lancaster East; Lancaster Rural North; Lancaster South East; Longridge with Bowland; Lytham; Morecambe South; Ormskirk; Preston Central West; Preston City; Skelmersdale Central; Skerton; South Ribble East; St Annes North; St Annes South; West Lancashire West;

Lancashire County Council (Various Roads, Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble and West Lancs) (Revocations and Various Parking Restrictions November 2018 (No1)) Order 201*

(Appendices 'A' to 'J' refer)

Contact for further information:

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

Executive Summary

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

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

Recommendation

Cabinet is asked to approve the making of a Traffic Regulation Order introducing the parking restrictions on the various lengths of road within the Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble and West Lancashire Districts as detailed within this report and as set out in the schedules and plans attached at Appendices 'A' to 'J'

Background and Advice

It is proposed to revoke some existing restrictions that no longer serve the purpose for which they were introduced and to introduce waiting, loading and disabled bays, and restriction and prohibition of waiting and loading/unloading restrictions as detailed within the Appendices 'A' to 'H' within the districts of Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble and West Lancashire to improve the safety of all highway users whilst providing parking amenities. A detailed statement of reasons for each proposal is contained within Appendix 'I'.

Consultations

Formal consultation was carried out between 23rd April 2019 and the 24th May 2019. This was advertised in the local press. Notices were displayed on sites for all areas where the new restrictions were proposed. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

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

During the consultation period 44 objections along with 7 queries and comments were received in response to this proposals as set out below:

Objections to the Proposal

1 – CHORLEY Objections against 2 proposals Back Lane, Clayton-Le-Woods and Horrobin Lane, Rivington

Back Lane, Sheep Hill Brow and Town Brow, Clayton-Le-Woods – Schedule 2 Items a), b), c), d), aa), and qq) of proposal -

The proposal is to extend parking restrictions at the junction of Back Lane with Sheep Hill Brow and Town Brow along with restrictions round a bend in Back Lane, please see page 1 of appendix 'B' for plan of proposal - A total of 21 Objections have been received in relation to this proposal.

As a result of the level of concern regarding this restriction further discussions are presently underway between the school and the trust that presently manage two carparks in close proximity to the school. The results of these consultations are likely to have an impact on the extents of any parking restrictions that may be required in the area.

Officer Response

As the discussions are continuing with regard to parents using the pay and display car parks at school start and finish times and that the most serious parking problems are also around these times the engineer has asked for decisions on this element of the order to be deferred for a decision at a later date. Should this be agreed we will be looking to seal a new draft of the proposed order excluding these measures. It is intended that these measures will be brought back to the Cabinet for a decision at a later date. Please see appendix 'J' for revised order without these measures.

Horrobin Lane, Rivington Lane and Sheep House Lane, Rivington – Schedule 2 Items s), t), y), z) and bb)

The proposed restrictions in Rivington on Horrobin Lane, Rivington Lane and Sheep House Lane in the vicinity of Rivington Foundation Primary School received 12 Objections and a petition with 42 names. The objections were from the primary school, parents of children attending the primary school, the parish council and a county councillor. The details of the proposed extensions to the present no waiting at any time restrictions can be seen on page two of appendix 'B'.

Many of the communications covered a number of individual points and this could be grouped as follows:

- Lack of alternative parking in the vicinity of the School and Church resulting in extended walking distance and displacement of parking to sections of highway which do not feature footways.
- Reduction of natural traffic calming effects of parked vehicles resulting in increased speed in the village.
- The markings will not be effective and drivers will continue to park with the potential to obstruct footways.
- Issues are present at other schools in the area which should be addressed in the same manner to ensure fairness.
- A fear that the present car park that is operated by united utilities may become unavailable due to the implementation of pay and display conditions.

The objectors raised a number of alternative proposals as listed below:

- The provision of term-time permit parking along the causeway, between 8am – 9am and 2:45pm to 4pm and issuance of permits for school traffic use only.
- Retain parking along the series of bends and install a shorter section at the bowling green entrance or introduce staggered restrictions to create a passing area for conflicting vehicles.
- Introduction of timed restrictions around the bend which would allow parking during school start and finish times.
- Requested meeting with Highway Officers at the site to discuss alternative options.

Officer Response

The proposal was submitted following the receipt of concerns regarding parking behaviour in the area and as a result, highway officers had undertaken a number of observations at

the location. The studies revealed the presence of parking along the series of bends near the school and also at the junction with Sheep Hill Lane with Rivington Lane which directly contravenes Highway Code rules 242 and 243. This is prevalent during school start and finish periods at which time the increased parking results in an obstruction hazard to normal traffic flows.

All of the correspondents were contacted after the end of the formal consultation period with a single response from the engineer who proposed the scheme. This e-mail message covered all of the points raised by objectors. The engineer had waited for further feedback but only one message was received requesting clarification on a point that had been covered.

In response to the objections the following points should be noted:

- Whilst there is a need for availability of parking near the school at school start and finish times, some of this practice has been observed around the series of bends. Such parking directly contravenes the Highway Code and as a result represents both a hazard and obstruction to other road users by deflecting vehicles into the path of opposing traffic at points where there is limited forward visibility. Vehicular conflicts have been observed that have resulted with vehicles resorting to driving along the footway. This action is an unacceptable hazard to vulnerable highway users (such as children) within this popular pedestrian focused locality.

As much as the additional waiting restrictions will result in a relocation of parking to points that will be further away from the intended destination, it would be anticipated that when drivers choose an alternative parking location they will respect their responsibility to do so in a safe and appropriate manner to ensure that they do not cause a hazard.

These proposals have been raised after taking into account an appropriate level of protection for all highway users whilst, where possible, minimising the impact for residents, businesses and visitors to the area.

- The objection that removing the parking will also remove a traffic calming measure may in some areas be correct. However, this area is subject to a 20mph speed limit and so traffic calming in this way is not considered necessary.

The presence of parked vehicles within the village appears to be irregular in nature with the exception of during school start and finish times where it experiences a significant short term increase. Because of this any natural traffic calming effect provided by parked vehicles is inconsistent and during busy periods outweighed by the potential for vehicle conflicts and incursion into the footway. Three injury incidents have been recorded along this section within the past five years which have been related to restricted sightlines resulting from parked vehicles rather than excessive speed.

- With regard to the new restrictions not being observed by drivers the County Council's Parking Services Team endeavour to enforce all restrictions within the county, however it is appreciated that in outlying areas there are some difficulties. The objectors have been informed that individual instances of non-compliance can be reported directly online using the website or by email. When such details are

reported the incidents will be investigated and if possible penalty charge notices issued. The police also retain powers to undertake enforcement or removal of vehicles where they determine they are parked so as to cause an obstruction.

- It is recognised that all areas around schools experience a similar short term increase in traffic flow and parking activity during start and finish periods. Predominantly this is undertaken appropriately and does not result in problems on the highway network. Where concerns are identified the county council will consider the individual location circumstances when proposing any remedial action. Each area will present differing problems dependant on its unique characteristics and therefore cannot be compared directly to the circumstances on Horrobin Lane.

In respect to the alternative proposals that were submitted aimed at reducing the area of prohibition or providing alternative arrangements to accommodate school parking the following points should be noted:

- As the highway authority we are unable to reserve parking space within the highway for use by any particular establishment in this manner and as a result we are not in a position to consider the request for allocated parking along Horrobin Lane for exclusive use by the school. Any such scheme would be a permit parking scheme that is only used for residential properties. There is no indication that long term parking results in restricted access for visitors and the area appears to generate a regular turnover of short term parking throughout the day.
- The proposed extensions to the no waiting at any time is only at locations where it has been identified that parking is causing an obstruction or significantly reducing sight lines. Rule 243 of The Highway Code prescribes that vehicles should not park on a bend and this is supported by Rule 242 which makes it an offence to leave a vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. To retain the parking except for lengths to provide passing places would contravene these rules by inferring that certain sections of the bend represent an acceptable parking location.
- The introduction of no parking except at school start and finish times would again directly contravene Highway Code rules by communicating that highway regulations directed at maintaining safety for all road users are dependent on the accessibility requirements of particular establishments. This would only restrict parking during periods where activity is naturally lower whilst preserving the increased parking which prompted the initial concerns.
- Although officers are always receptive to meeting requests from stakeholders with the goal of acquiring local views and limiting the impacts of proposals in this instance the area characteristics, issues observed and regulatory requirements do not allow an alternative parking solution to those included in the proposed order. Should alternatives be delivered it is considered that these would result in further infringement of the applicable Highway Code rules and therefore a meeting regarding the current proposal at this point would not be able to provide an achievable alternative.

2 – FYLDE Objections against North Promenade/Todmorden Road, St Annes

North Promenade and Todmorden Road, St Annes – Schedule 2 Items x), ee) and ff) –

The proposal is to introduce a length of no waiting at any time to replace a combination of no waiting at any time and no waiting 9am -10pm. See page 4 of appendix 'C' for plan of proposal. During the period of consultation two objections to the proposal were received.

The first objector made three points as follows:

- The changes would lose more than 100 parking spaces that are usually used by day trip visitors to Lytham St Annes. The concern is that, on a sunny day, as the car parks are all full this will increase parking on Kings Road and on certain days this is already difficult.
- People will think twice before coming to St Annes. Day trippers enjoyed parking for free and easy access to the beach with their chairs, tables, picnics, buckets and spades etc. It is a family resort and without this input the cafes, bars and restaurants will also suffer.
- The kite festival attracts thousands of people every year where will all these people park? The New splash pool has made the town even busier too and that's great but not when cars are left everywhere.

The second objection was to the extent of the proposal. The concern is that the hotels in the area do not have sufficient parking and that the changes will have a detrimental effect on the hotels between St Annes Road West and Beach Road. The objector agrees that northwest of Beach Road is a Residential area and the proposal would be correct for that length.

Officer Response

The proposed order does not change the present restrictions between 9am and 10pm but will extend the restriction overnight.

Parking restrictions are introduced to allow the safe movement of traffic on the roads, however at present the current 9am-10pm restrictions has become unenforceable due to discrepancies with signage and the current Traffic Regulation Order.

The proposed order retains the unrestricted parking and limited waiting 8am-6pm 2 hours no return in 2 hours on the south-west side, whilst removing obstructive parking and assisting with the general movement of traffic along the road, its junctions and property access on the north-west side.

3 – LANCASTER Objections against Morecambe Road/Hadrian Road (outside McDonalds), Lancaster proposal

Queries/Comments relating to Emesgate Lane, Silverdale

Morecambe Road, and Hadrian Road, (outside McDonald's), Lancaster – Schedule 1H - Schedule 2 Items q), u) and w) – Schedule 3

One objection has been received to each of these proposals.

The first objection is to the no waiting at any time on Hadrian Road along with the restaurant access road, see page 2 of appendix 'D' for plan of the proposal.

The second is with regard to the fact that present school entrance markings on Morecambe Road will be replaced with a combination of no waiting at any time and No Loading at any time, see page 4 of appendix 'D' for plans of proposal.

Hadrian Road and Access Road

The objection regarding the no waiting at any time restriction on Hadrian Road and the access road covers three points;

- The objector visits McDonalds quite often and on the occasions when the car park is full they would park on these lengths to eat their meals prior to traveling onto their next destination;
- The objector also believes that there is no reason to put double yellow lines as this does not affect safety, however McDonalds employees use these lengths of road to park when there are no other options for staff parking and believes that's a safety concern for an employee to be walking that far. The objector says he has seen youths following young girls in their car and giving them problems;
- The objector confirms that they understand that the drive way to Stanhope should be clear however believes that unless Stanhope should provide a car park for McDonald's employees or another arrangements can be made does not see an issue.

Officer Response

The no waiting at any time restriction was implemented as part of the orders connected with the construction of the "Bay Gateway" road. On inspection of this order it was noted that there were some discrepancies in the description of lengths of the restriction.

This proposal does not introduce any new restrictions but seeks to revoke the present restrictions and re-instate the restrictions with descriptions that will allow the order to be enforced.

Morecambe Road

The objection regarding the school entrance marking on Morecambe Road was received from Lancashire Police expressing concern that the new no waiting at any time and no

loading at any time will be, in part, replacing school entrance markings. The Police cannot support the removal of any school entrance markings. The main points of the objection were as followed;

- The police attended a Road Safety Group meeting at which parking at this location was discussed. It was understood No Waiting at Any Time (double yellow lines) restriction along with a Prohibition of Loading at any time would be introduced but the School Keep Clear Markings would be retained. The proposed order does not reflect this and the school keep clear markings will be removed and replaced with No Waiting at Any Time and No Loading at Any Time restrictions.
- The concern of the police is that if the School Keep Clear markings are removed and replaced with double yellow lines and a loading ban it will be widely abused so will compromise child safety outside the school that specialises in children with learning difficulties. These children are possibly more vulnerable than children going to 'mainstream' schools. Generally drivers do not wait even for short periods of time on the current School Keep Clear markings at this location.

The police suggest an option to retain the School Keep Clear markings and introduce the prohibition of waiting and loading on the sections of Morecambe Road before and after the existing School Keep Clear.

Officer Response

The No Waiting and No Loading is necessary as investigations have indicated that HGV's and staff from the Drive through takeaway, that is between the junction and the school, regularly park on Morecambe Road. This parking is causing visibility problems and problems for vehicles merging into one lane.

It is accepted that School entrance markings are generally better respected than double yellow lines and loading bans but they are also time limited. Should the present school entrance marking be retained then this would retain a parking opportunity at this key point outside the hours the markings are operational.

Emesgate Lane, Silverdale – Schedule 9 - See page 1 of appendix 'D' for plan of proposal

Correspondence was received from both a County Councillor and the Parish Council for the proposed loading bay in Emesgate Lane Silverside both supporting the proposal however suggesting that changes be considered to both the extent of the bay and the times of operation.

With regard to the extent of the order it was considered that the period could be limited to 7:00am – 9:30am rather than the proposed 7:00am – 10:00am so that the normal parking can be opened up sooner. The manager of the store has confirmed that the deliveries are completed by 9:00 am so the shorter time would meet the business need for the bay.

The parish council have noted that the delivery lorry reverses to the position for making the deliveries. As they are continually looking to improve road safety, it was considered that this would be an opportunity to remove this hazard. The suggestion is that should the proposed bay be extended slightly further northwards removing the need for reversing, whilst not

significantly impacting on availability of general parking spaces due to the early morning limited times of the delivery,

Officer Response

The order that is proposed is a standard restriction that is used within the county to deal with problems of this type. It is considered that the proposed order is close enough to the needs of the area to be the correct to use in Silverdale and will allow for late deliveries along with a facility that can be used by deliveries to other shops within the area.

The length and position of the bay has been selected to support the Co-Op store in the village that is seen as vital to the community. The position of the bay has been selected to reflect this. As with all new provisions the changes will be monitored and should problems be noted then revisions can be made at a later date.

4 – PRESTON Objections and Queries/Comments against Earl Street, Preston

Earl Street, Preston – Schedule 11 -

The proposal is to improve the loading bay facilities for market traders, by extending the times of a small section of the current loading facilities on Earl Street from 7am-10am and 3.30pm-6.30pm to 7am-6.30pm, please see page 2 of appendix 'E' for plan of proposal.

During the period of formal consultation four objections were received, two from Preston City Council and two from market traders.

The objections from Preston City Council were that the original decision to introduce the short 7am-6.30pm loading bay would be time limited to only 15 minutes. Unfortunately the time limited loading was not included in the advertised proposed order. The engineer has accepted that a mistake has been made and after discussions it was decided that the best way forward would be to request that the order is allowed to progress without the 15min time limited restriction on the understanding that a new order will be raised, and advertised as soon as possible to correct this error. Error will also provide an opportunity to check if a 15 minute restriction is correct to serve the short term delivery operation that it is intended to provide.

The market manager also suggested further alterations to the times that the loading bays should be operating. The new suggested times were considered to better reflect the needs of market traders and disabled parking requirements.

The two objections from the market traders indicated that they were concerned that the proposed changes would reduce the opportunities for traders to service their businesses. The points raised by the traders are as follows.

- The proposal reduces the amount of loading time which will have a detrimental effect on my ability to run my business;
- Current loading restrictions are minimal enough without an additional reduction of 1.5hours - specifically in relation to changes to the current 10:30am to 10am;
- Somewhere is needed to unload and load for market traders and the proposal is making it impossible to attract new traders to the market let alone the traders that stood all through the building work and are still here.

Officer Response

The engineer who looks at waiting restrictions in Preston has given an undertaking that he will revisit this matter with a view to proposing a limitation to the loading period to the previously requested 15 minutes time limit. In addition investigations will be undertaken to see if the times that the loading bays operate should be changed to reflect new trading patterns.

In light of the above both Preston City Council objections have been withdrawn.

With regard to the objections raised by the market traders. There is nothing in the proposed order that will reduce the opportunity to load or unload goods vehicles on Earl Street. The proposed changes remove the gap between the current 7am-10.30am and 3.30pm-6.30pm to allow additional loading/unloading from 10.30am-3.30pm. Presently there will not be a time limit on this length but following further consultation it is proposed that this bay will have a limit of 15 minute per stop to ensure a fast turnover of vehicles, allowing all market traders the opportunity to load/unloading throughout the day. It is considered that the objections from Market Traders were due to a misunderstanding of the proposal as the order is increasing the ability to load/unload for traders.

5 – RIBBLE VALLEY Objections against Clitheroe Road, Waddington and Queries/Comments against Waddow Grove/Clitheroe Road Junction, Waddington

Clitheroe Road, Waddington – Schedule 2 Item I) –

The proposal was to make a formal waiting restriction to allow a length of double yellow lines that had been placed on the road following resurfacing in late summer 2018 see page 2 of appendix 'F' for plan of proposal.

Following formal consultation three objections were received covering the following points.

- The objectors were concerned that we were proposing to remove much needed parking in a part of Waddington where few properties had available off street parking.
- The objectors believe that the restrictions were placed in error when the road was resurfaced and pointed out that although there had been some restrictions placed on this length at a time when there were works being carried out on the carriageway, these were as a result of a temporary traffic regulation and were removed once the works were completed.
- Councillors believe that there are other more hazardous locations on the main road through the village where parked cars are causing problems for passing traffic and pedestrians where double yellow lines would be more effective particularly as in this area there is not only a pavement, but the road is not at its narrowest.

Officer Response

These restrictions have recently been marked on site and this proposal was to introduce a traffic regulation order to enable enforcement. However after further investigations due to receiving objections it appears that the restrictions were only introduced as a temporary measure for works relating to the strengthening of three bridges in Waddington in 2004 and should not have been refreshed.

In light of the above this proposal is being withdrawn from the order - Please see appendix 'J' for revised order without these measures.

Clitheroe Road and Waddow Grove junction, Waddington – Schedule 2 Items k) and hh) -

The proposal is to make a formal order for lines that have been in place for some time but have not been enforceable as the traffic regulation order regarding the markings could not be located, see page 1 of appendix 'F' for plan of proposal. We are not looking to extend any unmarked provisions at this time.

Comments were received regarding the northeast side of the junction of Waddow Grove with Clitheroe Road, where there is a cycle-by-pass which allows cyclists to avoid having to comply with a requirement to give priority to oncoming traffic. This facility is often blocked by parked vehicles. Therefore the objector suggests that the current proposal of no waiting at any time be extended by around 5 metres northwards to ensure that the by-pass is always available for cyclists.

Officer Response

The requested extension to the restrictions in the manner requested by the objector is seen as necessary at this time. We will however keep the situation under review and should it become apparent that an extension to the restrictions would be required then a new traffic regulation order will be advertised.

6 – SOUTH RIBBLE Objections against Brierley Road, Bamber Bridge

Brierley Road, Bamber Bridge – Schedule 2 Items g), h), i) and j) –

The proposal is to extend the present no waiting at any time restrictions to eliminate indiscriminate parking that is causing problems to the free flow of traffic in this industrial estate including HGV movements, please see appendix 'G' for plan of proposal.

One objection was received expressing concern that the extended restriction will only have the effect of moving the parking problem further into the industrial estate. The objector was concerned that there had already been measures put in place to protect pedestrians and that these were not being maintained.

Officer Response

Walton Summit Road Has been experiencing a significant amount of footway obstruction which we requested the Police to investigate. They did so successfully, but this has resulted in the offending vehicles parking fully on the carriageway, causing issues which could not be effectively enforced due to the lack of waiting restrictions.

During the informal consultation we were contacted by some businesses on Brierley road who reported problems with displaced vehicles causing issues with HGV movements to and from their business. This proposal is intended to address this situation.

Whilst the extent of the proposed extension to the waiting restriction would appear substantial, presently the parking problem is only on one side of the carriageway and therefore the actual number of vehicles that will be displaced is only minimal. It was decided to introduce the restriction on both sides of Brierley Road to ensure that the problem is not immediately moved to the opposite side without restrictions causing the same current problems.

It is considered that this order will not cause a significant displacement of traffic further into the estate, however, as with all new traffic regulation orders the changes will be monitored and should further restrictions be required these will be raised and advertised as a proposed order at a later date.

7 – WEST LANCASHIRE Objections against Derby Road, Ormskirk

Derby Road, Ormskirk Proposal – Schedule 2 Item m) –

The proposal is to extend the present no waiting at any time restriction on the north side of Derby Street to a point 25 metres east of the centreline of Bath Springs to assist with access and egress for Bath Springs, please See page 2 of appendix 'H' for plan of proposal.

One objection was received expressing concern that whilst the proposal will help resolve the current access and egress of traffic across Greetby Hill and Derby Street, this does not resolve the issue of vehicles parking on both sides of the top of Bath Springs creating access problems for emergency service and refuse collection vehicles.

The objector suggests that additional No Waiting at Any Time restrictions are required on the east side of Bath Springs from its junction with Derby Street down to where the road bends to the right (opposite the entrance to Bath Springs Court) to stop vehicles parking on both sides of the road.

The objector has subsequently said that he does not want to remove his comments but sees his communication as that of an observation rather than raising an objection.

Officer Response

No waiting restrictions extending into Bath Springs were not deemed to be required as the site had been inspected on numerous occasions and at these times parking on both sides of Bath Springs was not observed. As with all changes to waiting restrictions the area will be monitored and should there be a problem with parking on both sides of Bath Springs then a new proposal will be considered.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2019/20 highways budget for new signs and lines at an estimated cost of £10,000.

Risk management

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

List of Background Papers

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

None

Reason for inclusion in Part II, if appropriate

N/A

Appendix A

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
**(VARIOUS ROADS, CHORLEY, FYLDE, LANCASTER, PRESTON, RIBBLE VALLEY,
SOUTH RIBBLE AND WEST LANCS) (REVOCATIONS AND VARIOUS PARKING
RESTRICTIONS NOVEMBER 2018 (NO1)) ORDER 201***

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

1. Definitions and Interpretations

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

- a) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- b) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- c) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- d) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- e) "**Disabled Persons Parking Place**" means any area of highway described in Schedule 14 and 15 to this Order, indicated by a road marking approved by the Department for Transport, in which Disabled Person's Vehicles may wait when displaying a Disabled Person's Badge and Parking Disc in the Relevant Position;
- f) "**Goods Vehicle**" has the same meaning as in section 192 (1) of the Road Traffic Act 1988;
- g) "**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;
- h) "**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.

- i) **"Parking Place"** means any length of road subject to restriction in accordance with Articles 10, 11, 12, 13, 14, 15 and 16;
- j) **"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;
- k) 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.
- l) **"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;
- m) **"Vehicle"** means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a Goods Vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power.

2. Revocations

- a) The "Lancashire County Council (Greenhey Place, Skelmersdale, West Lancashire, District) (Disabled Parking Places) Order 2009" is hereby revoked in full.
- b) Those parts of the "Lancashire County Council (Chorley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1A to this Order, are hereby revoked.
- c) Those parts of the "Lancashire County Council (Fylde 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.
- 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 1C to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Ribble Valley 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.
- f) Those parts of the "Lancashire County Council (West Lancs Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1E to this Order, are hereby revoked.
- g) Those parts of the "Lancashire County Council (Horrobin Lane, Rivington/Anderton, Chorley Borough) (Prohibition of Waiting) Order 2010", as set out in Schedule 1F to this Order, are hereby revoked.

- h) Those parts of the "Lancashire County Council (Lancaster City Area) (Prohibition of Stopping on School Entrance Markings) Order 2011", as set out in Schedule 1G to this Order, are hereby revoked.
- i) Those parts of the "Lancashire County Council (Cheapside Area, Preston, Preston City) (Revocation and Various Parking Restrictions) Order 2013", as set out in Schedule 1H to this Order, are hereby revoked.
- j) Those parts of the "Lancashire County Council (Fishergate Phase 2, Various Roads, Preston, Preston City) (Revocation and Various Parking Restrictions) Order 2016", as set out in Schedule 1I to this Order, are hereby revoked.
- k) Those parts of the "Lancashire County Council (Orchard Road, Park Road, St Andrew's Road South, St David's Road South, St George's Road, The Crescent and Wood Street, St Annes, Fylde Borough) (Revocation, Prohibition of Waiting and Limited Waiting) Order 2017", as set out in Schedule 1J to this Order, are hereby revoked.
- l) Those parts of the "Lancashire County Council (Bay Gateway, Caton Road, Hadrian Road, Morecambe Road, Northgate, Lancaster, Lancaster City) (Revocation, Prohibition of Stopping and Waiting) Order 2018", as set out in Schedule 1K to this Order, are hereby revoked.
- m) Those parts of the "Lancashire County Council (Various Roads, Chorley, Fylde, Hyndburn, Pendle, Rossendale, South Ribble, West Lancashire and Wyre Boroughs) (Revocations and Various Parking Restrictions (JuneNo1)) Order 2018", as set out in Schedule 1L to this Order, are hereby revoked.
- n) Those parts of the "Lancashire County Council (Various Roads, Burnley, Fylde, Hyndburn, Preston, Rossendale, South Ribble and West Lancs) (Revocations and Various Parking Restrictions (July/August No1)) Order 2019", as set out in Schedule 1M to this Order, are hereby revoked.

3. 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 2 to this Order.

4. 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 length of road set out in Schedule 3 to this Order.

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

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

6. Restriction of Waiting Monday – 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 length of road set out in Schedule 5 to this Order.

7. Restriction of Waiting Monday – Saturday 8am-7pm

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 7pm, in the lengths of road set out in Schedule 6 to this Order.

8. Restriction of Waiting Any Day 9am-6.30pm

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 on any day, between 9am and 6.30pm, in the lengths of road set out in Schedule 7 to this Order.

9. Restriction of Loading and Unloading Any Day 9am – 6.30pm

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 on any day, between 9am and 6.30pm, for the purposes of Loading or Unloading, in the lengths of road set out in Schedule 8 to this Order.

10. Goods Vehicle Loading Bay Any Day 7am-10am

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Place set out in Schedule 9 to this Order, on any day, between 7am and 10am, unless that Vehicle is a Goods Vehicle and it is engaged in Loading or Unloading.

11. Goods Vehicle Loading Bay Any Day 7am-10.30am and 3.30pm-6.30pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Places set out in Schedule 10 to this Order, on any day, between 7am and 10.30am, and 3.30pm and 6.60pm, unless that Vehicle is a Goods Vehicle and it is engaged in Loading or Unloading.

12. Goods Vehicle Loading Bay Any Day 7am-6.30pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Place set out in Schedule 11 to this Order, on any day, between 7am and 6.30pm, unless that Vehicle is a Goods Vehicle and it is engaged in Loading or Unloading.

13. Limited Waiting Parking Place 1 hour No Return Within 2 Hours

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, on any day at any time, in the length of road set out in Schedule 12 to this Order.

14. Limited Waiting Parking Place 90 Minutes No Return Within 2 Hours Monday-Saturday 8am-6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding ninety minutes, with no return within two hours, from Monday to Saturday inclusively between 8am and 6pm, in the lengths of road set out in Schedule 13 to this Order.

15. Disabled Person's Limited Waiting Parking Place 2 Hours No Return Within 2 hours Any Day 10.30am – 3.30pm

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 between the hours of 10.30am and 3.30pm, on any day in the lengths of road set out in Schedule 14 to this Order, unless that Vehicle is a Disabled Person's Vehicle in which case that Vehicle may wait for a maximum period of 2 hours and not return within 2 hours.

16. Disabled Persons Parking Place

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Places set out in Schedule 15 to this Order, unless that Vehicle is a Disabled Persons Vehicle.

17. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 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 person to board or alight from the Vehicle;
- b) 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.

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

18. Exemptions for Articles 3, 5, 6, 7, 8, 13, 14, 15 and 16

Nothing in Articles 3, 5, 6, 7, 8, 13, 14, 15 and 16 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

19. Exemption for Disabled Person's Vehicle

a) Nothing in Articles 3, 5, 6, 7 and 8 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 Articles 13 and 14 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. Emergency Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 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 201X and may be cited as the “Lancashire County Council (Various Roads, Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble And West Lancs) (Revocations And Various Parking Restrictions November 2018 (No1)) Order 201**”.

Dated this XX day of XXX 201X.

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

Authorised Signatory

Schedule 1A – Revocation

Items (17)a) (17)c) and (231) of Schedule 10.01.

Schedule 1B – Revocation

- a) Items (279) and (282) of Schedule 10.01.
- b) Items (2)(i), (2)(ii), (2)(iii), (7)a) and (7)b) of Schedule 11.017.
- c) Item (20) of Schedule 11.040.

Schedule 1C – Revocation

- a) Item (41) of Schedule 3.01.
- b) Items (139)a), (139)b) and (215)b) of Schedule 10.01.
- c) Item (4) of Schedule 11.077.
- d) Items (73)a) and (73b) of Schedule 11.075.

Schedule 1D – Revocation

Item (27) of Schedule 10.01.

Schedule 1E – Revocation

Item (59)b) of Schedule 10.01.

Schedule 1F – Revocation

Item i) of the Schedule.

Schedule 1G – Revocation

The 41st item of the Schedule (Morecambe Road, Morecambe).

Schedule 1H – Revocation

- a) Item ii) of Schedule 3.
- b) Item xii) of Schedule 10.
- c) Item xii) of Schedule 11.

Schedule 1I – Revocation

Item b) of Schedule 12.

Schedule 1J – Revocation

Item c) of Schedule 5.

Schedule 1K – Revocation

Items f), g), h), i) and j) of Schedule 2.

Schedule 1L – Revocation

Item a) of Schedule 4.

Schedule 1M – Revocation

Item q) of Schedule 2.

Schedule 2 – Prohibition of Waiting

- a) Back Lane, Clayton-le-Woods, the north side, from a point 165 metres south-east of its junction with the Centreline of Sheep Hill Brow for a distance of 142 metres in a south-easterly, then easterly direction.
- b) Back Lane, Clayton-le-Woods, the north east side, from its junction with the Centreline of Sheep Hill Lane for a distance of 33 metres in a south-easterly direction.
- c) Back Lane, Clayton-le-Woods, the south side, from a point 165 metres south-east of its junction with the Centreline of Town Brow for a distance of 102 metres in a south-easterly, then easterly direction.
- d) Back Lane, Clayton-le-Woods, the south west side, from its junction with the Centreline of Town Brow for a distance of 41 metres in a south-easterly direction.
- e) Belle Vue Terrace, Lancaster, the north east and east side, from its junction with the Centreline of Greaves Road for a distance of 56 metres in a south-easterly, then southerly direction.
- f) Belle Vue Terrace, Lancaster, the west side, from its junction with the Centreline of Greaves Road for a distance of 18 metres in a southerly direction.
- g) Brierley Road, Bamber Bridge, the north east side, from its junction with the Centreline of Bradkirk Place, in a south-easterly direction, to a point 15 metres south-east of its junction with the Centreline of Newfield Road.
- h) Brierley Road, Bamber Bridge, the south west side, from its junction with the Centreline of Bradkirk Place in a south-easterly direction, to a point 9.5 metres south-east of its junction with the Centreline of Banksfield.
- i) Brierley Road, Bamber Bridge, the south west side, from a point 49 metres south-east of its junction with the Centreline of Banksfield for a distance of 35.5 metres in a south-easterly direction.
- j) Brierley Road, Bamber Bridge, the south west side, from a point 120 metres south-east of its junction with Banksfield, in a south-easterly direction, to a point 15 metres south-east of its junction with the Centreline of Newfield.
- k) Clitheroe Road, Waddington, both sides, from a point 40 metres north of its junction with the Centreline of Waddow View for a distance of 79 metres in a southerly direction.

