

Lancashire County Council

Cabinet

Thursday, 12th March, 2020 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 6 February 2020 (Pages 1 - 8)

Matters for Decision:

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

4. Proposed 2020/21 Highway Maintenance, Road Safety, Cycling Safety and Public Rights of Way New Starts Capital Programmes (Pages 9 - 54)

5. Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre) (Revocation, Amendment, And Various Parking Restrictions March (No1)) Order 201 (Pages 55 - 136)

6. Toucan Crossing and Shared Use Cycleway, A6 Bolton Road, Chorley (Pages 137 - 142)

The Cabinet Member for Technical Services, Rural Affairs and Waste Management - County Councillor Albert Atkinson

7. The Treatment of Residual Waste from 2025 (Pages 143 - 148)

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

8. **Implementation of the Lancashire and Blackpool Regional Adoption Agency** (Pages 149 - 156)
9. **Review and Redesign of Lancashire's Short Break Offer for Children and Young People with Disabilities** (Pages 157 - 234)

The Cabinet Member for Adult Services - County Councillor Graham Gooch

10. **Consultation regarding the Future of Individual Service Funds in Lancashire** (Pages 235 - 246)

Matters for Information:

11. **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.

12. **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.

13. **Date of Next Meeting**

The next meeting of Cabinet will be held on Thursday 9 April 2020 at 2.00 pm at County Hall, Preston.

14. **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.

15. 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

16. Lancashire Urban Development Fund - Additional Resources (Pages 247 - 250)

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.

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

17. Capital Strategy for Schools – Condition Led Capital Investment Programme, 2020/21 (Pages 251 - 256)

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.

The Cabinet Member for Health and Wellbeing - County Councillor Shaun Turner

18. Public Health - Health Care Services

(Pages 257 - 262)

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

The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Angie Ridgwell
Chief Executive and Director of
Resources

County Hall
Preston

Lancashire County Council

Cabinet

Minutes of the Meeting held on Thursday, 6th February, 2020 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 for absence.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

There were no interests declared.

3. Minutes of the Meeting held on 16 January 2020

Resolved: That the minutes of the meeting held on 16 January 2020 be agreed a correct record and signed by the Chair.

4. Money Matters 2019/20 Position – Quarter 3

Cabinet considered the Money Matters report setting out an update on the county council's 2019/20 revenue and capital financial position, proposed 3 year capital delivery plan as at the end of December 2019, an updated medium term financial strategy covering the period 2020/21 to 2023/24, and a proposed capital strategy.

Resolved: That:

- i. The current forecast underspend of £13.508m on the revenue budget in 2019/20, be noted.

- ii. The revised funding gap of £33.312m covering the period 2020/21 to 2023/24 as set out in the revised financial outlook for the council, be noted.
- iii. The budget adjustments for 2020/21, and following years' changes, included in the revised MTFs, be approved.
- iv. To make recommendations to Full Council on 13 February 2020 a Band D Council Tax for 2020/21 reflecting a 3.99% increase including 2% to be used for adult social care as per the new flexibilities.
- v. The contents of the county council's reserves position, be noted.
- vi. The expected capital expenditure outturn of £132.623m, be noted.
- vii. The revised 2019/20 capital delivery programme of £151.433m as presented within the body of the report, be noted.
- viii. The updated 3 year capital delivery programme 2020/21 to 2022/23, be noted.
- ix. To make recommendations to Full Council to approve the proposed capital strategy.

5. 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. Energy Purchasing Strategy 2020-24
- ii. Extra Care Services
- iii. Safer Roads Fund Programme
- iv. Highway Repairs and Maintenance Service based on daywork rates

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

- i. Energy Purchasing Strategy 2020-24
- ii. Extra Care Services
- iii. Safer Roads Fund Programme
- iv. Highway Repairs and Maintenance Service based on daywork rates

6. Property Asset Management Strategy

Cabinet considered a report setting out a draft Property Asset Management Strategy.

Resolved: That:

- i. The Property Asset Management Strategy, as set out in Appendix 'A', be approved.
- ii. The Director of Strategy and Performance, in consultation with the Leader of the County Council, be authorised to approve a detailed delivery plan for the Property Asset Management Strategy.

7. Corporate Strategy Monitoring - Recommendations of Targets for Key Performance Measures

Cabinet considered a report setting out recommendations of targets for key performance measures as part of the monitoring of the corporate strategy.

Resolved: That the performance indicators be noted and the targets presented at Appendix 'A' for future monitoring by the Cabinet Committee on Performance Improvement, be approved.

8. The Introduction of Contraflow Cycling along the Central Section of North Clifton Street, Lytham

Cabinet considered a report setting out proposals to provide for lawful contraflow cycle use along a one way length of North Clifton Street, Lytham, between Pleasant Street and Bannister Street.

Resolved: That the proposed exception for cyclists to the one way order, enabling them to travel east to west along North Clifton Street, Lytham as set out in the plan attached at Appendix 'A', be approved.

9. Traffic Calming on Hoyles Lane, Cottam, Preston

Cabinet considered a report setting out proposals to install traffic calming measures consisting of 19 pairs of road humps (speed cushions) and to reduce the existing speed limit from 30 mph to 20 mph.

Resolved: That the installation of the road humps and reduction of the speed limit as shown at Appendix 'A', be approved.

10. Determination of Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools and Sixth Forms for the School Year 2021/2022

Cabinet considered a report setting out proposals for the determination of the admission arrangements for community and voluntary controlled primary and secondary schools and sixth form schools for the school year 2021/2022.

Resolved: That:

- i. The admission numbers and admission arrangements for community and voluntary controlled primary schools, secondary schools and sixth forms for 2021/2022 as listed at Appendices 'A' and 'B' be approved.
- ii. The issues raised by Community and Voluntary Controlled Governing Bodies be noted and the recommendations set out in response, as set out in Appendix 'C', be approved.
- iii. The admission numbers and criteria for admission set out at Appendixes 'A' and 'B', to constitute the Authority's admission arrangements for 2021/2022, be approved.

11. Co-ordinated Admissions Scheme 2021/22 - Determination of the Qualifying Scheme

Cabinet considered a report relating to the determination of the statutory scheme and the mandatory timetable for co-ordinating admissions for Lancashire's primary and secondary schools and academies for 2021/22.

Resolved: That:

- i. The Scheme listed at Appendix 'A', and its accompanying timetable in Appendix 'B', be adopted as the qualifying scheme for admissions to Lancashire primary and secondary schools and academies for 2021/22, be approved.
- ii. Approval be given to the Executive Director of Education and Children's Services seeking to secure the adoption of the scheme by the governing body of each Lancashire voluntary aided and foundation school and academy, in order to inform the Secretary of State for Education that a scheme has been introduced in Lancashire.

12. Determination of Home to School Transport Policy - Academic Year 2021/22

Cabinet considered a report setting out details of the Home to School Transport Policy for the academic year 2021/22.

Resolved: That the Home to School Transport Policy for the academic year 2021/2022 as set out at Appendix 'A', be approved.

13. Temporary Expansion of Primary Pupil Places in Preston Schools

Cabinet considered a report setting out details of the current and projected position in the North Preston planning area and recommending that additional places be made available at Lea Community Primary School for 2020, initially through temporary expansion.

Resolved: That:

- i. A temporary increase, for one year only, in the Reception year intake of Lea Community Primary School in North West Preston, from 30 to 60 places for September 2020, to be accommodated within the existing building, be approved.
- ii. The funding set out at Appendix 'A' in order to make internal alterations to the building to accommodate the additional numbers, be approved.

14. Mobile Library Review - Final Report

Cabinet considered a report setting out proposals following the conclusion of the review of the future of the mobile library service.

Resolved: That:

- i. The introduction of the revised mobile library routes from 1 June 2020 be approved.
- ii. The use of the trial days to offer mobile library stops to communities without a static library and no existing mobile library stop, be approved.
- iii. The Cabinet Member for Community and Cultural Services and the Head of Service – Libraries, Museums, Culture and Registrars, be authorised to make the final decision(s) regarding the trial routes.

15. Adult Social Care Fee Uplifts - 2020/21

Cabinet considered a report setting out details of the proposed adult social care fee uplifts for 2020/21.

Resolved: That approval be given to the following uplifts, with effect from 1 April 2020:

i. Residential and nursing care

Older Peoples approved residential care rates:

Nursing Standard	4.65%
Nursing Dementia	4.76%
Residential Standard	4.54%
Residential Higher	4.82%
Residential Dementia	4.89%

For other client groups: 4.89% minimum fee level for new placements increased to £595.07 per week.

For self-funders living in the county council's in-house older peoples residential homes: 4.89%.

ii. Homecare (all client groups)

Where care has been commissioned off-framework, an inflationary uplift of 4.88% in line with the forecast 2020/21 cost increase associated with the Homecare Framework.

iii. Supported Living – increase waking hour rate by 5.67% to £16.03 per hour. No changes to payments for sleep-in services at this time.

iv. Direct Payments – 4.88%.

v. Carers – Uplift the annual payments of £230/£340 to £244.29/£361.12 respectively.

vi. Shared Lives – 6.21%.

vii. Day Care (Non "Older People" services) – 4.81%.

viii. Rolling Respite and Provider Brokerage – Uplift in line with the relevant service (e.g. homecare/residential care).

16. Urgent Decisions taken by the Leader of the County Council

The urgent decision taken by the Leader of the County Council was noted.

17. Urgent Business

An item of Urgent Business was presented with it noted it would require consideration in the Part II section of the meeting.

18. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 12 March 2020 at County Hall, Preston.

19. 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.

20. 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.

21. Operational Premises - Hyndburn and Ribble Valley Short Breaks Services

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

Cabinet received a report on operational premises in respect of Hyndburn and Ribble Valley Short Breaks Services.

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

22. Appendix A to Item 13 - Temporary Expansion of Primary Pupil Places in Preston Schools

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.

The Appendix was noted.

17(a) The Case for Public Bond Issue

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

Cabinet received a report on the Case for Public Bond Issue.

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

Angie Ridgwell
Chief Executive and
Director of Resources

County Hall
Preston

Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

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

Electoral Divisions affected:
(All Divisions);

Proposed 2020/21 Highway Maintenance, Road Safety, Cycling Safety and Public Rights of Way New Starts Capital Programmes
(Appendices 'A' - 'L' refer)

Contact for further information:

Janet Wilson, Tel: (01772) 538647, Senior Commissioning Officer,
janet.wilson@lancashire.gov.uk

Executive Summary

This report recommends approval of the proposed apportionment of Department for Transport capital grant funding for highway maintenance and transport in 2020/21 and of a number of detailed programmes of work relating to this funding as set out at Appendices 'D' to 'L'.

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

Recommendation

Cabinet is asked to:

- (i) Approve the proposed apportionment of the anticipated 2020/21 Department for Transport Highway Maintenance funding as detailed at Appendices 'A' and 'B'.
- (ii) Approve the proposed apportionment of the anticipated 2020/21 Integrated Transport Programme at Appendix 'C'.
- (iii) Approve the proposed 2020/21 New Start Highway Maintenance programmes set out as projects at Appendices 'D' to 'I'.
- (iv) Approve the proposed 2020/21 New Start Road Safety, Cycling Safety and Public Rights of Way programmes set out at Appendices 'J' to 'L'.

Background and Advice

2020/21 New Start Highway Maintenance Programme

On 12 February 2020 the Department for Transport announced the county council's indicative New Start Highway maintenance grant funding allocations for 2020/21 comprising:

- Highways Maintenance Needs allocation of £18.567 million.
- Local Highways Maintenance Incentive funding which is dependent on the county council's self-assessment submission;
 - Band 1 - no funding
 - Band 2 - £1.160 million
 - Band 3 - £3.867 million

The county council's self-assessment submission demonstrates that efficiency measures are being pursued in order to be considered at Band 3 and therefore it is anticipated that the authority will qualify for the full share of the Incentive funding totalling £3.867 million. Thus the anticipated total funding allocation is £22.434 million and programmes of work have been developed on this basis. Appendix 'A' details how the programme would be reduced in the unlikely event that Band 2 is awarded which would result in a reduction in funding totalling £2.707 million.

Proposed Apportionment

The Transport Asset Management Plan approved in 2014 sets out how the county council intends to maintain its publicly maintainable vehicular highway assets (i.e. A, B and C roads, unclassified road network, footways, street lighting, traffic signals and structures) over the period 2015/16 to 2029/30. The performance of the plan is reviewed annually and the latest review presented to Cabinet in January 2020 provided an update on highway condition data as at March 2019. The criteria applied to develop the proposed 2020/21 New Starts programme, set out at Appendix 'A', is aligned with the Transport Asset Management Plan to ensure that a proactive, preventative intervention maintenance programme is developed.

The proposed apportionment detailed at Appendices 'A' and 'B' takes account of;

- Extensive life cycle modelling that indicates that the level of capital funding received from central government is less than the requirement to maintain the assets to a good condition
- The publication of the Well Managed Highways Infrastructure: Code of Practice document, (UK Roads Liaison Group: 2016) that has formalised highway authorities' approach to management of risk when maintaining highway assets and the need to fund additional asset related activities.

With regard to structural defects a capital allocation of £2 million is proposed from the anticipated Department for Transport Grant award with the remaining £6 million to be funded from borrowing or other funding sources. Where demand exceeds this amount, proposals will be made to reallocate funding and implement suggested changes to the programme necessary to keep roads safe and serviceable because

all potholes identified will be fixed in line with approved intervention levels and performance criteria.

2020/21 New Start Integrated Transport Programme

The indicative Department for Transport 2020/21 Integrated Transport allocation is £6.054 million. The proposed programme comprises:

- Cabinet approved 'first calls' with a value of £2.052 million.
- The continuation of annual programmes of work with a value of £3.820 million.
- A contingency of £0.182 million to deal with emerging priorities and unanticipated service demands.

The proposed apportionment is detailed at Appendix 'C'.

The report to cabinet on 18 January 2018 gave a commitment that the re-purposed funding of £0.600 million for the Hala Road project would be a first call on the 2020/21 Integrated Transport allocation. However, due to the wider programme of work under consideration in Lancaster it is proposed that the funding for Hala Road is a first call for transport funding in 2021/22.

Consultations

N/A

Implications

This item has the following implications, as indicated:

Risk management

Final confirmation of the Department for Transport 2020/21 Highways and Integrated Transport grant awards is expected imminently. However, the approval of the proposed programmes, subject to this confirmation, is required at this stage in order to allow delivery to commence in April 2020. Any significant implications of a change to the anticipated allocations will be reported to Cabinet.

There is also a risk that some of the detailed highway and transport programmes/projects set out at Appendices 'D' to 'L' may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year as a result of bad weather or other unforeseen circumstances. Also, the delivery of the proposed programmes/projects is dependent on the 2019/20 highway maintenance and transport programme outturn positions which will not be known until spring 2020. The programmes may be subject to change after this date.

Due to the fact that the drainage, road safety and cycle safety programmes will require design and consultation it is likely that these programme will be delivered over two years, 2020/21 and 2021/22, as profiled below. In the event that work can be programmed earlier than anticipated then it is proposed that funding is brought forward as required.

Financial

All the programmes are subject to the announcement of final grant awards and the programmes will therefore need to be flexed to fit within the available funding.

Highways Maintenance

It is proposed that the programmes detailed at Appendices 'D' to 'I' be funded from the anticipated 2020/21 highway maintenance grant funding from the Department for Transport.

With specific reference to the development of drainage projects the funding will be phased over two years as below:

- 2020/21 - £0.100 million
- 2021/22 - £0.400 million

All structural defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand. Based on recent levels of expenditure the total forecast level of funding required in 2020/21 is £8 million and any pressure on this amount will be dealt with within programme where possible under the direction of capital board. The £8 million budget is funded by:

- £2 million from the Department for Transport's Highway Maintenance Grant.
- £6 million from other funding within the capital programme with prudential borrowing being a last resort.

Transport

It is proposed that the Transport proposals detailed at Appendices 'C, and 'J' to 'L' be funded from the anticipated 2020/21 Integrated Transport grant funding.

With specific reference to the development of road safety and cycle safety projects which may include the need for detailed design and consultation to be undertaken it is proposed that the £0.5 million road safety allocation and £0.5 million cycle safety allocation each be profiled over two years:

- 2020/21 - £0.100 million
- 2021/22 - £0.400 million

It is proposed that the £0.600 million for Hala junction in Lancaster is a first call for transport funding in 2021/22.

List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A

Appendix A

Appendix 'A' Proposed Apportionment of Indicative Department for Transport Highway Maintenance Funding

Programme	DfT Maintenance Needs Grant	DfT Incentive Fund Band 2	DfT Incentive Fund Band 3	Total Allocation (Assuming Band 3)
ABC	£4,500,062		£400,148	£4,900,210
Urban Unclassified	£3,734,000		£307,585	£4,041,585
Rural Unclassified	£989,938			£989,938
Footways	£720,000		£62,970	£782,970
Moss Roads	£750,000			£750,000
Drainage	£440,000	£60,000	£60,000	£500,000
Street Lighting	£1,000,000			£1,000,000
Traffic Signals	£100,000		£200,000	£300,000
Bridges & Structures	£2,400,000	£600,000	£600,000	£3,000,000
Structural Defects	£2,000,000			£2,000,000
Safety Camera Maintenance	£30,000		£20,000	£50,000
Geotechnical Surveys	£80,000	£9,400	£20,000	£100,000
Surveys & Coring for Capital programme	£600,000	£75,000	£150,000	£750,000
Future design/site investigations			£299,297	£299,297
Planned additional maintenance	£283,000	£115,600	£400,000	£683,000
Structures: Principal Bridge Inspections	£300,000		£300,000	£600,000
Structures: Risk Based Assessments	£215,000		£100,000	£315,000
Street Lighting TR22: Risk Based Assessments	£250,000		£250,000	£500,000
Vehicle Restraint Barriers: Risk Based Assessments	£175,000		£144,000	£319,000
Derby Street Bridge		£300,000	£553,000	£553,000
Total	£18,567,000	£1,160,000	£3,867,000	£22,434,000

Appendix B

Appendix 'B' – 2020/21 Proposed Criteria to Determine Highway Maintenance and Transport New Starts Programmes

Highway Maintenance

The proposed criteria for determining the countywide allocations and the projects to be included in the 2020/21 Highways Maintenance capital programme is set out below:

Asset Class	2020/21 Proposed Criteria
A,B,C Roads	<p>Committed level of investment as set out in the TAMP</p> <p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the Transport Asset Management Plan (TAMP). Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Urban Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the Transport Asset Management Plan (TAMP). Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Rural Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the Transport Asset Management Plan (TAMP). Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Footways	<p>A countywide allocation prioritisation based on condition survey data and the number of highway safety defects identified. Also includes the number of defects, claims and complaints received.</p>

Asset Class	2020/21 Proposed Criteria
Moss Roads	A strategy for Moss Roads has been approved and includes a prioritised hierarchy of need which has been used to determine the proposed 2020/21 programme
Drainage	Countywide prioritisation based on risk of flooding and potential impact.
Street Lighting	District Allocation: 70% on the basis of reduction of risk based on condition and 30% on the basis of unexpected failures based on inventory records.
Traffic Signals	Countywide prioritisation based on the age of units beyond their operational life, number of faults attended and vehicle accident records.
Bridges and Structures	Countywide prioritisation based on priority bridges as indicated by condition and strategic importance.
Structural Defects	All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.
Safety Camera Maintenance	In partnership with Lancashire Constabulary a programme of urgent work will be developed based on the information gained through the inspections. This programme will maintain and where necessary replace safety camera infrastructure on the highway.
Surveys, coring, and Geotechnical investigations	This will allow an evidence base to be developed to ensure schemes are developed in line with TAMP principles. The programme of works will support the delivery of the 2020/21 capital programmes and the development of the 2021/22 capital programme
Future Design/Site Investigation	This will enable robust costs to be established to ensure the proposed capital programme for 2021/22 is deliverable.
Planned Additional Maintenance	<p>The following projects are priorities that are currently unfunded and need to be delivered urgently;</p> <ul style="list-style-type: none"> • Road Rail Incursions (£0.043m) • Low Bridge Height Signing (£0.030m) • Union Road Bridge (£0.130m) • Weather Stations (yr1) (£0.080m) • West Bradford Bridge (£0.175m) • Hodder Land slip (£0.200m) • Ringtanes Lane, Lowgill collapse (£0.025m)
Risk Based Condition Assessments	<p>This work will ensure that a targeted programme of maintenance can be developed that is evidence based;</p> <ul style="list-style-type: none"> • Column testing • Vehicle restraint barrier assessments • Bridge risk based assessments
Derby Street Bridge	The 2020/21 Incentive Fund final contribution for the Derby Street Bridge project.

Transport

The proposed criteria for determining the countywide allocations and the projects to be included in the 2020/21 Integrated Transport capital programme is set out below:

Asset Class	2020/21 Proposed Criteria										
Road Safety Projects	Countywide prioritisation based on the number of casualties, anticipated accident savings and cost.										
Cycling Safety	<p>Stage 1 £50,000 to be top sliced from the overall allocation to be used for monitoring and evaluation of schemes in the approved programme in terms of casualty rate and other anticipated outcomes. This information will be used to inform the development of future cycling programmes.</p> <p>Stage 2 Schemes with a First Year rate of Return (FYRR) greater than 50% will be identified, prioritised and funded up to the remaining approved allocation.</p> <p>Stage 3 If stages 1 and 2 have been completed and funding remains available it is proposed that other criteria is applied to the projects with a FYRR lower than 50% to assess whether the schemes have the potential to offer wider benefits. The assessment would consider;</p> <table border="1" data-bbox="427 1088 1437 1447"> <thead> <tr> <th data-bbox="427 1088 1257 1167">Wider Benefits to be considered for schemes with FYRR < 50%</th> <th data-bbox="1260 1088 1437 1167">Weighting</th> </tr> </thead> <tbody> <tr> <td data-bbox="427 1171 1257 1249">Encourages the use of routes away from cycling accident locations</td> <td data-bbox="1260 1171 1437 1249">6</td> </tr> <tr> <td data-bbox="427 1254 1257 1332">Improves the amenity and perceived risk that would encourage more people to cycle</td> <td data-bbox="1260 1254 1437 1332">2</td> </tr> <tr> <td data-bbox="427 1337 1257 1415">Improves cycling access to employment, houses and education</td> <td data-bbox="1260 1337 1437 1415">2</td> </tr> <tr> <td data-bbox="427 1420 1257 1447">Improves cycling routes for leisure cyclists</td> <td data-bbox="1260 1420 1437 1447">1</td> </tr> </tbody> </table>	Wider Benefits to be considered for schemes with FYRR < 50%	Weighting	Encourages the use of routes away from cycling accident locations	6	Improves the amenity and perceived risk that would encourage more people to cycle	2	Improves cycling access to employment, houses and education	2	Improves cycling routes for leisure cyclists	1
Wider Benefits to be considered for schemes with FYRR < 50%	Weighting										
Encourages the use of routes away from cycling accident locations	6										
Improves the amenity and perceived risk that would encourage more people to cycle	2										
Improves cycling access to employment, houses and education	2										
Improves cycling routes for leisure cyclists	1										
Public Rights of Way	Countywide intervention: design and works to address structural repairs on the Public Rights of Way network on an ongoing basis and to address issues as they arise throughout the year.										
Bus Stop Compliance	The Equality Act places a statutory responsibility on the county council to improve the accessibility of public transport in terms of bus stops, this is a programme of works to ensure our bus stops meet that responsibility.										

Appendix C

Appendix 'C' Proposed Apportionment of the Indicative Department for Transport 2020/21 New Start Integrated Transport Programme

Approved First Calls

Project Name	Project Description	Approved Budget (£m)	Cabinet Approval
M55 Heyhouses Link Road	This funding will support the delivery of the proposed link road to connect the existing roundabout at Whitehills Road to the north with Heyhouses Lane near the Cyprus Point development site to the south.	1.700	10 th August 2017.
The Bay Gateway (H2M6 link road)	Provision for final stages of scheme delivery (i.e. Landscaping/Part One Claims)	0.352	18 th January 2018
Total		2.052	

Proposed Continuation of Annual Programmes of Work in 2020-21

Project Name	Project Description	Allocation (£m)	Justification
City Deal	Annual Contribution to City Deal	2.500	Supports the delivery of the transport related projects as part of the City Deal project.
2020-21 Road Safety	Design and delivery of projects identified through analysis of collision data to reduce the occurrence of road casualties.	0.500	As a highway authority the county council has a statutory duty to implement engineering solutions to improve the safety of the highway network
2020-21 Cycle Safety	Design and delivery of projects identified through analysis of collision data to reduce the occurrence of road casualties involving cyclists.	0.500	An annual allocation to specifically reduce cycling casualties and address wider objectives including perception of safety
2020-21 Public Rights Of Way (PROW)	A programme of work addressing issues with our PROW network in urban areas.	0.300	This annual allocation aims to improve the PROW network in urban areas, helping to encourage the use of this network as an alternative to vehicles and promoting healthy choices/encouraging exercise. This allocation supports the aims of the Cycling and Walking Strategy.
2020-21 Bus Stop Compliance	A programme of improvements at bus stops	0.020	The Equality Act places a statutory duty on the county council to improve the accessibility of public transport, in terms of bus stops. This includes raising kerbs to ensure that boarding a bus is on the same level, reducing the risks for visually impaired people and people with reduced motor skills and co-ordination and older road users.
Total		3.820	

Project Name	Allocation (£)
Contingency	£0.182

Appendix D

2020/21 Maintenance of Highway Assets

Appendix D: Draft A, B & C Roads 2020/21 Programme

2020/21 Programme: A, B & C Roads - Resurfacing/Inlay						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Chapel Street/ Wigglesworth Road	B6478	Longridge with Bowland	Ribble Valley	Resurfacing (multi-treatment scheme)	Wigglesworth Road - Rathmere House to just past the hairpin bend	£54,226.60
Fielding Lane	C630	Oswaldtwistle	Hyndburn	Resurfacing (multi-treatment scheme)	Heys Lane to High Street	£148,632.53
Long Level	A65	Lancaster Rural East	Lancaster	Resurfacing (multi-treatment scheme)	Low Lodge to Earby/Leck boundary, and then the Yorkshire boundary to 613m west	£247,106.63
Kirkham Road	C293	Fylde South	Fylde	Resurfacing (multi-treatment scheme)	House number 217 to Sunnyside	£41,293.57
Church Street and Park Lane	B6535	Great Harwood, Rishton and Clayton-le- Moors	Hyndburn	Resurfacing	Church Street and Park Lane from outside number 38 to Mount Street	£131,950.73
Manchester Road	A682	Burnley Central West/ Burnley Rural	Burnley	Resurfacing	The junction of Spring Hill Road to the roundabout	£98,125.70
Liverpool Road	A59	Penwortham West	South Ribble	Resurfacing	Chesmere Drive to Howick Cross Lane	£153,222.21
Burnley Road East	B6238	Rosendale East	Rosendale	Resurfacing	100m south of Lower Clough Bottom Farm for a 34m stretch	£34,712.50
Wigan Road	A577	Ormskirk, West Lancashire East	West Lancashire	Resurfacing	Stanley Street to Tower Hill Lane	£76,562.39
Liverpool Road South	A59	Burscough and Rufford	West Lancashire	Resurfacing	Rivington Drive to house number 238	£54,886.55
Skull House Lane	B5375	Skelmersdale East	West Lancashire	Resurfacing	Outside The Mount on Appley Lane North to the Wigan boundary	£76,097.47

2020/21 Programme: A, B & C Roads - Resurfacing/Inlay						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Bolton Road	A675	Hoghton with Wheelton	Chorley	Resurfacing	Dole Lane to 589m west near the station house	£65,733.96
Aughton Street	B5197	Ormskirk	West Lancashire	Resurfacing	Park Road to Prescott Road	£66,996.33
Rawtenstall Spur	A682	Rossendale South	Rossendale	Resurfacing	From the adoption at the junction with A56, to the roundabout at junction with Ashworth Way (2 lanes coming from Edenfield towards Rawtenstall), and Ashworth Way roundabout to Haslingden Road (eastbound)	£331,165.52
Leyland Road	B5254	Penwortham West, Penwortham East and Walton le Dale	South Ribble	Resurfacing	Pembury Avenue to Bee Lane	£72,154.41
Hardhorn Road	C380	Poulton-Le-Fylde	Wyre	Resurfacing	Full length	£190,000.55
Shaw Brow and Town Lane	C219	Clayton with Whittle	Chorley	Resurfacing	30m east of Lady Crosse Drive to Preston Road	£64,979.36
Prescot Road	B5197	West Lancashire West, Ormskirk, West Lancashire East	West Lancashire	Resurfacing	Long Lane to Aughton Street	£119,085.88
Course Lane	A5209	West Lancashire East	West Lancashire	Resurfacing	Tawd Vale bridge to between houses Ivanhoe and Greenfield	£81,168.84
Fishergate Hill	C329	Preston City	Preston	Resurfacing	Beech Street to Pitt Street	£142,246.79

2020/21 Programme: A, B & C Roads - Resurfacing/Inlay						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Station Road	C244	South Ribble West	South Ribble	Resurfacing	Royalty Lane to near junction with Wham Lane	£41,840.93
Wigan Road	A577	West Lancashire East	West Lancashire	Resurfacing	Castle Lane to outside 104 Wigan Road	£82,006.74
Woodplumpton Road and Tag Lane	B5411	Preston West	Preston	Resurfacing	From Gulf Garage to Banksfield Avenue	£106,983.92
Guinea Hall Lane	C140	West Lancashire North	West Lancashire	Resurfacing	Southport New Road to 20m past Aveling Drive	£103,890.07
Weeton Road	C270	Fylde East	Fylde	Resurfacing	Garstang Road North to Kirkham Bypass	£69,470.45
Craddock Road	A56	Pendle Central, Pendle Rural	Pendle	Resurfacing	Church Street to the fire station	£107,406.53
The Green	B5250	Chorley Rural West	Chorley	Resurfacing	The Briars to Drapers Avenue	£35,445.73
Southport Road	A570	West Lancashire West, Burscough and Rufford	West Lancashire	Resurfacing	Lighting column 102 to 20m past number 518	£68,507.22
Brooke Street	C206	Chorley North	Chorley	Resurfacing	Eaves Lane roundabout to the Railway Bridge	£65,821.06
Forecast Outturn Capital Expenditure:						£2,931,721.15

Draft Surface Dressing Programme

Programme: A, B and C Roads - Surface Dressing Programme						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Chapel Street/ Wigglesworth Road	B6478	Longridge with Bowland	Ribble Valley	Surface dressing (multi- treatment scheme)	Through Slaidburn Village; from Slaidburn Village sign at the sharp bend near Rathmere House to Baithe Laithe Farm next to St Andrews Church (not including sharp bend)	£75,197.02
Fielding Lane	C630	Oswald- twistle	Hyndburn	Surface dressing (multi- treatment scheme)	High Street to Haslingden Old Road	£149,460.69
Long Level	A65	Lancaster Rural East	Lancaster	Surface dressing (multi- treatment scheme)	Burr Tree Cottage to A683 Burrow Road	£194,905.77
Kirkham Road	C293	Fylde South	Fylde	Surface dressing (multi- treatment scheme)	Preston New Road to house number 217	£75,533.53
Harwood New Road	B6535	Great Harwood, Rishton and Clayton-le- Moors	Hyndburn	Surface dressing	Mount Street to Whalley Road	£101,311.07
Stanhill Road	B6234	Oswald- twistle	Hyndburn	Surface dressing	Haslingden Old Road to Sadler Street	£276,716.90
Burnley Road East	B6238	Rosendale East	Rosendale	Surface dressing	Junction of Rockbridge Fold to the boundary	£176,856.08
Skipton Old Road	C681	Pendle Rural	Pendle	Surface dressing	From Bed End at Windacre Farm to Byron Road	£131,280.47
Whitemoor Road	B6251	Pendle Rural	Pendle	Surface dressing	Moor Lane to Warehouse Lane (not including the sharp bend)	£153,017.88
Vicarage Lane	C226	South Ribble East	South Ribble	Surface dressing	Outside Highfield to Cuerdale Lane	£29,317.92

Programme: A, B and C Roads - Surface Dressing Programme						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
School Lane	C195	Moss Side and Farington	South Ribble	Surface dressing	Ulmes Walton Lane to Dunkirk Lane	£36,371.62
Westhead Road	A581	Chorley Rural West	Chorley	Surface dressing	Outside number 22 Westhead Road to outside number 25 Town Road	£19,154.90
Bolton Road	A673	Chorley Rural East	Chorley	Surface dressing	Outside number 36 Bolton Road to Chorley Road	£19,748.95
Southport Road	A570	West Lancashire West	West Lancashire	Surface dressing	Smithy Lane to Harridge Lane	£57,610.64
Main Street	A683	Lancaster Rural East	Lancaster	Surface dressing	Strands Farm Lane to number 12 Royal Oak Meadow	£93,615.33
Alder Lane/Ash Brow	A5209	West Lancashire East	West Lancashire	Surface dressing	Lancaster Lane to Smithy Brow	£99,287.75
Trough Road	C477	Longridge with Bowland	Ribble Valley	Surface dressing	Section after the new inlay road to the first cattle grid 250m of Staple Oat Barn	£64,161.31
Little Bowland Road and the surrounding roads	C567	Longridge with Bowland	Ribble Valley	Surface dressing	Little Bowland Road; Burtholm Lane to Dinkling Green Lane. Burtholm Lane; Talbot Street to Little Bowland Road. Dinkling Green Lane; Little Bowland Road to Wardsley Road	£103,903.04
West Drive	C383	Cleveleys East/ Cleveleys South and Carleton	Wyre	Surface dressing	Fleetwood Road North to Rossall Road	£111,038.45
Forecast Outturn Capital Expenditure:						£1,968,489.32

Appendix E

2020/21 Maintenance of Highway Assets
Appendix E: Draft 2020/21 Unclassified Programme

Draft Rural Unclassified

2020/21 Programme: Rural Unclassified						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Hurst Crescent and Hurst Lane	U60113/ U7615	Mid Rossendale	Rossendale	Resurfacing	Full length of Hurst Crescent, and 2 x 40m2 patches on Hurst Lane	£26,535.60
Pot House Lane	U11455	Oswaldtwistle	Hyndburn	Resurfacing	From Stoneybroke to the Broadfield junction	£130,014.61
Myerscough Smithy Road	U5227	South Ribble East, Ribble Valley South West	South Ribble and Ribble Valley	Resurfacing	Whalley Road to number 1 Myerscough Smithy Road	£17,867.12
Lower Lane	U10901	Fylde South	Fylde	Resurfacing	Kirkham Road to house called Swinza Butts	£47,670.71
Rainford Road Service Road	U497	West Lancashire East	West Lancashire	Resurfacing	Full length	£29,466.86
River Road and Stanah Road	U21824	Thornton and Hambleton	Wyre	Resurfacing	River Road; Kneps Lane to Wyreside camp site. Stanah Road; from Lambs Road roundabout to just past and including Raikes Road roundabout	£58,658.42
Runshall Hall Lane	U842	Euxton, Buckshaw and Astley	Chorley	Resurfacing	Holt Brow to Runshaw Lane	£66,634.58
Kenlis Road	U5331	Wyre Rural East	Wyre	Resurfacing	From Ray Road to dead end house number 7, including Belmouth at Ray Road	£25,004.89
Moss House Lane	U15092	Fylde West	Fylde	Resurfacing	From Maple Farm to gas marker post 300m north	£19,299.74
Raikes Road	U21827	Thornton and Hambleton	Wyre	Resurfacing	Skippool Lane to House Thorn Lee, and 70m before Underbank Cottage to 50m past Underbank Cottage	£42,590.87