- l) Clitheroe Road, Waddington, the north east side, from a point 11 metres south-east of its Centreline junction with the C571 Branch Road for a distance of 34 metres in a south-easterly direction.
- m) Derby Street, Ormskirk, the north side, from its junction with the Centreline of Stanley Street, in an easterly direction to a point 25 metres east of its junction with the Centreline of Bath Springs.
- n) Edward Street, Preston, both sides, from its junction with the Centreline of Friargate for a distance of 38 metres in a south-westerly direction.
- o) Edward Street, Preston, both sides, from its junction with the Centreline of Corporation Street for a distance of 8 metres in a north-easterly direction.
- p) Greaves Road, Lancaster, the east side, from its junction with the Centreline of Sulby Drive for a distance of 58 metres in a northerly direction.
- q) Hadrian Road, Morecambe, both sides, from its junction with the Centreline of the A683 to a point measured 145 metres along the road Centreline in an easterly, then westerly direction.
- r) Heatley Street, Preston, the south east side, from its junction with the Centreline of Ladywell Street for a distance of 21 metres in a north-easterly direction.
- s) Horrobin Lane, Rivington, both sides, from its junction with the Centreline of Rivington Lane for a distance of 22 metres in a south-westerly direction.
- t) Horrobin Lane, Rivington, both sides, from a point 129 metres south-west of its junction with the Centreline of Rivington Lane for a distance of 135 metres in a south-westerly direction.
- u) McDonald's Access Road, Morecambe, both sides, from its junction with the Centreline of Hadrian Road for its entire length.
- v) Moor Gate, Lancaster, the westerly side, from its junction with the Centreline of East Road for a distance of 34 metres in a north-easterly, then north-westerly direction.
- w) Morecambe Road, Morecambe, both sides, from a point 35 metres north-west of its junction with the Centreline of The Bay Gateway for a distance of 203 metres in a north-westerly direction.
- x) North Promenade, Lytham St Annes, the north east side, the north-east side from its junction with the Centreline of Todmorden Road, in a general south-easterly direction, to its junction with the Centreline of St Annes Road West.
- y) Rivington Lane, Rivington, the north east side, from its junction with the Centreline of Sheep House Lane for a distance of 59 metres in a south-easterly direction.
- z) Rivington Lane, Rivington, the south east side, from its junction with the Centreline of Horrobin Lane for a distance of 41 metres in a south-easterly direction.
- aa) Sheep Hill Brow, Clayton-le-Woods, the south east side, from its junction with the Centreline of Back Lane for a distance of 33.5 metres in a north-easterly direction.
- bb) Sheep House Lane, Rivington, both sides, from its junction with the Centreline of Rivington Lane for a distance of 23.5 metres in a north-easterly direction.
- cc) Slyne Road, Lancaster, the eastern side, from its junction with the Centreline of Whalley Road for a distance of 98 metres in a northerly direction.
- dd) Slyne Road, Lancaster, the western side, from a point 93 metres north of its junction with the Centreline of Central Avenue for a distance of 146 metres in a northerly direction.
- ee) Todmorden Road, Lytham St Annes, the north west side, from its junction with the Centreline of Clifton Drive North, in a south-westerly direction to its junction with the Centreline of North Promenade.
- ff) Todmorden Road, Lytham St Annes, the south east side, from its junction with the Centreline of North Promenade for a distance of 42 metres in a north-easterly direction.

- gg) Town Brow, Clayton-le-Woods, the south west side, from its junction with the Centreline of Back Lane for a distance of 24 metres in a south westerly direction.
- hh) Waddow Grove, Waddington, both sides, from its junction with the Centreline of Clitheroe Road for a distance of 19 metres in an easterly direction.
- ii) Westgate Road, Lytham St Annes, the east side, from its junction with the Centreline of Squire Gate Lane at the County boundary for a distance of 26 metres in a southerly direction.
- jj) Westgate Road, Lytham St Annes, the west side, from its junction with the Centreline of Squire Gate Lane at the County boundary for a distance of 58 metres in a southerly direction.
- kk) Westgate Road, Lytham St Annes, the west side, from its junction with the Centreline of East Gate for a distance of 21 metres in a northerly direction.

Schedule 3 – Prohibition of Loading and Unloading

Morecambe Road, Morecambe, both sides, from a point 35 metres north-west of its junction with the Centreline of The Bay Gateway for a distance of 203 metres in a north-westerly direction.

Schedule 4 – Restriction of Waiting Monday – Friday 8am-6pm

Westgate Road, Lytham St Annes, the east side, from a point 26 metres south of its junction with the Centreline of Squire Gate Lane at its junction with the County boundary for a distance of 105 metres in a southerly direction.

Schedule 5 – Restriction of Waiting Monday-Saturday 8am-6pm

Edward Street, Preston, both sides, from a point 8 metres north-east of its junction with the Centreline of Corporation Street in a north-easterly direction to a point 38 metres south-west of its junction with the Centreline of Friargate.

Schedule 6 – Restriction of Waiting Monday-Saturday 8am-7pm

- a) Chandler Street, Preston, both sides, from its junction with the Centreline of Heatley Street, in a north, north-easterly direction, to its junction with the Centreline of Bowran Street/Mount Pleasant.
- b) Heatley Street, Preston, the south east side, from its junction with the Centreline of Corporation Street for a distance of 20.5 metres in a south-westerly direction.

Schedule 7 – Restriction of Waiting Any Day 9am-6.30pm

- a) Earl Street, Preston, the north side, from its junction with the Centreline of Lancaster Road for a distance of 10 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 61 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- c) Earl Street, Preston, the north side, from a point 77.5 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- d) Earl Street, Preston, the north side, from a point 99 metres west of its junction with the Centreline of Lancaster Road in a westerly direction to its junction with the Centreline of Market Street.

Schedule 8 – Restriction of Loading/Unloading Any Day 9am-6.30pm

- a) Earl Street, Preston, the north side, from its junction with the Centreline of Lancaster Road for a distance of 10 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 61 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- c) Earl Street, Preston, the north side, from a point 77.5 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- d) Earl Street, Preston, the north side, from a point 99 metres west of its junction with the Centreline of Lancaster Road in a westerly direction to its junction with the Centreline of Market Street.

Schedule 9 – Good Vehicle Loading Bay Any Day 7am-10am

Emesgate Lane, Silverdale, the east side, from a point 4 metres south of its junction with the Centreline of Bank House Lane for a distance of 18 metres in a southerly direction.

Schedule 10 – Goods Vehicle Loading Bay Any Day 7am-10.30am and 3.30pm-6.30pm

- a) Earl Street, Preston, the north side, from a point 10 metres west of its junction with the Centreline of Lancaster Road for a distance of 51 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 82 metres west of its junction with the Centreline of Lancaster Road for a distance of 17 metres in a westerly direction.

Schedule 11 – Good Vehicle Loading Bay Any Day 7am-6.30pm

Earl Street, Preston, the north side, from a point 65.5 metres west of its junction with the Centreline of Lancaster Road for a distance of 12 metres in a westerly direction.

Schedule 12 – Limited Waiting Parking Place 1 Hour No Return Within 2 Hours

Heatley Street, Preston, the south east side, from a point 20.5 metres south-west of its junction with the Centreline of Corporation Street, in a south-westerly direction, to a point 21 metres north-east of its junction with the Centreline of Ladywell Street.

Schedule 13 – Limited Waiting Parking Place 90 Minutes No Return Within 2 Hours

Monday-Saturday 8am-6pm

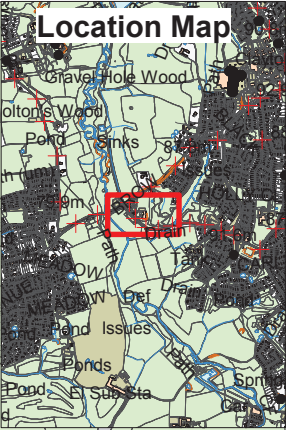
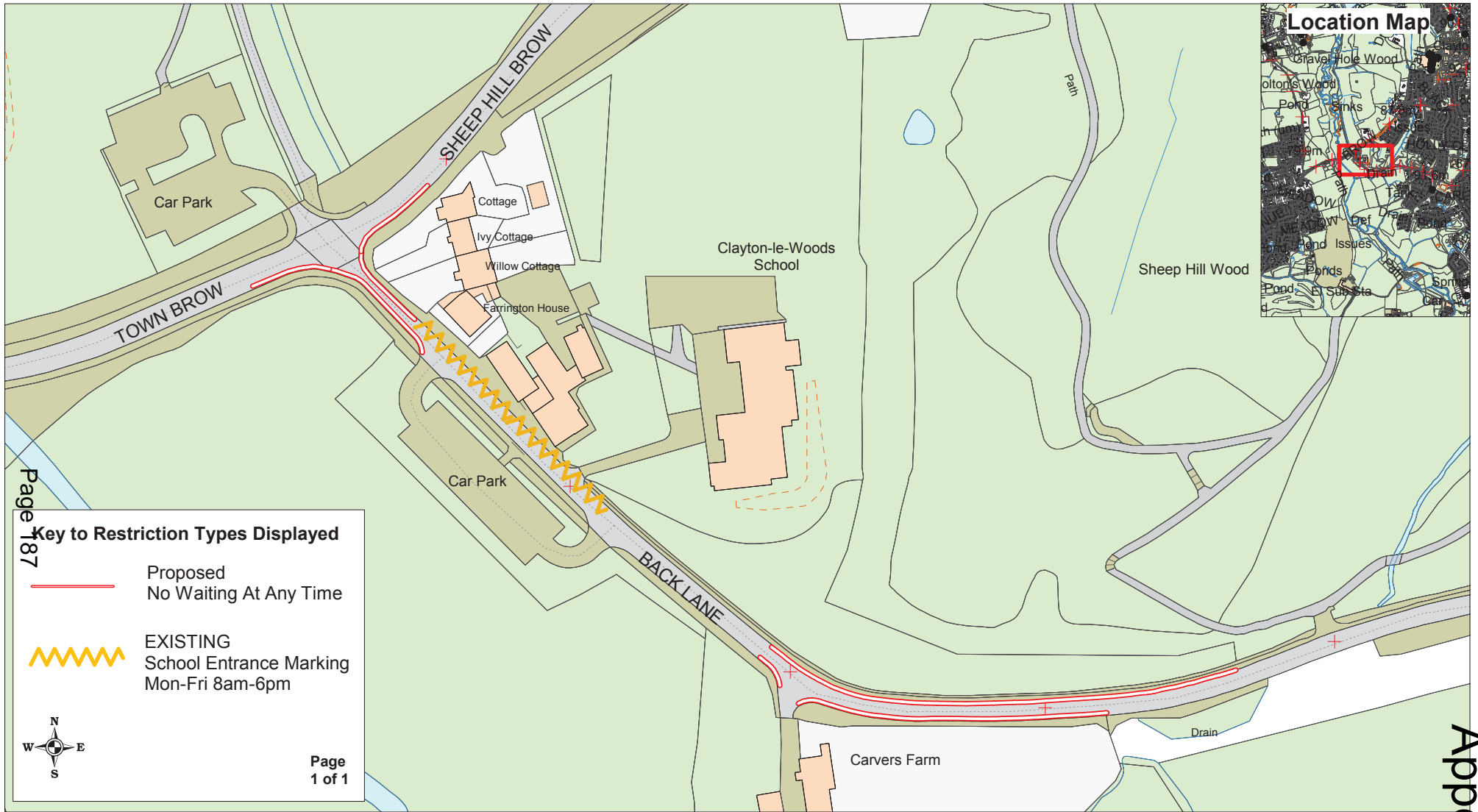
- a) The Crescent, Lytham St Annes, the south east side, from a point 37 metres south-west of its junction with the Centreline of St David's Road South for a distance of 68 metres in a south-westerly direction.
- b) The Crescent, Lytham St Annes, the south east side, from a point 118.2 metres south-west of its junction with the Centreline of St David's Road South, in a south-westerly direction to a point 11 metres north-east of its junction with the Centreline of St Andrew's Road South.

Schedule 14 – Disabled Person's Limited Waiting Parking Place 2 Hours No Return Within 2 Hours Any Day 10.30am-3.30pm

- a) Earl Street, Preston, the north side, from a point 10 metres west of its junction with the Centreline of Lancaster Road for a distance of 51 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 82 metres west of its junction with the Centreline of Lancaster Road for a distance of 17 metres in a westerly direction.

Schedule 15 – Disabled Person's Parking Place

- a) Chapel Walks, Kirkham, the north side, from a point 36.5 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.
- b) Chapel Walks, Kirkham, the south side, from a point 46 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.
- c) East Beach, Lytham St Annes, the north side, from a point 51.5 metres east of its junction with the Centreline of St John's Street for a distance of 6.6 metres in an easterly direction.
- d) The Crescent, Lytham St Annes, the south east side, from a point 105 metres south-west of its junction with the Centreline of St David's Road South for a distance of 13.2 metres in a south-westerly direction.



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Key to Restriction Types Displayed

— Proposed
No Waiting At Any Time

— EXISTING
School Entrance Marking
Mon-Fri 8am-6pm

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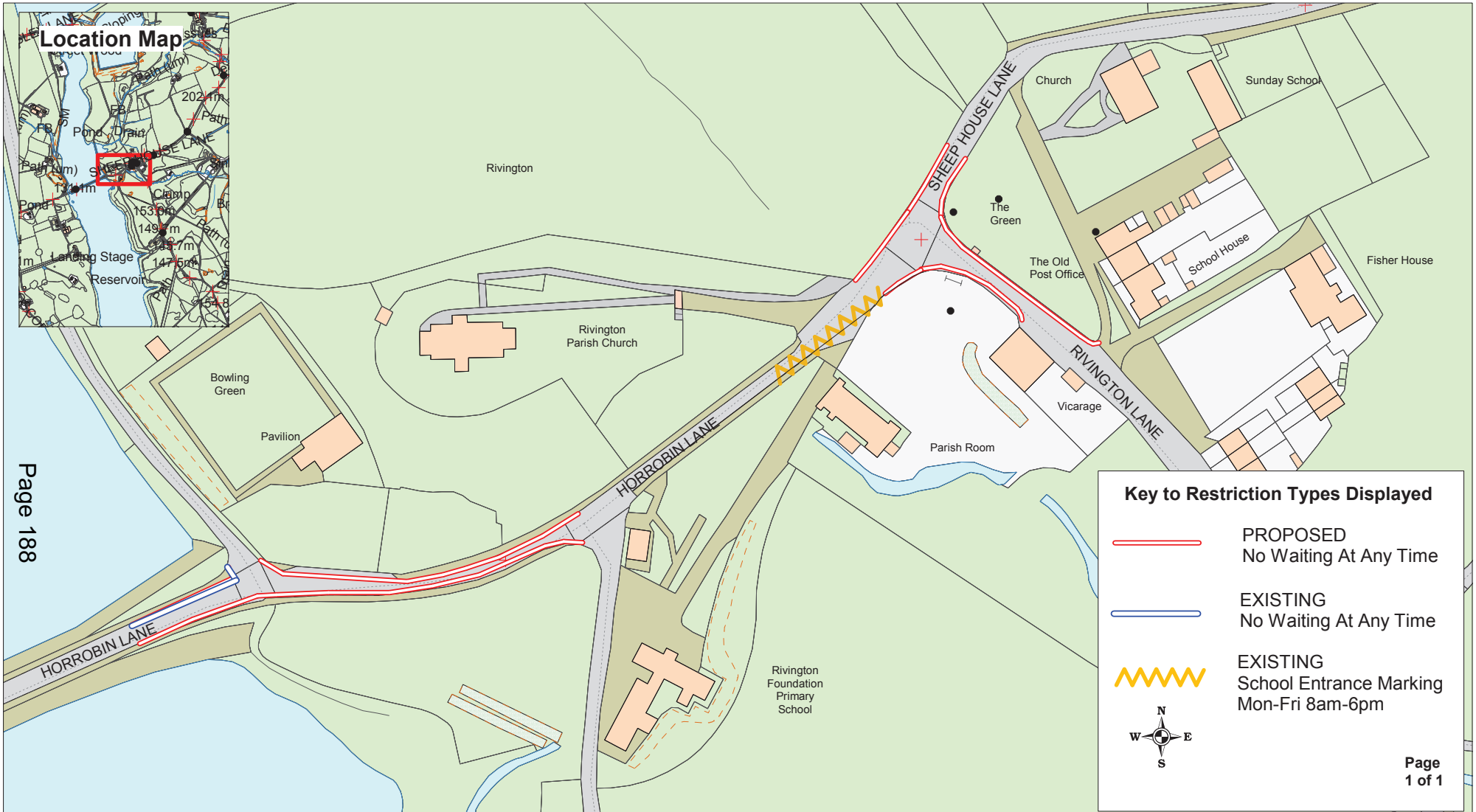
PROHIBITION OF WAITING
 Back Lane - Town Brow - Sheep Hill Brow,
 Clayton-le-Woods

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Sue Harper
Director Community Services
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Appendix B



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PROHIBITION OF WAITING
 Horrobin Lane - Rivington Lane -
 Sheep House Lane, Rivington

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Key to Restriction Types Displayed

— Disabled Parking



DISABLED PARKING

East Beach,
Lytham-St-Annes

Page
1 of 1

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Appendix C



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Key to Restriction Types Displayed

— Disabled Parking



DISABLED PARKING

**Chapel Walks,
Kirkham**

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1 of 1

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Key to Restriction Types Displayed

- Limited Waiting 90 minutes
No Return Within 2 hours
Mon-Sat 8am-6pm
- Disabled Parking




DISABLED PARKING
The Crescent, St Annes

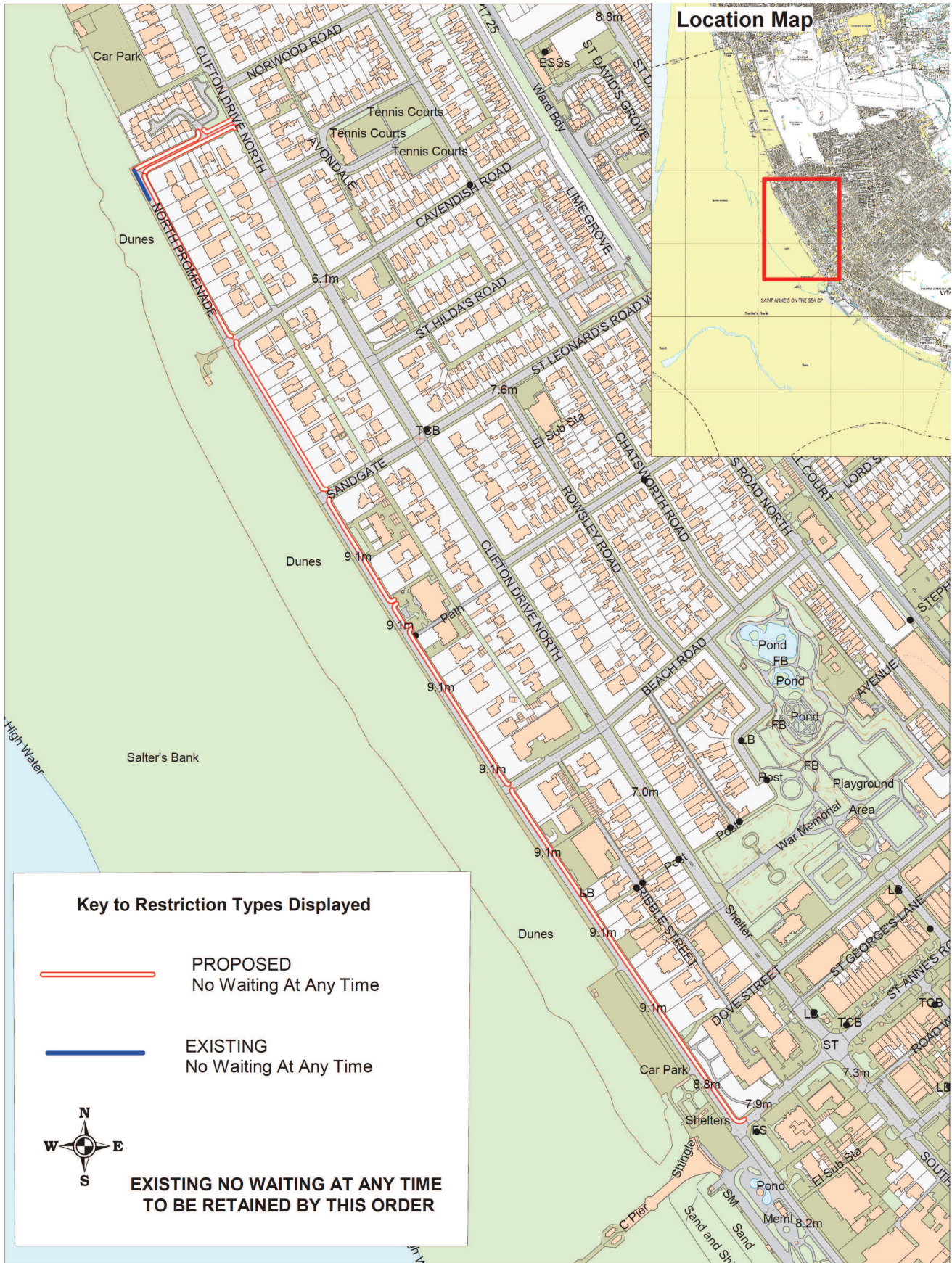
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Key to Restriction Types Displayed

 PROPOSED
No Waiting At Any Time

 EXISTING
No Waiting At Any Time



**EXISTING NO WAITING AT ANY TIME
TO BE RETAINED BY THIS ORDER**



PROHIBITION OF WAITING

**Todmorden Road and
North Promenade,
St Annes**

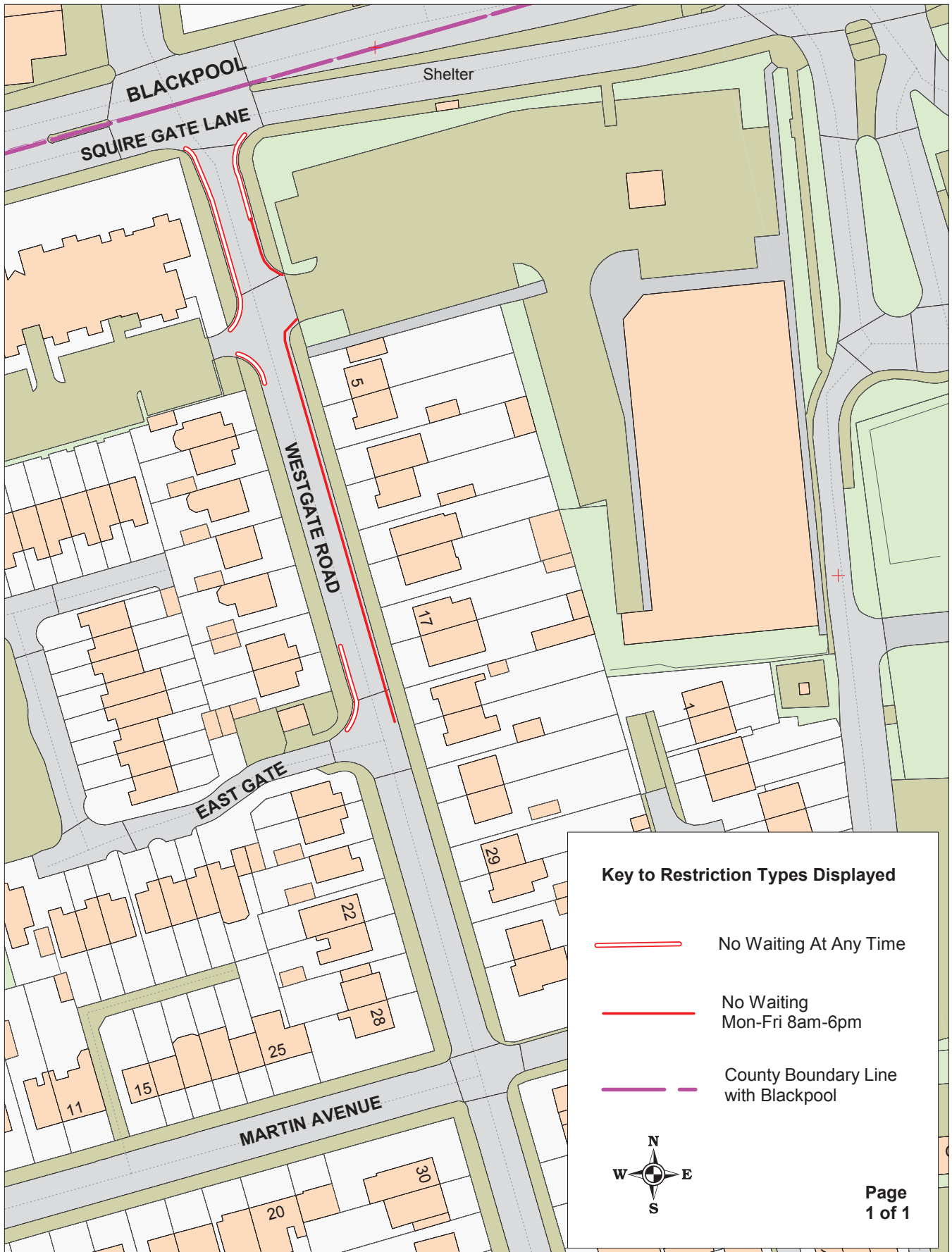
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1 of 1

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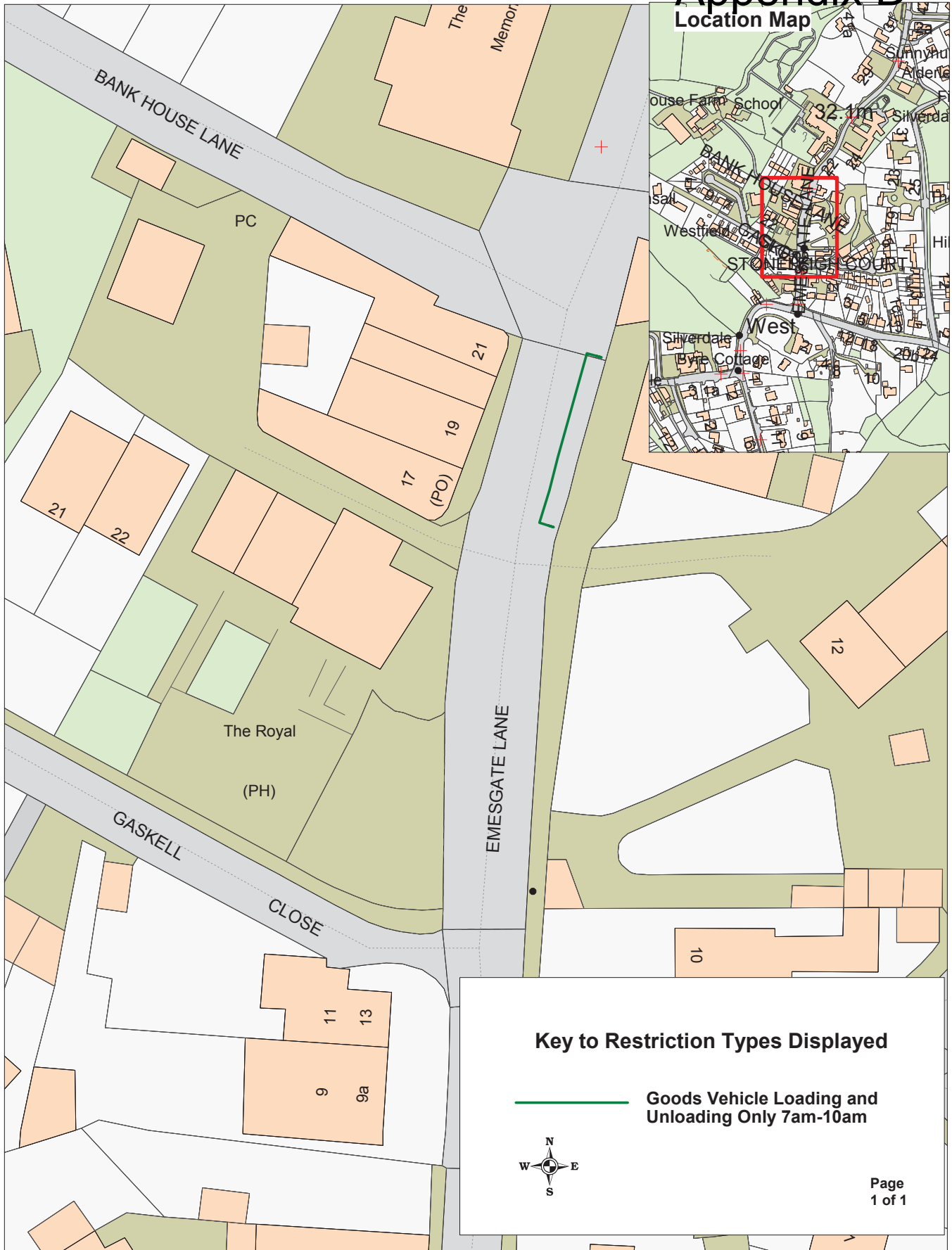
Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Fri 8am-6pm
-  County Boundary Line with Blackpool



Page
1 of 1

Appendix D Location Map



Key to Restriction Types Displayed

 Goods Vehicle Loading and Unloading Only 7am-10am



Page
1 of 1



GOODS VEHICLE LOADING BAY

Emesgate Lane,
Silverdale

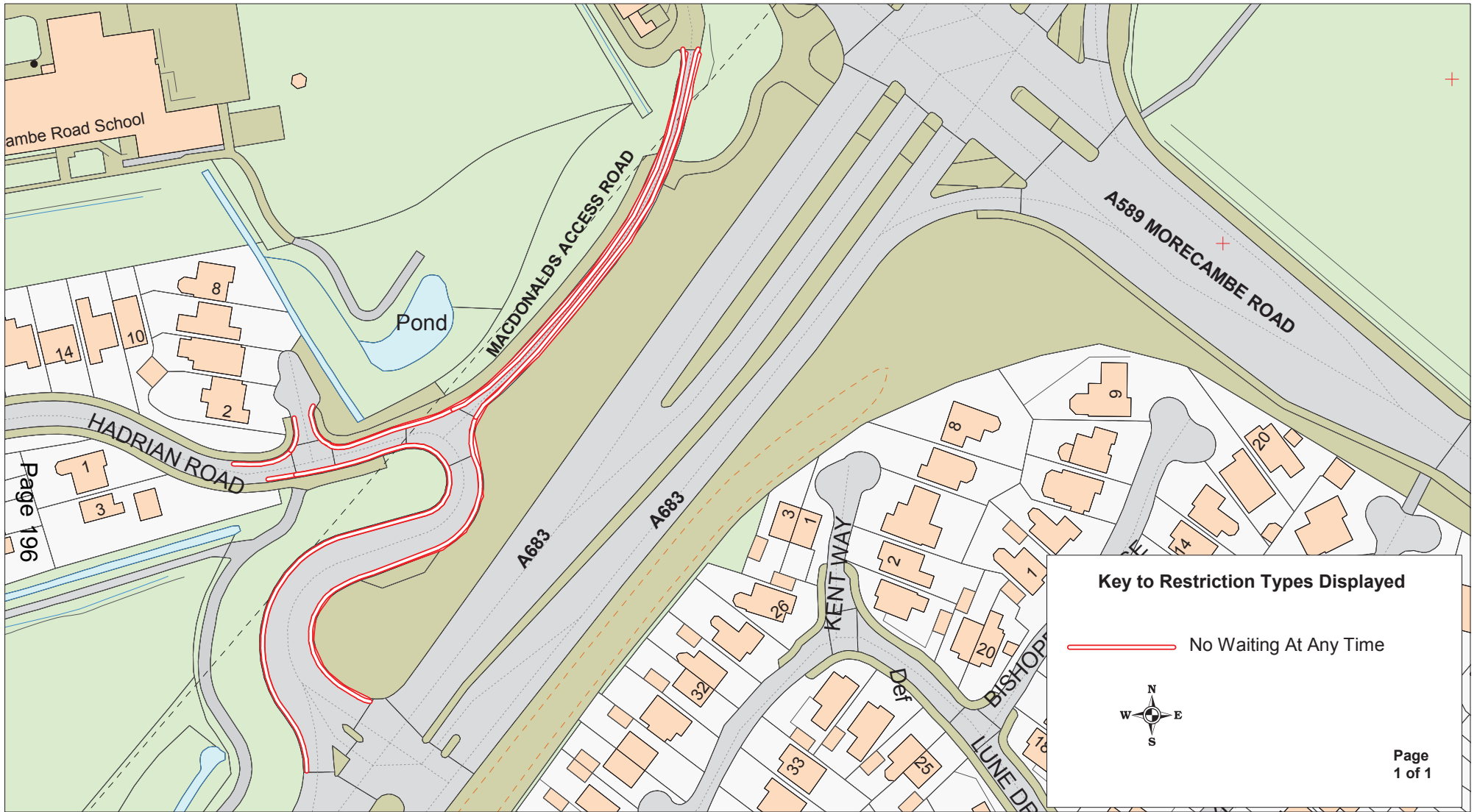
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Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1