2020/21 Programme: Rural Unclassified						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Moss Side Lane	U11059	Wyre Rural Central	Wyre	Resurfacing	From Rawcliffe Road to the new surface on the second bend	£35,348.86
Green Lane East	U11158	Wyre Rural East	Wyre	Resurfacing	Lancaster Road to the dead end at bridal way	£39,402.91
Moor Lane and Old Nab Road	U22722	Ribble Valley South West	Ribble Valley	Surface dressing	Brierleys Farm on Moor Lane to Whalley Old Road	£35,425.84
Belthorn Road	U48138	Oswaldtwistle	Hyndburn	Surface dressing	Blackburn/Darwen boundary to outside number 147 and Four Winds House	£31,793.84
Hillock Lane	U8117	Fylde South	Fylde	Surface dressing	Church Lane to just before the junction of Harbour Inn	£16,402.70
Lower Lane	U10901	Fylde South	Fylde	Surface dressing	Preston New Road to the horse stables	£27,313.81
Meadow Lane	U350	West Lancashire East	West Lancashire	Surface dressing	Ring 'O' Bells Lane to the Railway Crossing on Daisy Lane	£14,561.87
Parsonage Lane	U5252	Longridge with Bowland	Ribble Valley	Surface dressing	Height Lane to Club Inn	£59,198.80
Littledale Road	U49061	Lancaster Rural East	Lancaster	Surface dressing	Brookhouse Road to Moorside Road	£32,985.78
Abbott Brow	U4887	Ribble Valley South West	Ribble Valley	Surface dressing	Full length	£36,545.21
Advanced pre-patching for 2021/22 Surface Dressing	As necessary	As necessary	As necessary	Pre-patching	Pre-patching in 2020/21 for 2021/22 Surface Dressing Programme	£197,214.59
Forecast Outturn Capital Expenditure:						£989,937.61

Draft Urban Unclassified

2020/21 Programme: Urban Unclassified						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Warrenhurst Road and surrounding roads (Elm Street and Willow Street)	U22120	Fleetwood East	Wyre	Resurfacing (multi-treatment scheme)	Full lengths of Elm Street and Willow Street	£45,554.62
Gannow Lane and Rose Grove Area (Harling Street and White Street)	U42763/ U42757	Burnley Central West, Burnley South West	Burnley	Resurfacing (multi-treatment scheme)	Full lengths of Harling Street and White Street	£33,111.15
St Davids Road North	U6687	St Annes North	Fylde	Resurfacing (multi-treatment scheme)	Highbury Road East to outside number 212	£38,069.37
Chorley Old Road	U5811	Clayton with Whittle	Chorley	Resurfacing (multi-treatment scheme)	Dog Inn Pub to outside number 146	£41,155.86
Ighton Road Estate (Redruth Street, Bivel Street and Tunnel Street)	U42652	Burnley Central West	Burnley	Resurfacing (multi-treatment scheme)	Full length Redruth Street, Tunnel Street; outside number 3 Ighton Road to Pendle Way	£46,429.93
Walton Lane	U20343	Nelson East, Brierfield and Nelson West	Pendle	Resurfacing (multi-treatment scheme)	Leeds Road to Oxford Road (excluding the railway bridge), and the junction of Walton Lane/Marsden Hall Road	£74,014.67
School Lane	U8292	South Ribble West	South Ribble	Resurfacing (multi-treatment scheme)	Briar Croft to Bentley Park Road	£18,199.00
Branch Road	U42041	Burnley Rural	Burnley	Resurfacing	Full length	£113,911.99

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Palatine Road	U21542	Fleetwood West and Cleveleys West	Wyre	Resurfacing	Jubilee Drive to Manor Drive	£54,585.94
Lowcross Road and surrounding roads	U47244	Poulton-Le-Fylde	Wyre	Resurfacing	Full lengths of Lowcross Road, Pine Crescent, Moreton Drive, Grange Gardens, The Croft, Ash Drive and Beech Drive	£134,514.12
Keswick Road (Ridge Estate)	U18383	Lancaster East	Lancaster	Resurfacing	Keswick Road; Keswick Walk to Patterdale Road. Full lengths of Honister Road, Firbank Road and Kentmere Road. Patterdale Road; Honister Road to Keswick Road, Ambleside Road; Honister Road to Lingmoor Road	£252,632.43
Moorland Road	U16370	Poulton-Le-Fylde	Wyre	Resurfacing	From house number 11 near Bishops Close to the junction with Breck Road	£18,734.63
Scott Street	U42843	Padiham and Burnley West, Burnley South West	Burnley	Resurfacing	Burnley Road to the works entrance on Lowerhouse Lane	£108,898.29
Bowland Road and surrounding roads	U18974	Heysham	Lancaster	Resurfacing	Full lengths of Bowland Road, Littledale Avenue, Linton Avenue	£130,018.30
Cross Street and surrounding streets	U5612	Moss Side and Farington, Leyland South	South Ribble	Resurfacing	Full lengths of Cross Street, George Street and Baker Street. Derby Street; Cross Street to Preston Street. Clarence Street; Cross Street to the end	£37,137.56

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Parliament Street	U42025	Burnley Rural	Burnley	Resurfacing	Finsley Gate Canal Bridge to Todmorden Road	£157,109.18
Lynwood Drive	U22446	Thornton and Hambleton	Wyre	Resurfacing	End of cul-de sac house number 2 to 49	£51,195.28
Abbeydale and Croft Avenue	U383/ U385	Burscough and Rufford	West Lancashire	Resurfacing	Abbeydale from Croft Avenue to Junction Lane, and full length of Croft Avenue	£38,339.70
Bancroft Avenue and surrounding roads	U21566	Cleveleys East	Wyre	Resurfacing	Bancroft Avenue; house number 6 to Rossendale Avenue North, full lengths of Devonshire Avenue, Springbank Avenue, Rydal Avenue, Grasmere Avenue, Windsor Avenue, Rossendale Avenue North. Ullswater Avenue; Devonshire Avenue to house number 12 Ullswater Crescent. Bowness Avenue; Windsor Avenue to Ullswater Avenue, and Connsiton Avenue from house 6 to house 57 at dead end	£173,760.27
Prospect Road and surrounding roads	U7605	Mid Rossendale	Rossendale	Resurfacing	Prospect Road; Holland Avenue to Burnley Road, full length of Whittle Street, and Beech Street including the Holland Avenue junction. Greenfield Street from the rear of Beech Street to Beech Street	£57,555.23
Highcross Road	U16401	Poulton-Le-Fylde	Wyre	Resurfacing	Full length	£212,783.57

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Victoria Road	U16349	Poulton-Le-Fylde	Wyre	Resurfacing	Full length	£53,336.56
Hesketh Road	U15039	St Annes North	Fylde	Resurfacing	Full length	£26,732.16
Richmond Hill Street	U16527	Accrington West and Oswaldtwistle Central	Hyndburn	Resurfacing	Outside house number 124 to 164	£24,522.09
Grasmere Avenue and Windermere Avenue	U5641/ U5642	Moss Side and Farington	South Ribble	Resurfacing	Full lengths	£18,905.02
Moor Field and surrounding roads	U22845	Ribble Valley North East	Ribble Valley	Resurfacing	Full lengths of Moor Field, Moor Lane, and Moor Edge	£78,954.47
Halifax Road	U19670	Brierfield and Nelson West	Pendle	Resurfacing	Montrose Street to house number 10	£37,603.16
Warrenhurst Road and surrounding roads	U22120	Fleetwood East	Wyre	Surface dressing (multi-treatment scheme)	Full lengths of Gordon Road, Addison Road, Belmont Road, Warrenhurst Road, Oak Street, Albany Road, Percy Street, Stanley Road Clifton Road, Deepdale Road and Nansen Road	£101,647.23
Gannow Lane and Rose Grove Area	U42768	Burnley Central West, Burnley South West	Burnley	Surface dressing (multi-treatment scheme)	Lowerhouse Lane to Cavalry Way. Full lengths of Dorset Street, Owen Street, Allendale Street, Sunderland Street, Saltburn Street, Bradley Gardens, Snowden Street and Rosegrove Lane from Sunderland Street to Dorset Street	£123,435.86
St Davids Road North	U6687	St Annes North	Fylde	Surface dressing (multi-	Outside number 212 to the junction with St Thomas Road	£104,057.98

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
				treatment scheme)		
Chorley Old Road	U5811	Clayton with Whittle	Chorley	Surface dressing (multi-treatment scheme)	Sandy Lane to the Dog Inn Pub	£26,344.70
Ighten Road Estate	U42652	Burnley Central West	Burnley	Surface dressing (multi-treatment scheme)	Full lengths of Ighten Road, Westwood Road, Bramley Avenue, Wellfield Drive, Hunters Drive, Parkwood Avenue, Wesley Grove, Coverdale Way, Hargrove Avenue, Crow Wood Avenue, Kielder Drive, and Shale Street and Redruth Street (after inlay) bread street	£214,707.87
Walton Lane	U20343	Pendle Central, Nelson East, Brierfield and Nelson West	Pendle	Micro-asphalt (multi-treatment scheme)	Outside house number 34 near the Oxford Road junction, to outside number 63 near Marsden Hall Road junction	£120,086.65
School Lane	U8292	South Ribble West	South Ribble	Surface dressing (multi-treatment scheme)	Chapel Lane to Briar Croft	£21,913.80
Cotton Drive	U856	Ormskirk	West Lancashire	Surface dressing	Halsall Lane to Tennyson Drive	£9,529.22
Parkside	U12479	Preston Central East	Preston	Surface dressing	Blackpool Road to Deepdale Road	£7,529.86
Cowling Lane	U5672	Leyland Central	South Ribble	Surface dressing	Leyland Lane to Western Drive	£11,302.31
School Lane	U1044	West Lancashire East	West Lancashire	Surface dressing	Whiteleys Lane to Wigan Road	£30,353.37

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
The Hills	U1875	Preston Rural	Preston	Surface dressing	House number 22 to Longridge Road	£12,339.73
Haig Avenue	U5644	Leyland Central	South Ribble	Surface dressing	Full length	£29,869.83
St. Alban's Road	U6666	St Annes South	Fylde	Surface dressing	Church Road to Holmefield Road	£33,945.38
Quail Holme Road	U22370	Wyre Rural Central	Wyre	Surface dressing	Full length	£28,856.74
Curzon Street and Canning Street	U42325	Burnley Central East	Burnley	Surface dressing	Active Way to Princess Way	£19,314.40
Warren Drive and surrounding roads	U50725	Pendle Hill	Pendle	Surface dressing	Full lengths of Warren Drive, Wheatley Grove, Cairns Close, Maylands Place, Cottesloe Place, Kingshotte Gardens, and Mosman Place	£17,583.48
Station Road and Cowm Park Way	U47716	Whitworth and Bacup	Rossendale	Surface dressing	Market Street to Hall Street	£66,174.54
Stirling Court	U20722	Burnley Rural	Burnley	Surface dressing	Full length	£25,928.06
Cowley Crescent	U42842	Burnley South West	Burnley	Surface dressing	Padiham Road to Scott Street	£15,441.54
Wellfield Drive and surrounding roads	U42663	Burnley Central West	Burnley	Surface dressing	Wellfield Drive; Westwood Road to Parkwood Avenue. Fallowfield Drive; Wellfield Drive to Hunters Drive. Hunters Drive; Fallowfield Drive to Wellfield Drive	£20,219.84
Great Meadow and surrounding roads	U8337	Euxton, Buckshaw and Astley	Chorley	Surface dressing	Great Meadow and the cul-de-sacs leading from it	£41,843.07
Pennine Road	U8564	Chorley North	Chorley	Surface dressing	Eaves Lane to the rumble strips, and the cul de sac behind the blocks	£10,274.45

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Lodge Bank	U5905	Hoghton with Wheelton	Chorley	Surface dressing	Full length from School Lane to the end of the adopted cul-de-sac	£17,086.47
The Hazels and surrounding roads	U4900	Ribble Valley South West	Ribble Valley	Surface dressing	The whole estate from Vicarage Lane	£22,530.70
Warwick Drive and surrounding roads	U22971	Clitheroe	Ribble Valley	Surface dressing	Warwick Drive; house number 1 to the Chatburn Road junction. Full lengths of Somerset Avenue, Dorset Drive, and Denbigh Drive	£28,984.50
Hallam Road	U20297	Pendle Central	Pendle	Surface dressing	Marsden Hall Road to Town House Road	£52,522.77
Lancaster Drive	U2506	Padiham and Burnley West	Burnley	Surface dressing	Manchester Road to Cambridge Drive	£23,704.48
Shap Grove and surrounding roads	U2506	Burnley North East	Burnley	Surface dressing	Full lengths of Shap Grove, Lindale Crescent and Prairie Crescent	£17,059.39
Ladbrook Grove and Raeburn Avenue	U42209/ U42208	Burnley South West	Burnley	Surface dressing	Full lengths	£10,654.38
St Marys Gardens and Brookfield	U2589/ U2588	Ribble Valley South West	Ribble Valley	Surface dressing	Full lengths	£36,505.31
Lytham Road	U47545	Fylde South	Fylde	Surface dressing	Holy Family Church to Freckleton Bypass	£62,704.08
Southway	U658	Skelmersdale Central	West Lancashire	Surface dressing	Grimshaw Road to Grimshaw Road	£51,545.17
Woodlands Road	U6934	St Annes South, Lytham	Fylde	Surface dressing	Blackpool Road South to Clifton Drive (except both sides of bridge)	£50,765.39

2020/21 Programme: Urban Unclassified

Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Whalleys Road and Ashurst Road	U3219	Skelmersdale West	West Lancashire	Surface dressing	Whalleys Road from Beacon Lane to Ashurst Road, Ashurst Road from A577 to A577 loop	£99,550.91
Ridge Avenue	U40593	Burnley Central East	Burnley	Surface dressing	Ormerod Road to Brunshaw Road	£36,283.51
Skeffington Road	U13225	Preston South East	Preston	Surface dressing	St Gregorys Road to New Hall Lane	£47,779.66
Higher Road and Chaigley Road and surrounding roads	U5041	Longridge with Bowland	Ribble Valley	Surface dressing	Full lengths of Higher Road ,Chaigley Road , Mersey Street, Hornby Road, Caton Close, Wellbrook Drive, Wheatley Drive, Wyndene Close, and Halton Place	£93,953.60
Blackpool Road North	U15037	St Annes North	Fylde	Surface dressing	Leech Lane to Heyhouses Lane	£61,033.62
Mercer Crescent	U7375	Rosendale West	Rosendale	Surface dressing	Full lengths of Mercer Crescent, Osborne Way (micro), Windsor Ave, Caernarvon Road, Edinburgh Road, Britannia Way, Camms View, Campion Drive, Anemone Drive, Hyacinth Close, Narcissus Avenue, Gregory Fold, and Milton Close, crocus close (micro)	£122,852.07
Daneshouse Road and Brougham Street	U41051	Burnley Central East	Burnley	Surface dressing	Full length from Hebrew Road to Princess Way	£35,603.99
Forecast Outturn Capital Expenditure:						£4,041,584.47

Appendix F

2020/21 Maintenance of Highway Assets

Appendix F: Draft Footways 2020/21 Capital Programme

2020/21 Programme: Footways						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Fishergate Hill	C329	Preston City, Preston Central West	Preston	Reconstruction works	Pitt Street to the end of the bridge - both sides	£147,420.00
Lowerhouse Lane	U42806	Burnley South West	Burnley	Reconstruction works	West side from Harling Street to the Railway Hotel	£22,911.53
Highfield Road	U22546	Lancaster Rural North	Lancaster	Reconstruction works	Windermere Road to Kellet Road full length (except the two concrete sections between 1 to 33 and 33 to 33 to 49)	£137,039.18
Queens Green	U954	West Lancashire West	West Lancashire	Reconstruction works	Full length	£36,164.58
Hazelmount Drive, Avenue and Crescent	U22667	Lancaster Rural North	Lancaster	Reconstruction works	Full lengths of Hazelmount Avenue, Hazelmount Drive, and Hazelmount Crescent	£115,540.43
New Line	A6066	Rosendale East, Whitworth and Bacup	Rosendale	Preventative works	Market Street to Rochdale Road	£26,167.05
Rochdale Road	A671	Rosendale East, Whitworth and Bacup	Rosendale	Preventative works	Edge Lane to Allan Street	£25,076.76

2020/21 Programme: Footways						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Lodge Street and surrounding roads	U16883	Accrington South	Hyndburn	Preventative works	Full lengths of Lodge Street, Turkey Street, Sultan Street, Alice Street, and Norfolk Street. Manor Street; from Alice Street to Windsor Street. Cambridge Street; from Water Street to Burnley Road, and Windsor Street from Water Street to Manor Street. Water Street; from Waddington Road to Sydney Street.	£17,749.98
Fallbarn Crescent and surrounding roads	U7477	Rosendale South	Rosendale	Preventative works	Full Lengths of Hardman Avenue, Fallbarn Crescent, Whinberry Avenue, Maitland Place, Musbury Crescent, Carr Lane, Tor View, Kings Avenue, Hall Carr Road, Dearden Nook, and Hill View	£47,100.69
Barton Road and surrounding roads	U11902	Lancaster South East	Lancaster	Preventative works	Full lengths of Palatine Avenue, Durham Avenue, Warwick Avenue, Gloucester Avenue, Devon Place, Wakefield Drive. East side of Emerson Street, sections on south side of Barton Road, and Rutland Avenue from Bowerham Road to Warwick Avenue	£41,631.78
Forest Drive	U6958	Lytham	Fylde	Preventative works	Blackpool Road to the end	£28,914.29
Slater Lane	U5804	Moss Side and Farrington, and Leyland Central	South Ribble	Preventative works	Schleswig Way to School Lane	£17,309.50

2020/21 Programme: Footways						
Project Name	Road No	Division	District	Treatment	Scheme Extents	Estimate
Nairne Street and surrounding roads	U42414	Burnley Central West, and Burnley South west	Burnley	Preventative works	Full Lengths of Harold Street, Nairne Street, Netherby Street, Prestwich Street, Ulster Street, Richmond Street, Swindon Street, Colin Street, Athol Street North, Girvan Grove, Dunoon Street, and Paisley Street. Howard Street from Nairne Street to rear of Perth Street. Tay Street from Athol Street North to rear of Perth Street. Hargher Street from Harold Street to Dunoon Street.	£48,701.24
Footway patching for slurry seal	NA	As necessary	As necessary	Footway patching for slurry seal	As necessary	£71,243.00
Forecast Outturn Capital Expenditure:						£782,970.00

Appendix G

2020/21 Maintenance of Highway Assets
Appendix G: Draft Bridges 2020/21 Capital Programme