PROHIBITION OF WAITING

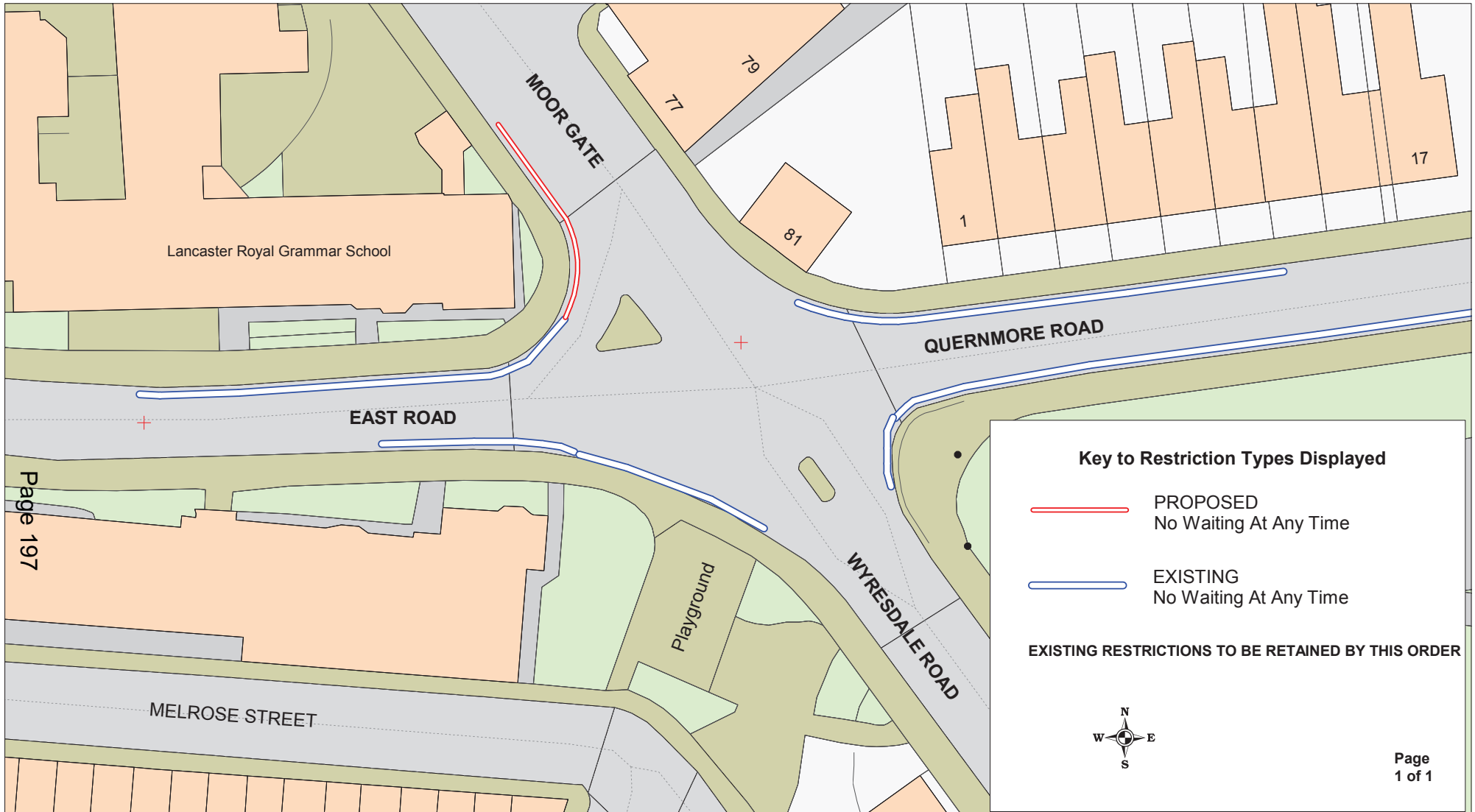
Hadrian Road, Morecambe and
Macdonalds Access Road

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Key to Restriction Types Displayed

 PROPOSED
No Waiting At Any Time

 EXISTING
No Waiting At Any Time

EXISTING RESTRICTIONS TO BE RETAINED BY THIS ORDER



Page 1 of 1



PROHIBITION OF WAITING

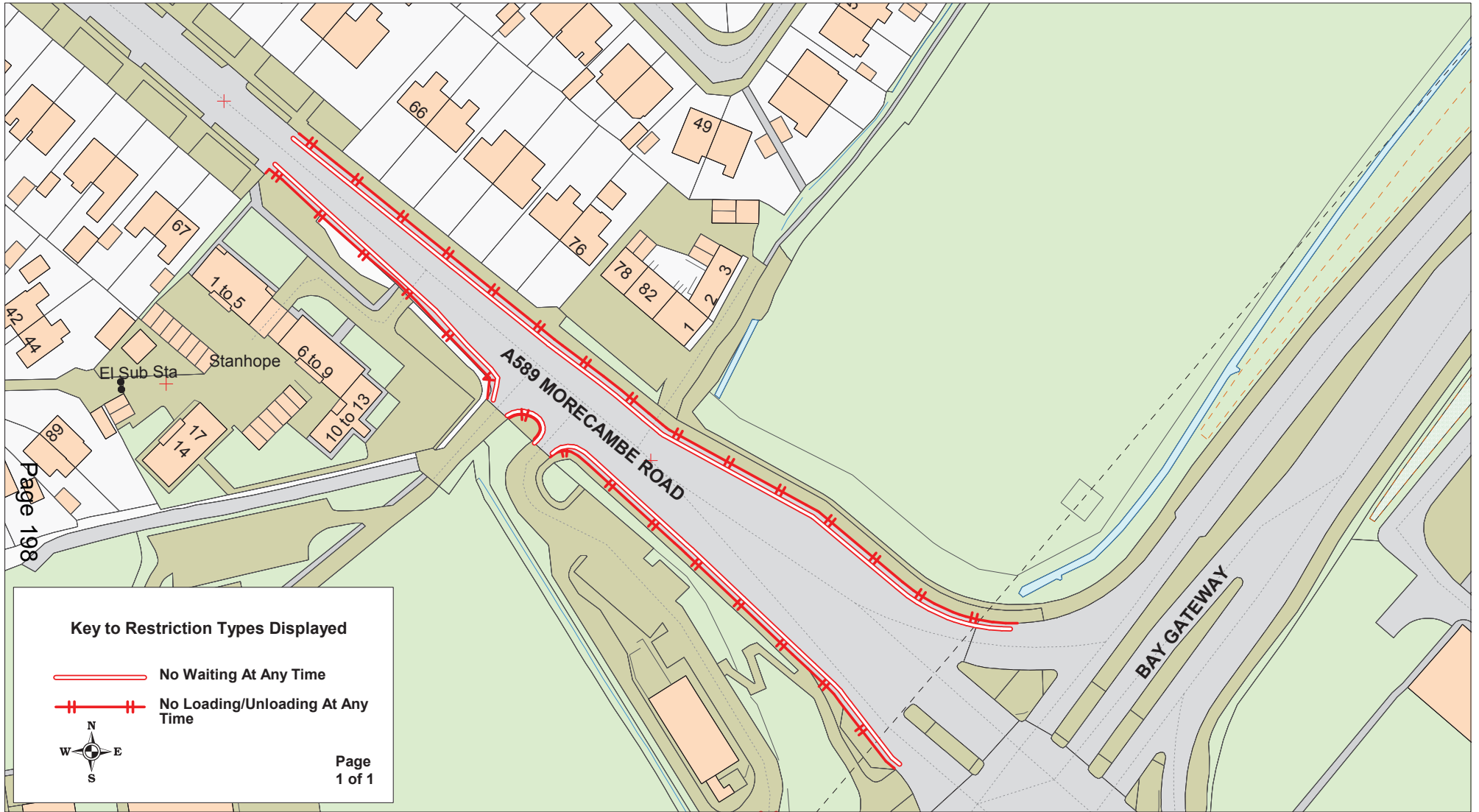
Moor Gate,
Lancaster

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| DATE | 04/02/2019 |
| DRAWING No. | EM/11-18/LA3 |
| DRAWN BY | TJP |
| | Scale with care as distortion may occur |



Page 198

Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Loading/Unloading At Any Time

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Page
1 of 1



**PROHIBITION OF WAITING
AND LOADING/UNLOADING**

**A589 Morecambe Road,
Morecambe**

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**Community Services
Sue Harper
Director Community Services**

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

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Key to Restriction Types Displayed

 No Waiting At Any Time



PROHIBITION OF WAITING

**A6 Greaves Road and
Belle Vue Terrace,
Lancaster**

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Sue Harper
Director Community Services**

Box 100, County Hall,
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| DATE | 04/02/2019 |
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Key to Restriction Types Displayed

No Waiting At Any Time

Page
1 of 1



PROHIBITION OF WAITING

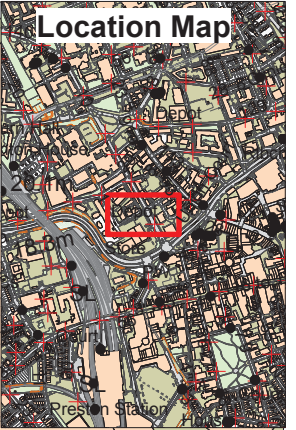
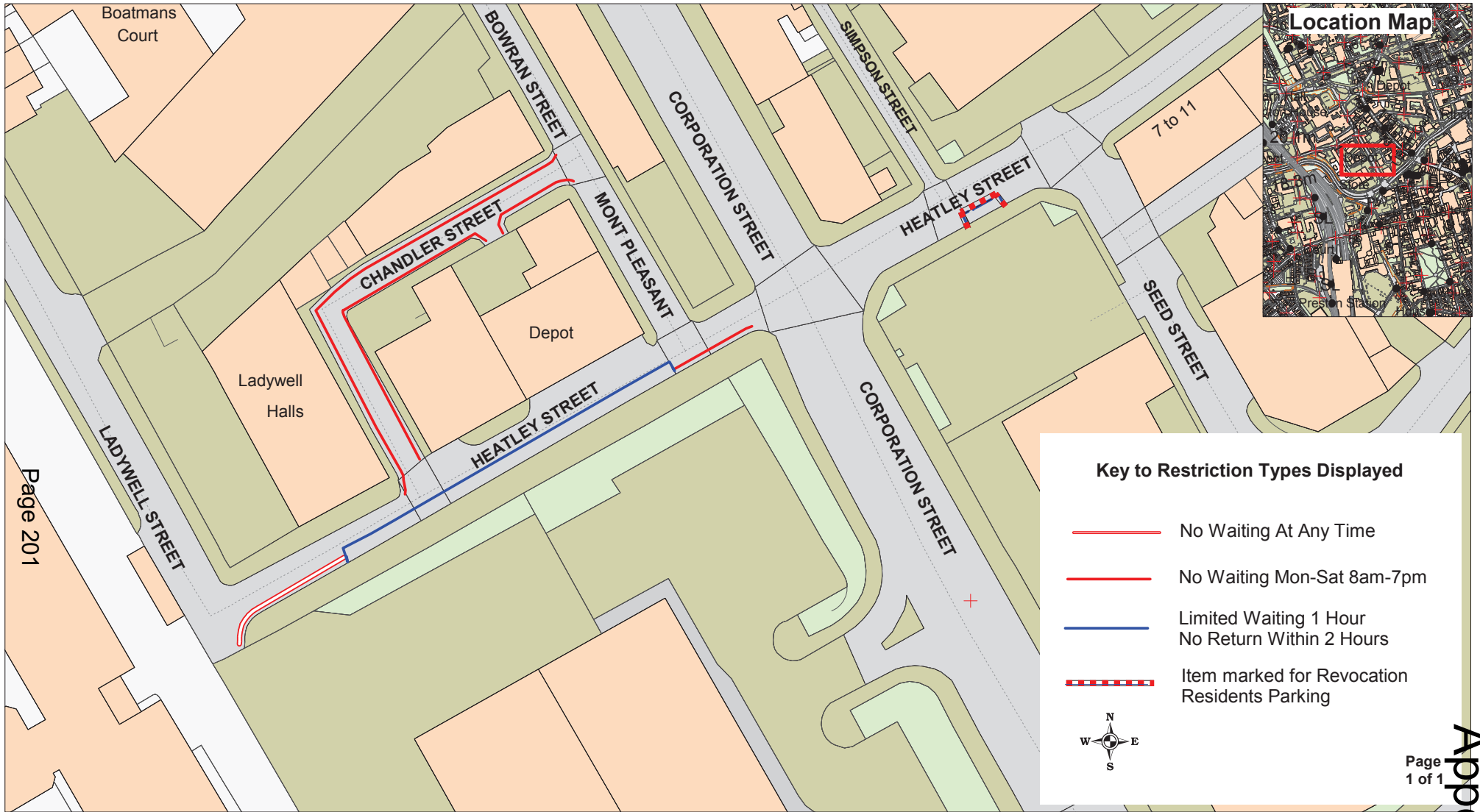
**A6 Slyne Road,
Lancaster**

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Community Services
Sue Harper
Director Community Services

200 Box 100, County Hall,
PRESTON PR1 0LD

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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8am-7pm
-  Limited Waiting 1 Hour
No Return Within 2 Hours
-  Item marked for Revocation
Residents Parking



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Page 1 of 1

Appendix E



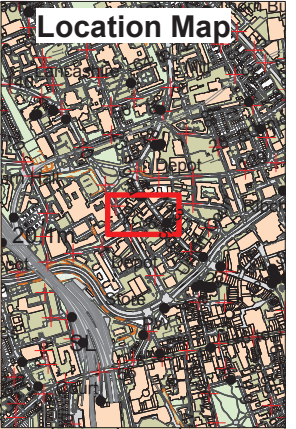
**Heatley Street and
Chandler Street,
Preston**

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Sue Harper
Director Community Services**

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PRESTON PR1 0LD

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| DATE | 28/02/2019 |
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Page 202

Key to Restriction Types Displayed

- No Waiting At Any Time
- No Waiting Mon-Sat 8am-6pm

Page 1 of 1



PROHIBITION AND RESTRICTION OF WAITING

Edward Street,
Preston

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23

Key to Restriction Types Displayed

-  No Waiting 9am - 6.30pm
-  No Loading 9am - 6.30pm
-  Goods Vehicle Loading Only 7am - 6.30pm
-  Disabled Parking 2 hours
No Return Within 2 hours
10.30am - 3.30pm
-  Goods Vehicle Loading Only 7am - 10am and 4.30pm-6.30pm



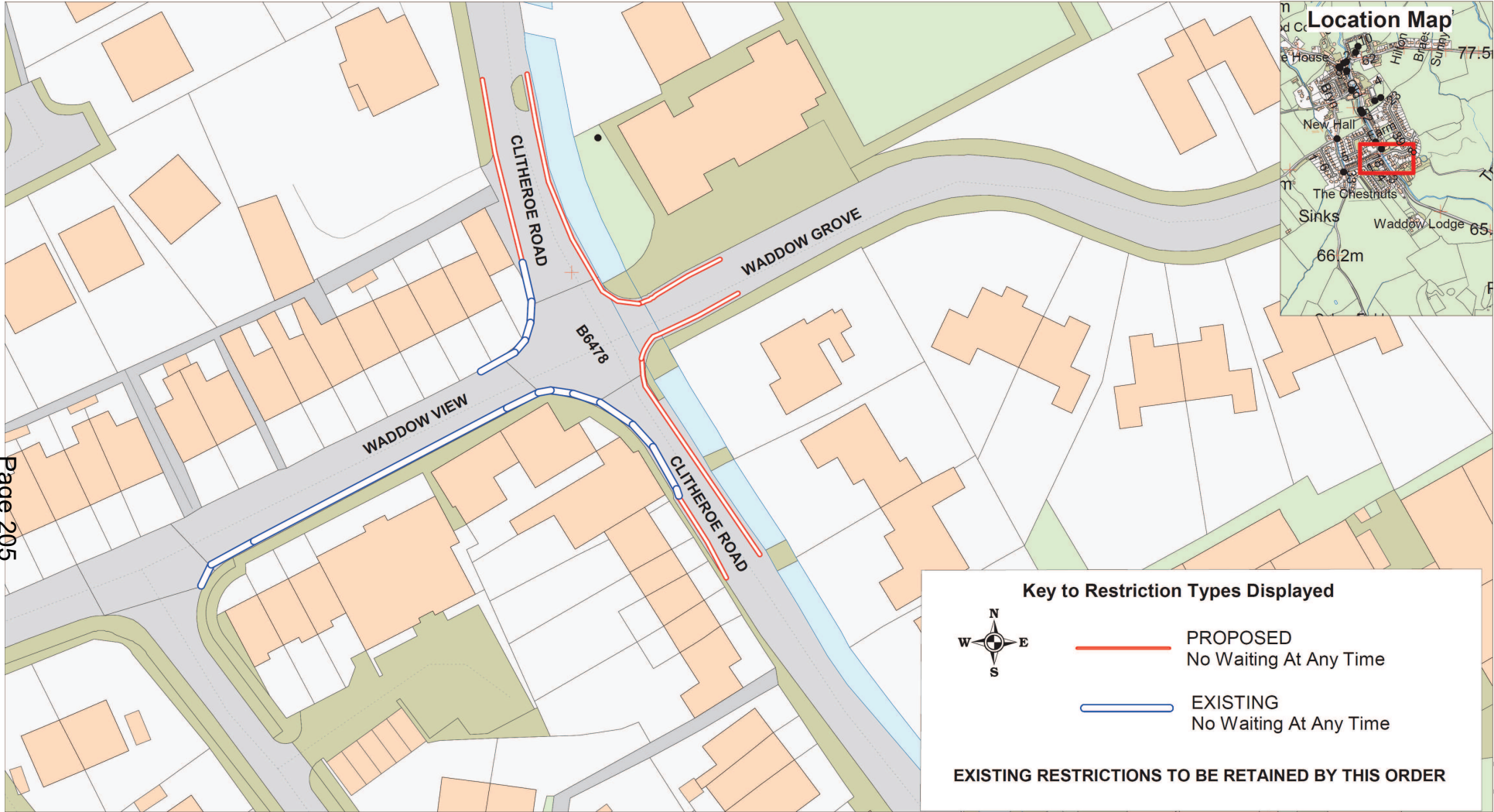
Page 1 of 1



Earl Street, Preston

Community Services
Sue Harper
Director Community Services
 P.O. Box 100, County Hall,
 PRESTON PR1 0LD

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| DATE | 01/03/2019 |
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Key to Restriction Types Displayed

PROPOSED
No Waiting At Any Time

EXISTING
No Waiting At Any Time

EXISTING RESTRICTIONS TO BE RETAINED BY THIS ORDER



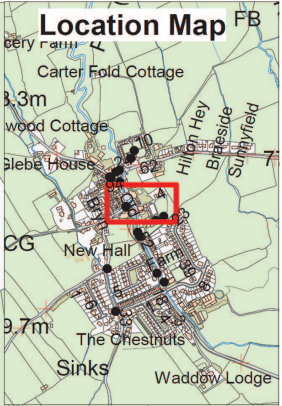
PROHIBITION OF WAITING
B6478 Clitheroe Road; and
Waddow Grove,
Waddington

Page
1 of 1


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Community Services
 Sue Harper
 Director Community Services
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Key to Restriction Types Displayed

 No Waiting At Any Time



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PROHIBITION OF WAITING

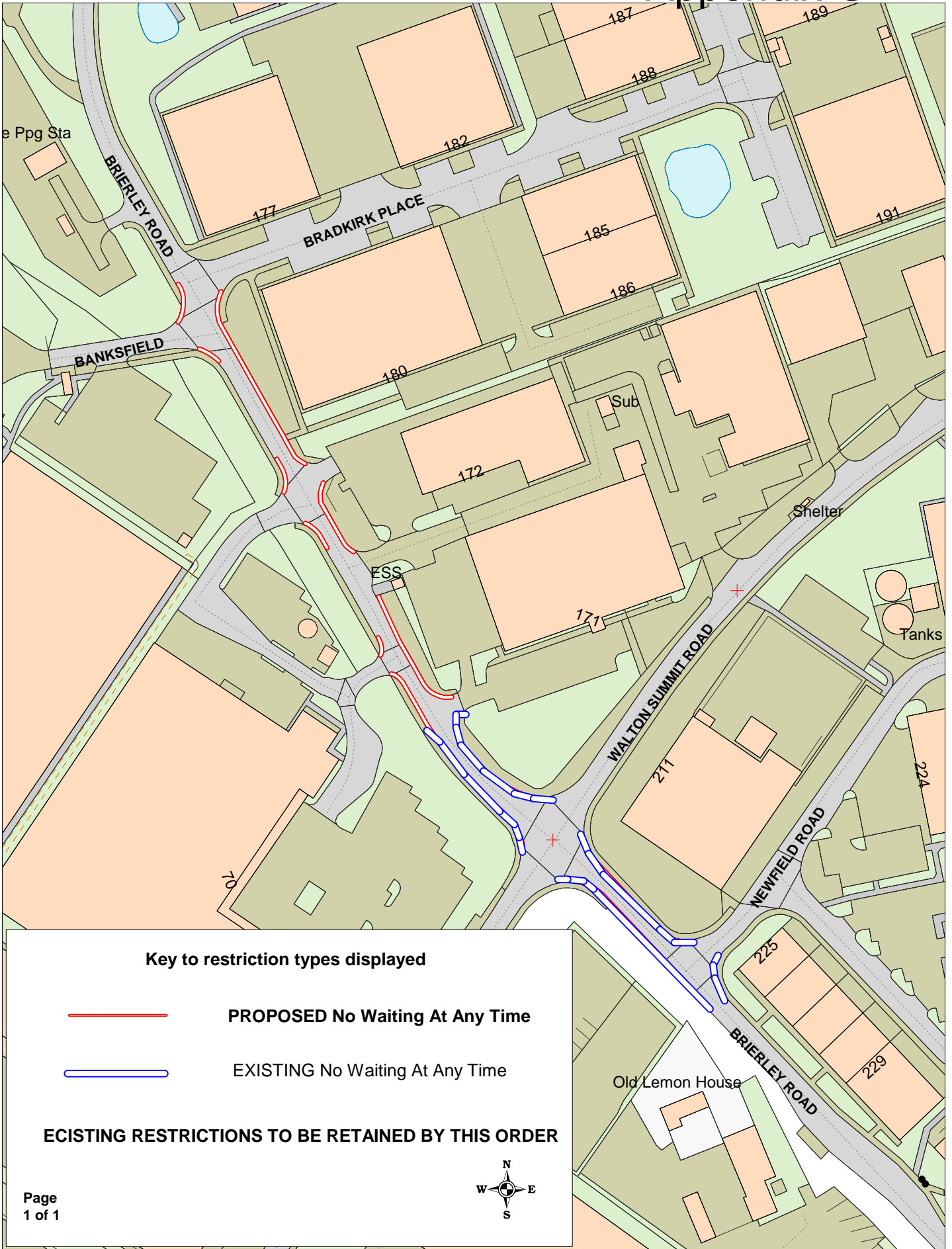
**Clitheroe Road,
Waddington**

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Sue Harper
Director Community Services**

**P.O. Box 100, County Hall,
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| DATE | 26/11/2018 |
| DRAWING No. | CH/11-18/RV2 |
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Page 209

Key to Restriction Types Displayed

 Disabled Parking Bay marked for revocation



Page 1 of 1

Appendix H



Lancashire
County Council

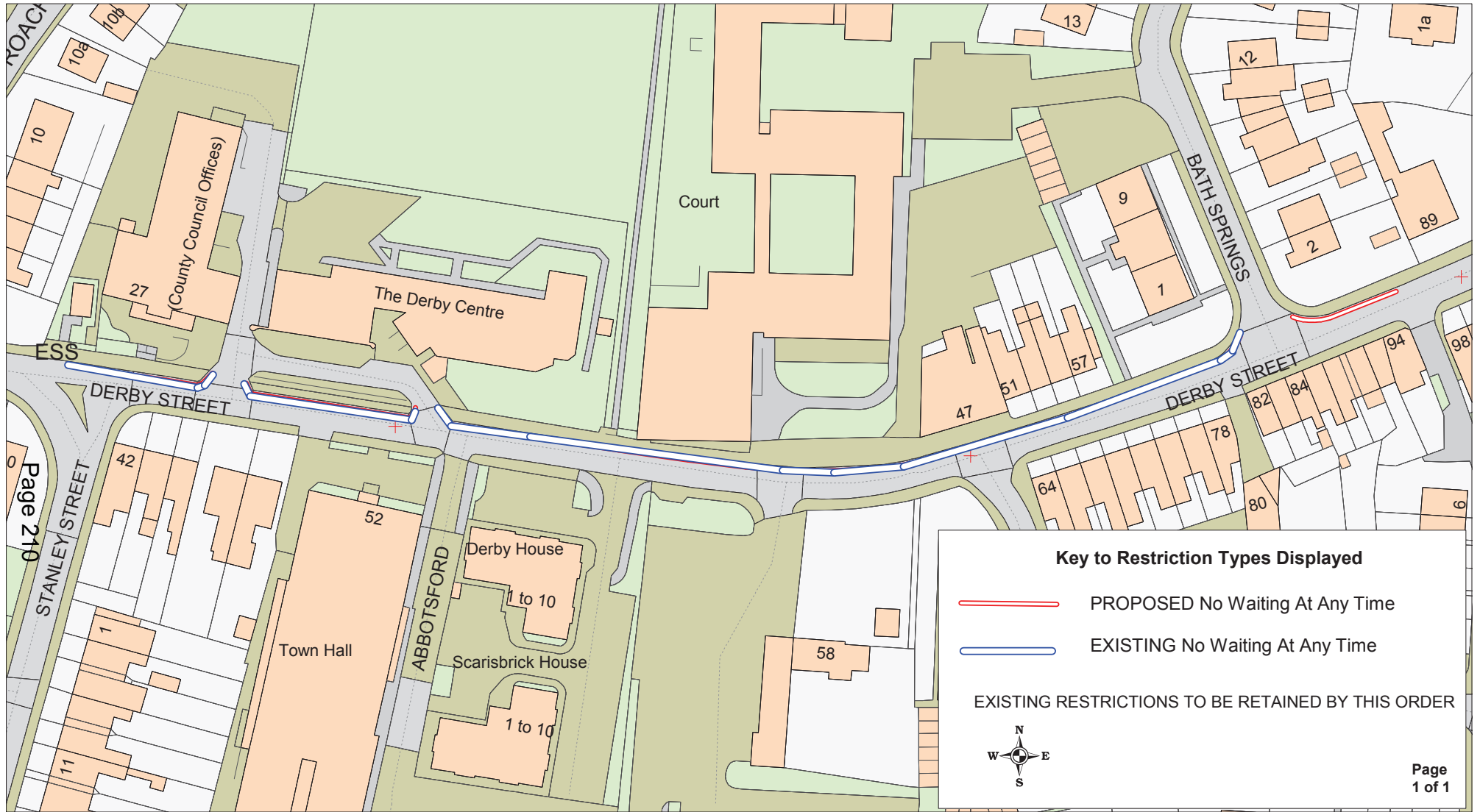
REVOCATION of Disabled Parking Bay in Greenhey Place, Skelmersdale

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Sue Harper
Director Community Services**

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

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| DATE | 04/02/2019 |
| DRAWING No. | KLJ/10-18WL1 |
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PROHIBITION OF WAITING
 Derby Street, Ormskirk

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Sue Harper
Director Community Services

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 PRESTON PR1 0LD

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|-------------|---|
| SCALE | 1 : 1000 |
| DATE | 04/02/2019 |
| DRAWING No. | KL/01-19/WL2 |
| DRAWN BY | TJP |
| | Scale with care as distortion may occur |

STATEMENT OF REASONS

Chorley

(Back Lane, Clayton-le-Woods – Town Brow, Clayton-le-Woods – Sheep Hill Brow, Clayton-le-Woods – Horrobin Lane, Rivington – Rivington Lane, Rivington – Sheep House Lane, Rivington)

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

The measures being proposed would:-

Facilitate the passage of vehicles along on the road 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".

Fylde

(East Beach, Lytham – The Crescent, St Annes)

"The purpose of this proposed order is to preserve and improve the amenities of the area through which the road runs by providing facilities for disabled drivers".

(Chapel Walks, Kirkham)

"The purpose of this proposed order is to extend an existing advisory Disabled parking bay to measure 6.6 metres in order to create and formalise the bay enabling enforcement."

(North Promenade, St Annes – Todmorden Road, St Annes)

"The purpose of this proposed order is to for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)".

(Westgate Road, St Annes)

"The purpose of this proposed order is to extend the No Waiting At Any Time restriction along the west side of the carriageway to remove obstructive parking and assist with the general movement of traffic along the road and at its junction with other roads and to clarify, simplify and tidy up a selection of traffic orders that have been identified in the area

Lancaster

(Emesgate Lane, Silverdale)

"Emesgate Lane outside the Coop is subject to high levels of parking demand especially during the peak tourism season.

The Parish council and local county councillor are concerned about the viability of the village store if loading/ unloading cannot be carried out when required during the morning. Due to its rural nature the nearest other convenience stores are located several miles away in Carnforth and Milnthorpe.

Attempts have been made by the store staff to place temporary cones but these have been removed and ignored by drivers. Therefore the county council has agreed to proceed with a Traffic Order which will enable the introduction of a loading bay.

The store manager has confirmed that a restriction between 7am and 9am would assist their operation however to ensure that provision can be made for late deliveries and the option for use by nearby businesses the proposal is to extend this period to 10am."

(Hadrian Road and Macdonalds Access Road, Morecambe)

"Hadrian Road is a residential access road which includes a separate access from a fast food Drive Thru restaurant. Following construction of the Bay Gateway the revised layout has created a parking issue where visitors to the drive thru park their vehicles on the access road creating an amenity issue for the local residents.

The proposals were agreed by the Bay Gateway project team during their consultations and following representations by the Local Divisional Councillor but the supporting traffic orders were not advertised at the time. This proposal introduces the supporting Traffic Orders".

(Moor Gate, Lancaster)

"The restriction is proposed following reports of vehicles obstructing the crossing points for the footway along East Road which are used heavily by school pupils accessing the Lancaster Grammar School Campus. The obstruction also prevents bus access to the bus stop on Moor Gate".

(Morecambe Road, Morecambe)

"The council has received a number of enquiries relating to concerns about road safety due to parking near the junction of Morecambe Road with the Bay Gateway. Site visits and monitoring has confirmed that HGV's and staff from the Drive thru takeaway at the junction park regularly on the road causing visibility and traffic merging problems through the junction.

Following local representations by the Divisional County Councillor and approval by relevant officer at the December Lancaster District Traffic liaison meeting it is being proposed to introduce No waiting at any time and no loading at any time restrictions covering both sides of the road to address the observed problems".

(A6 Greaves Road, Lancaster – Belle Vue Terrace, Lancaster)

"The council has received a number of enquiries and reports from local councillors relating to concerns about road safety due to parking on Belle Vue Terrace. Site visits and monitoring has confirmed that regular long term parking occurs at the junction causing visibility and egress issues and problems for cyclists, pedestrians and vehicles.

There is currently a H-bar marking covering the dropped kerb on the main A6 footway but this does not protect the full junction. In addition to the vehicular access/ egress issue the parking causes safety concerns for vulnerable road users including pedestrians and cyclists travelling along Belle Vue Terrace which does not have any footways and is used as a shared space with vehicles.

Following local representations by residents and councillors and support in principle at the December Lancaster District Traffic liaison meeting it is being proposed to introduce No waiting at any time covering the junction of address the observed problems".

(Moor Gate, Lancaster)

"The council has received a number of enquiries relating to concerns about road safety due to parking near the junction of A6 Slyne Road with St John's Hospice. Site visits and monitoring has confirmed that regular long term parking occurs at the junction causing visibility and egress issues and problems for cyclists using the A6.

There is currently a double white centre line system that does allow police enforcement of parking but this rule is not commonly understood by motorists and the restriction does not generally offer self-enforcement.

Following regular local representations by the visitors Hospice and the Police and support in principle at the December Lancaster District Traffic liaison meeting it is being proposed to introduce No waiting at any time covering both sides of the road to address the observed problems".

Preston

(Hartley Street, Preston – Chandler Street, Preston – Edward Street, Preston)

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

(Earl Street, Preston)

"The purpose of this proposed order is considered appropriate to assist with improving the general amenities of the area through which the road runs by providing a dedicated Loading Bay which will assist with the operations of the adjacent, Market Businesses, by providing a controlled area for larger delivery vehicles to be loading / unloaded."

Ribble Valley

(Clitheroe Road (B6478), Waddington -Waddow Grove, Waddington)

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

South Ribble

(Brierley Road, Walton Summit)

"The purpose of this proposed order is for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)".

West Lancashire

(Greenhey Place, Skelmersdale)

"Residential Disabled Bay No longer required due to the relocation of the mobility shop."

(Derby Street, Ormskirk)

"The proposed restrictions on Derby Street are considered appropriate to improve an important access into/out of Bath Springs for emergency service and larger delivery vehicles, thereby avoiding danger to persons or other traffic using the roads, or by preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians".

The proposed controls will:

- Remove obstructive parking and improve the general movement of traffic along the roads and assist with turning manoeuvres at the junctions;
- Improve driver's sightlines at the junctions and forward visibility along the road;
- Improve access for deliveries to the area and adjacent residential properties;
- Improve Road Safety.

Appendix J

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
**(VARIOUS ROADS, CHORLEY, FYLDE, LANCASTER, PRESTON, RIBBLE VALLEY,
SOUTH RIBBLE AND WEST LANCS) (REVOCATIONS AND VARIOUS PARKING
RESTRICTIONS NOVEMBER 2018 (NO1)) ORDER 201***

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

1. Definitions and Interpretations

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

- a) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- b) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- c) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- d) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- e) "**Disabled Persons Parking Place**" means any area of highway described in Schedule 14 and 15 to this Order, indicated by a road marking approved by the Department for Transport, in which Disabled Person's Vehicles may wait when displaying a Disabled Person's Badge and Parking Disc in the Relevant Position;
- f) "**Goods Vehicle**" has the same meaning as in section 192 (1) of the Road Traffic Act 1988;
- g) "**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;
- h) "**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.

- i) **"Parking Place"** means any length of road subject to restriction in accordance with Articles 10, 11, 12, 13, 14, 15 and 16;
- j) **"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;
- k) 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.
- l) **"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;
- m) **"Vehicle"** means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a Goods Vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power.

2. Revocations

- a) The "Lancashire County Council (Greenhey Place, Skelmersdale, West Lancashire, District) (Disabled Parking Places) Order 2009" is hereby revoked in full.
- b) Those parts of the "Lancashire County Council (Fylde 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.
- c) 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 1B to this Order, are hereby revoked.
- d) Those parts of the "Lancashire County Council (Ribble Valley 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.
- e) Those parts of the "Lancashire County Council (West Lancs Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1D to this Order, are hereby revoked.
- f) Those parts of the "Lancashire County Council (Horrobin Lane, Rivington/Anderton, Chorley Borough) (Prohibition of Waiting) Order 2010", as set out in Schedule 1E to this Order, are hereby revoked.
- g) Those parts of the "Lancashire County Council (Lancaster City Area) (Prohibition of Stopping on School Entrance Markings) Order 2011", as set out in Schedule 1F to this Order, are hereby revoked.

- h) Those parts of the "Lancashire County Council (Cheapside Area, Preston, Preston City) (Revocation and Various Parking Restrictions) Order 2013", as set out in Schedule 1G to this Order, are hereby revoked.
- i) Those parts of the "Lancashire County Council (Fishergate Phase 2, Various Roads, Preston, Preston City) (Revocation and Various Parking Restrictions) Order 2016", as set out in Schedule 1H to this Order, are hereby revoked.
- j) Those parts of the "Lancashire County Council (Orchard Road, Park Road, St Andrew's Road South, St David's Road South, St George's Road, The Crescent and Wood Street, St Annes, Fylde Borough) (Revocation, Prohibition of Waiting and Limited Waiting) Order 2017", as set out in Schedule 1I to this Order, are hereby revoked.
- k) Those parts of the "Lancashire County Council (Bay Gateway, Caton Road, Hadrian Road, Morecambe Road, Northgate, Lancaster, Lancaster City) (Revocation, Prohibition of Stopping and Waiting) Order 2018", as set out in Schedule 1J to this Order, are hereby revoked.
- l) Those parts of the "Lancashire County Council (Various Roads, Chorley, Fylde, Hyndburn, Pendle, Rossendale, South Ribble, West Lancashire and Wyre Boroughs) (Revocations and Various Parking Restrictions (June/No1)) Order 2018", as set out in Schedule 1K to this Order, are hereby revoked.
- m) Those parts of the "Lancashire County Council (Various Roads, Burnley, Fylde, Hyndburn, Preston, Rossendale, South Ribble and West Lancs) (Revocations and Various Parking Restrictions (July/August No1)) Order 2019", as set out in Schedule 1L to this Order, are hereby revoked.

3. 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 2 to this Order.

4. 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 length of road set out in Schedule 3 to this Order.

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

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

6. Restriction of Waiting Monday – 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 length of road set out in Schedule 5 to this Order.

7. Restriction of Waiting Monday – Saturday 8am-7pm

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 7pm, in the lengths of road set out in Schedule 6 to this Order.

8. Restriction of Waiting Any Day 9am-6.30pm

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 on any day, between 9am and 6.30pm, in the lengths of road set out in Schedule 7 to this Order.

9. Restriction of Loading and Unloading Any Day 9am – 6.30pm

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 on any day, between 9am and 6.30pm, for the purposes of Loading or Unloading, in the lengths of road set out in Schedule 8 to this Order.

10. Goods Vehicle Loading Bay Any Day 7am-10am

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Place set out in Schedule 9 to this Order, on any day, between 7am and 10am, unless that Vehicle is a Goods Vehicle and it is engaged in Loading or Unloading.

11. Goods Vehicle Loading Bay Any Day 7am-10.30am and 3.30pm-6.30pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Places set out in Schedule 10 to this Order, on any day, between 7am and 10.30am, and 3.30pm and 6.30pm, unless that Vehicle is a Goods Vehicle and it is engaged in Loading or Unloading.

12. Goods Vehicle Loading Bay Any Day 7am-6.30pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Place set out in Schedule 11 to this Order, on any day, between 7am and 6.30pm, unless that Vehicle is a Goods Vehicle and it is engaged in Loading or Unloading.

13. Limited Waiting Parking Place 1 hour No Return Within 2 Hours

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, on any day at any time, in the length of road set out in Schedule 12 to this Order.

14. Limited Waiting Parking Place 90 Minutes No Return Within 2 Hours Monday-Saturday 8am-6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding ninety minutes, with no return within two hours, from Monday to Saturday inclusively between 8am and 6pm, in the lengths of road set out in Schedule 13 to this Order.

15. Disabled Person's Limited Waiting Parking Place 2 Hours No Return Within 2 hours Any Day 10.30am – 3.30pm

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 between the hours of 10.30am and 3.30pm, on any day in the lengths of road set out in Schedule 14 to this Order, unless that Vehicle is a Disabled Person's Vehicle in which case that Vehicle may wait for a maximum period of 2 hours and not return within 2 hours.

16. Disabled Persons Parking Place

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait in the Parking Places set out in Schedule 15 to this Order, unless that Vehicle is a Disabled Persons Vehicle.

17. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 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 person to board or alight from the Vehicle;
- b) 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.
- c) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;

18. Exemptions for Articles 3, 5, 6, 7, 8, 13, 14, 15 and 16

Nothing in Articles 3, 5, 6, 7, 8, 13, 14, 15 and 16 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

19. Exemption for Disabled Person's Vehicle

a) Nothing in Articles 3, 5, 6, 7 and 8 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 Articles 13 and 14 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. Emergency Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 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 201X and may be cited as the “Lancashire County Council (Various Roads, Chorley, Fylde, Lancaster, Preston, Ribble Valley, South Ribble And West Lancs) (Revocations And Various Parking Restrictions November 2018 (No1)) Order 201**”.

Dated this XX day of XXX 201X.

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 (279) and (282) of Schedule 10.01.
- b) Items (2)(i), (2)(ii), (2)(iii), (7)a and (7)b of Schedule 11.017.
- c) Item (20) of Schedule 11.040.

Schedule 1B – Revocation

- a) Item (41) of Schedule 3.01.
- b) Items (139)a), (139)b) and (215)b) of Schedule 10.01.
- c) Item (4) of Schedule 11.077.
- d) Items (73)a) and (73b) of Schedule 11.075.

Schedule 1C – Revocation

Item (27) of Schedule 10.01.

Schedule 1D – Revocation

Item (59)b) of Schedule 10.01.

Schedule 1E – Revocation

Item i) of the Schedule.

Schedule 1F – Revocation

The 41st item of the Schedule (Morecambe Road, Morecambe).

Schedule 1G – Revocation

- a) Item ii) of Schedule 3.
- b) Item xii) of Schedule 10.
- c) Item xii) of Schedule 11.

Schedule 1H – Revocation

Item b) of Schedule 12.

Schedule 1I – Revocation

Item c) of Schedule 5.

Schedule 1J – Revocation

Items f), g), h), i) and j) of Schedule 2.

Schedule 1K – Revocation

Item a) of Schedule 4.

Schedule 1L – Revocation

Item q) of Schedule 2.

Schedule 2 – Prohibition of Waiting

- a) Belle Vue Terrace, Lancaster, the north east and east side, from its junction with the Centreline of Greaves Road for a distance of 56 metres in a south-easterly, then southerly direction.
- b) Belle Vue Terrace, Lancaster, the west side, from its junction with the Centreline of Greaves Road for a distance of 18 metres in a southerly direction.

- c) Brierley Road, Bamber Bridge, the north east side, from its junction with the Centreline of Bradkirk Place, in a south-easterly direction, to a point 15 metres south-east of its junction with the Centreline of Newfield Road.
- d) Brierley Road, Bamber Bridge, the south west side, from its junction with the Centreline of Bradkirk Place in a south-easterly direction, to a point 9.5 metres south-east of its junction with the Centreline of Banksfield.
- e) Brierley Road, Bamber Bridge, the south west side, from a point 49 metres south-east of its junction with the Centreline of Banksfield for a distance of 35.5 metres in a south-easterly direction.
- f) Brierley Road, Bamber Bridge, the south west side, from a point 120 metres south-east of its junction with Banksfield, in a south-easterly direction, to a point 15 metres south-east of its junction with the Centreline of Newfield.
- g) Derby Street, Ormskirk, the north side, from its junction with the Centreline of Stanley Street, in an easterly direction to a point 25 metres east of its junction with the Centreline of Bath Springs.
- h) Edward Street, Preston, both sides, from its junction with the Centreline of Friargate for a distance of 38 metres in a south-westerly direction.
- i) Edward Street, Preston, both sides, from its junction with the Centreline of Corporation Street for a distance of 8 metres in a north-easterly direction.
- j) Greaves Road, Lancaster, the east side, from its junction with the Centreline of Sulby Drive for a distance of 58 metres in a northerly direction.
- k) Hadrian Road, Morecambe, both sides, from its junction with the Centreline of the A683 to a point measured 145 metres along the road Centreline in an easterly, then westerly direction.
- l) Heatley Street, Preston, the south east side, from its junction with the Centreline of Ladywell Street for a distance of 21 metres in a north-easterly direction.
- m) Horrobin Lane, Rivington, both sides, from its junction with the Centreline of Rivington Lane for a distance of 22 metres in a south-westerly direction.
- n) Horrobin Lane, Rivington, both sides, from a point 129 metres south-west of its junction with the Centreline of Rivington Lane for a distance of 135 metres in a south-westerly direction.
- o) McDonald's Access Road, Morecambe, both sides, from its junction with the Centreline of Hadrian Road for its entire length.
- p) Moor Gate, Lancaster, the westerly side, from its junction with the Centreline of East Road for a distance of 34 metres in a north-easterly, then north-westerly direction.
- q) Morecambe Road, Morecambe, both sides, from a point 35 metres north-west of its junction with the Centreline of The Bay Gateway for a distance of 203 metres in a north-westerly direction.
- r) North Promenade, Lytham St Annes, the north east side, the north-east side from its junction with the Centreline of Todmorden Road, in a general south-easterly direction, to its junction with the Centreline of St Annes Road West.
- s) Rivington Lane, Rivington, the north east side, from its junction with the Centreline of Sheep House Lane for a distance of 59 metres in a south-easterly direction.
- t) Rivington Lane, Rivington, the south east side, from its junction with the Centreline of Horrobin Lane for a distance of 41 metres in a south-easterly direction.
- u) Sheep House Lane, Rivington, both sides, from its junction with the Centreline of Rivington Lane for a distance of 23.5 metres in a north-easterly direction.
- v) Slyne Road, Lancaster, the eastern side, from its junction with the Centreline of Whalley Road for a distance of 98 metres in a northerly direction.

- w) Slyne Road, Lancaster, the western side, from a point 93 metres north of its junction with the Centreline of Central Avenue for a distance of 146 metres in a northerly direction.
- x) Todmorden Road, Lytham St Annes, the north west side, from its junction with the Centreline of Clifton Drive North, in a south-westerly direction to its junction with the Centreline of North Promenade.
- y) Todmorden Road, Lytham St Annes, the south east side, from its junction with the Centreline of North Promenade for a distance of 42 metres in a north-easterly direction.
- z) Waddow Grove, Waddington, both sides, from its junction with the Centreline of Clitheroe Road for a distance of 19 metres in an easterly direction.
- aa) Westgate Road, Lytham St Annes, the east side, from its junction with the Centreline of Squire Gate Lane at the County boundary for a distance of 26 metres in a southerly direction.
- bb) Westgate Road, Lytham St Annes, the west side, from its junction with the Centreline of Squire Gate Lane at the County boundary for a distance of 58 metres in a southerly direction.
- cc) Westgate Road, Lytham St Annes, the west side, from its junction with the Centreline of East Gate for a distance of 21 metres in a northerly direction.

Schedule 3 – Prohibition of Loading and Unloading

Morecambe Road, Morecambe, both sides, from a point 35 metres north-west of its junction with the Centreline of The Bay Gateway for a distance of 203 metres in a north-westerly direction.

Schedule 4 – Restriction of Waiting Monday – Friday 8am-6pm

Westgate Road, Lytham St Annes, the east side, from a point 26 metres south of its junction with the Centreline of Squire Gate Lane at its junction with the County boundary for a distance of 105 metres in a southerly direction.

Schedule 5 – Restriction of Waiting Monday-Saturday 8am-6pm

Edward Street, Preston, both sides, from a point 8 metres north-east of its junction with the Centreline of Corporation Street in a north-easterly direction to a point 38 metres south-west of its junction with the Centreline of Friargate.

Schedule 6 – Restriction of Waiting Monday-Saturday 8am-7pm

- a) Chandler Street, Preston, both sides, from its junction with the Centreline of Heatley Street, in a north, north-easterly direction, to its junction with the Centreline of Bowran Street/Mount Pleasant.
- b) Heatley Street, Preston, the south east side, from its junction with the Centreline of Corporation Street for a distance of 20.5 metres in a south-westerly direction.

Schedule 7 – Restriction of Waiting Any Day 9am-6.30pm

- a) Earl Street, Preston, the north side, from its junction with the Centreline of Lancaster Road for a distance of 10 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 61 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- c) Earl Street, Preston, the north side, from a point 77.5 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- d) Earl Street, Preston, the north side, from a point 99 metres west of its junction with the Centreline of Lancaster Road in a westerly direction to its junction with the Centreline of Market Street.

Schedule 8 – Restriction of Loading/Unloading Any Day 9am-6.30pm

- a) Earl Street, Preston, the north side, from its junction with the Centreline of Lancaster Road for a distance of 10 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 61 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- c) Earl Street, Preston, the north side, from a point 77.5 metres west of its junction with the Centreline of Lancaster Road for a distance of 4.5 metres in a westerly direction.
- d) Earl Street, Preston, the north side, from a point 99 metres west of its junction with the Centreline of Lancaster Road in a westerly direction to its junction with the Centreline of Market Street.

Schedule 9 – Good Vehicle Loading Bay Any Day 7am-10am

Emesgate Lane, Silverdale, the east side, from a point 4 metres south of its junction with the Centreline of Bank House Lane for a distance of 18 metres in a southerly direction.

Schedule 10 – Goods Vehicle Loading Bay Any Day 7am-10.30am and 3.30pm-6.30pm

- a) Earl Street, Preston, the north side, from a point 10 metres west of its junction with the Centreline of Lancaster Road for a distance of 51 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 82 metres west of its junction with the Centreline of Lancaster Road for a distance of 17 metres in a westerly direction.

Schedule 11 – Good Vehicle Loading Bay Any Day 7am-6.30pm

Earl Street, Preston, the north side, from a point 65.5 metres west of its junction with the Centreline of Lancaster Road for a distance of 12 metres in a westerly direction.

Schedule 12 – Limited Waiting Parking Place 1 Hour No Return Within 2 Hours

Heatley Street, Preston, the south east side, from a point 20.5 metres south-west of its junction with the Centreline of Corporation Street, in a south-westerly direction, to a point 21 metres north-east of its junction with the Centreline of Ladywell Street.

Schedule 13 – Limited Waiting Parking Place 90 Minutes No Return Within 2 Hours

Monday-Saturday 8am-6pm

- a) The Crescent, Lytham St Annes, the south east side, from a point 37 metres south-west of its junction with the Centreline of St David's Road South for a distance of 68 metres in a south-westerly direction.
- b) The Crescent, Lytham St Annes, the south east side, from a point 118.2 metres south-west of its junction with the Centreline of St David's Road South, in a south-westerly direction to a point 11 metres north-east of its junction with the Centreline of St Andrew's Road South.

Schedule 14 – Disabled Person's Limited Waiting Parking Place 2 Hours No Return Within 2 Hours Any Day 10.30am-3.30pm

- a) Earl Street, Preston, the north side, from a point 10 metres west of its junction with the Centreline of Lancaster Road for a distance of 51 metres in a westerly direction.
- b) Earl Street, Preston, the north side, from a point 82 metres west of its junction with the Centreline of Lancaster Road for a distance of 17 metres in a westerly direction.

Schedule 15 – Disabled Person's Parking Place

- a) Chapel Walks, Kirkham, the north side, from a point 36.5 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.
- b) Chapel Walks, Kirkham, the south side, from a point 46 metres east of its junction with the Centreline of Freckleton Street for a distance of 6.6 metres in an easterly direction.
- c) East Beach, Lytham St Annes, the north side, from a point 51.5 metres east of its junction with the Centreline of St John's Street for a distance of 6.6 metres in an easterly direction.
- d) The Crescent, Lytham St Annes, the south east side, from a point 105 metres south-west of its junction with the Centreline of St David's Road South for a distance of 13.2 metres in a south-westerly direction.

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Highways**Part I**Electoral Division affected:
(All Divisions);**Lancashire County Council (Various Roads, The Whole of Lancashire) (Permit Parking Order Amendment No 1) Order 201***

(Appendices 'A' to 'G' refer)

Contact for further information:

Peter Bell, Tel: (01772) 536818, Regulation & Enforcement Manager – Highways and Transport,
peter.bell@lancashire.gov.uk**Executive Summary**

Further to the centralisation of the Residential Permit Scheme administration into the highways service, it is proposed to standardise the prices of permits across the county. Currently 11 of the 12 Lancashire districts have permit schemes within them with Preston and Lancaster also having 'pay & display' in the city centres.

The proposals contained within this report seek to move permits to a single price point and standardise the permit types available across the county to provide a fair and equitable service.

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 as detailed within this report and as set out in the draft order attached at Appendix 'A'

Background and Advice

Within Lancashire there are currently around 90 permit parking schemes in operation across 11 of the 12 districts. These schemes effect around 9000 properties. Furthermore there are on average over 3000 permits in circulation at any one time which are currently spread across 14 different price points for residents permits (£3 - £75) and where available business permits.

The purpose of this order is to standardise the price of permits across the county to a single price point of £25 per permit and ensure that all permit parking schemes are fair and equitable with regard to the purchase of permits. To support the wider drive

to encourage the use of Electric vehicles the council, for the first time, proposes to allow fully electric vehicles to be eligible for a parking permit free of charge.

The changes that will be made by this proposed order to permit parking throughout the county are as follows:

- All on street parking permits available from Lancashire County Council will be priced at £25. The cost of a permit is set to cover the cost of issuing and managing the permit scheme. Any surplus income from permit income contributes to the ongoing maintenance of the schemes themselves. This will include ensuring the signs and lines are kept to a standard that allows effective enforcement to be undertaken. This fee will be payable at the time of original issue and at any time that it is necessary to issue a replacement permit including when a resident changes their vehicle. All permits will be valid for a period of 12 months from the time of issue.
- The standardisation of the permit price will result in a price change for schemes in 5 of the 11 districts. Of the current annual permits for residents issued the largest increase in price will be £10.00 per permit with the largest price reduction being £50 (Visitor permits in Preston) A breakdown of all the changes are provide in Appendix B.
- The order does not alter the number of permits that any residents are entitled to request. However in Zones 'A' & 'B' in Lancaster the mix of permits is proposed to change. After informal consultation by the district and county councillors, the permitted allocation of up to three permits per eligible address has changed from one resident's (vehicle specific) and two visitor (non-vehicle specific) permits to two residents and one visitor permit. The number of permits that residents are able to request is set for each individual scheme and is dependent on the number of spaces are available within the scheme (Appendix C Proposed Changes to Permit Allocations).
- In Lancaster and South Ribble visitor permits are in the form of visitor cards that allow the resident to record a visitor's vehicle registration mark. In the case of Lancaster, two cards could be purchased at any one time with a system of "return and replace" for full cards running throughout the year at £3 for 30 visits. In South Ribble the cards permitted the visitor to park for up to 4 hours within the schemes. The proposed order will replace the visitor's cards with annual visitor's permits that will be similar in format to the residents permit (Appendices D, E, F, and G).
- The proposed order will remove the option to purchase either landlord or carers permits. Traders will have the option of being able to pay a fee of £5 per day for a dispensation to allow parking in any residents parking bay. This is to allow work to be completed on a property where the resident has insufficient visitor permits to allow the necessary associated parking.
- Furthermore as the issuing of a business permit does not require any significant extra administration these, where available, will also be standardised to £25 per permit. However, only businesses whose address is listed in the Order and only when the vehicle is integral to the running of the business and recorded as part of the business will be eligible for permits.
- The proposed Order will help promote the ownership of battery vehicles that are solely powered by electricity (BEV) by exempting these from paying the £25.00 residents permit administration fee. This exemption will not be extended to visitors with similar vehicles and will not include hybrid or plug in hybrid vehicles.

The changes in the proposed order will not affect all permit parking schemes as some have been under the county councils administration or have used systems based on the county councils systems previously. This includes those permit parking schemes in the districts of Fylde, Ribble Valley, West Lancashire, Burnley and Hyndburn.

The Order also proposes to increase the pay and display prices in Lancaster and Preston by 10p across all tariffs.

Bench Mark Comparison

The proposed cost of £25 per permit has been set to reflect the administration costs of running the schemes in accordance with the relevant legislation. Looking at the proposed charges they compare favourably with the charges that other similar neighbouring authorities have set to issue similar permits as set out below:

| LOCAL AUTHORITY | COST OF RESIDENT PERMIT | COST OF VISITOR PERMIT | COMMENTS |
|--------------------------------------|-------------------------|---------------------------------|-----------------------------|
| Lancashire County Council's proposal | £25.00 | £25.00 | |
| Blackburn with Darwin BC | £30.00 | £30.00 | |
| Blackpool Council | £12.50 | £12.50 | |
| Cheshire East Council | £60.00 / £75.00 | 50p - £1.00 per visit | |
| North Yorkshire Council | £30.00 | 20p per visit / £30 per year | |
| Rochdale MBC | £25.00 | £25.00 | 1 st Permit Free |
| Sefton MBC | £30.00 | £30.00 | |
| Stockport MBC | £31.00 | £32.37 | |

As the price of a permit is intended to cover the costs of administering the schemes, the charges will be kept in review and adjusted if necessary.

Consultations

Following a period of informal consultation, undertaken by Lancaster City Councillors a change in the allocation of permits has been proposed for the 2 Lancaster city centre zones A and B from the current 1 Resident permit and 2 visitor cards to 2 Resident permits and 1 annual Visitor permits.

Formal consultation on the proposals was carried out between 14th May 2019 and the 14th June 2019 and advertised in the local press. Notices were displayed on site for all the pay and display areas and letters were sent to all eligible properties within the current Resident Permit Zones that are affected by this proposal. 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 Resident Permit Zones as no material change to the restrictions as currently indicated on site are proposed.

During the consultation period 147 objections along with 39 queries, comments and messages of support were received in response to this proposals. With the high

number of communications these have been summarised by district so that they can be better assessed.

Objections by District

Burnley Objections

Two town councils within the Burnley District made objections to the proposal on the grounds that they believed that residents would be required to pay for permits when parking is currently free.

Response

Neither of the areas identified have residents parking schemes in place, it is therefore a misunderstanding of the consultation as the residents of these areas will not be affected by this order.

Chorley

Thirteen objections were received from the Chorley area, some of the communications covered more than one point and these can be grouped into four basic concerns.

1. The reduction of the price of business permit from £220.00pa to £25.00pa and that by making such a significant price cut the number of applications by businesses will increase significantly placing pressure on residents parking areas that are already heavily subscribed.
2. The changes will cause an increase in the cost of a permit when there is already a problem in finding a parking place. This problem is compounded with the lack of enforcement of the schemes.
3. In Chorley there is no option to purchase a visitor permit. This is especially difficult for residents who do not have a car. The objectors request that provision is provided for visitors to properties within the residents only parking zones.
4. With the pressure on some of the Chorley parking schemes residents say that they have been forced to use pay and display car parks when they have paid for a residents parking permit and have requested that individuals in this situation should be allowed to park in these areas free of charge.

Response

As previously noted the cost of a permit is intended to cover the administrative cost of issuing and managing the permit scheme. The issuing of a business permit does not require any significant extra administration therefore a separate price point is not required. Only businesses that are eligible for permits, by having their address listed in the Order will be eligible for permits. Checks will be undertaken to ensure that the vehicle is being used in conjunction with the business prior to a permit being issued. The council will ensure that residents' schemes are not compromised through the issuing of business permits which will remain limited to 2 per business address as before.

The standardisation of permit costs will see an increase of £10 for the first permit but also a decrease of £10 for the second permit, so whilst single permit purchasers will

see an increase in cost, the price of two permits will remain at a total of £50. Regular enforcement of schemes is undertaken but the council will note the comments and act upon them accordingly.

The proposed order is not looking to change the allocation of permits that are permitted in any given zone. Every scheme has been carefully considered, including the location of bays, times of operation, permits available, at the time of introduction. Each scheme therefore results in different allocation levels.

Residents parking schemes seek to remove the external influence of other cars in an area, for example town centre workers, football fans or hospital staff/visitors. They do not guarantee a parking space for a permit holder. There is a finite amount of kerbside space that is often exceeded by the number of vehicles owned by residents in an area. By removing the external influences from the area it increases the likelihood of permit holders being able to park, in the same way that they would if there wasn't a nearby town centre or other parking generator.

Permits issued in respect of 'Resident Parking Schemes' are for use on the public highway in corresponding dedicated 'Permit Holder' parking bays. As with most town centres, the off-street car parks are either owned and managed by the district council or private contractors. As such the county council do not have the authority to authorise that these permits to be honoured in the car parks.

Lancaster Objections

The Lancaster city council area, which includes Lancaster and Morecambe received over 120 objections and comments, many covering more than one point. The main points can be summarised as follows.

1. Objection to the loss of the card based visitor pass being replaced by a visitor permit in the same format as a residents permit. The objections stated that the new permits would be more expensive for residents that only had very few visitors every year, that it was more difficult to police against misuse including using visitor permits as residents permits or residents selling visitor permits on to commuters who would use the passes for cheap daytime parking and the fact that the houses will be limited to the allotted number of visitor passes as indicated in the proposed order.
2. That the order indicated that houses had the opportunity to purchase large numbers of residents permits. These vary from complaints that some houses can have two residents' permits where only one permit would be more suitable on to objections that some zones have the opportunity to buy unlimited numbers of resident's permits. There were claims that where unlimited numbers were allowed this has to be viewed against an increase of houses of multiple occupation developed to house students and that this is encouraging students to bring their vehicles to Lancaster. The unlimited passes are putting increased pressure on the limited available space within the residents parking zones.
3. Many objected to the fact that the order will remove the carers' permits indicating that these were necessary to ensure that these teams could spend their limited time providing the help to their clients rather than time sorting out the parking along with collecting and returning visitor permits.
4. There were objections that a resident's pass was for a specific vehicle and should a car be changed then the resident would be charged for a new permit

rather than just getting a free issue of a permit with the new registration number.

5. Some of the objections were that owners of electrical vehicles would get their permit without having to pay the administration fee claiming that they would not be able to charge their vehicles in the residents only bays and that they are still taking up parking spaces. This should be set against one comment that actually supported this exemption.
6. Objection that traders would be able to use residents only bays. These included those that would park with a visitors permit or those that chose to pay the £5 per day fee. In contrast there were comments supporting the possibility to buy permission to park whilst working on properties.