2020/21 Programme: Bridges				
Project Name	Division	District	Project Description	Estimate
Mallard Footbridge	Morecambe North	Lancaster	Footbridge Strengthening	£22,000
Town End Canal Bridge	Morecambe North	Lancaster	Bridge Strengthening	£50,000
Halton Station Bridge	Lancaster Rural East	Lancaster	Bridge Painting	£125,400
White Horse Railway Bridge	Wyre Rural East	Wyre	Scheme Development	£140,000
Garstang Bridge	Wyre Rural East	Wyre	Scheme Development	£18,000
Union Bridge	Thornton and Hambleton	Wyre	Bridge Repairs	£47,100
Sykes Cottage Bridge	Longridge with Bowland	Ribble Valley	Bridge Strengthening	£192,500
Pinder Hill Bridge	Longridge with Bowland	Ribble Valley	Bridge Strengthening	£155,000
Watt Street Bridge	Ribble Valley North East	Ribble Valley	Bridge Strengthening	£195,100
Rimington Bridge	Ribble Valley North East	Ribble Valley	Bridge Strengthening	£70,800
Peel Road Bridge	Fylde West	Fylde	Scheme Design	£20,000
Maudland Road Canal	Preston Central West	Preston	Design	£4,200
Hargreaves Railway Footbridge	Leyland South/Central	South Ribble	Scheme Development	£9,000
Birch No. 8 Subway	Skelmersdale West	West Lancashire	Design/Bridge repairs	£165,100
Moor Street Railway Bridge	Ormskirk	West Lancashire	Design	£30,000

2020/21 Programme: Bridges				
Project Name	Division	District	Project Description	Estimate
Ring O'Bells Canal Bridge	West Lancashire East	West Lancashire	Design	£10,000
Wanes Blades Bridge	West Lancashire East	West Lancashire	Bridge Painting	£193,800
Hawksclough Footbridge	Skelmersdale Central	West Lancashire	Design	£12,000
Carr Brook Close Bridge	Clayton with Whittle	Chorley	Bridge Strengthening	£160,100
Alleytroys Canal Bridge	Accrington West and Oswaldtwistle Central	Hyndburn	Design/Bridge repairs	£31,800
Enfield Canal Bridge	Great Harwood Rishton and Clayton le Moors	Hyndburn	Design	£15,000
Centenary Way Viaduct Defect search	Burnley Central East	Burnley	Defect Investigation	£25,000
Curzon Street Bridge	Burnley Central East	Burnley	Phase 2 of Design	£26,000
20/21 The Brig Bridge (St James Street)	Burnley Central East	Burnley	Phase 2 of Bridge Strengthening	£276,500
Hapton Station Footbridge	Padiham and Burnley	Burnley	Scheme Development	£20,000
Raglan Road Footbridge	Burnley Central West	Burnley	Scheme Development	£20,000
Plumbe Street Bridge	Burnley Central East	Burnley	Bridge Painting	£144,800
Pendle Water Bridge	Pendle Hill	Pendle	Concrete repairs	£80,200
Bridges Structural Maintenance of Highway Structures	Countywide as necessary	Countywide as necessary	Structural maintenance to bridges, footbridges and retaining walls	£740,600
Forecast Outturn Capital Expenditure:				£3,000,000

Appendix H

2020/21 Maintenance of Highway Assets

Appendix H: Draft Drainage 2020/21 Capital Programme

2020/21 Programme: Drainage				
Project Name/Location	Division	District	Project Description	Estimate
Higher Lane, Dalton, Phase 2	West Lancashire East	West Lancashire	Catchment study, and a new trash screen to follow on from the extensive repairs in 2019/20	£50,000
New Cut Lane, Halsall, Phase 2	West Lancashire West	West Lancashire	Phase 2 of this long-term project to install new drainage, manholes and gullies	£50,000
Priest Hutton Highway Drainage Improvements, Phase 2	Lancaster Rural North	Lancaster	Further works as identified by 2019/20 investigation/study	£15,000
Mossy Lea Road, Wrightington, Phase 3	Skelmersdale East	West Lancashire	Complete outstanding works on this scheme	£10,000
Castle Lane, Ormskirk, Phase 2	West Lancashire East	West Lancashire	Improvements to surface water drainage system and repair to water damaged carriageway	£80,000
Wallace Lane, Phase 2	Garstang	Wyre	Following detailed investigations in Phase 1, installation of new diampipe across the field with associated access chambers	£70,000
School Lane Culvert, Forton, Phase 2	Wyresdale	Wyre	Replace broken stone deck slabs, and repair downstream headwall and retaining wall	£80,000
North Street, Strongstry	Rosendale South	Rosendale	Trace, upgrade and adopt all highway gullies to ensure future maintenance and manage surface water flood risks	£50,000
Whalley Road, Billington	Ribble Valley South West	Ribble Valley	Identify location, capacity and the condition of surface water drainage network. Identify preferred option for improving rate of discharge to the main river	£15,000

2020/21 Programme: Drainage				
Project Name/Location	Division	District	Project Description	Estimate
High Road, Halton	Lancaster Rural East	Lancaster	Options review for future works which are likely to include upgrading the existing drainage system in a further phase	£10,000
Project Development	As necessary	As necessary	Allocation for the design and development of future schemes	£70,000
Forecast Outturn Capital Expenditure:				£500,000

Appendix I

2020/21 Maintenance of Highway Assets

Appendix I - Draft Traffic Signals 2020/21 Capital Programme

2020/21 Programme: Traffic Signals				
Project Name/Location	Division	District	Project Description	Estimate
Preston New Road/Freckleton Marsh Water Depot Access Road, Clifton Marsh	Fylde East	Fylde	Signal Equipment Modernisation	£41,000
Blackpool Road/Preston Old Road, Clifton	Fylde East	Fylde	Signal Equipment Modernisation	£45,550
Victoria Road East/Fleetwood Road North/Fleetwood Road South, Thornton Cleveleys	Thornton and Hambleton/Cleveleys East	Wyre	Signal Equipment Modernisation	£55,700
Rossall Road, north of Manor Drive, Thornton Cleveleys	Fleetwood West and Cleveleys West/Cleverleys East	Wyre	Signal Equipment Modernisation	£25,000
Park Road/Aughton Street, Ormskirk	Ormskirk	West Lancashire	Signal Equipment Modernisation	£62,000
Wigan Road/Thompson Avenue/Dicconson Way, Ormskirk	Ormskirk / West Lancashire East	West Lancashire	Signal Equipment Modernisation	£70,750
Forecast Outturn Capital Expenditure:				£300,000

Appendix J

2020/21 Maintenance of Transport Assets
Appendix J: Draft Road Safety 2020/21 Capital Programme

2020/21 Programme: Road Safety				
Project Name	Division	District	Project Description	Estimate
Ryelands Road/ Morecambe Road, Lancaster, Junction Improvements	Skerton	Lancaster	Installation of pedestrian refuge and junction warning signing. Extension of the 'keep clear' markings, and a lining refresh	£40,000
Parliament Street/Bulk Road, Lancaster, Signal Junction Improvements	Lancaster East	Lancaster	Installation of high-friction surfacing around the bend, adjustment of lane destination markings, and updated signing	£25,000
Lomeshaye Road/Manchester Road, Nelson, Junction Lining Improvements	Brierfield and Nelson West/Nelson East	Pendle	Installation of right-turn box and markings to guide vehicles through the junction	£33,000
Oxcliffe Road/ Mellishaw Lane, Morecambe, Signing, Lining and Lighting Improvements	Morecambe South	Lancaster	Various lighting, lining & visibility improvements at junctions and bends	£135,000
King Street/Railway View Avenue, Clitheroe Pedestrian Improvements	Clitheroe	Ribble Valley	Provision of informal crossing points on King Street and Railway View Avenue, with refuge island	£60,000
Blackpool Road/Plungington Road, Traffic Signal Priority Improvements	Preston Central West	Preston	Upgrade site to MOVA and reconfigure to run Plungington Road approaches separately, or an early start from Southbound	£62,000
Glenfield Road, Nelson, Pedestrian Facilities	Nelson East	Pendle	Build out and informal crossing point on Glenfield Road	£35,000

2020/21 Programme: Road Safety				
Project Name	Division	District	Project Description	Estimate
Fleetwood Road North, Zebra Crossing Enhancement	Thornton and Hambleton/Cleveleys East	Wyre	Enhancement of existing zebra crossing including buildouts to improve visibility and "Hardipave" to highlight the approaches to the crossing	£70,000
2021/22 Pipeline Project Development	As necessary	As necessary	Allocation to allow the review and design development of proposed new 2021/22 projects	£20,000
In-year Monitoring and Evaluation	As necessary	As necessary	In-year allocation to allow schemes to be monitored, reviewed and audited	£20,000
Forecast Outturn Capital Expenditure:				£500,000

Appendix K

2020/21 Maintenance of Transport Assets

Appendix K: Draft Cycling Safety 2020/21 Capital Programme

2020/21 Programme: Cycling Safety				
Project Name	Division	District	Project Description	Estimate
Clifton Drive North, St Annes, Segregated cycleway	St Annes North	Fylde	Segregated cycleway on the western side of the carriageway from Squires Gate Lane to Highbury Road West. We are also due to receive a £545,755 contribution from the DfT for this project.	£150,000
County Road/ Yew Tree Road, Ormskirk Cycling Improvements	Ormskirk	West Lancashire	Toucan crossing facility on County Road, combined with a new signed route along Yew Tree Road. We are also due to receive a £95,000 Section 106 contribution from West Lancashire Borough Council for this project.	£50,000
Colne to Pendle Greenway Cycling Signage	Brierfield	Pendle	Additional cycle direction signing to Barrowford, Nelson and Colne College, Victoria Park, Lomeshaye Industrial Estate, and Brierfield, from Nelson Town Centre	£50,000
Walton-le-Dale Cycling Improvements	Penwortham East and Walton-le-Dale	South Ribble	New toucan crossing on Carrwood Road for pedestrians and cyclists on Old Tram Road, and review possible extension of the cycleways along Carrwood Road towards Hennell Lane roundabout	£150,000
Bridleway 80 Contribution	South Ribble East/ Penwortham East and Walton-le-Dale	South Ribble	Contribution to assist with the delivery of a bridleway upgrade from Winery Lane to the Old Tram Bridge, diverting cyclists off heavily trafficked roads	£30,000
King Street; Queen Square to Common Garden Street, Cycle Lane Markings	Lancaster East	Lancaster	Realignment of the lane markings to allow cycle lanes to be marked across the side roads	£20,000
2021/22 Pipeline Project Development	As necessary	As necessary	Allocation to allow the review and design development of proposed new 2021/22 projects	£20,000

2020/21 Programme: Cycling Safety				
Project Name	Division	District	Project Description	Estimate
In-year Monitoring and Evaluation	As necessary	As necessary	In-year allocation to allow schemes to be monitored, reviewed and audited	£30,000
Forecast Outturn Capital Expenditure:				£500,000

Appendix L

2020/21 Maintenance of Transport Assets

Appendix L: Draft Public Rights of Way 2020/21 Capital Programme

2020/21 Programme: Public Rights of Way				
Project Name	Division	District	Project Description	Estimate
Footpath 6a Clitheroe	Clitheroe	Ribble Valley	Remove collapsed retaining wall and replace with new structure to restore the path. Underpin dry stone wall boundary. Fish rescue and dry working area in river.	£22,596.18
Clayton le Woods Footpath 11	Chorley Rural North	Chorley	Revetment repair works	£10,000
Footpath 48 Lancaster	Lancaster Central	Lancaster	Clearance, drainage and surfacing works	£10,000
Lambing Clough Lane, Dingley	Longridge with Bowland	Ribble Valley	Fencing and surfacing of low mobility access	£10,000
Lancaster Footpath 21	Skerton	Lancaster	Footpath improvements	£20,000
Footpath 8 Wisewell	Ribble Valley North East	Ribble Valley	Resurfacing of a very boggy path	£15,000
Footpath 21 Clitheroe	Clitheroe	Ribble Valley	Cemetery steps improvements	£20,000
PROW 2020/21 Reactive Works	Countywide as necessary	Countywide as necessary	Small scale works as and when they arise in-year	£192,403.82
Forecast Outturn Capital Expenditure:				£300,000

Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

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

Electoral Division affected:
 Accrington South; Brierfield &
 Nelson West; Burnley Central
 East; Fleetwood East; Fylde
 East; Fylde South; Great
 Harwood, Rishton & Clayton-le
 Moors; Leyland Central;
 Lytham; Mid Rossendale;
 Moss Side & Farington;
 Pendle Hill; Penwortham West;
 Poulton le Fylde; Preston City;
 Preston Rural; Preston South
 East; Preston South West;
 Preston West; Rossendale
 South;

Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre) (Revocation, Amendment, And Various Parking Restrictions March (No1)) Order 201
 (Appendices 'A' to 'K' refer)

Contact for further information:

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chris.nolan@lancashire.gov.uk

Executive Summary

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

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

Recommendation

Cabinet is asked to:

- (i) Consider the proposals for parking restrictions on the various lengths of road within the Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre Districts as detailed within this report and as set out in the Appendices 'A' - 'K' including the draft proposed order statement of reason and plans.
- (ii) Approve the proposed Traffic Regulation Order for parking restrictions on various lengths of road within Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre districts at Appendix 'A-2'.

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 'K' within the districts of Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre to improve the safety of all highway users whilst providing parking amenities. A detailed statement of reasons for each proposal is contained within Appendix 'B'.

Consultations

Formal consultation was carried out between 25 September 2019 and 25 October 2019 which was advertised in the local press and notices displayed on sites for all areas where the new restrictions were proposed. 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.

Due to an administration error in the original consultation of restriction length on Normoss Avenue a modification was consulted upon between 14 October 2019 and 11 November 2019 with a letter drop being undertaken to the properties affected and site notices being posted on site.

Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website for both the formal consultation and the modification.

In addition the consultation period was also extended until 6 December 2019 due to notices for the Burnley, Pendle, Rossendale and Hyndburn areas not being posted on site.

Objections and Correspondence

As a result of the formal consultation 40 responses were received concerning different aspects of the proposal. For the ease of reading the correspondence will be detailed together with the aspect of the proposal to which they relate along with the engineers comments in reply to any objections.

Two comments were received from the Police and one from United Utilities as statutory consultees noting that they had no objections to the proposals one of which positively supported the changes.

Admiral Way/Nelson Way, Preston

Eight objections were received from members of the public that were employed at the industrial units on Admiral Way, all of which expressed concerns that by introducing the waiting restrictions they would not be able to park close to their place of work. Some of the objectors were concerned that the loss of parking would result in them having to look for other places to work and/or increase their daily expenses due to having to pay for parking or be required to use public transport at extra expense. Other points raised were that the inability to park close to their employment would cause stress and that by losing their job they would need to claim benefits.

Engineers Response

Presently the parking on Admiral Way is causing problems for the businesses operating out of Riversway Motor Park. Despite business owners raising the issue of excessive and obstructive parking at this location, evidence suggests that they are the cause of the issue by using the footway as a location to park vehicles for advertisement and by restricting the available parking for their staff within the confines of their business properties. This has resulted in the road safety issue that now presents itself and it is considered that it is the driver's responsibility to find appropriate parking arrangements ensuring that they park safely and that this should not negate the need to ensure road safety at this location.

Crompton Street, Preston

Two similar objections were received from the two companies that operate on the south eastern side of Crompton Street. The objections stated that the removal of the existing single yellow line will cause difficulties when larger vehicles required access to their properties. They are requesting that the proposal to remove the waiting restriction is not approved.

Engineers Response

The waiting restrictions were initially introduced to support a business that has since ceased to operate from the Crompton Street site. For a number of years the waiting restrictions have not been enforced due to a lack of road markings, during this period there were no problems reported to highways. As the present businesses have operated successfully whilst the restriction was not being observed it is the opinion that the restrictions are not required and their removal will not create any new, or exacerbate any existing issues for the businesses.

Tulketh Road/Winmarliegh Road, Ashton on Ribble

One objection was received on behalf of an elderly resident of Winmarliegh Road expressing concerns the restrictions would prevent parking outside the property and that the changes would cause difficulties for the resident, visitors and carers. The objector suggests that the junction is very quiet and that there is plenty of room to drive through.

Engineers Response

The restriction is required to ensure that the sightlines are preserved for vehicles leaving the junctions and that the side roads are sufficiently clear of traffic for vehicles to enter the road even when other vehicles are waiting to leave. The restriction will improve safety for all highway users whilst aiding traffic flows on Tulketh Road.

Tanterton Hall Road/New Rough Hey, Fulwood

Four letters of support were received with regard to this restriction.

Kew Gardens Penwortham

A communication was received from the divisional county councillor. Officers met with the county councillor on site and the councillor expressly confirmed that their comments were not to be regarded as an objection to the proposal. No other comments were received.

Bath Street, Lytham

Three objections were received regarding the proposal to introduce a loading bay on Bath Street this provision will replace a length of kerb line on the west side of Bath Street. The proposal will replace the present "KEEP CLEAR" markings that are incorrectly used to form an informal loading bay. All three objectors were local residents who complained that the present facility was causing problems due to the large vehicles blocking the road and causing congestion. They mention that the bay blocks access to the carpark for the historic Chapel House Building. Objections included complaints that the early morning deliveries to the hotel were disturbing sleep. It was also suggested that the loading bay allowed the hotel to leave their bins on the street and when these were over filled there were problems with sea gulls.

The objectors suggested that the loading for the hotel should be on A584 Central Beach.

Engineers Response

The proposal is to introduce a legally enforceable Loading Bay to prevent the current misuse of the length of kerb line on the west side of Bath Street replacing the present "KEEP CLEAR" markings that are incorrectly used to form an informal loading bay which will assist in the facilitation of the free flow of traffic where previously misuse prevented any goods vehicles from accessing the area. With the correct enforcement deliveries to the Queens Hotel should be less problematic and this in turn should reduce some of the noise and congestion that is presently encountered whilst deliveries are completed at the hotel.

The present informal provision extends across the entrance to the car park for the Chapel House Building. The proposed order will be positioned in such a manner that this is no longer the case and access to the Chapel House Building car park will be indicated by the marking of an "H-Bar".

The possibility of providing a loading bay for the hotel on Central beach has been considered but as there is presently a no waiting at any time restriction at the front of the hotel this restriction was put in place as a safety measure to improve the sightlines for both drivers and pedestrians at an uncontrolled crossing point. It is considered that it would be incorrect to remove this provision.

With regard to comment received around the equipment that is left on Bath Street, in particular the industrial waste bins for the hotel. This is a matter best addressed by Fylde Borough Council. The objector has been given the information with regard to this matter.