In addition to the grouped objections there were comments that the operation was a fund raising scheme by the county council, and that it was wrong that Lancashire County Council had taken over the scheme when it was working well under Lancaster City Council. There were complaints about the lack of evening enforcement and suggestions that there should be a public meeting. Some of the comments wanted a definition of permit misuse and others suggested different schemes for managing visitor permits.

Response

The biggest number of objections were against the loss of the visitor card. The card provided the facility for a vehicle to park for up to a day for 10p. When the card had been used 10 (subsequently 30) times the resident was required to visit the city council to hand in the full card and purchase a new one. In the majority of zones residents were limited to 2 cards at any one time. The county council, as part of the centralisation of the permit administration has been able to exploit the efficiencies of scale when setting the permit price to £25. For example, this has resulted in a reduction of £15 for resident's permits in 6 zones in the Lancaster Area. Currently if a resident has more than 250 visitors in the year they will pay more than the proposed £25 annual visitor permit. The council do recognise that there will be residents who only have limited visitors in a year, however elsewhere in the county other districts have only had access to annual permits for several years. The council will not place an expiry date on the existing incomplete cards in circulation meaning that residents with a small turnover of visitors may not need to consider purchasing an annual visitors permit for several years.

Any permit that is issued in a residents parking area can be subject to attempted abuse, all permits are traceable back to the applicant and the council take abuse of the scheme very seriously, this can include the cancelling of a permit if required.

The objections to the number of permits that any household can purchase is outside the scope of this proposal. In Lancaster Zones 'A' & 'B', as noted previously the split of permits is proposed without changing the number of permits available. The level of available permits is set when a scheme is set up this should remain the same until there is significant changes. If there is a problem in an area due to an increase of the number of houses of multiple occupation then the order may be reviewed. Any proposals resulting from this review would require formal public consultation.

The residents only parking scheme requires that cars qualifying for a residents permit need to be registered to a qualifying address within the scheme. This will assist in preventing overloading of any scheme.

The proposal to remove carer's permits is part of the decision to ensure that all the schemes throughout the county are managed in the same way. Residents that have carers visiting them will need to ensure that they make their visitors permit available for them, as is the case in the rest of the county. It must also be noted that there are normally alternative areas for visitors to a zone to park, in central locations on or off street pay and display is available. In the outlying areas there is often more availability of unrestricted parking.

The cost of a permit is intended to cover the administrative cost of issuing and managing the permit scheme. A resident that changes a vehicle, therefore requiring a new permit is creating an administrative action for the council, which requires its cost to be covered. As the new permit has been paid for the new permit will be valid for a full 12 months.

Objections to owners of battery powered vehicles being exempt are again looking at the residents parking permit fee as a fee for parking. As this is an administration fee the county councils is using this as an incentive to encourage the take up of electric vehicles. The exemption is limited to vehicles that are solely powered by electricity and does not extend to hybrid or plugin hybrid vehicles. Furthermore the permit numbers remain unaffected as this permit is only a permit at no cost, not an extra permit for the respective household.

There is a need to permit traders to have access to residents' only parking bays to allow residents to have work completed on their homes. The proposed order will allow this to be completed in one of two ways, either by using a visitors permit or to purchase permission to park on a daily basis at a cost of £5.00 per day. It would be unreasonable to prevent such parking. The dispensation would need to be applied for online and the council will require evidence that it was necessary before granting permission. Similarly prolonged applications would be scrutinised such that it would not be available as contract parking provision.

Other points that were raised included objections to the administration of the scheme being moved to the county council. The management of the separate schemes has been brought in house to ensure that they are managed both fairly and equitably. The proposed order is not a fiscal measure and its intention is not to raise extra revenue but to promote consistency. This includes the management of visitor's permits.

Pendle Objections

A total of five objections were received from the residents of Pendle with the main objection being that the price of a permit rising from £17.00 to £25.00 at a time when parking was difficult due to poor enforcement of the schemes. One objector complained that they were only able to purchase one visitor permit and that this was not sufficient when the resident had carers calling.

Response

The cost of a permit is intended to cover the administrative cost of issuing and managing the permit scheme across the County. With any standardisation in price there will be schemes that see increases, whilst others will see a reduction. The schemes in Pendle have historically not covered the costs of administration with the

permit income and if the schemes are felt to be ineffective it is possible to request their removal.

Enforcement is only as good as the intelligence that the service have on where problems are, it is not possible to deploy officers to all places at all times, if customers contact the service with enforcement issues then the council will respond to these areas of issue.

Preston Objections

Two objections were received from the Preston area, one was concerned that the proposed order did not allow for Landlords permits as these were necessary to allow the maintenance of rented accommodation. The second objection was concerned that the present limit of two permits for each residence is not sufficient, especially when many of the properties were large and have now become subdivided.

Response

Landlords, when attending one of their properties, are no different to visitors to any other residence. If the property is vacant and work is being undertaken on the property the option to apply for a dispensation is available (£5 per day). As existing solutions to these two options are available for landlords the need for a specific permit is no longer necessary. The permit is also not currently available in any other district and as part of the standardisation of the permit scheme Preston is being brought into line with the rest of the county.

The proposed order is not looking to change the number of permits that any given property can apply for. This number has had to be set on a scheme by scheme basis dependant on the number of properties in the scheme and the available parking that has been reserved for residents parking.

Ribble Valley Objections

There was only one objection received from Ribble Valley, this was from a resident that objected to the scheme changing.

Response

The proposed order does not contain any elements that will change either the extent or the management of Residents Only Parking with in the Ribble Valley District as the cost of permits are presently set at £25.

South Ribble Objections

There was one objection from a resident against the proposed replacement of the £5 visitor permit book (providing 20 x 4 hour visits) with an annual permit costing £25.00 for a full year. There has been an interim measure implemented whilst the county has been taking over this service where residents could purchase an annual visitor pass for just £5.00. The objector is not averse to paying £25 for the resident permit but feels that it is unfair that they are limited to one permit when areas of Morecambe have no restriction in the number of resident's permits that they can purchase.

Comments were also received from residents that don't object to the increase, however like other residents in the street, they struggle to park and would like the council to look into making Meadow Street Resident Permit Holders Only like other street in Leyland instead of the current mixed Permit Holders and Limited Waiting Bays. They suggest that this would not have an impact on shoppers parking in Leyland as there are 3 large car parks (King Street, Leyland Market and Churchill Way) very close to Meadow Street that are hardly ever quarter full and it is only pence to park on them.

Response

The cost of a permit is intended to cover the administrative cost of issuing and managing the permit scheme across the County. During the period between the county bringing the administration in house and the conclusion of this review the county issued annual visitor permits for £5. This was to allow residents access to visitor permits during the transition as the county council do not have a counter service to support the replacement of the visitor permit books.

With regard to the number of permits available for any given property, this is set based on the number of properties within any scheme and the length of bays available to that scheme. This proposal has not looked to change the number of permits available in any given scheme.

The request to alter the type of restriction in Meadow Street is outside the scope of this proposal. Consideration of both residents and businesses is taken at the time of implementing the restrictions.

West Lancashire Objections

One objector indicates that they object to paying for permits, considering that permits should be free and the cost of the scheme met by the funds raised from the penalty notices issued. The objector is also concerned that there are a number of elderly residents on the road who, due to their medical needs, require more than one visitor at a time.

Response

The fee of £25 is intended to cover the administration costs involved in administering the scheme.

The proposed order does not look to change the number of permits that are issued in any zone. The number of permits and the type of permits that are allowed is set when a zone is first introduced and is dependent on the spaces available compared with the number of properties included in the scheme.

General Objections

Two general objections were received with regard to the proposed order. It was not possible to allocate these to any particular district as insufficient information was included with regard to an address. The objections covered the increase in charges and that they considered the proposals to be unfair.

Response

The aim of the proposed order is to make the approach to Residents Parking permits uniform across all districts in that all permits will be charged at the same price set at a level intended to cover the necessary administration. The order proposes to ensure that a fair, consistent and efficient approach is taken towards issuing visitor permits to enable the schemes to operate correctly.

The changes are necessary as the management of all residents parking schemes is now being undertaken by the county council rather than some being completed by the districts. It is important that as the county council is covering all of this work it is charged consistently.

Fylde, Hyndburn or Rossendale Districts Objections

No Objections were received from the Fylde, Hyndburn or Rossendale Districts.

Implications:

This item has the following implications, as indicated:

Financial

It is expected that standardising the price of the residents parking permits will have a cost neutral impact on the budget and will create a consistent and fair approach across the county. It will also help to keep the administration costs associated with the management of the scheme to a minimum which in turn will mean that parking permit fees will remain as low as possible.

Risk management

The proposed order allows for all areas to be managed equally across the county. Failure to accept the proposed order would leave the council open to challenge in that the cost to individuals would depend on the location of the scheme. In addition to this the present system of issuing visitor permits via a card has been found to be open to abuse causing problems in certain areas.

Legal

If approved, this proposal will provide consistency in the pricing of on street parking permits throughout Lancashire. A decision to retain the current pricing structure may leave the council at risk of legal action because the administrative processes are now the same from district to district and as such, the cost of permits should be as consistent. The powers of local authorities to make charges for parking cannot be used simply to generate a surplus. It is considered that £25 per permit is a suitable charge.

Income and expenditure related to designated parking places is governed by the provisions of section 55 of the Road Traffic Regulation Act 1984, with which this proposal would comply.

List of Background Papers

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

None

Reason for inclusion in Part II, if appropriate

N/A

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL

(VARIOUS ROADS, THE WHOLE OF LANCASHIRE) (PERMIT PARKING ORDER AMENDMENT NO 1)) ORDER 201*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 45 and 46 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 in accordance with Part III of Schedule 9 to the Act, hereby make the following Order: -

1. Amendments

- a) Article 3 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 1 of this Order.
- b) Schedule 2 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 2 of this Order.
- c) Schedule 3 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 3 of this Order.
- d) Schedule 4 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 4 of this Order.
- e) Schedule 5 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 5 of this Order.
- f) Schedule 6 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 6 of this Order.
- g) Schedule 7 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 7 of this Order.
- h) Schedule 8 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 8 of this Order.
- i) Schedule 9 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 9 of this Order.
- j) Schedule 10 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 10 of this Order.
- k) Schedule 11 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 11 of this Order.
- l) Schedule 12 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 12 of this Order.
- m) Schedule 13 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 13 of this Order.
- n) Schedule 14 of the "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 14 of this Order.
- o) The "Lancashire County Council (The Whole of Lancashire) (Revocation and Designation of On Street Parking Charges) Order 2015" is hereby amended as is set out in Schedule 15 of this Order.

2. Commencement of Order

This Order shall come into force on the ***** and may be cited as the "Lancashire County Council (Various Roads, The Whole Of Lancashire) (Permit Parking Order Amendment No 1)) Order 201*".

Dated this ** day of ***.

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 1 - Amendment (1)

Insert 'and Schedule 14' after 'Schedules 2 to 11 (inclusively)' so that the Article now reads "as set out in Schedules 2 to 11 (inclusively) and Schedule 14 of this Order".

Schedule 2 – Amendment (2)

Remove all information in Schedule 2 and replace it with the table below:

| Zone | Residents Permits | | Visitor Permits | |
|------------------|-------------------|-----------------------|-----------------|-----------------------|
| Lancaster | Cost | Maximum per household | Cost | Maximum per household |
| A, B | £25 | 2 | £25 | 1 |
| C, D, E, F, G, J | £25 | Unlimited | £25 | 2 |
| H, I | £25 | 2 | £25 | 2 |

| Zone | Residents Permits | | Visitor Permits | |
|------------|-------------------|-----------------------|-----------------|-----------------------|
| Morecambe | Cost | Maximum per household | Cost | Maximum per household |
| N, O, P, R | £25 | Unlimited | £25 | 2 |
| Q | £25 | unlimited | NOT AVAILABLE | |

Schedule 3 – Amendment (3)

Remove all information in Schedule 3 and replace it with the table below:

| Ribble Valley | Residents Parking Permit Fees (All Zones) | |
|---------------|---|-----------------------|
| | Cost | Maximum per household |
| | £25 | 1 |

Schedule 4 – Amendment (4)

Remove all information in Schedule 4 and replace it with the table below:

| Fylde | Residents Permits (All Zones) | | Visitor Permits (All Zones) | | Business Permits (All Zones) | | Doctors Permits | |
|-------|-------------------------------|-----------------------|-----------------------------|-----------------------|------------------------------|----------------------|-----------------|-----------------|
| | Cost | Maximum per household | Cost | Maximum per household | Cost | Maximum per Business | Cost | Maximum per bay |
| | £25 | 2 | £25 | 2 | £25 | 2 | £25 | 2 |

Schedule 5 – Amendment (5)

Remove all information in Schedule 5 and replace it with the table below:

| Preston | Residents Permits (all Zones) | | Visitor Permits (All Zones) | | Business Permits (All Zones) | | Doctors Permits | |
|---------|-------------------------------|-----------------------|-----------------------------|-----------------------|------------------------------|----------------------|-----------------|-----------------|
| | Cost | Maximum per household | Cost | Maximum per household | Cost | Maximum per Business | Cost | Maximum per bay |
| | £25 | 2 | £25 | 2 | £25 | 1 | £25 | 2 |

Schedule 6 – Amendment (6)

Remove all information in Schedule 6 and replace it with the table below:

| South Ribble | Residents Permits (All Zones) | | Visitor Permits (All Zones) | |
|--------------|-------------------------------|-----------------------|-----------------------------|-----------------------|
| | Cost | Maximum per household | Cost | Maximum per household |
| | £25 | 1 | £25 | 1 |

Schedule 7 – Amendment (7)

Remove all information in Schedule 7 and replace it with the table below:

| West Lancashire | Residents Permits (All Zones) | | Visitor Permits (All Zones) | |
|-----------------|-------------------------------|-----------------------|-----------------------------|-----------------------|
| | Cost | Maximum per household | Cost | Maximum per household |
| | £25 | 1 | £25 | 1 |

Schedule 8 – Amendment (8)

Remove all information in Schedule 8 and replace it with the table below:

| Chorley | Residents Permits (All Zones) | | Business Permits (All Zones) | |
|---------|-------------------------------|-----------------------|------------------------------|----------------------|
| | Cost | Maximum per household | Cost | Maximum per business |
| | £25 | 2 | £25 | 2 |

Schedule 9 – Amendment (9)

Remove all information in Schedule 9 and replace it with the table below:

| Hyndburn | Residents Permits (All Zones) | | Visitor Permits (All Zones) | |
|----------|-------------------------------|-----------------------|-----------------------------|-----------------------|
| | Cost | Maximum per household | Cost | Maximum per household |
| | £25 | 1 | £25 | 1 |

Schedule 10 – Amendment (10)

Remove all information in Schedule 10 and replace it with the table below:

| Burnley | Residents Permits (All Zones) | | Visitor Permits (All Zones) | | Business Permits (All Zones) | |
|---------|-------------------------------|-----------------------|-----------------------------|-----------------------|------------------------------|----------------------|
| | Cost | Maximum per household | Cost | Maximum per household | Cost | Maximum per business |
| | £25 | 2 | £25 | 2 | £25 | 2 |

Schedule 11 – Amendment (11)

Remove all information in Schedule 11 and replace it with the table below:

| Pendle | Residents Permits (All Zones) | | Visitor Permits (All Zones) | | Business Permits (Zones BF1 and C3 only) | |
|--------|-------------------------------|-----------------------|-----------------------------|-----------------------|--|-------------------------------------|
| | Cost | Maximum per household | Cost | Maximum per household | Cost | Maximum per business |
| | £25 | 4 | £25 | 1 | £25 | Zone BF1 – Max 1 Zone C3 – Max 2 |

Schedule 12 – Amendment (12)

Remove all information in Schedule 12 and replace it with the table below:

| | | |
|---|---------------|-------|
| Lancaster Pay and Display | | |
| | | |
| Castle Hill | Up to ½ hour | £0.80 |
| | | |
| Dalton Square, Church St, Friar St, Marton St, New Rd, Penny St | Up to ½ hour | £0.80 |
| | Up to 1 hour | £1.50 |
| | | |
| Robert St, Quarry Rd, George St | Up to 1 hour | £1.50 |
| | | |
| High St, Queen St, Phoenix St, St Mary's Parade | Up to 1 hour | £1.50 |
| | Up to 2 hours | £2.40 |

Schedule 13 – Amendment (13)

Remove all information in Schedule 13 and replace it with the table below:

| | | |
|--|--------------|-------|
| Preston Pay and Display | | |
| | | |
| Avenham St, Winckley Square North, Winckley Square East, Winckley Square South, Starkie St, Mount St, Charnley St, St Wilfred St | Up to ½ hour | £0.80 |
| | Up to 1 hour | £1.50 |

Schedule 14 – Amendment (14)

Remove all information in Schedule 14 and replace it with the table below:

| Rossendale | Residents Permits (All Zones) | | Visitor Permits (All Zones) | |
|------------|-------------------------------|-----------------------|-----------------------------|-----------------------|
| | Cost | Maximum per household | Cost | Maximum per household |
| | £25 | 1 | £25 | 1 |

Schedule 15 – Amendments (15)

- a) Insert Schedule "3A Exemptions for Disabled Person's Vehicles" into that Order.
- b) Amend the newly inserted Schedule 3A to that Order to insert the text quoted below:
"Any resident applying for a Resident's Permit who holds a valid disabled person's badge shall be exempt from the fee referred."
- c) Insert Schedule "3B Exemptions for Electric Vehicles" into that Order.
- d) Amend the newly inserted Schedule 3B to that Order to insert the text quoted below:
"Any resident applying for a Resident's Permit who is the owner of a Battery Electric Vehicle (BEV) will be exempt from the fee referred."
- e) Insert Schedule "3C Dispensations" into that Order.
- f) Amend the newly inserted Schedule 3C to that Order to insert the text quoted below:
"Dispensations are available to Tradespersons for any Permit Bay within any Area at a cost of £5 per day."
- g) Insert Schedule "3D Replacement Permits" into that Order.
- h) Amend the newly inserted Schedule 3D to that Order to insert the text quoted below:
"Replacement Permits and permits required as a result of a change in vehicle ownership will require an application for a new permit. The full permit charge will apply but the new permit will be valid for a further 12 months from date of issue."
- i) Insert Schedule "3E Withdrawal of Permit" into that Order.
- j) Amend the newly inserted Schedule 3E to that Order to insert the text quoted below:
"The Issuing Authority may, by notice in writing served on the Permit Holder at the address shown by the person on the application for the Parking Permit or at any other address believed to be that person's Place of Residence, withdraw a Parking Permit if it appears to the Issuing Authority that the Permit is being misused."
- k) Insert Schedule "3F Validity of Permit" into that Order;
- l) Amend the newly inserted Schedule 3F to that Order to insert the text quoted below:
"All permits are valid for 12 months from the date of issue."

Permit Price Comparisons

| District | Zone | Residents | | Visitors | |
|-----------------|------------|-----------|---------------|-------------------|-------|
| | | Before | After | Before | After |
| Burnley | | £25 | £25 | £25 | £25 |
| Chorley | 1st permit | £15 | £25 | N/A | N/A |
| | 2nd permit | £35 | £25 | N/A | N/A |
| | Business | £220 | £25 | N/A | N/A |
| Fylde | | £25 | £25 | N/A | N/A |
| Hyndburn | | £25 | £25 | £25 | £25 |
| Lancaster | A | £40 | £25 | £3 FOR 30 day | £25 |
| | B | £40 | £25 | £3 FOR 30 day | £25 |
| | C | £25 | £25 | £3 FOR 30 day | £25 |
| | D | £25 | £25 | £3 FOR 30 day | £25 |
| | E | £25 | £25 | £3 FOR 30 day | £25 |
| | F | £40 | £25 | £3 FOR 30 day | £25 |
| | G | £25 | £25 | £3 FOR 30 day | £25 |
| | H | £40 | £25 | £3 FOR 30 day | £25 |
| | I | £40 | £25 | £3 FOR 30 day | £25 |
| | J | £40 | £25 | £3 FOR 30 day | £25 |
| | N | £25 | £25 | £3 FOR 30 day | £25 |
| | O | £25 | £25 | £3 FOR 30 day | £25 |
| | P | £25 | £25 | £3 FOR 30 day | £25 |
| | Q | £15 | £25 | N/A | N/A |
| R | £25 | £25 | £3 FOR 30 day | £25 | |
| Pendle | | £17 | £25 | £17 | £25 |
| | Business | £32 | £25 | N/A | N/A |
| Preston | 1st permit | £29 | £25 | £75 | £25 |
| | 2nd permit | £45 | £25 | £75 | £25 |
| | Doctors | £42 | £25 | N/A | N/A |
| | Business | £125 | £25 | N/A | N/A |
| Ribble Valley | | £25 | £25 | N/A | N/A |
| Rossendale | | £25 | £25 | £25 | £25 |
| South Ribble | | £29 | £25 | 10x4hr (2 qty) £5 | £25 |
| West Lancashire | | £25 | £25 | £25 | £25 |

Pay and Display Price Comparisons

| Area | Road Name | On-Street Charge | | |
|--|--|------------------|---------|----------|
| | | Maximum Stay | Current | Proposed |
| LANCASTER | Castle Hill | Up to ½ hour | 70p | 80p |
| | | | | |
| | Dalton Square, Church Street, Friar Street, Marton Street, New Road, Penny Street | Up to ½ hour | 70p | 80p |
| | | Up to 1 hour | £1.40 | £1.50 |
| | | | | |
| | Robert Street, Quarry Road, George Street | Up to 1 hour | £1.40 | £1.50 |
| | | | | |
| High Street, Queen Street, Phoenix Street, St Mary's Parade | Up to 1 hour | £1.40 | £1.50 | |
| | Up to 2 hours | £2.30 | £2.40 | |
| | | | | |
| PRESTON | Avenham Street, Winckley Square North, Winckley Square East, Winckley Square South, Starkie Street, Mount Street, Charnley Street, St Wilfreds Street | Up to ½ hour | 70p | 80p |
| | | Up to 1 hour | £1.40 | £1.50 |

Appendix C

Results of informal consultation with Lancaster Zones H, I, J and F

| Table 1 | | | | |
|--|----|--------------------|----|-------------|
| ZONE H | | | | |
| 1 visitor permit | 25 | 71% | | |
| 2 visitor permits | 10 | 28% | | |
| TOTAL | 35 | 15% turnout | | |
| | | | | |
| ZONE I | | | | |
| 1 visitor permit | 13 | 54% | | |
| 2 visitor permits | 11 | 46% | | |
| TOTAL | 24 | 19% turnout | | |
| | | | | |
| ZONE J | | | | |
| 1 visitor permit | 49 | 57% | | |
| 2 visitor permits | 36 | 42% | | |
| TOTAL | 85 | 15% turnout | | |
| | | | | |
| ZONE F | | | | |
| Blank | 1 | Blank | 2 | |
| 1 visitor permit | 9 | Unlimited | 3 | |
| 2 visitor permits | 14 | 1 resident permit | 2 | |
| TOTAL | 24 | 2 resident permits | 16 | |
| | | 3 resident permits | 1 | |
| | | TOTAL | 24 | 13% turnout |
| | | | | |
| OTHER COMMENTS/SUGGESTIONS | | | | |
| Maximum of 3 permits per household in either 2+1 or 1+2 configuration - is this technically possible? | | | | |
| Having only 1 visitor permit will be a big problem for people with carers if carer permits are removed | | | | |
| What is likely timescale for revisiting permit allocations if problems ensue? | | | | |

Valid for ten uses only. For each parking period write clearly in boxes provided DATE and VEHICLE REGISTRATION
Use new line for each parking period. The card must be clearly displayed.
For full instructions see over.



RESIDENTS VISITOR CARD

ZONE

No. 019112

Day Month Year
10 04 10
Registration Number
PN56 ABC

Example
Each line is valid for up to one calendar day.

| Day | Month | Year | Registration Number |
|----------|-------|------|---------------------|
| Visit 1 | | | |
| Visit 2 | | | |
| Visit 3 | | | |
| Visit 4 | | | |
| Visit 5 | | | |
| Visit 6 | | | |
| Visit 7 | | | |
| Visit 8 | | | |
| Visit 9 | | | |
| Visit 10 | | | |

Appendix D

RESIDENTS PARKING SCHEME



No. 001582



Visit Day Month Year Registration Number

Example.

10 04 10

PN56 ABC

Each line is valid for up to one calendar day.

| Visit | Day | Month | Year | Registration Number | Visit | Day | Month | Year | Registration Number |
|-------|-----|-------|------|---------------------|-------|-----|-------|------|---------------------|
| 1 | | | | | 16 | | | | |
| 2 | | | | | 17 | | | | |
| 3 | | | | | 18 | | | | |
| 4 | | | | | 19 | | | | |
| 5 | | | | | 20 | | | | |
| 6 | | | | | 21 | | | | |
| 7 | | | | | 22 | | | | |
| 8 | | | | | 23 | | | | |
| 9 | | | | | 24 | | | | |
| 10 | | | | | 25 | | | | |
| 11 | | | | | 26 | | | | |
| 12 | | | | | 27 | | | | |
| 13 | | | | | 28 | | | | |
| 14 | | | | | 29 | | | | |
| 15 | | | | | 30 | | | | |

On arrival scratch out Day, Date, Month, Hour, Minute (in next five minutes) to expose the numbers. Do not scratch out the numbers in the position inside the vehicle so that they can be seen from outside the vehicle. For full instructions and conditions see over.



Visitor Parking Permit

| | | | | | |
|-----|-----|-----|------|------|-------|
| DAY | Mon | Tue | Wed | Thur | 37821 |
| | Fri | Sat | ZONE | | |

| | | | | | | | | |
|------|----|----|----|----|----|----|----|----|
| DATE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

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|-------|-----|-----|-----|-----|-----|-----|
| MONTH | JAN | FEB | MAR | APR | MAY | JUN |
| | JUL | AUG | SEP | OCT | NOV | DEC |

| | | | | |
|-------------------------------|---|----|----|----|
| ARRIVAL TIME AT PARKING PLACE | 9 | 10 | 11 | 12 |
| | 1 | 2 | 3 | 4 |

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|--------|---|----|----|----|
| MINUTE | 0 | 15 | 30 | 45 |
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VALID FOR FOUR HOURS.
 THIS PERMIT CAN ONLY BE USED
 FOR PARKING IN THE ABOVE MARKED
RESIDENTS PARKING ZONE





XXXXXXX

XXXXXXXXXXXX
XXXXXXXXXXXX
XXXXXXXXXXXX

Phone: 0300 123 6713
Email: parking@lancashire.gov.uk
Our ref: VPR-15K649XX
Date: 13/03/2017

Dear xxxxxxxxxxxx

PARKING PERMIT

Attached to this letter is your visitor permit which is perforated for ease of detachment. Please remove the permit and display in your vehicle as per the instructions on the reverse.

Please take the time to read the conditions of use on the reverse of the permit as a penalty charge notice may be issued if you fail to display or do not correctly display the permit in your vehicle.

The permit is valid for use only in the signed 'Preston Zone DD1 ' Permit Bays/Areas.

PLEASE NOTE: - RENEWAL REMINDERS WILL NOT BE SENT. Please apply for your renewal at least 7 working days prior to expiry, please visit www.lancashire.gov.uk/parking

If your permit requires replacing for any reason please note that a new application will be required and the full charge will be applicable.

Your user name is: xxxxxxxx In the event of losing your password you must click forgot password.

Yours sincerely

Peter Bell

Regulation & Enforcement Manager

Community Services

Lancashire County Council



Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Education, Quality and Performance**Part I**

Electoral Divisions affected:
 Brierfield & Nelson West;
 Burnley Central East; Burnley
 Central West; Burnley North
 East; Burnley Rural; Burnley
 South West; Mid Rossendale;
 Nelson East; Pendle Central;
 Pendle Rural; Rossendale
 East; Rossendale West;

Future Viability of Thomas Whitham Sixth Form

(Appendices 'A' and 'B' refer)

Contact for further information:

Paul Duckworth, Tel: 01772 516166, Head of Service – Education, Quality and Performance
 (Acting)

paul.duckworth@lancashire.gov.uk

Executive Summary

The purpose of this report is to seek approval to undertake a formal consultation on the future viability of Thomas Whitham Sixth Form, Burnley. The report proposes a stage 1 consultation, to review the future viability of the school, due to concerns about the school's financial deficit position and the number of students accessing the provision, as requested by the school's governing body. The report identifies various factors being considered as part of the viability review, and sets out the process to be followed in relation to the stage 1 consultation process.

Recommendation

Cabinet is asked to:

- (i) Consider the information in this report.
- (ii) Approve the proposal that a stage 1 consultation be undertaken, starting in September 2019, to inform the viability review of Thomas Whitham Sixth Form, Burnley.

Background and Advice

Thomas Whitham Sixth Form is a stand-alone 16-18 school which opened in 2006, as a result of the Building Schools for the Future programme taking place in Burnley, and is housed within a Private Finance Initiative building on Barden Lane in Burnley. The school was intended to be the sixth form provision for five 11-16 secondary schools in the area, with the sixth form being a natural progression route for young people once they left year 11. The school's facilities and staffing were based on a cohort of 600 students and the staffing was, in part, from the five secondary schools.

Since it opened, the school has been judged as 'Good' at every OfSTED inspection. The last full inspection took place in July 2011 and the school was judged as 'Good'. OfSTED undertook a short inspection of the school in March 2016, and determined that the school continues to be judged as 'Good'. The short inspection acknowledged that the school had been through 'a period of considerable uncertainty and turbulence', but that there was a 'positive and exciting vision for the future' and 'the leadership team has maintained the good quality of education in the school'.

The school's 2018/19 funding allocation from the Education and Skills Funding Agency is based on 104 16-18 year old students, and their allocation for 2019/20 is based on 139. Based on the Education and Skills Funding Agency's lagged funding model for 16-18 provision, this shows that the school has seen growth amounting to 35 students during the 2018/19 academic year, and forms the basis of their 2019/20 funding allocation. More information on the 16-18 funding methodology is set out at Appendix 'A'.

The significant majority of students attending Thomas Whitham Sixth Form are from the Burnley and Pendle districts. Within these districts, there are three mainstream 16-18 Education and Skills Funding Agency funded providers, including the school. The other two providers are general further education colleges which are both judged as 'Outstanding' by OfSTED.

The school's financial position has been in steady decline for a number of years but there has been a rapid increase in the cumulative deficit since 2017/18.

Despite the efforts of the school and with the support of the local authority, Thomas Whitham Sixth Form has not been able to increase its student numbers, and their funding allocations have reduced as a result of this. The school is operating significantly below its capacity and this, coupled with Private Finance Initiative costs and reduced funding, has led the governing body to request that the local authority undertakes an assessment of its future viability. The letter from the Chair of Governors is set out at Appendix 'B'.

Key Factors for Consideration

A number of key factors have been taken into consideration in relation to this viability review and these are: educational standards; inspection outcome; student numbers and population projections; and financial viability. Further detail on these key factors are set out at Appendix 'A'.

Proposed Process and Timeline

A broad timeline, which is subject to change, for the viability review of the school to take place is set out below:

| Action | Start |
|--|-------------------------|
| Cabinet approval to consult | 5 September 2019 |
| Stage 1 Consultation | During Autumn term 2019 |
| Report back on consultation and Cabinet decision whether to publish Statutory Notice on the future viability of the school | December 2019 |
| IF REQUIRED | |
| Stage 2 and 3 Publication of Statutory Notice and representation period | January/February 2020 |
| Stage 4 Decision | April 2020 |
| Stage 5 Implementation | 31 August 2020 |

Conclusion

As can be seen from the information in Appendix 'A', the status quo position is untenable given the financial position of the school and their student numbers. The school has had concerns about its future viability for a number of years and has had support from the local authority to implement a number of actions, such as commissioning an independent external review of future options in 2013 and staffing support for the leadership team. The independent external review of future options concluded that there did not seem to be a way in which Thomas Whitham Sixth Form could secure a long term future as an independent institution. The governors accepted this conclusion.

In 2014, the school explored the option of converting to academy status and joining a Multi Academy Trust but these plans were abandoned in 2015, with the budget deficit being a barrier under the due diligence process. The school explored the possibility of a federation partnership with a local school in 2017 but again, this did not proceed. It is likely that the nature of the Private Finance Initiative funding of the school building has deterred potential sponsors/partners.

Consultations

Following a review of their financial position and projected student numbers for 2019/20, as well as the recent resignation of the Principal, the Governing Body wrote to the local authority in July 2019, asking that the authority consults on the future viability of the school. The letter is set out at Appendix 'B'. This report is requesting approval for a stage 1 consultation to be undertaken to inform the viability review of the school.

Implications:

This item has the following implications, as indicated:

Risk Management

The authority has a statutory duty to secure sufficient and suitable education and training provision to meet the reasonable needs of all young people in their area. As part of the viability review, the authority will determine the alternative post 16 education and training options for young people in the Burnley and Pendle districts, as well as looking at the 16-18 population projections across these areas. This will help to determine the future demand for 16-18 places, and whether the provision available locally is sufficient and suitable to address this.

There are implications for staff employed in the school but the authority has experience in staff redeployment and retraining, and a good record in avoiding compulsory redundancies.

Financial Implications

As at 31 March 2019, the school held a cumulative deficit balance of £3.2m, which is forecast to increase by £1.0m in the current 2019/20 financial year, taking the overall cumulative deficit to £4.2m. The current three year forecast for the school indicates that this cumulative deficit is likely to exceed £6.3m by March 2020. As can be seen in Appendix 'A', the financial position of the school has been in steady decline over a number of years, with a rapid increase in the cumulative deficit since 2017/18.

If it is decided that a school is to be closed by an authority, any balance (whether surplus or deficit) reverts to the authority. The authority cannot transfer a closing balance to an individual school, even when that school is a successor to the closing school, except that a surplus or deficit transfers to an academy where a school converts to academy status under section 4(1)(a) of the Academies Act 2010.

The school premises, along with three other schools on the same site, were built as part of the Building Schools for the Future project that was funded via Private Finance Initiative. This means that there are risks associated with the financing of the current annual Private Finance Initiative contract and any PFI liability if the premises do not remain in use.

Equality and Cohesion

A full Equality Analysis will be completed and reported at the determination stage of the proposal.

List of Background Papers

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

Thomas Whitham Sixth Form

Key Factors for Consideration

This appendix sets out the key factors which have been taken into consideration in relation to this proposal.

Educational Standards

The March 2016 inspection feedback letter stated that 'the school has maintained, and in some cases improved on, previous good outcomes.'

The 2018 performance tables show the following:

- the progress made by students on A level, Academic and Applied General provision is average;
- the average point score (APS) per entry is below average for each type of provision;
- there has been a drop in retention, with A level and Academic retention being notably below average;
- the progress made by students in achieving a level 2 in English and/or maths is positive and is above both the Lancashire and national average; and
- the school's destination measure has dropped to 87%, which is below the national average of 89% and the Lancashire average of 90%.

However, whilst attainment has generally been below national standards over time, this reflects the nature of the intake and progress outcomes have consistently been good, particularly for disadvantaged students and in achieving level 2 passes in English and maths for students entering below this level. Lancashire County Council's School Improvement Service has never raised any substantive concerns over the quality of provision or outcomes, noting the valuable opportunity offered by the school, particularly for students in need of enhanced pastoral support and guidance.

Inspection Outcome

Since it opened, the school has been judged as 'Good' at every OfSTED inspection. The last full inspection of the school took place in July 2011 and was judged as 'Good'. OfSTED undertook a short inspection of the school in March 2016 and determined that the school continues to be judged as 'Good'. The short inspection acknowledged that the school had been through 'a period of considerable uncertainty and turbulence' but that there is a 'positive and exciting vision for the future' and 'the leadership team has maintained the good quality of education in the school'. Based on the inspection cycle, it is expected that the school will be inspected again during the 2019/20 academic year.

With regard to the inspection outcomes of the two 16-18 Education and Skills Funding Agency (ESFA) funded providers in the Burnley and Pendle areas, these are both judged by OfSTED to be 'Outstanding'.

Student Numbers and Population Projections

The school was created in 2006 and was designed for a cohort of 600 students. The school's first funding allocation from the Education Funding Agency, which has since become part of the ESFA, was based on 463 students. This is the highest number of students the school has been allocated over 14 years, showing that it has never reached its capacity of 600 students. Following the second highest student number allocation of 426 in 2012/13, the school has seen a reduction in student numbers each year up to the current figure of 104 in the 2018/19 academic year. Their funding allocation for 2019/20 is based on 139 students, showing that they have had a growth of 35 students during the 2018/19 academic year.

It must be noted that 16-18 provision is funded differently to secondary school places and that it is based on a lagged methodology. This means that the funding allocation for one academic year is based on the number of students recorded in the school's autumn census in the previous academic year. For example, the school's funding allocation for the 2018/19 academic year is based on 104 students, which means that their 2017 autumn census had 104 students recorded as being on roll in the sixth form. Their 2018 autumn census had 139 students recorded as being on roll in the sixth form, therefore their 2019/20 funding allocation is based on 139 students. Where a 16-18 provider enrolls more/fewer students than their allocation, their funding allocation is increased/reduced in the following year, hence being a lagged funding methodology.

Once the student numbers are determined, they are multiplied by a standard national funding rate to create the basis of the school's funding allocation. Additional funding factors are applied to the calculation to reflect the nature of the provision offer at the school, the prior attainment of the students, how well the school retains its students and whether the students are from a disadvantaged area. These are all based on a nationally consistent formula and they reflect the specific nature of the school, the provision it offers and the students it attracts. The number of students in the sixth form have been reducing year on year, meaning that the funding the school receives from the ESFA has also been reducing. More information about the school's funding allocations can be found in the Financial Viability section below.

From reviewing the participation data for the 2017/18 academic year, it can be seen that 97.1% of the students at the school are from Lancashire and this equates to 101 students. Two students (1.9%) are from Calderdale and one student (1.0%) is from Blackburn with Darwen. In terms of a comparison with 2016/17, the number of students from Lancashire accessing provision at the school has reduced by 53.

Of the 101 students from Lancashire at the school in 2017/18, 76.2% (77 students) were from Burnley, 20.8% (21 students) were from Pendle and 3.0% (three students) were from Rossendale. In terms of a comparison with 2016/17, the number of students from Burnley has reduced by 39 and the number from Pendle has reduced by 14.

Of all the young people from the Burnley and Pendle districts accessing school sixth form provision, the school is the 2nd most popular with 23.4% of students. Clitheroe

Royal Grammar School is the most popular school sixth form at 24.1%. With regard to all ESFA 16-18 funded provision, the school is the 5th choice amongst Burnley and Pendle young people. In terms of where young people from Burnley and Pendle are accessing post 16 provision which is funded by the ESFA, the breakdown is as follows: 40.3% chose to go to Nelson and Colne College; 38.0% chose Burnley College; 2.7% chose Craven College; 2.5% chose Clitheroe Royal Grammar School; and 2.4% chose Thomas Whitham Sixth Form. The remaining young people chose to study at 49 other providers.

In terms of future student numbers, the Office for National Statistics (ONS) 2016-based subnational population projections show that the number of 16-18 year olds in Burnley and Pendle are forecast to grow by 18.85% over the next 10 years to 2029, which equates to 1,125 young people. The more immediate projections show that the number of 16-18 year olds in Burnley and Pendle are forecast to grow by 7.44% over the next three years to 2022, which equates to 444 young people. Based on the school being the 5th most popular provider for young people from these districts, in 2017/18, they enrolled 1.6% of the Burnley and Pendle 16-18 year old population. When this proportion is applied to the population projections up to and including 2029, the highest number of young people is 114 in years 2026, 2027 and 2028, showing that the forecast growth does not equate to a significant increase in the number of students at the school. It must be noted that the population projections do not reflect the housebuilding taking place so the actual number of young people may be higher as a result.

In addition to the future growth in the 16-18 year old population, the number of pupils in secondary education should also be considered as these young people should progress into post 16 provision when they finish school.

Based on the January 2019 school census, there were 4,808 11-16 year old pupils on roll at a mainstream secondary school in Burnley. This is an increase of 11% in the last five years. The proportion of pupils admitted to a Burnley secondary school, as a proportion of pupils leaving Year 6 is 94.3%, which is an increase from 88.9% five years ago. Therefore, there is a larger proportion of pupils from Burnley primary schools progressing into Burnley secondary schools. There has also been an increase in the number of pupils in Burnley primary schools and this increase is moving through the year groups into the secondary schools.

With the current numbers on roll (NOR) at a mainstream secondary school in Burnley at 4,808, the projected numbers over the next five years, including the projected Year 11 pupil numbers, are shown in the table below:

Table 1: Projected Burnley Pupil Numbers

| Year | Projected NOR (without housing/ migration) | Projected NOR (with housing/ migration) (NB migration is currently more than offsetting the effect of housing) | Year 11 (without housing/migration) |
|-----------------|--|--|--|
| Current 2018/19 | 4,808 | | 845 |
| 2019/20 | 5,105 | 5,101 | 946 |
| 2020/21 | 5,284 | 5,258 | 1,011 |
| 2021/22 | 5,406 | 5,357 | 1,017 |
| 2022/23 | 5,488 | 5,420 | 1,037 |
| 2023/24 | 5,562 | 5,478 | 1,107 |

As can be seen from the table above, there is a projected increase of 15.7% in the total number of 11-16 year old pupils and a 31% increase in the number of Year 11 pupils over the next five years.

Similarly, in Pendle (where 20% of current pupils come from) pupil numbers are also rising over the foreseeable future, with projected year 11 cohort (without housing or migration) as follows:

| Year | Year 11 year group |
|-----------------|--------------------|
| Current 2018/19 | 845 |
| 2019/20 | 936 |
| 2020/21 | 1,006 |
| 2021/22 | 1,005 |
| 2022/23 | 1,014 |
| 2023/24 | 1,109 |

Therefore, projected 11-16 year old pupil numbers shows that there are more pupils in the local education system who may choose to progress to Thomas Whitham Sixth Form when they complete their secondary education.

Financial Viability

The school has been running a large deficit for a number of years. The table below sets out both the cumulative and annual deficit position. It is the conclusion of the School Finance function that this deficit is not recoverable and that the school is no longer financially viable.

Table 2: Financial Position of Thomas Whitham Sixth Form

| | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
|--------------------------------|------------|------------|------------|----------|----------|----------|
| ESFA Student Number Allocation | 379 | 359 | 244 | 157 | 104 | 139 |
| ESFA Funding Allocation | £1,774,878 | £1,698,341 | £1,134,632 | £719,297 | £508,357 | £645,439 |
| Annual Deficit Position | -£0.35M | -£0.13M | -£0.26M | -£0.68M | -£0.91M | -£1.03M |
| Cumulative Outturn Balances | -£1.31M | -£1.44M | -£1.70M | -£2.38M | -£3.29M | -£4.32M* |

*forecast

In addition to the table above, based on information supplied by the school, the School Finance function has forecast further annual deficit positions of -£0.96M for 2020/21 and -£1.04M for 2021/22 and cumulative deficit positions of -£5.28M for 2020/21 and -£6.32M for 2021/22.

The school premises, along with three other schools on the same site, were built as part of the Building Schools for the Future (BSF) project that was funded via Private Finance Initiative (PFI). This means that there are risks associated with the financing of the current annual PFI contract if the premises do not remain in use. This includes the ongoing PFI financial liability of that part of the site. A suitable alternative educational use will need to be secured to mitigate this liability. Work is on-going to identify the exact potential risk but this could run into several million pounds.

Appendix B

Thomas Whitham Sixth Form
Burnley Campus
Barden Lane
Burnley

BB10 1TD

Dear Ms Grant

The governing body of Thomas Whitham School held an Extraordinary meeting on 6th June to consider the resignation of the Principal. At the meeting the governing also looked at the financial position of the school and projected numbers for 2019/2020. Having considered these factors the Governors unanimously passed the following proposal.

“ this governing body, mindful of our financial predicament and projected numbers for 2019/2020, requests the Local Authority consult on the viability of Thomas Whitham Sixth Form”.

Having consulted with a Senior Advisor I am now forwarding to you our request.

Yours sincerely

Chair of Governors

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Libraries, Museums, Culture and Archives Service**Part I**

Electoral Division affected:
(All Divisions);

Mobile Library Service - Evaluation of Consultation Results

Contact for further information:

Ian Watson, Tel: 07833 483410, Libraries and Museums Manager,
ian.watson@lancashire.gov.uk

Executive Summary

This report summarises the results of the consultation over the future of the mobile library service and proposes ten criteria to be applied when planning the future delivery of the service.

Recommendations

Cabinet is asked to:

- (i) Approve the use of the ten criteria detailed in this report when planning the future of the mobile library service.
- (ii) Request a further report once public consultation has been conducted on the re-planned routes based on the ten criteria.

Background and Advice

Cabinet accepted a report on 17 January 2019 on the need to review the future of the Mobile Library Service and the Home Library Service. One of the three recommendations that were accepted was "Cabinet endorses the public consultation process for the future of the Mobile Library Service and requires a further report in mid-2019". The results of this consultation would then inform the criteria that Cabinet would be asked to agree when planning the future of the Mobile Library Service.

The consultation ran for eight weeks between 4 March 2019 and 28 April 2019. In total, 564 completed questionnaires were returned (441 paper questionnaire responses and 123 online questionnaire responses).

The analysis of the completed questionnaires was produced in June 2019.

Key findings:

1. Use of library services

- About four-fifths of respondents (82%) said that they use the mobile library service about every two or three weeks. A tenth of respondents (10%) said that they never use the mobile library service.
- About a quarter of respondents (26%) said that they visit a public library building in Lancashire about once a month or more. About a third of respondents (35%) said that they never visit a public library building in Lancashire.
- About a fifth of respondents (21%) said that they had used the Home Library Service in the last 12 months and about a sixth of respondents (17%) said that they had used the online library service in the last 12 months. About two-thirds of respondents (64%) said that they had not used the Home Library Service or the online library service in the last 12 months.
- About three quarters of respondents (73%) said that they don't think they are currently eligible for the Home Library Service.

2. The proposals for Lancashire County Council's mobile library service

- About two-thirds of respondents (68%) said that they agree with the proposal to standardise the frequency of visits to each mobile library stop from once every two or three weeks to once every three weeks.
- About four-fifths of respondents (81%) said that they agree with the proposal to change the minimum stopping time at each mobile library, increasing it from 10 minutes to 15 minutes.
- About two-fifths of respondents (39%) said that they agree with the proposal to remove the mobile library stops when they are within one mile of a public library building and about two-fifths (43%) said that they disagree with this proposal.
- A third of respondents (33%) agree with the proposal to merge some mobile stops when they serve the same community and over two-fifths of respondents (45%) disagree with this proposal.
- About three-quarters of respondents (74%) said that they agree with the proposal to remove mobile library stops that have not been used in the last six months and a tenth of respondents (10%) said that they disagree with this proposal.
- When asked what they think about our proposals for the mobile library and what, if anything, could be done differently respondents were most likely to respond with either a general positive comment about the service (42%), or say that some older/disabled people will struggle to borrow books (26%), or that the service is valuable to the community (25%), or that some people who live in rural areas will struggle to borrow books (24%).
- About a third of respondents (32%) said that they would not use the library service at all if their current mobile library stop was removed, three-tenths of

respondents (30%) said that they would use a Lancashire library building and about a quarter of respondents (27%) said that they would use the library service less often.

- When asked if they had any further comments to make about the mobile library service in Lancashire respondents were most likely to say that it's a valued community service (71%).

The following 10 criteria should be applied when planning the future of the Mobile Library Service in response to the results of the consultation:

- About two-thirds of respondents (68%) said that they agree with the proposal to standardise the frequency of visits to each mobile library stop from once every two or three weeks to once every three weeks.

Proposed criteria:

1. All mobile library stops will move to a three weekly frequency. Three mobile libraries already operate on a three-weekly frequency so this will mean that the two-weekly routes will be replaced with a three-weekly frequency. Standardising stops to a three-weekly frequency is also consistent with the hire period for books and audiobooks. Each mobile library will require one maintenance day every three weeks when there are no scheduled stops.

2. No mobile library routes will be scheduled between Christmas Eve to 1 January inclusive. This is existing practice on most of the current mobile library routes.

3. Mobile library routes will be maintained throughout the rest of each year whenever possible. This will be achieved by using other library staff or casual staff qualified to drive the vehicles when the regular Mobile Library Officers are unavailable. On occasions when this is not possible, agency drivers would cover drivers' holidays and other absences whenever possible. Current practice is that mobile libraries do not operate when each driver is on leave, which can be up to four weeks per year (excluding the Christmas and New Year period).

4. A mobile library vehicle will be held in reserve. This will provide a replacement should any one of the operational mobile libraries be off the road due to mechanical or other problems to maintain continuity of service whenever possible. This is in line with existing practice.

- About four-fifths of respondents (81%) said that they agree with the proposal to change the minimum stopping time at each mobile library, increasing it from ten minutes to fifteen minutes.

5. The minimum stop time will be fifteen minutes and this will be incorporated into the re-organisation of the mobile library routes.

- About two-fifths of respondents (39%) said that they agree with the proposal to remove the mobile library stops when they are within one mile of a public library building and about two-fifths (43%) said that they disagree with this proposal.

- 6. Existing mobile library stops will not be taken out when the routes are reorganised simply because of their proximity to a fixed library building. All such stops (as of September 2019) will be incorporated into the re-organisation of the mobile library routes.**
- 7. Requests for new stops within 0.75 miles (approximately a fifteen minute walking distance at an average walking speed) of a static library will not be accepted. Any members of the public requesting a stop within this radius will be contacted to see if they are eligible for the Home Library Service.**
- A third of respondents (33%) agree with the proposal to merge some mobile stops when they serve the same community and over two-fifths of respondents (45%) disagree with this proposal.
- 8. The mobile library will continue to make multiple stops within the same community where these are part of existing routes and these will be incorporated into the re-organisation of the mobile library routes.**
- About three-quarters of respondents (74%) said that they agree with the proposal to remove mobile library stops that have not been used in the last six months and a tenth of respondents (10%) said that they disagree with this proposal.
- 9. Any stop that is not used within six continuous months (approximately eight visits) will be discontinued.**
- When asked what they think about our proposals for the mobile library and what, if anything, could be done differently respondents were most likely to respond with either a general positive comment about the service (42%), or say some older/disabled people will struggle to borrow books (26%), or that the service is valuable to the community (25%), or that some people who live in rural areas will struggle to borrow books (24%).
- 10. There are a number of communities that are by-passed by current mobile library routes. The relevant parish council will be consulted about the desirability of scheduling a mobile library stop within their community.**
- About a third of respondents (32%) said that they would not use the library service at all if their current mobile library stop was removed, three-tenths of respondents (30%) said that they would use a Lancashire library building and about a quarter of respondents (27%) said that they would use the library service less often.
- Noted.**
- When asked if they had any further comments to make about the mobile library service in Lancashire respondents were most likely to say that it's a valued community service (71%).
- Noted.**

The ten criteria will be applied when planning the revised routes that the mobile libraries will use from April 2020. However, the public will be consulted over the new routes before they are finalised and adopted in 2020.

Implications:

This item has the following implications, as indicated:

Vehicles

There are currently seven mobile library vehicles of which six are used for the regular delivery of the service with one vehicle held in reserve to replace any vehicle that becomes unavailable. Cabinet has already agreed capital expenditure to replace the entire fleet of aging mobile library vehicles and the first three new mobile library vehicles will be delivered in late 2019. Moving the frequency of all the mobile library routes to three weekly will mean that only five rather than six vehicles are required for the regular delivery of the service with a sixth vehicle held in reserve. Therefore, a further three new mobile library vehicles will be brought into service in 2020.

The bases of the new mobile library vehicles will be reviewed as the new routes are planned but six of the existing seven bases would continue to be used.

Staffing

There are six full-time posts of Mobile Library Officers of which one post is currently vacant but temporarily filled until 31 March 2020. By moving to five mobile libraries delivering the service, the vacant post can be deleted when the new routes are introduced in 2020.

In order to comply with criteria three detailed above, casual or agency drivers would need to be brought in to cover drivers' holidays and other absences whenever possible. As the bases of the mobile library vehicles are reviewed, any changes to vehicle locations might require one or more posts to be re-located and appropriate staff consultation would be conducted.

Financial

The cost of the revised mobile library service would be contained within the existing revenue and capital budgets allocated for the mobile library service. There is the potential for realising savings by reducing the number of vehicles from seven to six. In addition, the staffing budget would reduce by moving from six to five full-time posts. This saving would offset the occasional cost of the use of casual drivers, to be used only when necessary to comply with criteria three detailed above.

Risk management

Legal

The mobile library service contributes to the overall offer and thus contributes to the council complying with the obligations of the Public Libraries and Museums Act 1964.

Equality Analysis

As all existing customers will continue to receive a Mobile Library Service and may be eligible to access the Home Library Service, no-one will lose access to the service. However, the proposed criteria relating to the minimum distance from a library for provision of a mobile library stop may have a disproportionate impact on some protected characteristics groups – e.g. older people or disabled people who have mobility difficulties who may find walking the proposed distances difficult. Whilst mitigation has been suggested via use of the Home Library Service, some borrowers could then lose the facility to browse and select books from a Mobile Library.

At this stage the proposal is to set out the criteria which will inform design of the new Mobile Library routes and service, so it is difficult to be specific about the potential impact. A detailed Equality Impact Assessment will be prepared to accompany the final proposal.

Personnel

As one of the six posts of Mobile Library Officer is filled temporarily until 31 March 2020, the number of posts can be reduced from six to five without any personnel issues. Any change to work location will require appropriate consultation with the staff involved.

List of Background Papers

| Paper | Date | Contact/Tel |
|--|-----------|---------------------------|
| <u>Mobile Library Service Consultation report – 2019</u> | June 2019 | Ian Watson 07833483410 |

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 5 September 2019

Report of the Head of Service - Libraries, Museums, Culture and Archives**Part I**

Electoral Division affected:
(All Divisions);

Strategy for Libraries, Museums, Culture and Archives 2019 - 2024

(Appendix 'A' refers)

Contact for further information:

Julie Bell, Tel: (01772) 536727, Head of Libraries, Museums, Culture and Archives
julie.bell@lancashire.gov.uk

Executive Summary

This report presents the new strategy for Libraries, Museums, Culture and Archives for 2019 - 2024.

Recommendation

Cabinet is asked to recommend that Full Council approves the strategy for Libraries, Museums, Culture and Archives 2019 - 2024.

Background and Advice

The Library, Museums, Culture and Archives strategy, set out at Appendix 'A', aims to provide direction on the delivery and promotion of the services for the next five years. It was identified that there was a need to promote the offer from the Library, Museums, Culture and Archives service to our communities and a range of stakeholders across Lancashire and nationally. The strategy clearly determines the offer from the service identified in four goals.

Enriching lives in Lancashire by –

- Offering community focused services which are well- resourced, accountable and creative for everyone, now and in the future.
- Creating quality digital opportunities for all.
- Providing a confident, competent and resilient workforce.
- Actively collaborating with a wide range of partners for mutual benefit.

It is important that the services within Library, Museums, Culture and Archives are as proactive as possible in engaging with our local communities to provide a vibrant

cultural experience, which creates a sense of place and celebrates Lancashire as a great county in which to work and live.

Consultations

Staff were widely consulted in developing this strategy. It was developed by a working group of staff who volunteered from teams across the services and from a range of grades. Colleagues from professional bodies have also been consulted.

Risk management

All aspects of this strategy are addressed within the Libraries, Museums, Culture and Archives risk register which is updated on a quarterly basis.

Finance

The cost of delivering the strategy will be contained within the current revenue budget and approved capital funded by borrowing. There will be no additional costs.

List of Background Papers

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

Our strategy for
Libraries,
Museums,
Culture and
Archives

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2019 - 2024



Appendix A

Our Vision

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

- This is the vision of the council and forms part of the county council's planning and performance framework. Libraries, Museums, Culture and Archives will fully contribute to the vision through the goals and objectives defined in this strategy.
- Libraries, Museums, Culture and Archives will, through our collections, venues, services and events, provide connections to our communities which create a sense of place and celebrate Lancashire as a great county in which to work and live.
- Connecting to our communities has many forms. We want to engage by sharing **knowledge** with our users, supporting creativity to develop a Lancashire that is a vibrant place to live, economically strong and resilient. We are passionate about creating more **digitally** aware citizens. We are the hub in many of our towns and villages. We create strong ties that promote opportunities for **partners**, organisations and individuals to give their time, resources and creativity to support active citizenship. Having a **workforce** that has the right support and training is the keystone that holds all our connections together to achieve this vision.
- The goals and objectives in this strategy will help us to deliver the vision of the council. Increasing awareness of the resources within our services will allow more communities and individuals to access them and fully exploit what there is on offer.

Our purpose

Enriching lives in Lancashire

- Libraries, Museums, Culture and Archives enrich people's lives in Lancashire every single day.
- Lancashire is rich in its heritage and culture, and our collections and venues reflect that diversity and uniqueness. Every day we have a positive impact on people's lives through the information we provide and the experiences we offer, virtually or face-to-face.
- Our purpose is to offer information, inspiration and connectedness, and to strive continually to create opportunities for our visitors and users as well as increasing access for those who may not already be engaged in culture. We want to encourage more individuals and communities to find out more about themselves and to fulfil their aspirations and celebrate their achievements so that they can support other people to do the same.
- We enrich lives in Lancashire and worldwide!



Our Values

Supportive

We support our customers and colleagues, recognising their contributions and making the best of their strengths to enable our communities to flourish.

Innovative

We deliver the best services we possibly can. We are always looking for creative ways to do things better, putting the customer at the heart of our thinking, and being ambitious and focused on how we can deliver the best services now and in the future.

Respectful

We treat colleagues, customers and partners with respect, listening to their views, empathising with them, and valuing their diverse needs and perspectives. We aim to be fair, open and honest in all that we do.

Collaborative

We listen to, engage with, learn from and work with colleagues, partners and customers to help achieve the best outcomes for everyone.

At a glance

The Libraries, Museums, Culture and Archives service:

- Libraries deliver statutory, frontline library, information and digital services to communities from 64 buildings, 6 mobile library vehicles and through a Home Library service. We offer an eBook lending service, and free public computers and Wi-Fi are available in all our buildings. A library service is delivered at 5 Lancashire prisons. The School Library service supplies subscription-based reading and library services to primary schools, special schools, nurseries and children's centres.
- Museums provide public access to, and engagement with 6 historic buildings, displaying collections and exhibitions illustrating Lancashire life; such as the Gillow furniture collection at Judges' Lodgings or the internationally recognised mills and working machinery at Queen Street and Helmshore.
- Heritage Learning team delivers award-winning curriculum-based Primary, Secondary, Further Education and Higher Education provision alongside wider heritage and cultural learning, both site-based and as outreach, as well as a range of creative partnership projects. The team also manages a wide-ranging loans scheme with a broad collection of original and replica artefacts for use in schools and other organisations.
- Conservation and Collections team comprising conservators, curators, technicians and designers provides specialist support to museums and heritage sites across Lancashire. It offers a paid service to organisations and individuals across the region.

- Support and Development teams based at County Hall provide business support and service development for all teams in Libraries, Museums, Culture and Archives, helping to enable delivery of their strategic programmes and the library offers for culture and creativity, digital and information, health and wellbeing and reading.
- Archives collect and preserve the county's unique and irreplaceable archives, making them available for personal, family or community history and heritage. Our archive collection contains over 1.5 million documents dating from the 12th century to the present day and includes archives of local government and churches, family papers, school records, maps and plans, and the records of businesses and societies as well as being the corporate memory of Lancashire County Council. The service also offers a bespoke box-making facility designed to provide secure and space-saving packaging for archive and heritage material.

Our goals

Enriching lives in Lancashire by -

- offering community-focused services which are well-resourced, accountable and creative for everyone, now and in the future.
- creating quality digital opportunities for all.
- providing a confident, competent and resilient workforce.
- actively collaborating with a wide range of partners for mutual benefit.

Our role

There are 450 staff across Libraries, Museums, Culture and Archives working to build, curate, preserve and share Lancashire's library and heritage collections.

- It is our role to be custodians of these diverse collections - millions of individual items - so that they are accessible to everyone now and in years to come.
- It is our role to be the corporate memory of the county council.
- It is our role to share the knowledge that can be found in these collections and to engage and excite our visitors about their richness and the potential opportunities they inspire.
- It is our role to support and increase access to our digital collections and to assist citizens to be more connected with the digital world.
- It is our role to promote creativity through imaginative and mutual partnerships to ensure our services are more sustainable, financially viable and delivered in a collaborative way for maximum benefit and skill-sharing.
- It is our role to promote both print and digital literacy.
- It is our role to provide virtual and physical spaces for our communities.



Enriching lives in Lancashire by ensuring community-focused services which are well-resourced, accountable and creative for everyone now, and in the future

Objective 1

Providing welcoming and well-equipped spaces where people can feel a real sense of community and where ideas can flourish.

We will ensure that all venues are accessible and available for communities to use for public benefit.

Objective 2

Offering inclusive experiences and resources that celebrate, respect and represent the individual nature of our diverse communities and venues.

We will work closely with communities in order to provide a wide range of diverse materials and experiences.

Objective 3

Working with communities to better understand and meet their wants, needs and opinions.

We will consult regularly with our communities to ensure that the resources available are deployed effectively.



Enriching lives in Lancashire by creating quality digital opportunities for all

Objective 4

Providing access to digital technology to encourage active participation and create learning opportunities.

We will work with learning partners to ensure high quality learning support is available. The county council's Digital First strategy will be integrated into all the learning opportunities we provide.

Objective 5

Delivering a focused and responsive social media presence.

We will provide information through our social media platforms and actively engage with and respond to our communities.

Objective 6

Preserving a shared Lancashire memory and ensuring community access to Lancashire's heritage for future generations.

We will employ the knowledge and skills of our expert staff to share the vast wealth of our cultural and heritage collections with as many people as possible as well as preserving them for the future.

Objective 7

Providing constant access to trusted information on health, government, educational and cultural activities.

We will work collaboratively with partners and information sources to provide access to trusted and validated information 24 hours a day, seven days a week.

Enriching lives in Lancashire by providing a competent, confident and resilient workforce

Objective 8

Offering purposeful, engaging and relevant training opportunities for individuals and teams.

We will actively promote and support relevant training and development opportunities for all staff.

Objective 9

Encouraging continual professional development, providing information about career pathways and supporting staff membership of industrial and professional bodies.

We will ensure that all staff are provided with up-to-date information about future career and continuing professional development opportunities.

Objective 10

Promoting and supporting staff wellbeing through information and development.

We will use all the resources provided by the county council to provide support and promote wellbeing in our staff.

Objective 11

Recognising and developing the personal and professional skills of each member of staff.

We will provide adequate time and opportunity for each staff member to have regular discussions about their own performance with their line manager.

Enriching lives in Lancashire by actively collaborating with a wide range of partners for mutual benefit

Objective 12

Providing a wide range of volunteer opportunities and ensuring their contributions are recognised and celebrated.

We will work to increase the number of high-quality volunteer opportunities available to individuals from 12 years old upwards.

Objective 13

Encouraging the growth of constituted Friends groups across Libraries, Museums and Archives.

We will be proactive in engaging more individuals to establish and join Friends groups across the county.

Objective 14

Working collaboratively with cultural organisations to nurture productive and lasting partnerships.

We will be proactive in seeking opportunities to develop collaborative partnerships with cultural organisations locally, regionally and nationally to support what we do in our local communities.