Normoss Road, Poulton le Fylde

2 responses were received with regards to the proposal to extend the prohibition of waiting at the junction of Normoss Avenue, Newton Drive East, Normoss Road and Newton Drive (Blackpool).

The first correspondence was on the basis that the length of restriction on the south-west side of Normoss Avenue was longer than was indicated in the informal consultation. In response the proposal was checked and confirmed that an administration error had occurred in the drafting of the schedule/plan for Normoss Avenue which was therefore amended to reflect the correct length. This modification was consulted upon between 14 October 2019 and 11 November 2019 with a letter drop being undertaken to the properties affected and site notices being posted on site.

The second correspondence was with regard to the proposal to extend the prohibition of waiting for the junction of Normoss Avenue, Newton Drive East, Normoss Road and Newton Drive (Blackpool). The comments were not an objection to the proposal but requested that consideration was given to a resident's only parking scheme in the area. There are problems with parking in the area due to the proximity with Victoria Hospital (Blackpool).

Engineer Response

The problems in Normoss Road are particularly difficult as the surrounding streets, which are within the administrative area of Blackpool Council, all have residents only parking. Under Lancashire's current assessment criteria for Residents Parking Schemes this length of Normoss Road and the surrounding streets would not meet the criteria for residents only parking due to the number of homes with access to off street parking.

Town Hall Street, Great Harwood

One response was received in relation to the proposals on Town Hall Street on the basis that the proposal is a step in the right direction, however, whilst not an objection, they feel that the proposed restrictions are not sufficient to deter poor parking and so they request parking restrictions for the whole square.

Engineer Response

The proposal only relates to the extent of the publicly maintained highway. The remaining area of the Town Square is owned by Hyndburn Borough Council and it is considered that it is for them to decide on the most appropriate form of control for that areas and it is therefore outside the remit of this proposal.

Bamford Crescent / Manchester Road, Accrington

Two objections were received on the basis that there is presently a problem caused by residents of Manchester Road parking their vehicles on the side streets preventing the residents of the side streets being able to park outside their properties. Concerns

raised were that the additional proposed restriction would limit the available parking outside the Manchester Road properties meaning that they would need to park in the side streets, further adding to the amount of vehicles and may also be problematic to any one with mobility problems.

Engineers Response

The restrictions on Bamford Crescent/Manchester Road, Accrington are being proposed to improve sightlines for vehicles exiting Bamford Crescent.

The proposed Prohibition of Waiting on Manchester Road Accrington, north of its southerly junction with Bamford Crescent included 5 metres into an area that is utilised for parking by residents of the area as detailed in Schedule 2 item jj) of Appendix 'A-1 Consulted Proposed Order' and Drawing 'CH/06-19/HY1-1' of Appendix 'F'.

Having considered the objections, it is agreed that a reduction of the Prohibition of Waiting on Manchester Road to retain this parking amenity would not have a significant impact on the sight lines for drivers exiting Bamford Crescent. It is therefore proposed that item ii) of Schedule 2 be modified as set out in 'Appendix A-2 Modification of Proposed Order' and Drawing 'CH/06-19/HY1-1(modification)' of Appendix 'F'.

Market Street, Edenfield

Two objections were received with regard to the proposal to introduce no waiting on Market Street, Edenfield. One objector was concerned that the proposal would remove the no waiting at any time on Heycrofts View.

The second related to the fact that the net proposed changes will reduce the length of restrictions to the south of junction with Heycrofts View. The objection states that proposed changes will not allow for sufficient sight lines for vehicles exiting Heycrofts View. Previously there had been provision with a restriction initially introduced in 1999 and consolidated in to the borough wide 2009 order that extended the no waiting at any time to extend across the frontage of No 42 Market Street. The objector claims that original order was as a result of consultations with the police and is concerned that the proposed order will over rule this consultation. Other points raised were that there are more vehicles on the road and that these are as a generalisation faster vehicles and therefore it is their opinion that the waiting restriction should be longer rather than shorter to make it easier to exit from Heyscroft View. The objector claims that his views are backed up with the number of minor collisions not recorded on county council statistics that have occurred at the junction.

Engineers Response

The proposal does not affect the present provisions on Heyscroft View. The restrictions on Heyscroft View were not shown on the Traffic Regulation Order plan because the proposal is not changing these restrictions.

The second objection is on the grounds that the proposal does not allow safe egress from Heycrofts View on to Market Street. The proposal seeks to confirm the existing road markings currently present on site to the south of Heycrofts View which have been in place for at least 10 years. A study of the recorded personal injury data at the

junction for the period 1 January 2013 to date revealed there have been no recorded personal injury collisions.

The reason for the objection is that the proposal does not extend the lines far enough south. The proposal seeks to confirm the extent of markings currently on site which have been there for a period of at least 10 years. It is often assumed that a failure to provide visibility at priority junctions will result in an increased risk of injury collisions but nationally accepted research has shown there is no evidence of this and that it will not necessarily lead to a significant safety problem. This is reflected in the good injury collision record at this location and at other junctions along Market Street. Given the existing safety record and the national guidance, officers did not believe there was a safety justification for extending the current marked restrictions.

The objector says that the Statement of Reasons does not reflect the fact or give a reason why the existing Traffic Regulation Order is being revoked. The Statement of Reasons describes a Traffic Regulation Order to provide waiting restrictions which mirror the existing road markings on site to prevent parking and maintain sight lines and road safety which is what is proposed. It is necessary to revoke the original Traffic Regulation Order as it has not been marked correctly for over ten years and is therefore not representative.

The police have been consulted both prior to the advertisement of the Traffic Regulation Order through the Rossendale District Traffic Liaison Meeting on 13 February 2019 and as part of the statutory consultation process. The police have raised no objections to the proposal.

Old Hall Street, Burnley

One Objection was received with regard Old Hall Street. This item had been removed from the proposed order prior to advertising and therefore does not impact on the work covered in this report.

Engineers Response

Notices were placed on this street in error as the work had been previously removed from the proposal. It is intended that a full review of parking in the area of Old Hall Street and Elm Street will be completed in 2020. The Objection will be reviewed at that time.

Carr Lane, Chorley

One communication was received regarding the new no waiting at any time restriction on Carr Road, Chorley that supported the proposal but also requested that the order be extended into the cul-de-sac, as the road is used as a car park for people attending the nearby school for training. This parking is often on the footways and across from drives making leaving the driveways impossible. The respondent considered that the present situation would be likely to get worse with the additional housing in the area.

Engineer Response

The proposal has been designed to address the problem as they are presently seen. Whilst deciding on the extent of the new additional restrictions consideration was given to the directions of the Highway Code with regard to parking on or close to bends in the road. Although no safety concerns have been observed away from the

junction to date we will be monitoring any relocation of parking following installation to determine if further concerns arise.

Reedley Road, Reedley

Nine responses of support were received with regard to the proposed waiting restrictions in Reedley Road close to Reedley Primary School. The comments were from a mixture of parents and staff with one containing 36 letters from pupils at the school. The comments included reference to a collision in October 2018 when a five year old child was "run over" by a car. There were comments that referred to the new restrictions giving support to work that staff complete on a daily basis trying to control the parking in aim to keep the pupils noting that whilst undertaking these duties staff were subject to abuse from drivers.

Engineers Response

The comments indicate that it the additional restrictions will be welcomed by the school.

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		

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
**(VARIOUS ROADS, BURNLEY, CHORLEY, FYLDE, HYNDBURN, PENDLE, PRESTON,
ROSSENDALE, SOUTH RIBBLE AND WYRE) (REVOCATION AND VARIOUS
PARKING RESTRICTIONS MARCH (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 to this Order, indicated by a road marking approved by the Department for Transport, in which Disabled Person's Vehicles may wait when displaying a Disabled Person's Badge and Parking Disc in the Relevant Position;
- f) "**Loading**" and "**Unloading**" means the continuous transference from (or to) a Vehicle to (or from) premises adjacent to where the Vehicle is parked of heavy or unmanageable Goods that are not designed to be carried by hand other than over a very short distance;
- g) "**Parking Disc**" means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.

- h) "**Parking Place**" means any length of road subject to restriction in accordance with Articles 11, 12, 13, 14 and 15;
- i) "**Penalty Charge Notice**" means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- j) a Vehicle displays a Disabled Person's Badge or Parking Disc in the "**Relevant Position**" if –
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or
 - ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- k) "**School Keep Clear**" Part of a carriageway outside a School as described in Article 5 to this order where Vehicles shall not stop or wait, and indicated by a road marking approved by the department for transport;
- 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) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order", as set out in Schedule 1A to this Order, are hereby revoked.
- b) That part of the "Lancashire County Council (Hyndburn Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1B to this Order, is hereby revoked.
- c) Those parts of the "Lancashire County Council (Pendle Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1C to this Order, are hereby revoked.
- d) Those parts of the "Lancashire County Council (Preston Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1D to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Rossendale Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1E to this Order, are hereby revoked.
- f) Those parts of the "Lancashire County Council (Wyre Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1F to this Order, are hereby revoked.
- g) That part of the " Lancashire County Council (Dunkirk Lane, The Orchards, Liege Road, Eden Street, Leyland, South Ribble Borough) (Prohibition of Waiting) Order 2009", as set out in Schedule 1G to this Order, is hereby revoked.
- h) The "Lancashire County Council (Liege Road, Leyland, South Ribble Borough) (Disabled Parking Place) Order 2010" is hereby revoked in full.

- i) The "Lancashire County Council (Reedley Road and Hillside Avenue, Brierfield, Pendle Borough) (Part Revocation and Restriction of Waiting) Order 2011" is hereby revoked in full.
- j) That part of the "Lancashire County Council (Bacup Road and Fall Barn Road, Rawtenstall, Rossendale Borough) (Part Revocation, Prohibition and Restriction of Waiting and Prohibition of Loading/Unloading) Order 2012", as set out in Schedule 1H to this Order, is hereby revoked.
- k) That part of the "Lancashire County Council (Various Roads (Various Locations), Chorley, Chorley Borough) (Revocation, Prohibition of Waiting, Restriction of Waiting, Restriction of Loading/Unloading) Order 2012", as set out in Schedule 1I to this Order, is hereby revoked.
- l) The "Lancashire County Council (Bold Street, Fleetwood, Wyre Borough) (Prohibition of Waiting) Order 2013" is hereby revoked in full.
- m) That part of the "Lancashire County Council (The Esplanade, Fleetwood, Wyre Borough) (Part Revocation, Prohibition of Waiting, Limited Waiting, Disabled Parking Places and Loading/Unloading Bay) Order 2013", as set out in Schedule 1J to this Order, is hereby revoked.
- n) Those parts of the "Lancashire County Council (Alma Street, Bacup Road, Waterfoot, Barlow Street, Fallbarn Fold, Haslingden Road, Bury Road, Rawtenstall, Northfield Road, Roundhill View, Commerce Street, Haslingden, Rossendale Borough) (Revocation, Prohibition of Waiting, Restriction of Waiting, Limited Waiting and Prohibition of Loading and Unloading) Order 2016", as set out in Schedule 1K to this Order, are hereby revoked.
- o) Those parts of the "Lancashire County Council (Various Roads, Burnley, Worsthorne-with-Hurstwood and Padiham, Burnley Borough) (Revocation and Various Parking Restrictions, May (No.1)) Order 2017", as set out in Schedule 1L to this Order, are hereby revoked.
- p) That part 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, is 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 lengths of road set out in Schedule 3 to this Order.

5. Prohibition Of Stopping On School Keep Clear Markings

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle, to stop or wait between 08.00 and 18.00 hours on each day, Monday to Friday inclusively, on the length of road set out in Schedule 4 to this Order.

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

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 9am and 3pm and 4pm, in the length of road set out in Schedule 5 to this Order.

7. 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 6 to this Order.

8. Restriction of Waiting Saturday 1pm-6pm Tuesday 6pm-10pm

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 Saturday, between 1pm and 6pm, and Tuesday between 6pm and 10pm in the lengths of road set out in Schedule 7 to this Order.

9. Restriction of Waiting Monday – Friday 9am – 3.30pm

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 from Monday until Friday inclusively, between 9am and 3.30pm, in the lengths of road set out in Schedule 8 to this Order.

10. Restriction of Loading/Unloading 10.30am – 5pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait on any day, between 10.30am and 5pm, for the purposes of Loading or Unloading, in the length of road set out in Schedule 9 to this Order.

11. Limited Waiting Parking Place 30 Minutes No Return Within 1 hour

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 thirty minutes, with no return within one hour, on any day at any time, in the length of road set out in Schedule 10 to this Order.

12. Limited Waiting Parking Place 40 Minutes No Return Within 40 Minutes 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 forty minutes, with no return within forty minutes, on any day between 8am and 6pm, in the lengths of road set out in Schedule 11 to this Order.

13. Limited Waiting Parking Place 1 hour No Return Within 1 Hour Monday – Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding one hour, with no return within one hour, from Monday to Saturday inclusively between 8am and 6pm, in the length of road set out in Schedule 12 to this Order.

14. Loading Bay

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 13 to this Order, on any day at any time unless that Vehicle is engaged in Loading or Unloading.

15. 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 14 to this Order, unless that Vehicle is a Disabled Person's Vehicle.

16. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

17. Exemptions to Articles 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15

Nothing in Articles 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable a person to board or alight from the Vehicle.

18. Exemptions to Articles 3, 6, 7, 8, 9, 11,12, 13, and 15

Nothing in Articles 3, 6, 7, 8, 9, 11,12, 13, and 15 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 goods to be loaded on to or unloaded from the Vehicle.

19. Exemptions to Articles 3, 6, 7, 8, 9, 11, 12, 13, 14 and 15

Nothing in Articles 3, 6, 7, 8, 9, 11, 12, 13, 14 and 15 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

20. Exemption for Disabled Person's Vehicle

- a) Nothing in Articles 3, 6, 7, 8, 9 and 14 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 11, 12 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

21. Additional Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15 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.

22. 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.

23. 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 24 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.

24. 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 22 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.

25. 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 22 so that every part of the Vehicle is within the limits of the Parking Place.

26. 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 21 ; or
 - iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

27. 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.

28. 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.

29. 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.

30. 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, Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble And Wyre) (Revocation And Various Parking Restrictions March (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

Item (9) of Schedule 11.087.

Schedule 1B – Revocation

Item (212) a) of Schedule 10.01.

Schedule 1C – Revocation

Items (78), (185) a) and (185) b) of Schedule 10.01.

Schedule 1D – Revocation

- a) Item (3) of Schedule 2.01.
- b) Item (3) of Schedule 11.054.

Schedule 1E – Revocation

Items (83) a) (i) and (83) a) (ii) of Schedule 10.01.

Schedule 1F – Revocation

Items (45) b) (i), (45) b) (ii) and (106) c) (ii) of Schedule 10.01.

Schedule 1G – Revocation

Liege Road, Leyland.

Schedule 1H – Revocation

Item c) of Schedule 4.

Schedule 1I – Revocation

Schedule 4.

Schedule 1J – Revocation

Item a) of Schedule 2.

Schedule 1K – Revocation

- a) Item 6) of Schedule 2.
- b) Schedule 5.

Schedule 1L – Revocation

Items b) and c) of Schedule 6.

Schedule 1M – Revocation

Item b) of Schedule 4.

Schedule 2 - Prohibition of Waiting

- a) Admiral Way, Preston, the north side, from its junction with the Centreline of its roundabout junction with Nelson Way for a distance of 32 metres in a general westerly direction.
- b) Admiral Way, Preston, the north and east side, from a point 62 metres west of its junction with the Centreline of its roundabout junction with Nelson Way in a westerly then northerly then westerly direction for its entire length, including both sides and all entranceways to the roundabout.
- c) Admiral Way, Preston, the south and west side, from its junction with the Centreline of its roundabout junction with Nelson Way in a westerly then northerly then westerly direction for its entire length, including both sides and all entranceways to the roundabout.
- d) Bamford Crescent, Accrington, both sides, from its southerly junction with the Centreline of Manchester Road for a distance of 10 metres in a north-easterly direction.
- e) Bamford Crescent, Accrington, both sides, from its northerly junction with the Centreline of Manchester Road for a distance of 10 metres in a north-easterly direction.
- f) Beech Grove, Preston, both sides, from a point 17 metres north-east of its junction with the Centreline of Tulketh Road for a distance of 17 metres in a north-easterly direction.
- g) Bold Street, Fleetwood, the north side, of the southern carriageway from its junction with the Centreline of North Albert Street in a north-easterly direction to its junction with the Centreline of The Esplanade.
- h) Bold Street, Fleetwood, the south side, of the southern carriageway 13 metres south-west of its junction with the Centreline of Upper Lune Street in a north-easterly direction to its junction with the Centreline of The Esplanade.
- i) Carr Lane, Chorley, the north side, Carr Lane (U8808) from its junction with the Centreline of Carr Lane (C215) for a distance of 37 metres in a general easterly direction.
- j) Carr Lane, Chorley, the north side, from its junction with the Centreline of Bolton Road for 15 metres in a general southerly then south-westerly direction.