Objective 15

Developing a range of joint projects where Libraries, Archives and Museums work together to achieve a more sustainable future.

We will be proactive in working together and sharing our skills and knowledge to create opportunities for funded projects – with both internal and external partners – to make our services more sustainable.

Objective 16

Being actively involved with national bodies to provide a wide range of joint projects.

We will actively seek opportunities to pilot projects which will specifically benefit communities in Lancashire or which have the potential to develop cultural tourism.

Objective 17

Building connections with education providers to benefit local communities.

We will develop our links with education providers to ensure that more people have an opportunity to access learning and cultural experiences.



Looking ahead

- We will create and review annual plans within the framework of this strategy. This will ensure that we deliver a service which is relevant to the individuals and communities of Lancashire.
- We are investing in new technology and equipment which will allow more people to acquire digital skills and to use them confidently to enhance their lives and their employment prospects.

How we will measure our performance

We have established different ways of measuring our performance.

- We will produce an operational plan each year which will ensure the strategy is delivered.
- We will produce an annual report.
- We will have Key Performance Indicators for all areas of our strategy which will be reviewed each year.
- We will benchmark all aspects of performance against other local authorities.
- We will monitor our services by using both data and the experiences of our communities.
- We will measure our performance against our financial budget each year.

Here are just some of our key achievements.

- Obtained £1.8m capital funding to upgrade our public computers, printers and Wi-Fi.
- Reopened 17 libraries and supporting a further 5 community-based libraries.
- Developed successful partnerships with Spot On Libraries and Get it Loud in Libraries to provide over 30 events to extend our offers and reach out to new audiences.
- Received national re-accreditation for our Archives and Museums and awards for Ancestors at Sea, Archives Volunteering Award and the Adult Learning Partnership.
- Established 25 Friends groups in libraries and held two conferences; enjoying continuing support of established Friends groups in museums and Lancashire Archives.
- Delivered assisted digital services for UK Visas and Immigration in partnership with Libraries Connected.
- Created and supported 12 fixed-term apprentice opportunities in libraries.
- Reopening 3 Museums and the joint working team at the Harris. We have used our museum and archive collections to support community mental health projects: Doctor Doctor at Lostock Hall, Whittingham Lives, and Brockhall and Calderstones Remembered.
- Created a new children's summer reading offer and increased sign-up on previous years by over 10%.
- Engaged over 300 young people each year in Lancashire Book of the Year award.



www.lancashire.gov.uk

Twitter

@lancspublib;

@lanchistory;

@lmuseums

Facebook

@lancslibraries

Report to the Cabinet

Meeting to be held on Thursday 5 September 2019

Report of the Executive Director of Adult Services and Health & Wellbeing**Part I**

Electoral Division affected:
(All Divisions);

Market Position Statement for Lancashire Consultation Document

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

The Market Position Statement ("the Statement") for Lancashire, attached at Appendix 'A', is a key document setting out the county council's intended ambition to work with providers and those who play a key role in providing care to Lancashire's adult population to shape and develop services that meet people's needs and wants, now and for the future.

The Statement provides information on the context of providing services in Lancashire, the challenges, pressures and opportunities anticipated for the future, and the county council's overall intentions for the services the council wants to provide for Lancashire citizens. It signals the council's ambition to promote Lancashire as a great place for providers and developers to invest and innovate. It also sets out the desire to work with the market to encourage people to choose care as a career, where people are recognised for the important work that they do as part of a growing and valued workforce.

This consultation document is the foundation for more detailed profiles for each of the five Integrated Care Partnership areas, identifying the type and number of care options required to meet forecasted need. A series of consultation events, workshops and meetings over the coming weeks will engage with colleagues and stakeholders to seek feedback and undertake more detailed analysis.

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 Market Position Statement for Lancashire, attached at Appendix 'A', for consultation.

Background and Advice

The Market Position Statement for Lancashire provides information about the adult social care market in Lancashire to help current and prospective providers understand the local context, what is likely to change and where opportunities might arise in the future.

It sets out the key pressures for adult social care and the county council's intended vision for the future. It also sets out the system pressures within health and social care across the Integrated Care System for Lancashire and South Cumbria to reflect the county council's ambition for this statement to evolve to become a system-wide market position statement.

The Integrated Care System for Lancashire and South Cumbria is the integrated care system for NHS organisations in our area, in partnership with local authorities and others, which is taking responsibility for managing resources, delivering NHS standards and improving the health and wellbeing of Lancashire and South Cumbria citizens. The whole-system strategic approach is based on the principles of decisions, commissioning activities and service delivery being done once to improve whole system efficiency and avoiding duplication. An example of this is the recent decision to procure a jointly funded falls lifting service for the whole system.

The Integrated Care System for Lancashire and South Cumbria incorporates five 'place-based' partnerships, known as Integrated Care Partnerships, that allow services to be delivered in a way that meet local need but to a set of standards that apply to all areas. This is then further supported by neighbourhood working, which is based around joined up services provided to communities to meet their local needs. A recent example of place-based service redesign and implementation is in relation to intermediate care services (services that enable people to stay well and be independent at home).

The aim is to further develop the Market Position Statement for Lancashire to reflect the whole health and social care market across the Integrated Care System footprint for Lancashire and South Cumbria. This includes reflecting the commissioning intentions for the whole system at Integrated Care System level, and for each of the five Integrated Care Partnership areas.

The Market Position Statement for Lancashire

The Market Position Statement for Lancashire is for both existing and potential providers with the purpose of helping them shape their business plans to support the council's vision for adult social care. It will help providers to:

- Develop their services to meet local need and demand
- Develop new and innovative solutions, including the use of digital and technology based services, to replace or enhance traditional service models
- Set out how we can work better together

The Statement sets out a commitment to stimulating a diverse, active market where innovation is encouraged, and the intention to work differently with partners and current and new providers to invest in and deliver high quality, flexible and responsive services that people need and want.

The Statement further expresses the desire to work with current and new providers and developers to build homes for life for older adults and those with a physical or mental disability and encourage the use of new technology to replace or sit alongside traditional services. Additionally, it expresses the council's intentions to work with partners, including health and district councils, to find ways of joining services together for the benefit of Lancashire residents. In particular, the aim is to encourage the development of services that reduce the council's over-reliance on traditional bed-based models of care for the older population and for adults with a learning and/or physical disability.

The Statement has been developed with partners and providers across health, Lancashire district councils and unitary authorities, and other stakeholders such as the Voluntary, Faith and Community sector, utilising information and analysis from a range of sources.

Feedback will be sought from the market to understand how this statement can be developed further to support businesses to invest, grow and be sustainable, and officers will engage all sectors of the market to seek feedback and develop a joint work plan to work towards producing a system wide statement.

The Market Position Statement will be accessible and useful and it is available on our website <https://www.lancashire.gov.uk/council/strategies-policies-plans/market-position-statement/>. It is produced in an 'easy read' brochure style format rather than a traditional report.

The Market Position Statement for Lancashire consultation document is attached at Appendix 'A'.

Next Steps

The Market Position Statement will be updated on an ongoing basis as new information, policies, strategies or other relevant information becomes available. In particular, it will be updated appropriately to reflect the new Institute of Public Care Guidance on Market Position Statements when it is available, to ensure that the council reflects current best practice.

Detailed analysis will be undertaken, and there will be work with partners and stakeholders to develop a more granular level of detail in relation to 'sub sets' of the Market Position Statement. For example, the first priority will be to identify the key issues in relation to the development and implementation of new models for intermediate care services. This will be done in collaboration with each of the five Integrated Care Partnerships, district councils and the market.

The position taken is that a coproduction approach is the best way to engage with stakeholders to develop new and innovative solutions, improve pathways and outcomes for citizens, and in particular to address the financial pressures on a system wide basis.

A series of events, workshops and meetings will be held, over the coming weeks to engage with colleagues and partners to receive feedback on this document and to undertake some of the more detailed analysis that is required to enable the statement to represent the whole system view.

Consultations

Lancashire County Council's Market Position Statement represents the first stage of engagement with providers and other stakeholders to facilitate a diverse, sustainable and effective market for adult social care and support in Lancashire. Future editions of the Statement will provide more detailed information to the market, as a result of sustained consultation with providers and other stakeholders.

It is envisaged that the Statement will be shared with statutory partners through existing, formal channels of engagement such as the Health and Social Care Partnership.

Implications:

This item has the following implications, as indicated:

Risk management

Legal

Engaging with providers and other stakeholders to shape the market for local care and support is a requirement under the Care Act, and publication of a Market Position Statement is an appropriate means of delivering this requirement. Government guidance stresses that councils must form a view with providers and partners of the entire market for care and support, irrespective of whomever purchases such support, where they live, or the types of care and support services required.

Corporate

There is a risk that, without this Market Position Statement for Lancashire, any providers who are currently providing services within the county council will be unaware of, or lack information on, the pressures and opportunities that the county council envisages for the future, and they therefore will not be able to adapt their business plans accordingly in order to sufficiently plan and prepare for the future. In addition, there is a risk that new providers will not be encouraged to enter the market for care and support and develop new services for the future. There is a risk that a lack of market stimulation will impede innovation in particular, especially around the use of digital and technology-based solutions to replace or enhance traditional service models. There is a risk that, without this Market Position Statement, the

county council will find it more difficult to reduce an over-reliance on traditional bed-based models of care.

Equality and Cohesion

The Market Position Statement is fully compatible with the aims of the Public Sector Equality Duty and the requirements of the Equality Act and Human Rights Act. All statutory partners share responsibilities for ensuring those requirements are met in practice as it is inevitable that public service provision will impact the lives of people with protected characteristics as service users/customers, workers and family members. At this stage, an Equality Analysis/impact assessment has not been conducted on the Market Position Statement itself but where it is considered proportionate and relevant to do so, such analyses/assessments will be carried out on activities arising from it.

List of Background Papers

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

2019

Lancashire's Market Position Statement for Adult Social Care

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www.lancashire.gov.uk



Appendix A

Welcome to Lancashire's Market Position Statement

Lancashire County Council is committed to stimulating a diverse, active market for adult social care where innovation is encouraged. We want to work differently with partners and providers to deliver flexible and responsive services that people want. This is an important role for us and a key part of shaping the kind of place we want Lancashire to be. Somewhere people can live their lives as successfully, independently and safely as possible and where, regardless of age or ability, people can determine the help they need.

We will prioritise investment in increasing the capacity and coverage of home care, in digital solutions like Telecare, and explore how we can incentivise more providers to build homes with the right facilities for the changing needs of an ageing population, including the need to minimise disruption in the continuous supply of care home capacity. We

expect to follow most other high-performing councils in encouraging and supporting fewer bed-based and more individually-tailored community packages of care and actively promote Direct Payments to give our customers the greatest freedom and flexibility to meet their needs. We are also reviewing the length of contracts to see if we can increase them to give providers more certainty and incentive to invest.

As a large provider of care the county council will review its own provision and role in the market. Our residential, Supported Living and day care facilities will not be treated any differently or exempted from the same level of scrutiny, challenge and change as other care providers. And we will expect such services to deliver the same level of high quality care at the most affordable price.

We will continue to prioritise our engagement with care providers to deliver greater efficiency and better customer responsiveness. The adoption of a trusted assessor approach which avoids people having to tell their story repeatedly will be encouraged and let social care staff “step back” to allow those with the strongest relationship and confidence of the person involved to take the lead role.

In this Statement we set out our understanding of demand for care and how that demand may change over time. We also outline current supply issues and some of the major challenges – including significant financial pressures – facing the county.

Finally, we detail our plans for changing the way we work to achieve something different and better. This means commissioning services that maximise independence, keep people healthy for longer and make full use of our communities’ strengths and assets.



We know from what people tell us that – when their health and care needs change – they prefer to live in their own home, close to people and places who are familiar and important. We are committed to developing and investing in solutions that make that aspiration a reality. We will encourage others who make decisions about a person’s care (like GPs and hospitals) to invest with us in the types of “connected care” that supports the person to live in their own home or to return home safely. We are also keen to address the fact that adults living in Lancashire are much more likely than other parts of the country to be drawn into long-term care when needs elsewhere are met with much smaller community-based packages of care.

Lancashire needs care services flexible enough to respond to changing needs in the here and now as well as preparing for the longer-term demands of a dramatically ageing population. This emphasis on flexibility and responsiveness is crucial to ensuring the necessary provision is in place to avoid gaps, delays, or deterioration in health and wellbeing.

We celebrate that, in Lancashire as elsewhere, our population is living longer. But, in contrast to many other areas, our population is less likely to experience good health as they age, especially for those living with preventable conditions closely linked to lifestyle and income. So it is important we do not simply accept these trends as inevitable and instead work

to turn this position around, helping Lancashire residents to have the highest possible levels of personal health and independence and live in strong and resilient communities. This is why this statement puts equal emphasis on and investment in preventative measures and we will always seek to keep adults of all ages, and regardless of mental and physical capacity, living as independently as possible for as long as is realistically achievable.

This document can be found on-line at www.lancashire.gov.uk/council/strategies-policies-plans/market-position-statement



Louise Taylor

Executive Director for Adult Services and Health and Wellbeing, Lancashire County Council

Key Messages

We want to work differently with partners and providers to support a diverse and sustainable market which will meet the care and support needs of the people of Lancashire. We want to work with the market to:

- prioritise investment in increasing the capacity and coverage of home care;
- develop and embed the use of technology enabled care in care and support services;
- explore how we can incentivise more providers to build homes with the right facilities for the changing needs of people;
- encourage and support fewer bed-based and more individually-tailored community packages of care;
- actively promote Direct Payments to give our customers the greatest freedom and flexibility to meet their needs;

- work with providers to adopt a trusted assessor approach which avoids people having to tell their story repeatedly;
- commissioning services that maximise independence, keep people healthy for longer and make full use of our communities' strengths and assets;
- encourage those who make decisions about a person's care (like GPs and hospitals) to invest with us in the types of "connected care" that supports the person to live in their own home with much smaller community-based packages of care.

What is the purpose of the MPS?

The aim of the Market Position Statement (MPS) is to provide information about the adult social care market in Lancashire so that current and prospective providers understand the local context, what is likely to change and where opportunities might arise in the future.

It sets out the key pressures for Adult Social Care and our vision for the future. It also sets out the system pressures within the health and social care sector across the Integrated Care System (ICS) as it is our ambition that this statement will evolve over time to become a system-wide Market Position Statement.

The MPS is for both existing and potential providers with the purpose of helping them shape their business plans to support the council's vision for adult social care in the future. It will help providers to:

- develop their services to meet local need and demand;
- understand the direction of travel for Adult Social Care In Lancashire;
- invest in new service areas and potentially diversify into others;
- set out how we can work together.

We understand that the market is constantly changing as do the pressures and demands that it faces. We don't want this statement to be only a snap shot in time, but a place where commissioners and providers can access plans, strategies and relevant information to shape and inform a sustainable care and support market.

How we developed the MPS and how it will be updated

The MPS has been developed with input from partners and providers across the ICS and the market, utilising information and analysis from a range of sources. Our vision is to expand and grow the market position statement to reflect the whole health and social care market across the ICS footprint.

Future planned additions to the statement will include:

- greater understanding of area-specific market needs at neighbourhood, district, Integrated Care Partnership (ICP), and Integrated Care System (ICS) level;
- consideration of the expected Green Paper for Social Care;
- development of the Intermediate Care Plans for ICPs;
- Voluntary, Community and Social Enterprise Sector Organisations (VCSE) and Residential Care Strategies.

We also want feedback from the market to understand how this statement can be developed further to support businesses to invest, grow and be sustainable. We want to work with you to continue the conversation through our regular partnership boards and forums as well as working together on specific pieces of work. We want to ensure the work we are doing captures your ideas, builds on best practice, develops new innovations together and supports the market.

We want this document to be accessible and useful. It is available on our website at www.lancashire.gov.uk/council/strategies-policies-plans/market-position-statement

The MPS will be refreshed and updated as new information, policies, strategies or other relevant information becomes available.

About Lancashire



Lancashire is a county of diverse communities which are not only socially and economically diverse, but geographically diverse. The county ranges from urban areas of Preston and Lancaster to rural areas of Wyre and Ribble Valley.

We also work alongside two unitary authorities of Blackburn with Darwen and Blackpool, as well as Cumbria County Council as part of the Integrated Care System, made up of five Integrated Care Partnerships.

Our vision is to support people to live as independently and healthily as possible, with the right level of care for the right amount of time for themselves and their carers.

We are working to ensure people in Lancashire are:

- safe, secure and connected to their local community;
- maximising their potential, remaining healthy and feeling well;
- living as independently as possible in their own home, or close to home, with appropriate care and support if needed;
- assured that our response, plans and the money we spend, are reasonable and proportionate.

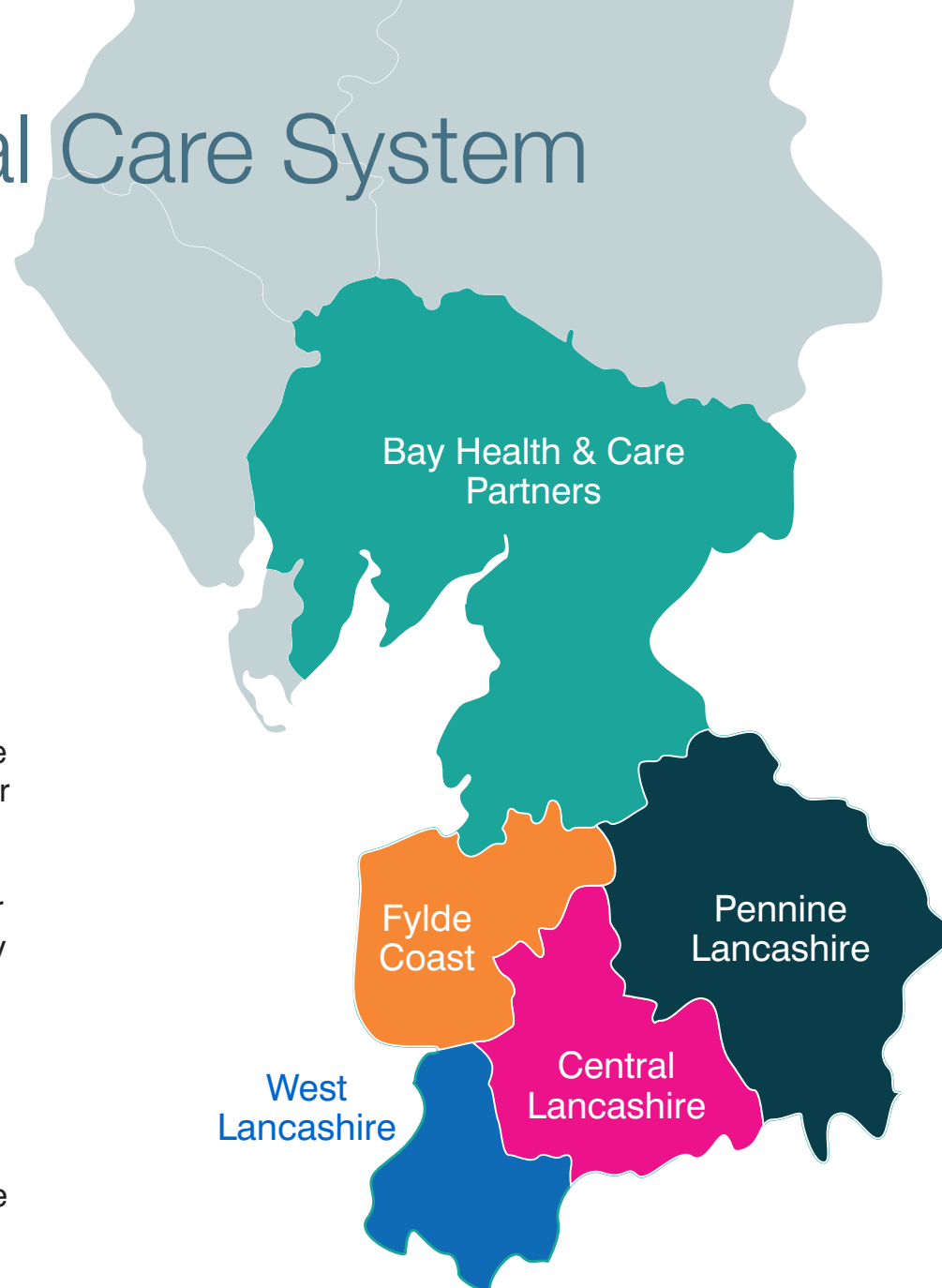
Our county is a great place to do business with forward-thinking businesses, excellent locations and transport links, a skilled workforce and high educational attainment. There are numerous opportunities for your business here in Lancashire.

The Health and Social Care System in Lancashire

We are part of the Lancashire and South Cumbria Integrated Care System (ICS), which covers five Integrated Care Partnerships (ICPs) (see map), four acute trusts (hospitals), one community and mental health trust, one ambulance trust and four local authorities.

We are working together, developing joint working opportunities and exploring greater integration to improve the Health and Social Care System. We are also working together to manage the Better Care Fund (BCF) which is a pooled budget for both the NHS and the council which seeks to join-up health and care services to support people to be cared for at home, avoid hospital admissions and reduce length of stay in an acute setting.

For providers, this will mean there will be more services commissioned jointly in the future to reduce duplication and support providers to work across the whole system. It is expected that services commissioned in this way will be more efficient, cost effective and achieve improved outcomes.



Understanding Lancashire

To enable us to understand the care and support needs of the people of Lancashire we use information and analysis from the following sources:

Joint Strategic Needs Assessment (JSNA)

The JSNA helps the council and other partners inform the planning and improvement of local services and guides us to make the best use of funding in commissioning services in Lancashire. The JSNA is not just about health and social care, but reflects many factors that influence people's health and wellbeing. Information from the JSNA has informed the development of a number of key strategies and plans including the Housing with Care Strategy and Dementia Strategy. www.lancashire.gov.uk/lancashire-insight/jsna

Lancashire Insight

Lancashire Insight is a shared intelligence research and knowledge base for Lancashire, informing strategic planning across Lancashire County Council and its partners. Providers can visit Lancashire Insight to discover a wealth of business intelligence resources about Lancashire, including population

profiles and projections and information and statistics about **health and care** in Lancashire. **Lancashire Insight** features a number of user-guided tools to delve deeper into how demographic trends will affect social care provision in Lancashire in the future. You can also subscribe to receive the **Lancashire Insight** newsletter.

This information is available to providers, which will be useful to inform business plans and developing your business. We are keen for providers to use this information and to work with us to create solutions which can address the pressures outlined in this statement.

Key Facts



- Healthy life expectancy for females 64.5, similar to England average

244,904



over 65 year olds
predicted to rise by 6%
to 259,110 by 2021

- Healthy life expectancy for males 61.1, similar to England average

22,511



adults and older people
received long-term
support from the
Council

- Life expectancy for females 82.2, lower than England average

Key Facts

12,278

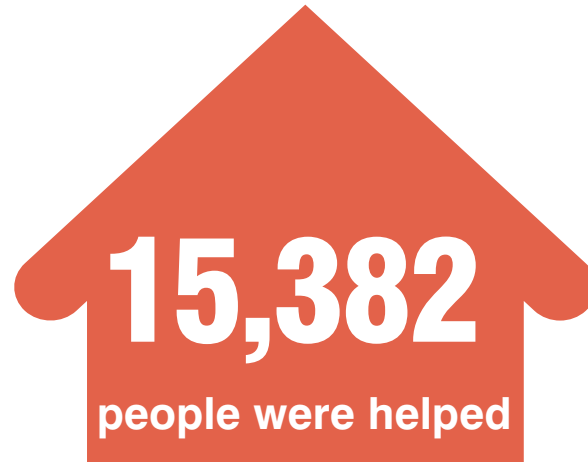
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carers had support

provided by the council to help them care for people in need

- Life expectancy for males 78.6, lower than England average



15,382

people were helped

to stay independent

at home with Home Care or other support

- There are an estimated 22,000 households at risk of social isolation and loneliness

7,392



people were referred for reablement

- 49,836 people provided care to another person for 20 hours or more a week

Key Facts

10,641

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adults use telecare

services (personal alarms and sensors) to help them feel safe and maintain independence

- There were nearly 8,000 referrals to the reablement service; 84% of those who completed reablement left as self-caring

10.2 8.1



males



females

years life expectancy

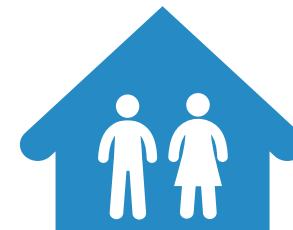
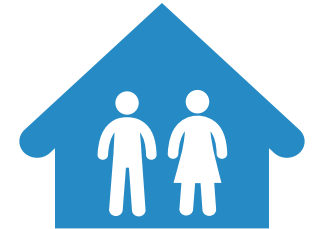
varies due to deprivation across different areas of Lancashire

- 88.1% of older people (65 and over) were still at home 91 days after discharge from hospital into reablement/rehabilitation services

The number of **new admissions to care homes for younger adults** is relatively high:

17.0

compared with



12.8

England average
(per 100,000 population)

Understanding Demand

Our population is changing

- We have a population of around 1.2 million people
- We support around 30,000 adults of the 950,000 living in Lancashire, including older people, adults with a learning and/or physical disability, autism and/or mental health condition
- Adults are living for longer with poor health and disability, which means there is a greater demand for care and support, as well as an increase in the number of people with complex needs
- The health of our population varies across the county

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Population change from 2016-2026

| Area | 18-64 | 65-74 | 75-84 | 85+ |
|---------------|-------|-------|-------|-------|
| Lancashire-12 | -2.6% | 2.8% | 38.4% | 25.0% |

People aged 65+ projected increase 2019 to 2025 with health conditions or lifestyle issues

| Condition | % |
|-----------------------------|-------|
| Limiting long-term illness | 13.20 |
| Falls | 11.00 |
| Falls - hospital admissions | 15.70 |
| Dementia | 15.10 |
| Heart attack | 11.10 |
| Stroke | 12.50 |
| Bronchitis/emphysema | 10.40 |
| Obesity | 8.40 |
| Diabetes | 9.60 |
| Autistic spectrum disorders | 10.80 |
| Learning disability | 9.70 |
| Unpaid carers | 9.10 |

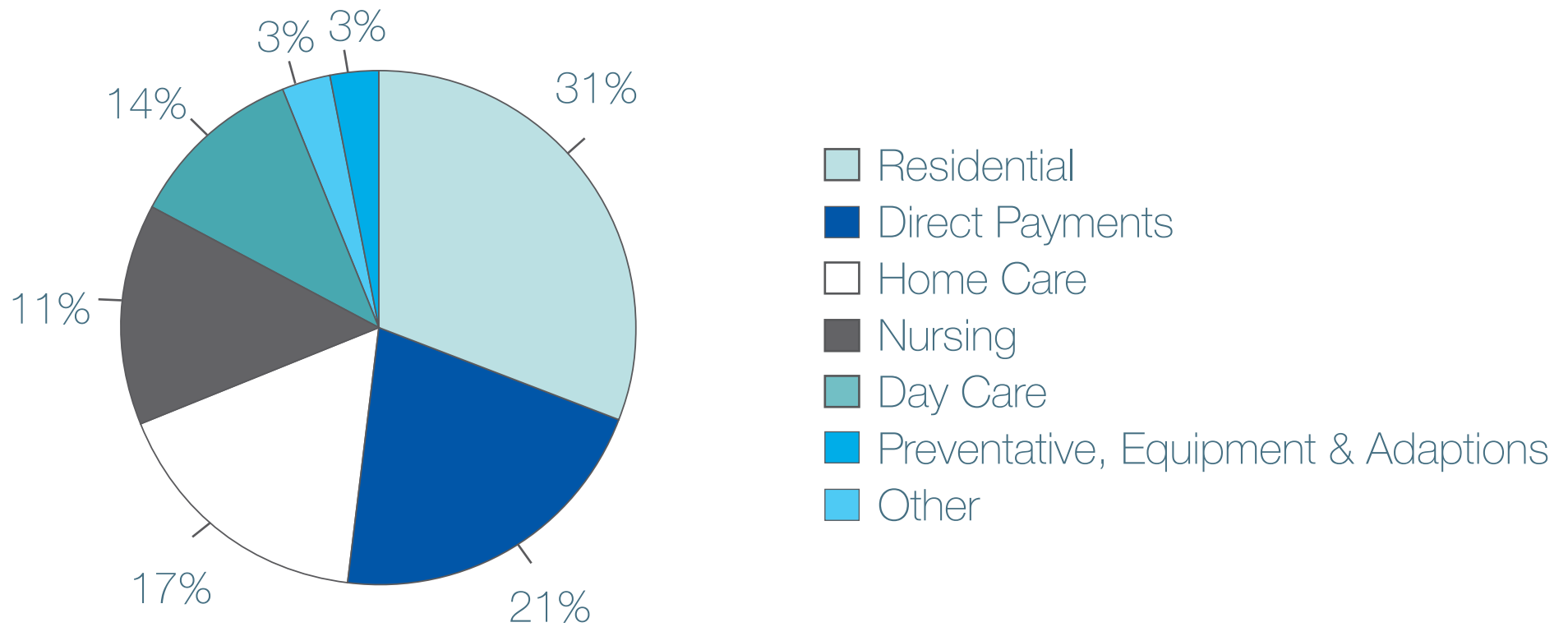
Financial Pressures

- Local government is facing a challenging financial position
- The council will have to make £63.9m of savings by March 2020 and a further £56.6m by March 2023
- In 2018/19 the council spent £498m on Adult Social Care
- We understand that we cannot simply pass on to providers this financial pressure as we recognise that to ensure we have a secure, viable, quality care and support market appropriate investment is required
- Providers should be aware that we will continue to achieve significant savings through changing the way we support people to ensure they receive the right levels of support
- We will also explore service remodelling, negotiation with existing service providers (where necessary) and some decommissioning, and where appropriate, reinvestment in more efficient services to better fit future needs
- We want providers to work with us to address this challenge.

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Breakdown of Adult Social Care budget 2019/20

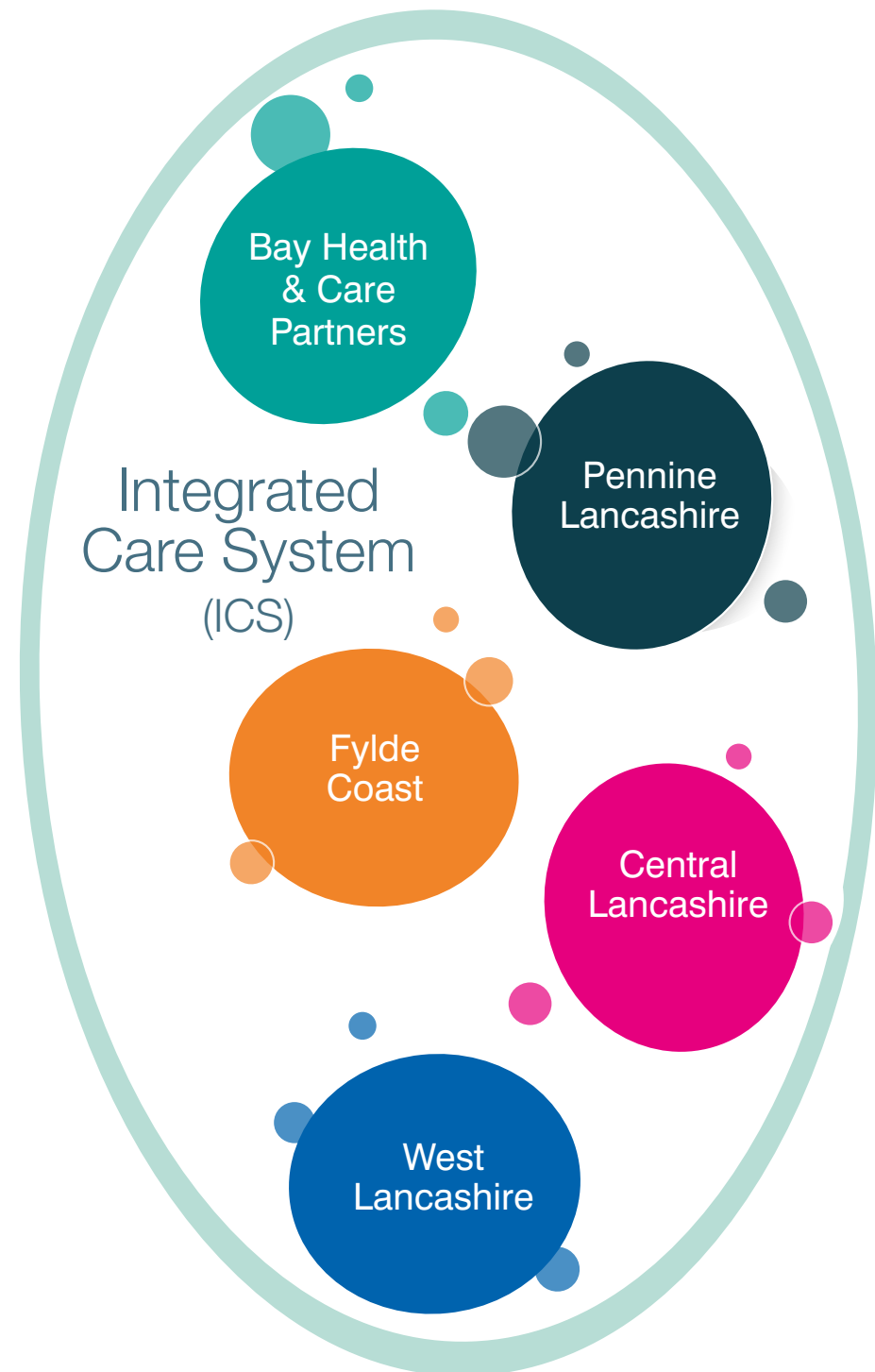


System Pressures

- Lack of availability of EMI (Elderly Mentally Infirm) homes offering nursing level care
- Lack of availability of EMD (Elderly Mental Dementia) homes which offer residential level support
- Lack of home care provision in some rural areas
- Lack of appropriate care facilities for younger people with complex needs
- High level of hospital admissions
- Significant demand on community health services such as physiotherapy and district nursing
- Shortage of personal assistants
- Shortage of care workers
- Shortage of nursing staff
- Lack of appropriate Extra Care facilities in many areas
- Lack of diverse Day Time Supports in some areas
- Limited range of preventative services in some areas
- Services often not located in areas of need

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It is our intention to develop more detailed analysis of pressures, gaps and demands across the system at local level. We will be doing this using a range of data and want providers to work with us to ensure this information is useful to support the whole market.



Workforce Pressures

We have identified workforce shortages as a key risk for the future of Lancashire's care market. What we know:

- significant difficulties in both recruitment and retention of nursing and care staff, including personal assistants, due to short supply;
- care staff do not always feel valued, and often feel under pressure from high workloads;
- care sector is often not seen as a career option and care staff report there is a lack of opportunities for career progression;
- 20% of all workers are over 55 and early retirement uptake is high;
- difficulty attracting younger people into the sector;
- these issues are not just true for Lancashire, they are national issues.

Next steps

- We are developing an apprenticeship scheme taking advantage of the apprenticeship levy to attract more people into the workforce
- We are developing with partners across the ICS a Workforce strategy for the sector including a sector-led workforce improvement plan and regulated care work programme, health and social care academy and toolkit.
- We are supporting Skills for Care to promote care as a career including promotion of training opportunities, values based recruitment, entry-level apprenticeship scheme and academy
- We want schools, colleges and providers to work with us to find innovative ways for us to encourage people to choose care as a career

Commissioning Approach



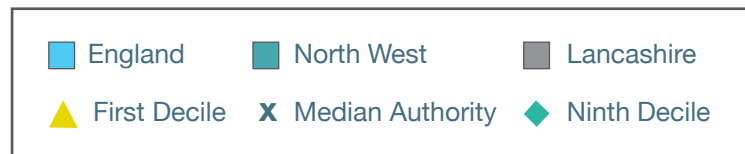
What is the Customer Experience?

A change in how we support people, building on people's strengths, focussing on preventive support to enable people to remain in their own home, will achieve savings and improve outcomes for people.

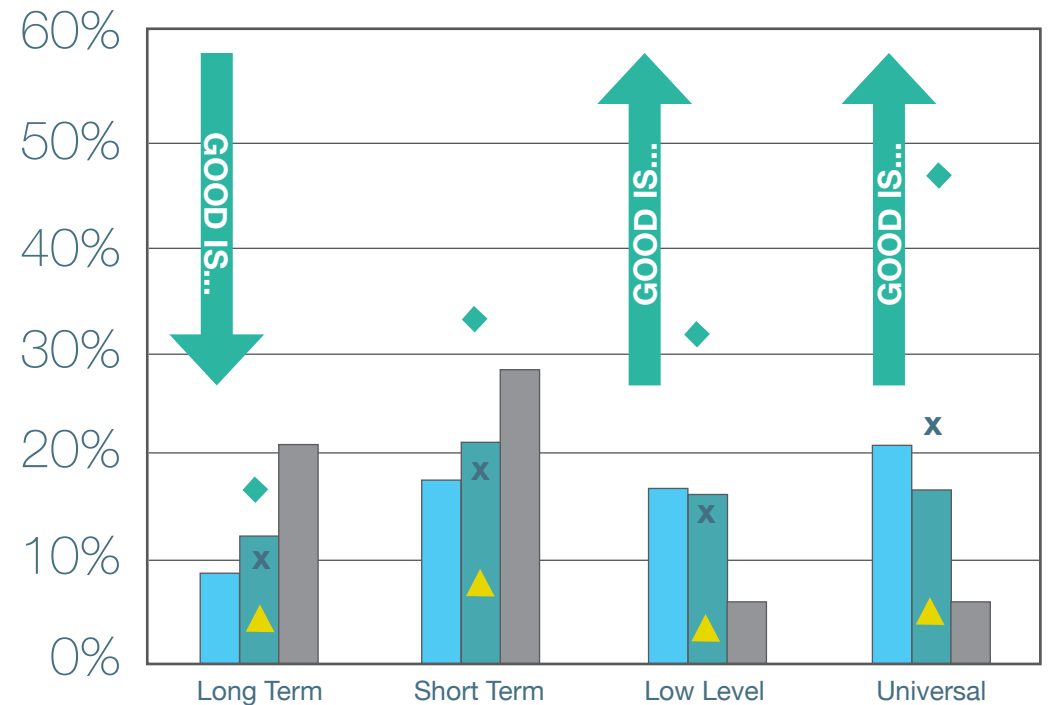
At present there is:

- too much support offered at first contact;
- over reliance on residential care;
- too few people accessing community and preventative support.

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What happens after first contact



How we will commission services in the future

We commission services across different geographical footprints. This could mean services are designed, developed and commissioned:

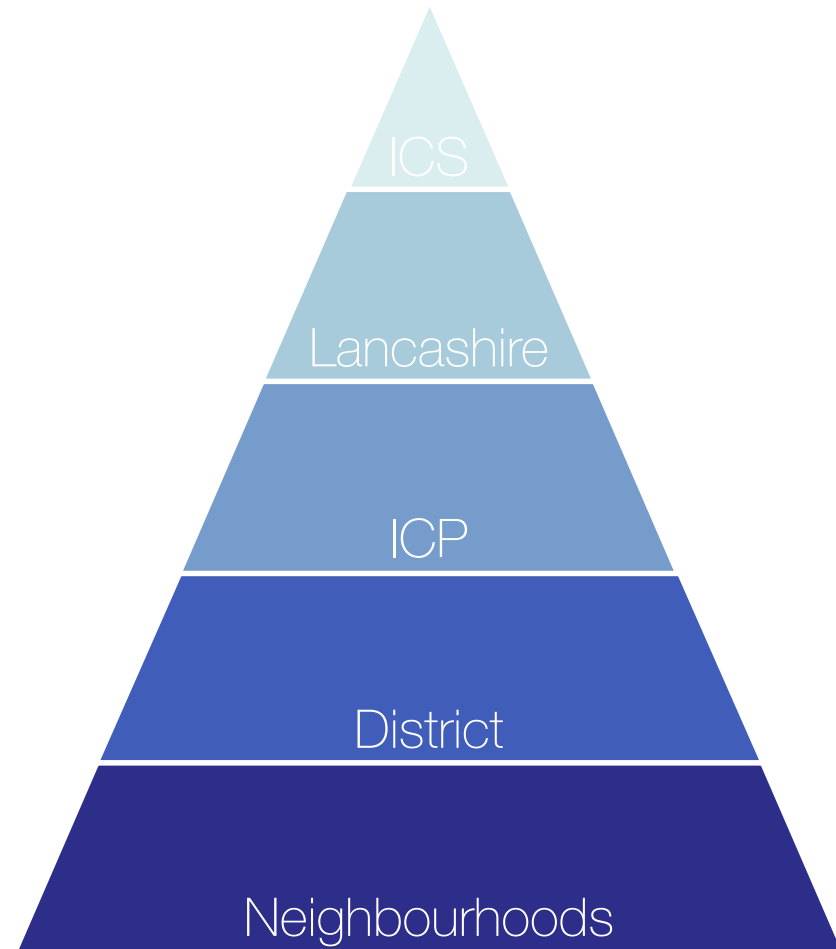
- once across an ICS footprint with partners from health;
- once across Lancashire or three geographical footprints of North, Central and East Lancashire;
- five times for each ICP footprint area;
- within a District footprint;
- smaller scale within communities.

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Our direction of travel is greater commissioning at a neighbourhood level and we are exploring how we can work closer with partners and providers to deliver a number of key services in a more joined up way within communities.

We are working with other public services including health, district councils and the Voluntary and Faith sector to establish joined up services and support which are available for people in the place they live or work, at a time and in a way that best suits them.

We want providers to work with us to develop this approach locally. Further information about our commissioning approach can be found <https://www.lancashire.gov.uk/council/strategies-policies-plans/health-and-wellbeing/>

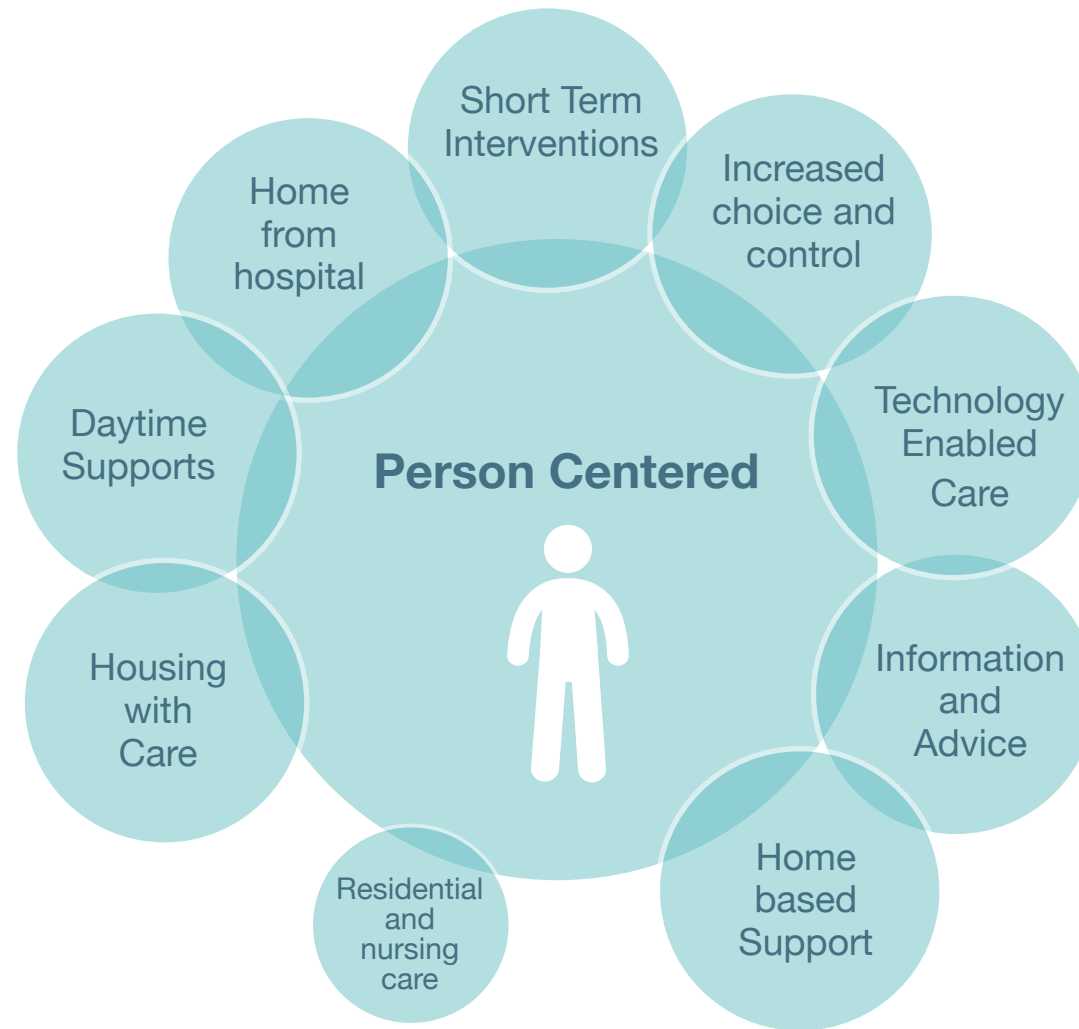


Our Ambitions for Adult Social Care in Lancashire

Throughout this statement, we aim to communicate to providers our ambitions for Adult Social Care services in Lancashire:

- less reliance on residential care, development of a Residential & Nursing strategy;
- improving and maintaining care home quality and safeguarding practices;
- more Extra Care schemes (homes where people can live with some extra support) across Lancashire;
- improved Supported Living options for younger adults (for example homes where people have their own 'front door' with access to support when needed);
- improved information and advice offer, better signposting to local services;
- joined up prevention based services in Neighbourhoods, working with partners, providers and the Voluntary and Faith sector to meet local need;
- greater use and development of technology based and digitally enabled care;
- development of preventative services and daytime supports for all ages;
- implementation of plans to redesign Intermediate Care Services (services which support people to live independently at home) with ICPs;
- co produced VCSE strategy;
- more support for carers;
- becoming dementia friendly Lancashire;
- improved mental health services (joint with health);
- greater support & access to services for self funders;
- more personal control and choice (direct payments);
- more Shared Lives, introducing Home Share;
- joint Workforce Development strategy and Plan;
- joint commissioning and service delivery with ICS, ICPs and district councils;
- agreeing joint funding arrangements with health such as Continuing Health Care.(CHC);
- clear approach to fee uplifts/pricing.

How we want to support people in Lancashire



Market Opportunities



Information and Advice

- Planning for care and support is something that many people don't think about until they are faced with an urgent need to find support for themselves, their family or friends
- At this challenging time, people are often frustrated as they struggle to find information and advice to support them to find the right care and support to meet their needs
- We know people are often surprised by the diverse range of care and support services available
- We have a responsibility to provide information and advice to help people (including those who fund their own care) to find care and support
- We provide information, advice and guidance online through our website, and over the phone through our customer contact centre

- We want providers to work with us to improve the information, advice and guidance we can offer
- Providers should consider how they provide information, advice and guidance to the people, carers and families they support
- Providers should also consider how they market their services, especially to people who fund their own care (self funders)
- We want to involve the public in how we improve our information and advice offer so that we know we are being clear and understandable

Messages for the market

- We are looking at ways to improve that first point of contact by, for example, using online technology to help people find information and advice quicker and easier
- We are working to improve our information, advice and guidance support including improving our "front door" offer



Increased Choice and Control

- There are currently 4,878 people who receive their personal budget as a Direct Payment
 - Over 1,300 people receive their personal budget through an Individual Service Fund, managed by a provider
 - The majority of people who take a Direct Payment employ personal assistants and it is estimated that 3,300 people are now employed in this role
 - We currently commission a Direct Payment Support Service to provide information, advice and guidance for anyone with a Direct Payment, including a payroll service, supported banking facilities and employer support
 - We will continue to promote and encourage the uptake of direct payments in appropriate circumstances
- We are working with Skills for Care to promote Personal Care roles to increase recruitment
 - Direct Payment Support Service procurement is anticipated to begin September 2019 with contract award anticipated May 2020

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Messages for the market

- We are looking to improve the ways people with a Direct Payment can purchase commissioned services
- We will be reviewing the existing Direct Payment Support Service to inform the new service specification
- We want to work with providers and service users to develop our supported banking policy



Technology Enabled Care

- Designed to maximise independence, reduce the reliance on formal supports and improve outcomes for people
- The number of people receiving Telecare from the council is currently 11,411 (as at 1 July 2019)
- We forecast there will be approximately 14,000 people using our Telecare service by 31 March 2022
- In 2018/19 we spent £3.7m on Telecare and we expect to spend about £4.5m in 2019/20, meaning we have increased our investment year on year since 2015
- Technology Enabled Care such as Telecare and Telehealth is constantly improving and new innovations are being developed all the time

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Messages for the market

- We want to develop, promote and embed Technology Enabled Care across Lancashire
- We will make greater use of digital technology innovation in advance of analogue telephony services being switched off in the UK by 2025
- We will increasingly use more proactive and preventative ways of working so that people are supported earlier, for example wellbeing calls and using data analytics to enable more effective and timely intervention
- We expect growth in the retail market and we will play our part in stimulating a service offer for people who wish to self-help by purchasing technology enabled care service privately
- We anticipate undertaking a procurement exercise no later than 2021/22
- We are intending to pilot an integrated home response and falls lifting service with NHS and local authority partners starting late 2019. If this is successful it is likely we will carry out a procurement exercise in 2020

Daytime Support

- Daytime supports provide a range of activities and support, including respite, to enable people to gain new skills, remain socially active and engaged in their community
- We currently fund around 1,470 places per week excluding self-funders (for both older peoples and dementia services)
- We also fund 1,091 places per week for people with learning disabilities, mental health and physical disabilities
- The county council spends approximately £16 million on daytime support across all client groups
- We forecast the number of required places supported by the county council to grow to approximately 1,680 by 2021/22
- We have developed a Minimum Quality Standard for all daytime support we commission for older people and people with dementia
- We only commission new services from providers who have signed up to the Minimum Quality Standards for older people and people with dementia

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Messages for the market

- There is some unevenness in the availability of daytime support across the county. Please see our website for more details <https://www.lancashire.gov.uk/health-and-social-care/adult-social-care/day-time-support/>
- We are looking for providers to develop daytime support which offers innovative and creative support for people
- We want daytime support to support and connect with the diverse communities in which they are based.
- We are looking for daytime support for “younger” older people to engage people within their communities to reduce social isolation
- We are looking for daytime support which will appeal to more people and move away from traditional day time support models, for example encouraging social enterprises and offering employment support
- Potential future development of the Minimum Standards for other types of daytime support, such as learning disabilities and mental health daytime support
- Register your daytime support service through our website at <https://www.lancashire.gov.uk/business/tenders-and-procurement/tenders/>

Short Term Interventions - Intermediate Care

People often need short term interventions to help them regain skills and confidence, such as cooking, bathing and dressing to recover their independence following a stay in hospital or illness at home. They support the management of unplanned escalation in care and support needs to prevent admission to hospital, residential care and prevent carer breakdown.

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We have a range of support options including:

- Community Beds – currently within our in-house residential care homes these provide recuperation and rehabilitation
- Reablement - support for people in their own home and is provided by external service providers, supported by our in-house team of Occupation Therapists
- Night time support - providing homecare support between 12pm and 6am, 7 days a week for people with night time needs
- Crisis support - people remain at home and receive care and support for unplanned escalation of need or carer breakdown
- These services are free of charge for a short period of time (except night time support which is part of a normal care package)

Messages for the market

- We are looking to expand these services to prevent people needing long term intensive health and social care support
- A review of all intermediate care services has taken place across the ICS and we will be developing plans to ensure we have the right support in the right place to meet local needs
- We would like providers to work with us during winter pressures to provide flexible solutions
- We want to review and re-procure the reablement and crisis services
- We want to develop crisis provision across the County for people with learning disability and/or autism
- We want providers to work with us to develop these plans and shape services



Support following discharge from Hospital

Home First

is a service which supports people to be assessed in their own home following discharge from hospital. This means people can return home from hospital in a more timely way, and ensure they have the right care and support.

Hospital Aftercare

is a 'Take Home and Settle' service which takes people home and assesses them to ensure they are safe. If further needs are identified, the service user is offered a longer period of support to build confidence, help with light cleaning, shopping and other domestic tasks. The current contract serves approximately 1,500 people per year with additional support being offered via telephone

Messages for the market

- We want to support more people to return home from hospital
- We want to carry out more assessments in people's homes to better understand people's long term needs
- We are reducing the number of social care assessments in hospital through the Home First pathway which means greater demand for short term interventions rather than long term care
- We want providers to adopt the trusted assessor model to support people to return to their residential care home in a timely way
- We are working with partners in Health to improve the current Continuing Health Care assessment process to provide better information for people and speed up the process

Housing with Care and Support

- We published our 'Housing with Care and Support' Strategy in 2019 <http://council.lancashire.gov.uk/documents/s138807/Appendix%20A.pdf>
- Housing with Care and Support is purpose built or adapted housing with the availability of up to 24/7 care and support services
- Primarily in shared apartments or houses, with their own front door and access to communal facilities, such as on site hairdressers and cafes
- We encourage the development of newer, more innovative and flexible Supported Living accommodation for people with a learning or physical disability, and/or a mental health condition
- Such schemes already exist in limited numbers in Lancashire and we want to do more.

Messages for the market

- We want to work with providers, developers and partners including district councils to encourage and enable investment in new types of innovative and flexible housing
- We need to reduce our reliance on residential care by

ensuring alternative options are available to help us manage the growing demand and financial pressures

- We are aiming to have at least one Extra Care scheme for older adults in each district and about 1,000 new homes by 2025
- We are aiming to have more smaller-scale Apartment Schemes for younger adults with disabilities
- There are clear opportunities for existing and new providers to develop Housing with Care and Support options across Lancashire



Homecare

- We successfully recommissioned homecare in 2017 as a provider framework. It is due for renewal in 2021
- We commissioned around £60 million on homecare in 2018/19
- We have reduced the number of providers, who all now work on an area basis
- The framework was designed to address supply issues in some parts of the county and deliver a more sustainable market characterised by more meaningful choice
- We have had to commission services “off framework” to meet demand pressures

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Gaps in service provision

- Demand on homecare provision varies and changes over time
- There are a number of gaps in provision which include difficulties in sourcing home care in some rural areas of Lancashire (Fylde and Wyre) and also in some urban areas (periodically in Burnley, Chorley and South Ribble)



Messages for the market

- We are currently considering our approach to procurement of the Homecare framework which would consider longer term contracts (up to 10 years) and options for providers to join and leave the framework throughout the contract term
- We want to engage with providers to discuss this approach

Residential & Nursing Care

- The market is diverse. However, it is primarily populated by small businesses/proprietors, who make up 76% of the total market
- We fund approximately 5,700 individuals in long-term residential and nursing care supporting older people, people with mental health needs and people with a learning or physical disability, or sensory impairment
- For those people who self fund, our concern is the relatively high cost of residential care home beds which can result in self funders' levels of income reducing quickly and falling below the national threshold of £23,350, resulting in the council having to meet the cost of their care. The council will not be able to meet the costs of care at the same level as self-funders, which could result in people moving service provider

Gaps in service provision

- Lack of availability of EMI (Elderly Mentally Infirm) and EMD (Elderly Mental Dementia) particularly in the centre and north of the county for older people
- Placements for younger adults under the age of 65 with a wide variety of needs including, but not limited to, physical disabilities, mental health, and learning disabilities

Messages for the market

- We intend to develop a residential and nursing care strategy
- We are working to develop a new specification for residential care placements with partners across the ICS
- We want providers to work with us to ensure we can support self funders to understand the future implications prior to them falling below the income threshold
- We want providers to increase links with local communities and to engage in the use of technology enabled care.
- We want providers to adopt the provider led assessment/trusted assessor models and move towards seven day admissions
- We want providers to work with us to offer flexible use of short term and long term beds provision to support winter pressures and respite
- We want providers to use the web based system that enables residential care homes to share their vacancy information

Market Developments

We want to let providers know about how we would like to work with the market in the future.

Contracts and Fees

- We are aware of the implications of the way we commission, purchase and pay for services has on the stability and growth of the care and support market
- We are also aware that it is often difficult for providers to develop long term business plans due to the short length of contracts we currently offer
- We want to change, in future contracts, the way annual fees are negotiated, agreed and uplifted to support providers to invest in their business

Messages for the market:

- We will be developing a new approach to the way we commission, purchase and pay for services, including:
 - options for offering contracts for longer periods of time, for example, up to 10 years;
 - clear approach for pricing, fees, and uplifts;
 - working with providers to understand more about how the way we commission services impacts on the market.

In-house Services

- The council is fairly unique as we are a provider of care and support services which includes our Older People Service and Disability Services
- We also have an in-house Supported Living service to support people with a learning disability and/or autism to live in their own home with support and a nationally recognised Shared Lives service which enables people who need support to live in a family setting
- These services provide a range of support including residential care placements, daytime support, respite and rehabilitation beds
- Our Reablement Services are provided by our in-house therapy team and independent sector reablement care support
- We are the largest group provider of residential care with 717 residential care places across 17 homes (approximately 7% of the market)
- We know, through benchmarking against other service providers, that our overhead costs and staffing levels are broadly in line with the wider market

Market Developments

Dementia

- Our vision is to facilitate the development of a Dementia Friendly Lancashire, to make a positive difference to the lives of people with dementia, so that they can 'live well' with dementia
- Lancashire has a Dementia Friendly Lancashire Strategy <https://www.lancashire.gov.uk/council/strategies-policies-plans/health-and-wellbeing/>

We are looking to providers to:

- Engage in dementia awareness training with staff
- Promote dementia awareness through services and support you deliver
- Promote the use of technology enabled care to support people with dementia and their families.
- Consider Dementia Friendly environments when designing building based services and accommodation
- Consider how your organisation can become Dementia Friendly

Carers

- The council supports over 12,000 carers each year and demand for carers assessments is around 400 per month
- The County Council spent around £4.2m in 18/19 on carers support services and helped to support 8500 people through direct payments
- We have recently recommissioned the Lancashire Carers Service to deliver support for adult carers
- We want to co-produce a new carers strategy that will set out our priorities over the next 3 years
- We want to review current delivery mechanisms and service offering for carers to establish whether alternative models would be more effective
- We intend to work with children's services to ensure 'whole families working' improves outcomes for all carers



Market Developments

Person Centred Care

- Everyone is different and one size doesn't fit all. We want all providers to work in a person centred way and ensure their services treat everyone according to their individual care and support needs and preferences
- It is important for providers to be able to adapt their services to deliver flexible and tailored support to individual needs, especially when more and more people are making their own choices in purchasing care and support utilising their personal budgets and Direct Payments or as self-funders
- This applies to all groups of people regardless of their home setting. Providers should develop their service to be person centred and ensure all staff understand and are trained to work in a person centred way

Outcome based commissioning

- We are keen to develop our approach to outcome based commissioning with providers as we believe that services which are more focussed on outcomes achieve more benefits for not only people but also their families and the carers who support them
- Outcome based commissioning is not payment by results
- During support planning, outcomes will be identified and greater flexibility will be given to providers to achieve these outcomes
- We will develop and embed this approach in future commissioned services and we are keen that providers are involved and embrace this person centred ethos

Market Developments

Provider Led Assessments/ Trusted Assessment

- Providers are often best placed to carry out assessments as they know the people they support, their families and their situation
- We will work with providers to develop provider led assessment models which we want providers to adopt.
- The term trusted assessor is often associated with a trusted assessment approach to reduce the number of delayed discharges from hospital
- The assessment is then adopted and used by adult social care providers to ensure the right support is provided in a timely way and prevents the need for further assessments
- We are keen to develop this model with providers, not only from hospital, but from our community services too

Voluntary, Community and Social Enterprise Sector Organisations (VCSE)

- We want to work together with VCSE, health and district partners who are supporting people in their local neighbourhoods
- We want to co-produce, with the VCSE and health colleagues, our VCSE strategy which will set out how the council wants to work in partnership with the VCSE and how we will build a culture to help communities thrive with strong financial, physical and natural resources and strong connections between people



Working with the Council

Corporate procurement

- We have a corporate procurement team who are responsible for managing our procurement activity. Further information about our procurement team can be found at **Corporate Procurement**
- Service providers can gain access to sourcing (for all quotes, tenders and commissioning) through the iSupplier Care Portal which also enables quick and easy communication with each other

iSupplier Portal

- In addition, the iSupplier portal enables suppliers to have real-time access to information (such as purchase orders and delivery schedules) and respond to the relevant authority with order acknowledgments and change requests
- It empowers suppliers by enabling faster invoice submission, payment processing and query resolution. **iSupplier Portal**

Consortium exchange

- To make it easier for providers to form consortia with a view to bidding on tender processes, we're planning to publish an open online directory for like-minded organisations to share their contact details. **Consortium exchange**

Social value

- Social Value is the additional economic, social and environmental benefits that can be created through purchase of services, above and beyond the value of the goods or services. Further information can be found in our **Social Value Policy**
- Either 5% or 10% of the award criteria for contracts, which are awarded through a competitive process must be on social value
- We are reviewing our Social Value Policy and it is likely that these percentages will increase in line with other best practice authorities

Working with the Council

Policy, Information and Commissioning

- The team is responsible for developing all adult social care policies, strategies, service redesign and commissioning activity
- We are keen to work with providers throughout our cycle of commissioning activity.

Safeguarding

- Our safeguarding service acts to protect vulnerable people, either in their own home, or living in residential care settings. www.lancashire.gov.uk/health-and-social-care/adult-social-care/safeguarding-adults/

Quality Improvement Service

- Our Quality Improvement Social Work Team (QISWT) focus on the quality improvement, prevention and assurance within care and support services. They will:
 - work with service providers to improve the overall quality of services and prevent quality concerns from escalating;
 - work to improve overall quality of services through our Quality Strategy;
 - identify and contribute to the implementation of improvement work aimed at driving up the overall quality of services;
 - manage provider failure situations across both domiciliary and residential services.

Messages for the market

- We have developed our Quality Strategy to improve the quality of care within the care and support sector
- We want to work together and we are here to support providers to continuously improve the quality of care. We want to work with providers not only when situations deteriorate but as part of normal operating practice.

More information can be found at [Quality Improvement Service](#)

Working with the Council

Partnership Boards, Forums and Provider Engagement

- We appreciate your interest because your views and opinions really matter to us. We know the County Council doesn't have a monopoly on good ideas. That's why it's important that we listen to those who provide and receive care as well as taking account of emerging best practice. We have regular partnership boards and forums with service providers, details of which can be found at [Service provider engagement](#).
- We will also ask you to be involved in specific pieces of work and take part in consultations to ensure the work we are doing captures your ideas, builds on best practice, develops new innovations together and supports the market.

Get us involved

- If you are looking to develop your business or improve your services, we hope that this document will provide information which could support your business decision making. However, please involve the relevant council staff, partner organisations, service users, carers, and families to help provide feedback and inform your business plans.



Lancashire County Council Market Position Statement 2019

For further information please contact:

Website: www.lancashire.gov.uk/council/strategies-policies-plans/market-position-statement

Email: commissioning@lancashire.gov.uk



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered that all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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