- k) Carr Lane, Chorley, the south east side, from its junction with the Centreline of Bolton Road to its junction with the Centreline of Carr Lane (U8808) in a general south-westerly direction.
- l) Carr Lane, Chorley, the south east side, Carr Lane (U8808) from its junction with the Centreline of Carr Lane (C215) for a distance of 19 metres in a general easterly direction.
- m) Carrside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 20 metres in a northerly direction.
- n) Chain Caul Way, Preston, both sides, from its junction with the Centreline of its roundabout junction with Nelson Way for a distance of 22 metres in a general easterly direction.
- o) Charnock Street, Medlar With Wesham, both sides, from its junction with the Centreline of Thompson Street for a distance of 5.5 metres in a southerly direction.
- p) Churchill Way, Brierfield, the west side, from a point 157 metres north then east of its junction with Junction 12 of M65 for a distance of 630 metres in an easterly then northerly direction.
- q) Churchill Way, Brierfield, the west side, from its junction with Junction 12 of M65 for a distance of 131 metres in a northerly then easterly direction.
- r) Churchill Way, Fence, the north side, from a point 15 metres south-west of its junction with the Centreline of Carrside for a distance of 142 metres in a north-easterly then south-easterly direction.
- s) Churchill Way, Fence, the north west side, from a point 15 metres north-east of its junction with the Centreline of Pendleside for a distance of 30 metres in a south-westerly direction.
- t) Churchill Way, Fence, the north west side, from a point 76 metres south-west from its junction with the Centreline of Pendleside for a distance of 96 metres in a south-westerly direction.
- u) Churchill Way, Fence, the south east side, from a point 120 metres south-west from its junction with the Centreline of Pendleside for a distance of 52 metres in a south-westerly direction.
- v) Churchill Way, Fence, the south west side, from a point 127 metres north-east and south-east of its junction with the Centreline of Carrside to a point 60 metres south-west of its junction with the Centreline of Pendleside.
- w) Churchill Way, Nelson, the east side, from its junction with Junction 12 of M65 for a distance of 790 metres in a northerly, easterly then northerly direction.
- x) Croston Road, Lostock Hall, the north west side, from its junction with the Centreline of School Lane for a distance of 17 metres in a north-easterly direction.
- y) Fallbarn Fold, Rossendale, the east side, from its junction with the Centreline of Bacup Road for its entire length.
- z) Fallbarn Fold, Rossendale, the west side, from its junction with the Centreline of Bacup Road for a distance of 63 metres in a southerly direction.
- aa) Harry Potts Way, Burnley, the north side, from a point 185 metres east of its junction with the Centreline of Belvedere Road for a distance of 107 metres in an easterly direction.
- bb) Hillside Avenue, Burnley, both sides, from its junction with the Centreline of Reedley Road for a distance of 10 metres in a northerly direction.
- cc) Kenyon Road, Brierfield, the north side, from its junction with the Centreline of Churchill Way for a distance of 187 metres in a westerly direction.
- dd) Kenyon Road, Brierfield, the south side, from its junction with the Centreline of Churchill Way for a distance of 93 metres in a westerly direction.

- ee) Kenyon Road, Brierfield, the south side, from a point 157 metres west of its junction with the Centreline of Churchill Way for a distance of 30 metres in a westerly direction.
- ff) Kew Gardens, Penwortham, the east side, from its junction with the Centreline of Liverpool Road for a distance of 42 metres in a northerly direction.
- gg) Kew Gardens, Penwortham, the west side, from its junction with the Centreline of Liverpool Road for a distance of 45 metres in a northerly direction.
- hh) Liege Road, Leyland, the north side, from its junction with the Centreline of Eden Street for a distance of 7 metres in an easterly direction.
- ii) Liege Road, Leyland, the south side, from its junction with the Centreline of Eden Street for a distance of 15 metres in an easterly direction.
- jj) Manchester Road, Accrington, the north east side, from a point 15 metres north of its southerly junction with the Centreline of Bamford Crescent for a distance of 25 metres in a southerly direction.
- kk) Manchester Road, Accrington, the north east side, from its northerly junction with the Centreline of Bamford Crescent for a distance of 10 metres in a southerly direction.
- ll) Market Street, Edenfield, the east side, from a point 25 metres north of its junction with the Centreline of Heycrofts View to a point 16 metres south of its junction with the Centreline of Heycrofts View.
- mm) Memory Close, Freckleton, the north and west side, from a point 10 metres east of its junction with the Centreline of Balderstone Road for a distance of 54 metres in an easterly direction, then for a distance of 23 metres in a north-westerly direction.
- nn) Nelson Way, Preston, both sides, from its junction with the Centreline of its roundabout junction with Admiral Way and Chain Caul Way in a general northerly direction to its junction with Riversway.
- oo) Nelson Way, Preston, the east side, from its junction with the Centreline of its roundabout junction with Chain Caul Way in a general southerly direction to its junction with the Centreline of Wallend Road.
- pp) Nelson Way, Preston, the west side, from its junction with the Centreline of its roundabout junction with Admiral Way for a distance of 30 metres in a general southerly direction.
- qq) Nelson Way, Preston, the west side, from a point 62 metres south of its junction with the Centreline of its roundabout junction with Admiral Way for a distance of 28 metres in a general southerly direction.
- rr) Nelson Way, Preston, the west side, from a point 120 metres south of its junction with the roundabout junction with Admiral Way in a general southerly direction to its junction with Wallend Road.
- ss) New Rough Hey, Ingol, both sides, from its junction with the Centreline of Tanterton Hall Road for a distance of 19 metres in a north-easterly direction.
- tt) Newton Drive East, Poulton-le-Fylde, both sides, from its junction with the Centreline of Normoss Road for a distance of 24 metres in a north-easterly direction.
- uu) Normoss Avenue, Poulton-le-Fylde, the north east side, from its junction with the Centreline of Newton Drive East for a distance of 26 metres in a north-westerly direction.
- vv) Normoss Avenue, Poulton-le-Fylde, the south west side, from its junction with the Centreline of Newton Drive East for a distance of 38 metres in a north-westerly direction.
- ww) Normoss Road, Poulton-le-Fylde, both sides, from its junction with the Centreline of Newton Drive East for a distance of 30 metres in a south-easterly direction.
- xx) North Albert Street, Fleetwood, the east side, from its junction with the Centreline of The Esplanade for a distance of 21 metres in a southerly direction.

- yy) Park Road, Poulton-le-Fylde, the south west side, from a point 135 metres north-east of its junction with the Centreline of Victoria Road for a distance of 18.5 metres in a north-easterly then easterly direction.
- zz) Pendleside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 25 metres in a north-westerly direction.
- aaa) Pitt Street, Preston, the west side, from a point 31 metres south of its junction with the centreline of Arthur Street for a distance of 12 metres in a southerly direction;
- bbb) Reedfield, Burnley, both sides, from its junction with the Centreline of Reedley Road for a distance of 13 metres in a southerly direction.
- ccc) Reedley Road, Burnley, the north side, from a point 10 metres west of its junction with the Centreline of Hillside Avenue for a distance of 20 metres in an easterly direction.
- ddd) Reedley Road, Burnley, the south side, from a point 14 metres east of its junction with the Centreline of Reedfield to a point 19 metres west of its junction with the Centreline of Reedfield.
- eee) School Lane, Lostock Hall, the north east side, from its junction with the Centreline of Croston Road for a distance of 16 metres in a north-westerly direction.
- fff) Tanterton Hall Road, Ingol, both sides, from its junction with the roundabout at Tom Benson Way in a south-easterly direction to a point 19 metres east of its junction with the Centreline of New Rough Hey.
- ggg) The Esplanade, Fleetwood, the south west side, from its junction with the Centreline of North Albert Street to a point 32 metres south-east of its junction with the Centreline of Bold Street in a general south-easterly direction.
- hhh) Thompson Street, Medlar With Wesham, the south side, from a point 6 metres east of its junction with the Centreline of Charnock Street for a distance of 11.5 metres in a westerly direction.
- iii) Tom Benson Way, Ingol, the east side, from its junction with the Centreline of Tanterton Hall Road for a distance of 26 metres in a north-easterly direction.
- jjj) Town Hall Square, Great Harwood, both sides, for its entire length.
- kkk) Tulketh Road, Preston, the south west side, from a point 15 metres north-east of its junction with the Centreline of Beech Grove for a distance of 35 metres in a south-easterly direction.
- lll) Turner Road, Nelson, the south side, from its junction with the centreline of Churchill Way for a distance of 19 metres in a general easterly direction.
- mmm) Unnamed Road, off Churchill Way 145 metres south west of Pendleside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 25 metres in a general south-easterly direction.
- nnn) Unnamed Road, off Churchill Way, 145 metres west of Pendleside, Fence, the south side, the section immediately opposite the access from Churchill Way for a distance of 28 metres.
- ooo) Unnamed Road off Churchill Way, 45 metres south west of Pendleside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 15 metres in a south-easterly direction.
- ppp) Unnamed Road, off Kenyon Road, 173 metres south west of Churchill Way, Brierfield, both sides, from its junction with the Centreline of Kenyon Road for a distance of 20 metres in a south-easterly direction.
- qqq) Wallend Road, Preston, the north west side, from a point 98 metres south-west of its junction with Nelson Way to its junction with Nelson Way.
- rrr) Wallend Road, Preston, the south east side, from its junction with the Centreline of Nelson Way for a distance of 98 metres in a general south-westerly direction.

sss) Winmarleigh Road, Preston, both sides, from its junction with the Centreline of Tulketh Road for a distance of 19 metres in a south-easterly direction.

Schedule 3 - Prohibition of Loading and Unloading

- a) Fallbarn Fold, Rossendale, the east side, from its junction with the Centreline of Bacup Road for its entire length.
- b) Fallbarn Fold, Rossendale, the west side, from its junction with the Centreline of Bacup Road for a distance of 63 metres in a southerly direction.
- c) Kew Gardens, Penwortham, the east side, from its junction with the Centreline of Liverpool Road for a distance of 42 metres in a northerly direction.
- d) Kew Gardens, Penwortham, the west side, from its junction with the Centreline of Liverpool Road for a distance of 45 metres in a northerly direction.

Schedule 4 - Prohibition Of Stopping On School Keep Clear Markings

Jepps Avenue, Barton, the west side, from a point 116 metres south of its junction with the Centreline of Jepps Lane for a distance of 25.56 metres in a southerly direction.

Schedule 5 - Restriction of Waiting Monday – Friday 8am-9am and 3pm-4pm

Reedley Road, Burnley, the north side, from a point 10 metres east of its junction with the Centreline of Hillside Avenue to its junction with the Centreline of Pennine Way.

Schedule 6 - Restriction of Waiting Monday – Saturday 8am-6pm

Millgate Road, Rawtenstall, the south and east side, from its junction with the Centreline of South Street for a distance of 33 metres in a westerly direction and then for a distance of 53 metres in a southerly direction.

Schedule 7 - Restriction of Waiting Saturday 1pm-6pm Tuesday 6pm-10pm

- a) Harry Potts Way, Burnley, the north side, from a point 48 metres east of its junction with the Centreline of Belvedere Road for a distance of 137 metres in an easterly direction.
- b) Harry Potts Way, Burnley, the south side, from a point 48 metres east of its junction with the Centreline of Belvedere Road for a distance of 244 metres in an easterly direction.

Schedule 8 - Restriction of Waiting Monday – Friday 9am – 3.30pm

- a) Charnock Street, Medlar with Wesham, the east side, from its junction with the Centreline of Railway Terrace for a distance of 8 metres in a northerly direction.
- b) Charnock Street, Medlar With Wesham, the west side, from its junction with the Centreline of Railway Terrace for a distance of 5 metres in a northerly direction.
- c) Railway Terrace, Medlar With Wesham, the north side, from its junction with the Centreline of Charnock Street for a distance of 9 metres in an easterly direction.
- d) Railway Terrace, Medlar with Wesham, the south side, from its junction with the Centreline of Charnock Street for a distance of 5.5 metres in an easterly direction.

Schedule 9 - Restriction of Loading/Unloading 10.30am – 5pm

Town Hall Square, Great Harwood, both sides, for its entire length.

Schedule 10 - Limited Waiting Parking Place 30 Minutes No Return Within 1 Hour

Churchill Way, Brierfield, the north side, from a point 131 metres north then east of its junction with Junction 12 of M65 for a distance of 25 metres in an easterly direction.

Schedule 11 - Limited Waiting Parking Place 40 Minutes No Return Within 40 Minutes 8am-6pm

- a) Church Street, Burnley, the west side, from a point 82 metres north from its junction with the Centreline of Keirby Walk for a distance of 37 metres in a northerly direction.
- b) Church Street, Burnley, the west side, from a point 137 metres north from its junction with the Centreline of Keirby Walk for a distance of 9 metres in a northerly direction.

Schedule 12 - Limited Waiting Parking Place 1 Hour No Return Within 1 Hour Monday – Saturday 8am – 6pm

Woodlands Road, Lytham St Annes the west side, from a point 7 metres north-east of its junction with the Centreline of Seymour Road for a distance of 24 metres in a north-easterly direction.

Schedule 13 - Loading Bay

- a) Admiral Way, Preston, the north side, from a point 30 metres west of its junction with the Centreline of its roundabout junction with Nelson Way for a distance of 32 metres in a westerly direction.
- b) Bath Street, Lytham St Annes, the west side, from a point 34 metres north of its junction with the Centreline of East Beach for a distance of 13.5 metres in a northerly direction.

Schedule 14 - Disabled Persons Parking Place

- a) Pitt Street, Preston, the east side, from a point 31 metres south of its junction with the Centreline of Arthur Street for a distance of 12 metres south and 7 metres east to cover 3 perpendicular bays at 4 metres wide per bay.
- b) Woodlands Road, Lytham St Annes, the west side, from a point 31 metres north-east of its junction with the Centreline of Seymour Road for a distance of 6.6 metres in a north-easterly direction.

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
**(VARIOUS ROADS, BURNLEY, CHORLEY, FYLDE, HYNDBURN, PENDLE, PRESTON,
ROSSENDALE, SOUTH RIBBLE AND WYRE) (REVOCATION AND VARIOUS
PARKING RESTRICTIONS MARCH (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 to this Order, indicated by a road marking approved by the Department for Transport, in which Disabled Person's Vehicles may wait when displaying a Disabled Person's Badge and Parking Disc in the Relevant Position;
- f) "**Loading**" and "**Unloading**" means the continuous transference from (or to) a Vehicle to (or from) premises adjacent to where the Vehicle is parked of heavy or unmanageable Goods that are not designed to be carried by hand other than over a very short distance;
- g) "**Parking Disc**" means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.

- h) "**Parking Place**" means any length of road subject to restriction in accordance with Articles 11, 12, 13, 14 and 15;
- i) "**Penalty Charge Notice**" means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- j) a Vehicle displays a Disabled Person's Badge or Parking Disc in the "**Relevant Position**" if –
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or
 - ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- k) "**School Keep Clear**" Part of a carriageway outside a School as described in Article 5 to this order where Vehicles shall not stop or wait, and indicated by a road marking approved by the department for transport;
- 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) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order", as set out in Schedule 1A to this Order, are hereby revoked.
- b) That part of the "Lancashire County Council (Hyndburn Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1B to this Order, is hereby revoked.
- c) Those parts of the "Lancashire County Council (Pendle Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1C to this Order, are hereby revoked.
- d) Those parts of the "Lancashire County Council (Preston Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1D to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Rossendale Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1E to this Order, are hereby revoked.
- f) Those parts of the "Lancashire County Council (Wyre Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1F to this Order, are hereby revoked.
- g) That part of the " Lancashire County Council (Dunkirk Lane, The Orchards, Liege Road, Eden Street, Leyland, South Ribble Borough) (Prohibition of Waiting) Order 2009", as set out in Schedule 1G to this Order, is hereby revoked.
- h) The "Lancashire County Council (Liege Road, Leyland, South Ribble Borough) (Disabled Parking Place) Order 2010" is hereby revoked in full.

- i) The "Lancashire County Council (Reedley Road and Hillside Avenue, Brierfield, Pendle Borough) (Part Revocation and Restriction of Waiting) Order 2011" is hereby revoked in full.
- j) That part of the "Lancashire County Council (Bacup Road and Fall Barn Road, Rawtenstall, Rossendale Borough) (Part Revocation, Prohibition and Restriction of Waiting and Prohibition of Loading/Unloading) Order 2012", as set out in Schedule 1H to this Order, is hereby revoked.
- k) That part of the "Lancashire County Council (Various Roads (Various Locations), Chorley, Chorley Borough) (Revocation, Prohibition of Waiting, Restriction of Waiting, Restriction of Loading/Unloading) Order 2012", as set out in Schedule 1I to this Order, is hereby revoked.
- l) The "Lancashire County Council (Bold Street, Fleetwood, Wyre Borough) (Prohibition of Waiting) Order 2013" is hereby revoked in full.
- m) That part of the "Lancashire County Council (The Esplanade, Fleetwood, Wyre Borough) (Part Revocation, Prohibition of Waiting, Limited Waiting, Disabled Parking Places and Loading/Unloading Bay) Order 2013", as set out in Schedule 1J to this Order, is hereby revoked.
- n) Those parts of the "Lancashire County Council (Alma Street, Bacup Road, Waterfoot, Barlow Street, Fallbarn Fold, Haslingden Road, Bury Road, Rawtenstall, Northfield Road, Roundhill View, Commerce Street, Haslingden, Rossendale Borough) (Revocation, Prohibition of Waiting, Restriction of Waiting, Limited Waiting and Prohibition of Loading and Unloading) Order 2016", as set out in Schedule 1K to this Order, are hereby revoked.
- o) Those parts of the "Lancashire County Council (Various Roads, Burnley, Worsthorne-with-Hurstwood and Padiham, Burnley Borough) (Revocation and Various Parking Restrictions, May (No.1)) Order 2017", as set out in Schedule 1L to this Order, are hereby revoked.
- p) That part 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, is 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 lengths of road set out in Schedule 3 to this Order.

5. Prohibition Of Stopping On School Keep Clear Markings

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle, to stop or wait between 08.00 and 18.00 hours on each day, Monday to Friday inclusively, on the length of road set out in Schedule 4 to this Order.

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

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 9am and 3pm and 4pm, in the length of road set out in Schedule 5 to this Order.

7. 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 6 to this Order.

8. Restriction of Waiting Saturday 1pm-6pm Tuesday 6pm-10pm

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 Saturday, between 1pm and 6pm, and Tuesday between 6pm and 10pm in the lengths of road set out in Schedule 7 to this Order.

9. Restriction of Waiting Monday – Friday 9am – 3.30pm

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 from Monday until Friday inclusively, between 9am and 3.30pm, in the lengths of road set out in Schedule 8 to this Order.

10. Restriction of Loading/Unloading 10.30am – 5pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait on any day, between 10.30am and 5pm, for the purposes of Loading or Unloading, in the length of road set out in Schedule 9 to this Order.

11. Limited Waiting Parking Place 30 Minutes No Return Within 1 hour

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 thirty minutes, with no return within one hour, on any day at any time, in the length of road set out in Schedule 10 to this Order.

12. Limited Waiting Parking Place 40 Minutes No Return Within 40 Minutes 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 forty minutes, with no return within forty minutes, on any day between 8am and 6pm, in the lengths of road set out in Schedule 11 to this Order.

13. Limited Waiting Parking Place 1 hour No Return Within 1 Hour Monday – Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding one hour, with no return within one hour, from Monday to Saturday inclusively between 8am and 6pm, in the length of road set out in Schedule 12 to this Order.

14. Loading Bay

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 13 to this Order, on any day at any time unless that Vehicle is engaged in Loading or Unloading.

15. 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 14 to this Order, unless that Vehicle is a Disabled Person's Vehicle.

16. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

17. Exemptions to Articles 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15

Nothing in Articles 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable a person to board or alight from the Vehicle.

18. Exemptions to Articles 3, 6, 7, 8, 9, 11, 12, 13, and 15

Nothing in Articles 3, 6, 7, 8, 9, 11, 12, 13, and 15 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 goods to be loaded on to or unloaded from the Vehicle.

19. Exemptions to Articles 3, 6, 7, 8, 9, 11, 12, 13, 14 and 15

Nothing in Articles 3, 6, 7, 8, 9, 11, 12, 13, 14 and 15 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

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

20. Exemption for Disabled Person's Vehicle

- a) Nothing in Articles 3, 6, 7, 8, 9 and 14 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 11, 12 and 13 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

21. Additional Exemptions

Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15 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.

22. 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.

23. 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 24 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.

24. 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 22 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.

25. 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 22 so that every part of the Vehicle is within the limits of the Parking Place.

26. 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 21 ; or
 - iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

27. 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.

28. 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.

29. 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.

30. 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, Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble And Wyre) (Revocation And Various Parking Restrictions March (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

Item (9) of Schedule 11.087.

Schedule 1B – Revocation

Item (212) a) of Schedule 10.01.

Schedule 1C – Revocation

Items (78), (185) a) and (185) b) of Schedule 10.01.

Schedule 1D – Revocation

- a) Item (3) of Schedule 2.01.
- b) Item (3) of Schedule 11.054.

Schedule 1E – Revocation

Items (83) a) (i) and (83) a) (ii) of Schedule 10.01.

Schedule 1F – Revocation

Items (45) b) (i), (45) b) (ii) and (106) c) (ii) of Schedule 10.01.

Schedule 1G – Revocation

Liege Road, Leyland.

Schedule 1H – Revocation

Item c) of Schedule 4.

Schedule 1I – Revocation

Schedule 4.

Schedule 1J – Revocation

Item a) of Schedule 2.

Schedule 1K – Revocation

- a) Item 6) of Schedule 2.
- b) Schedule 5.

Schedule 1L – Revocation

Items b) and c) of Schedule 6.

Schedule 1M – Revocation

Item b) of Schedule 4.

Schedule 2 - Prohibition of Waiting

- a) Admiral Way, Preston, the north side, from its junction with the Centreline of its roundabout junction with Nelson Way for a distance of 32 metres in a general westerly direction.
- b) Admiral Way, Preston, the north and east side, from a point 62 metres west of its junction with the Centreline of its roundabout junction with Nelson Way in a westerly then northerly then westerly direction for its entire length, including both sides and all entranceways to the roundabout.
- c) Admiral Way, Preston, the south and west side, from its junction with the Centreline of its roundabout junction with Nelson Way in a westerly then northerly then westerly direction for its entire length, including both sides and all entranceways to the roundabout.
- d) Bamford Crescent, Accrington, both sides, from its southerly junction with the Centreline of Manchester Road for a distance of 10 metres in a north-easterly direction.
- e) Bamford Crescent, Accrington, both sides, from its northerly junction with the Centreline of Manchester Road for a distance of 10 metres in a north-easterly direction.
- f) Beech Grove, Preston, both sides, from a point 17 metres north-east of its junction with the Centreline of Tulketh Road for a distance of 17 metres in a north-easterly direction.
- g) Bold Street, Fleetwood, the north side, of the southern carriageway from its junction with the Centreline of North Albert Street in a north-easterly direction to its junction with the Centreline of The Esplanade.
- h) Bold Street, Fleetwood, the south side, of the southern carriageway 13 metres south-west of its junction with the Centreline of Upper Lune Street in a north-easterly direction to its junction with the Centreline of The Esplanade.
- i) Carr Lane, Chorley, the north side, Carr Lane (U8808) from its junction with the Centreline of Carr Lane (C215) for a distance of 37 metres in a general easterly direction.
- j) Carr Lane, Chorley, the north side, from its junction with the Centreline of Bolton Road for 15 metres in a general southerly then south-westerly direction.

- k) Carr Lane, Chorley, the south east side, from its junction with the Centreline of Bolton Road to its junction with the Centreline of Carr Lane (U8808) in a general south-westerly direction.
- l) Carr Lane, Chorley, the south east side, Carr Lane (U8808) from its junction with the Centreline of Carr Lane (C215) for a distance of 19 metres in a general easterly direction.
- m) Carrside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 20 metres in a northerly direction.
- n) Chain Caul Way, Preston, both sides, from its junction with the Centreline of its roundabout junction with Nelson Way for a distance of 22 metres in a general easterly direction.
- o) Charnock Street, Medlar With Wesham, both sides, from its junction with the Centreline of Thompson Street for a distance of 5.5 metres in a southerly direction.
- p) Churchill Way, Brierfield, the west side, from a point 157 metres north then east of its junction with Junction 12 of M65 for a distance of 630 metres in an easterly then northerly direction.
- q) Churchill Way, Brierfield, the west side, from its junction with Junction 12 of M65 for a distance of 131 metres in a northerly then easterly direction.
- r) Churchill Way, Fence, the north side, from a point 15 metres south-west of its junction with the Centreline of Carrside for a distance of 142 metres in a north-easterly then south-easterly direction.
- s) Churchill Way, Fence, the north west side, from a point 15 metres north-east of its junction with the Centreline of Pendleside for a distance of 30 metres in a south-westerly direction.
- t) Churchill Way, Fence, the north west side, from a point 76 metres south-west from its junction with the Centreline of Pendleside for a distance of 96 metres in a south-westerly direction.
- u) Churchill Way, Fence, the south east side, from a point 120 metres south-west from its junction with the Centreline of Pendleside for a distance of 52 metres in a south-westerly direction.
- v) Churchill Way, Fence, the south west side, from a point 127 metres north-east and south-east of its junction with the Centreline of Carrside to a point 60 metres south-west of its junction with the Centreline of Pendleside.
- w) Churchill Way, Nelson, the east side, from its junction with Junction 12 of M65 for a distance of 790 metres in a northerly, easterly then northerly direction.
- x) Croston Road, Lostock Hall, the north west side, from its junction with the Centreline of School Lane for a distance of 17 metres in a north-easterly direction.
- y) Fallbarn Fold, Rossendale, the east side, from its junction with the Centreline of Bacup Road for its entire length.
- z) Fallbarn Fold, Rossendale, the west side, from its junction with the Centreline of Bacup Road for a distance of 63 metres in a southerly direction.
- aa) Harry Potts Way, Burnley, the north side, from a point 185 metres east of its junction with the Centreline of Belvedere Road for a distance of 107 metres in an easterly direction.
- bb) Hillside Avenue, Burnley, both sides, from its junction with the Centreline of Reedley Road for a distance of 10 metres in a northerly direction.
- cc) Kenyon Road, Brierfield, the north side, from its junction with the Centreline of Churchill Way for a distance of 187 metres in a westerly direction.
- dd) Kenyon Road, Brierfield, the south side, from its junction with the Centreline of Churchill Way for a distance of 93 metres in a westerly direction.

- ee) Kenyon Road, Brierfield, the south side, from a point 157 metres west of its junction with the Centreline of Churchill Way for a distance of 30 metres in a westerly direction.
- ff) Kew Gardens, Penwortham, the east side, from its junction with the Centreline of Liverpool Road for a distance of 42 metres in a northerly direction.
- gg) Kew Gardens, Penwortham, the west side, from its junction with the Centreline of Liverpool Road for a distance of 45 metres in a northerly direction.
- hh) Liege Road, Leyland, the north side, from its junction with the Centreline of Eden Street for a distance of 7 metres in an easterly direction.
- ii) Liege Road, Leyland, the south side, from its junction with the Centreline of Eden Street for a distance of 15 metres in an easterly direction.
- jj) Manchester Road, Accrington, the north east side, from its northerly junction with the Centreline of Bamford Crescent for a distance of 10 metres in a southerly direction.
- kk) Market Street, Edenfield, the east side, from a point 25 metres north of its junction with the Centreline of Heycrofts View to a point 16 metres south of its junction with the Centreline of Heycrofts View.
- ll) Memory Close, Freckleton, the north and west side, from a point 10 metres east of its junction with the Centreline of Balderstone Road for a distance of 54 metres in an easterly direction, then for a distance of 23 metres in a north-westerly direction.
- mm) Nelson Way, Preston, both sides, from its junction with the Centreline of its roundabout junction with Admiral Way and Chain Caul Way in a general northerly direction to its junction with Riversway.
- nn) Nelson Way, Preston, the east side, from its junction with the Centreline of its roundabout junction with Chain Caul Way in a general southerly direction to its junction with the Centreline of Wallend Road.
- oo) Nelson Way, Preston, the west side, from its junction with the Centreline of its roundabout junction with Admiral Way for a distance of 30 metres in a general southerly direction.
- pp) Nelson Way, Preston, the west side, from a point 62 metres south of its junction with the Centreline of its roundabout junction with Admiral Way for a distance of 28 metres in a general southerly direction.
- qq) Nelson Way, Preston, the west side, from a point 120 metres south of its junction with the roundabout junction with Admiral Way in a general southerly direction to its junction with Wallend Road.
- rr) New Rough Hey, Ingol, both sides, from its junction with the Centreline of Tanterton Hall Road for a distance of 19 metres in a north-easterly direction.
- ss) Newton Drive East, Poulton-le-Fylde, both sides, from its junction with the Centreline of Normoss Road for a distance of 24 metres in a north-easterly direction.
- tt) Normoss Avenue, Poulton-le-Fylde, the north east side, from its junction with the Centreline of Newton Drive East for a distance of 26 metres in a north-westerly direction.
- uu) Normoss Avenue, Poulton-le-Fylde, the south west side, from its junction with the Centreline of Newton Drive East for a distance of 31 metres in a north-westerly direction.
- vv) Normoss Road, Poulton-le-Fylde, both sides, from its junction with the Centreline of Newton Drive East for a distance of 30 metres in a south-easterly direction.
- ww) North Albert Street, Fleetwood, the east side, from its junction with the Centreline of The Esplanade for a distance of 21 metres in a southerly direction.
- xx) Park Road, Poulton-le-Fylde, the south west side, from a point 135 metres north-east of its junction with the Centreline of Victoria Road for a distance of 18.5 metres in a north-easterly then easterly direction.
- yy) Pendleside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 25 metres in a north-westerly direction.

- zz) Pitt Street, Preston, the west side, from a point 31 metres south of its junction with the centreline of Arthur Street for a distance of 12 metres in a southerly direction;
- aaa) Reedfield, Burnley, both sides, from its junction with the Centreline of Reedley Road for a distance of 13 metres in a southerly direction.
- bbb) Reedley Road, Burnley, the north side, from a point 10 metres west of its junction with the Centreline of Hillside Avenue for a distance of 20 metres in an easterly direction.
- ccc) Reedley Road, Burnley, the south side, from a point 14 metres east of its junction with the Centreline of Reedfield to a point 19 metres west of its junction with the Centreline of Reedfield.
- ddd) School Lane, Lostock Hall, the north east side, from its junction with the Centreline of Croston Road for a distance of 16 metres in a north-westerly direction.
- eee) Tanterton Hall Road, Ingol, both sides, from its junction with the roundabout at Tom Benson Way in a south-easterly direction to a point 19 metres east of its junction with the Centreline of New Rough Hey.
- fff) The Esplanade, Fleetwood, the south west side, from its junction with the Centreline of North Albert Street to a point 32 metres south-east of its junction with the Centreline of Bold Street in a general south-easterly direction.
- ggg) Thompson Street, Medlar With Wesham, the south side, from a point 6 metres east of its junction with the Centreline of Charnock Street for a distance of 11.5 metres in a westerly direction.
- hhh) Tom Benson Way, Ingol, the east side, from its junction with the Centreline of Tanterton Hall Road for a distance of 26 metres in a north-easterly direction.
- iii) Town Hall Square, Great Harwood, both sides, for its entire length.
- jjj) Tulketh Road, Preston, the south west side, from a point 15 metres north-east of its junction with the Centreline of Beech Grove for a distance of 35 metres in a south-easterly direction.
- kkk) Turner Road, Nelson, the south side, from its junction with the centreline of Churchill Way for a distance of 19 metres in a general easterly direction.
- lll) Unnamed Road, off Churchill Way 145 metres south west of Pendleside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 25 metres in a general south-easterly direction.
- mmm) Unnamed Road, off Churchill Way, 145 metres west of Pendleside, Fence, the south side, the section immediately opposite the access from Churchill Way for a distance of 28 metres.
- nnn) Unnamed Road off Churchill Way, 45 metres south west of Pendleside, Fence, both sides, from its junction with the Centreline of Churchill Way for a distance of 15 metres in a south-easterly direction.
- ooo) Unnamed Road, off Kenyon Road, 173 metres south west of Churchill Way, Brierfield, both sides, from its junction with the Centreline of Kenyon Road for a distance of 20 metres in a south-easterly direction.
- ppp) Wallend Road, Preston, the north west side, from a point 98 metres south-west of its junction with Nelson Way to its junction with Nelson Way.
- qqq) Wallend Road, Preston, the south east side, from its junction with the Centreline of Nelson Way for a distance of 98 metres in a general south-westerly direction.
- rrr) Winmarleigh Road, Preston, both sides, from its junction with the Centreline of Tulketh Road for a distance of 19 metres in a south-easterly direction.

Schedule 3 - Prohibition of Loading and Unloading

- a) Fallbarn Fold, Rossendale, the east side, from its junction with the Centreline of Bacup Road for its entire length.

- b) Fallbarn Fold, Rossendale, the west side, from its junction with the Centreline of Bacup Road for a distance of 63 metres in a southerly direction.
- c) Kew Gardens, Penwortham, the east side, from its junction with the Centreline of Liverpool Road for a distance of 42 metres in a northerly direction.
- d) Kew Gardens, Penwortham, the west side, from its junction with the Centreline of Liverpool Road for a distance of 45 metres in a northerly direction.

Schedule 4 - Prohibition Of Stopping On School Keep Clear Markings

Jepps Avenue, Barton, the west side, from a point 116 metres south of its junction with the Centreline of Jepps Lane for a distance of 25.56 metres in a southerly direction.

Schedule 5 - Restriction of Waiting Monday – Friday 8am-9am and 3pm-4pm

Reedley Road, Burnley, the north side, from a point 10 metres east of its junction with the Centreline of Hillside Avenue to its junction with the Centreline of Pennine Way.

Schedule 6 - Restriction of Waiting Monday – Saturday 8am-6pm

Millgate Road, Rawtenstall, the south and east side, from its junction with the Centreline of South Street for a distance of 33 metres in a westerly direction and then for a distance of 53 metres in a southerly direction.

Schedule 7 - Restriction of Waiting Saturday 1pm-6pm Tuesday 6pm-10pm

- a) Harry Potts Way, Burnley, the north side, from a point 48 metres east of its junction with the Centreline of Belvedere Road for a distance of 137 metres in an easterly direction.
- b) Harry Potts Way, Burnley, the south side, from a point 48 metres east of its junction with the Centreline of Belvedere Road for a distance of 244 metres in an easterly direction.

Schedule 8 - Restriction of Waiting Monday – Friday 9am – 3.30pm

- a) Charnock Street, Medlar with Wesham, the east side, from its junction with the Centreline of Railway Terrace for a distance of 8 metres in a northerly direction.
- b) Charnock Street, Medlar With Wesham, the west side, from its junction with the Centreline of Railway Terrace for a distance of 5 metres in a northerly direction.
- c) Railway Terrace, Medlar With Wesham, the north side, from its junction with the Centreline of Charnock Street for a distance of 9 metres in an easterly direction.
- d) Railway Terrace, Medlar with Wesham, the south side, from its junction with the Centreline of Charnock Street for a distance of 5.5 metres in an easterly direction.

Schedule 9 - Restriction of Loading/Unloading 10.30am – 5pm

Town Hall Square, Great Harwood, both sides, for its entire length.

Schedule 10 - Limited Waiting Parking Place 30 Minutes No Return Within 1 Hour

Churchill Way, Brierfield, the north side, from a point 131 metres north then east of its junction with Junction 12 of M65 for a distance of 25 metres in an easterly direction.

Schedule 11 - Limited Waiting Parking Place 40 Minutes No Return Within 40 Minutes 8am-6pm

- a) Church Street, Burnley, the west side, from a point 82 metres north from its junction with the Centreline of Keirby Walk for a distance of 37 metres in a northerly direction.

- b) Church Street, Burnley, the west side, from a point 137 metres north from its junction with the Centreline of Keirby Walk for a distance of 9 metres in a northerly direction.

Schedule 12 - Limited Waiting Parking Place 1 Hour No Return Within 1 Hour Monday – Saturday 8am – 6pm

Woodlands Road, Lytham St Annes the west side, from a point 7 metres north-east of its junction with the Centreline of Seymour Road for a distance of 24 metres in a north-easterly direction.

Schedule 13 - Loading Bay

- a) Admiral Way, Preston, the north side, from a point 30 metres west of its junction with the Centreline of its roundabout junction with Nelson Way for a distance of 32 metres in a westerly direction.
- b) Bath Street, Lytham St Annes, the west side, from a point 34 metres north of its junction with the Centreline of East Beach for a distance of 13.5 metres in a northerly direction.

Schedule 14 - Disabled Persons Parking Place

- a) Pitt Street, Preston, the east side, from a point 31 metres south of its junction with the Centreline of Arthur Street for a distance of 12 metres south and 7 metres east to cover 3 perpendicular bays at 4 metres wide per bay.
- b) Woodlands Road, Lytham St Annes, the west side, from a point 31 metres north-east of its junction with the Centreline of Seymour Road for a distance of 6.6 metres in a north-easterly direction.

STATEMENT OF REASONS

Burnley

(Harry Potts Way, Burnley)

"The proposal will introduce prohibition of waiting on the north side of Harry Potts Way, Burnley. This will remove the potential to park at all times thereby removing congestion and improving traffic flows on this section of carriageway outside the football club – thereby increasing safety for users of the highway."

(Old Hall Street, Burnley)

"The new order will confirm the potential to park in the bay on Old Hall Street and provide the necessary revocations."

(Church Street, Burnley)

"The new order will introduce a restriction limited waiting on Church Street each day between 8am and 6pm replacing the existing order which applies on weekdays only. This will provide parking on a regular basis every day at this location."

Chorley

(Carr Lane, Chorley – Bolton Road, Chorley)

"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

(Bath Street, Lytham)

"The proposed restriction on Bath Street is considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve access for deliveries to the hotel.
 - iii) Improve general road safety for highway users."

(Railway Terrace, Wesham – Charnock Street, Wesham – Thompson Street, Wesham)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve access for deliveries to the residential properties.
 - iii) Improve general road safety for highway users."

(Woodlands Road, Lytham St Annes)

" The proposed restrictions on the various roads listed above are considered appropriate:-

1. For facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
2. For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property"

(Memory Close, Freckleton)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve access for deliveries to the residential properties.
 - iii) Improve general road safety for highway users."

Hyndburn

(Bamford Crescent, Baxenden)

"It has been agreed that Lancashire County Council pursue No Waiting at Any Time Prohibitions on Manchester Road at both its north and south junctions with Bamford Crescent to discourage vehicles from waiting and parking in locations that obstructs the sightlines of vehicles entering and exiting these junctions. The provision of the proposed NWAAT will ensure adequate visibility splays and manoeuvrability for vehicles entering and exiting both ends of Bamford Crescent"

(Town Hall Square, Great Harwood)

"The purpose of this order is to avoid danger to persons or other traffic using the road by preventing unnecessary vehicular access onto the town square thus preventing the likelihood of any such danger arising in the pedestrianised area"

Pendle

(Reedley Road, Reedley Hallows – Hillside Avenue, Reedley)

"The proposal will introduce prohibition of waiting on Reedley Road at its junctions with Hillside Avenue and Reedfield, Pendle. This will remove the potential to park improving sight lines and traffic flows on this section of carriageway – thereby increasing safety for users of the highway."

(Lomeshaye Industrial Estate, Carrside, Fence - Churchill Way, Brierfield – Churchill Way, Fence – Churchill Way, Nelson – Kenyon Road, Brierfield - Pendleside, Fence - Unnamed Road off Churchill Way (145 metres west of Pendleside, Fence) – Unnamed Road off Kenyon Road (173 metres south-west of Churchill Way, Brierfield) – Unnamed Road off Churchill Way (45 metres south-west of Pendleside, Fence)

"The proposal introduces restrictions along Churchill Way and Kenyon Road which are spinal roads in Lomeshaye Industrial Estate. The proposal seeks to improve the flow of traffic in the Industrial estate and improve access for large vehicles at various junctions within the site, thereby increasing safety for users of the highway and contributing to economic growth."

Preston

(Pitt 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 present order would not allow enforcement of the waiting restrictions as they are presently marked on the road. No new restrictions are being added and no existing restrictions are being removed"

(Beech Grove, Ahton-on-Ribble - Tulketh Road, Ashton-on-Ribble – Winmarleigh Road, Ashton-on-Ribble)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve general road safety for highway users."

(Tanterton Hall Road, Ingol – New Rough Hey, Preston – Tom Benson Way, Preston)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve general road safety for highway users."

(Jepps Avenue, Barton)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.

(Admiral Way, Ashton-on-Ribble – Nelson Way, Ashton-on-Ribble – Chain Caul Way, Ashton-on-Ribble – Wallend Road, Ashton-on-Ribble)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will:-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve general road safety for highway users."

(Crompton Street, Preston)

"The proposed revocation of restrictions on the various roads listed above are considered appropriate to:-

for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property

The road marking was not maintained for many years to the point whereby it had disappeared. Upon carrying out an informal consultation with the residents they did not want it reinstating as they have been parking their vehicles there for many years without any issues. The business for which it was originally installed for no longer exists and the business currently in the factory opposite can and has operated without issue for many years."

Rossendale

(Millgate Road, Rawtenstall)

"The proposal will introduce restriction of waiting on Millgate Road, Rawtenstall. This will remove the potential to park during the day time between Monday- Saturday thereby improving traffic flows on this section of carriageway and improving the sight lines at the access to the car park – thereby increasing safety for users of the highway."

(Fallbarn Fold, Rawtenstall)

"The new order will confirm the prohibitions of waiting and loading on Fallbarn Fold and provide the necessary revocations to the TROs of 2012 and 2016."

(Market Street, Edenfield)

"The new order will introduce prohibition of waiting on Market Street, Edenfield. This will confirm the existing road markings at this location – the restriction provides protection at the junction by removing the potential to park thereby maintaining sight lines and safety for users of the highway."

South Ribble

(Kew Gardens, Leyland)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve general road safety for highway users."

(School Lane, Lostock Hall – Croston Road, Lostock Hall)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve general road safety for highway users."

(Liege Road, Leyland)

"The disabled parking bay is no longer required by the applicant and no responses were received as part of the informal consultation so it is deemed not required by any local residents. The double yellow lines also need to be changed at the location because they are currently hidden under the disabled parking bay road marking which takes priority. The double yellow lines that are currently on the road are sufficient and the extra length is not required."

Wyre

(Bold Street, Fleetwood – North Albert Street, Fleetwood – The Esplanade, Fleetwood)

"The purpose of this proposed order is to correct anomalies that have arisen as a result of minor changes to the road layout in the area. The present order would not allow enforcement of the waiting restrictions as they are presently marked on the road. No new restrictions are being added and no existing restrictions are being removed"

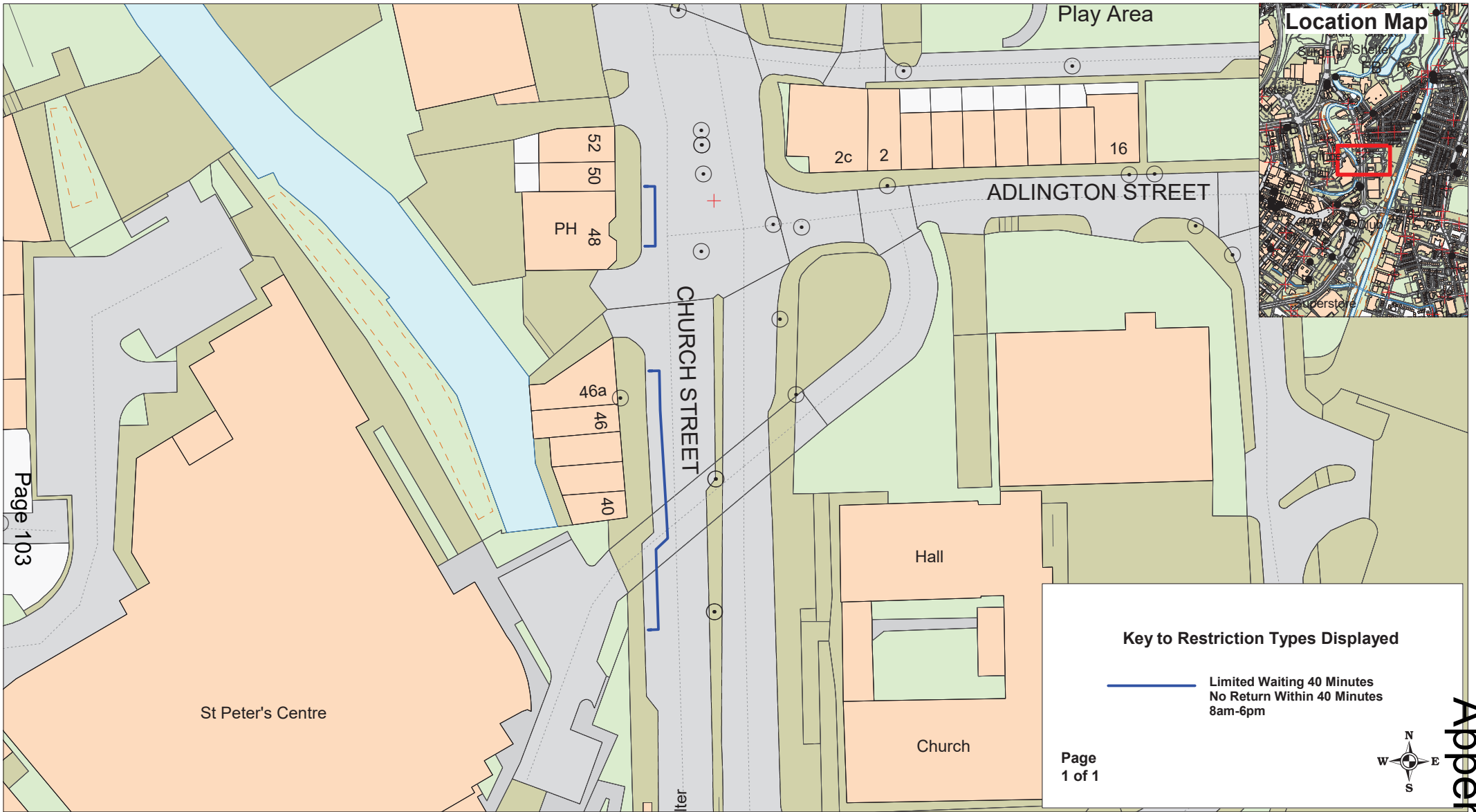
(Normoss Road, Poulton-le-Fylde – Normoss Avenue, Poulton-le-Fylde – Newton Drive East, Poulton-le-Fylde)

"The proposed restrictions on the various roads listed above are considered appropriate to:-

1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve access for deliveries to the residential properties.
 - iii) Improve general road safety for highway users."

Park Road, Poulton-le-Fylde)

- "1. Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and to facilitate the passage on the road of any class of traffic, including pedestrians.
2. The proposed restrictions will also;-
 - i) Remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions with other roads.
 - ii) Improve access for deliveries to the residential properties.
 - iii) Improve general road safety for highway users."



Page 103

Key to Restriction Types Displayed

— Limited Waiting 40 Minutes
No Return Within 40 Minutes
8am-6pm

Page 1 of 1



Church Street, Burnley

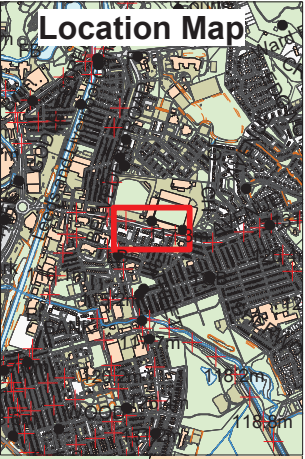
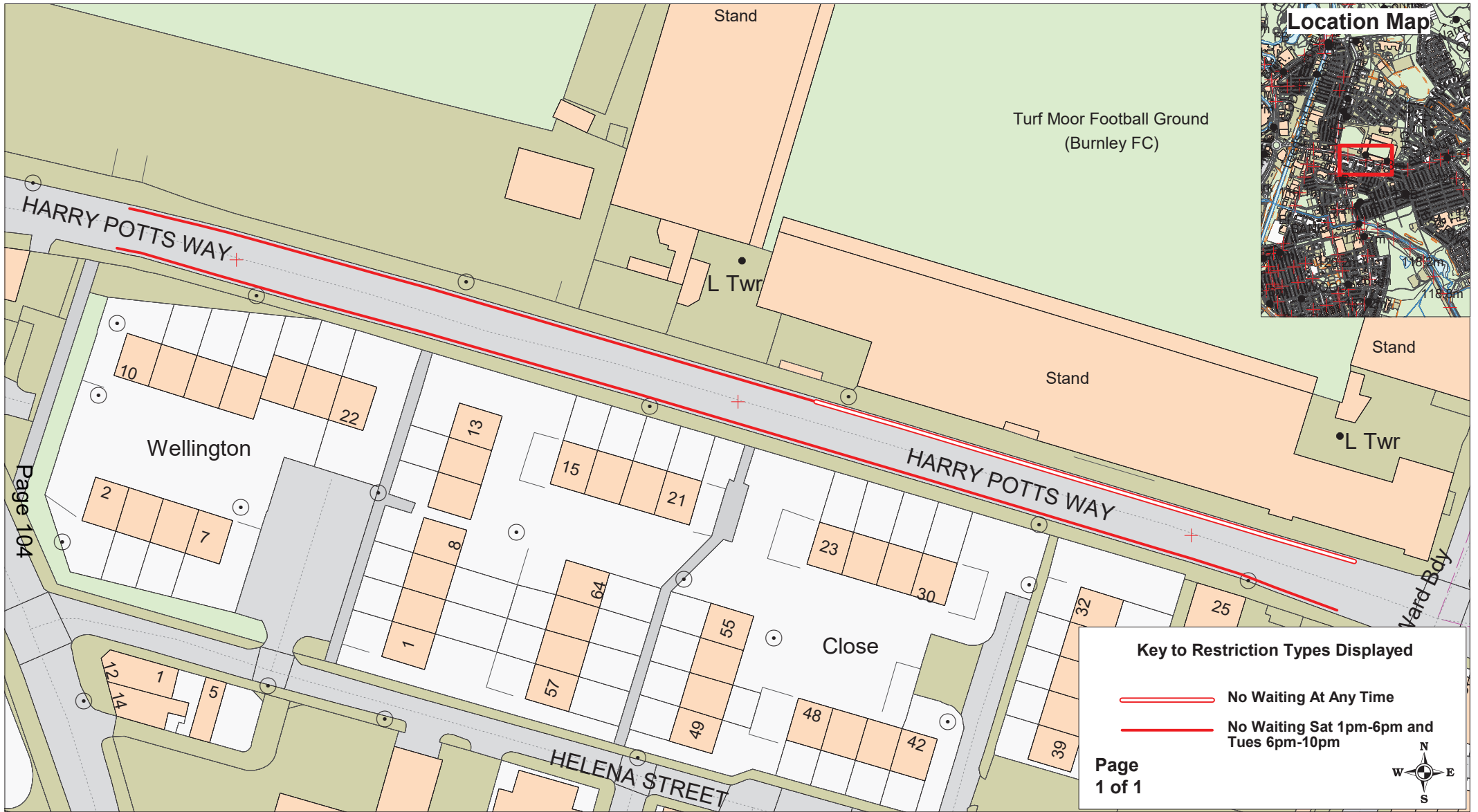
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Director of Highways and Transportation

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

SCALE	1 : 750
DATE	17/06/2019
DRAWING No.	BG/06-19/B1
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Appendix C



Key to Restriction Types Displayed

- No Waiting At Any Time
- No Waiting Sat 1pm-6pm and Tues 6pm-10pm

Page 1 of 1



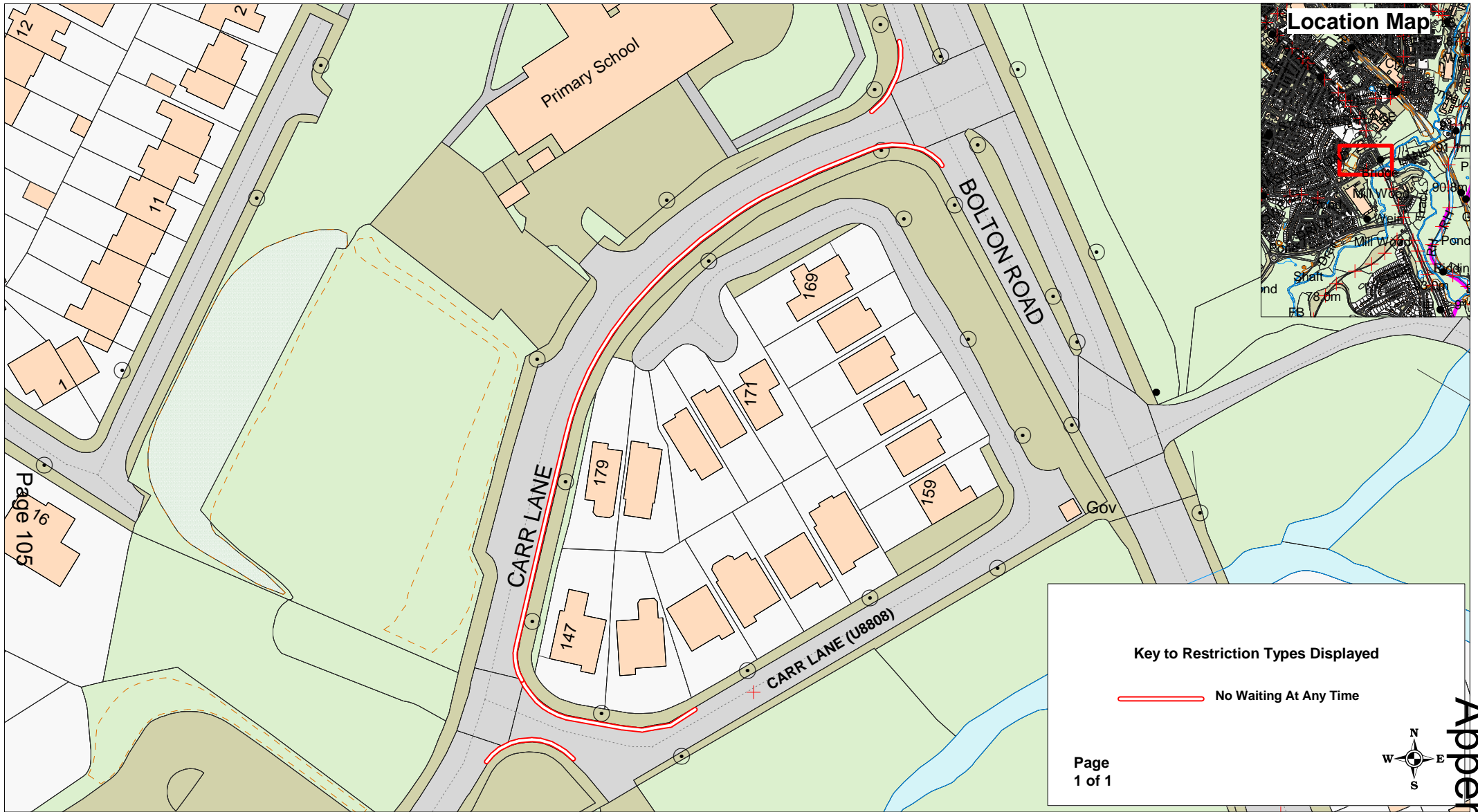
Harry Potts Way, Burnley

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1/6

Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1




Carr Lane, Chorley

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Appendix D



Page 107

Key to Restriction Types Displayed

- Limited Waiting 1 Hour No Return Within 1 Hour Mon-Sat 8am-6pm
- Disabled Parking

Page 1 of 1



Appendix E

Lancashire
County Council

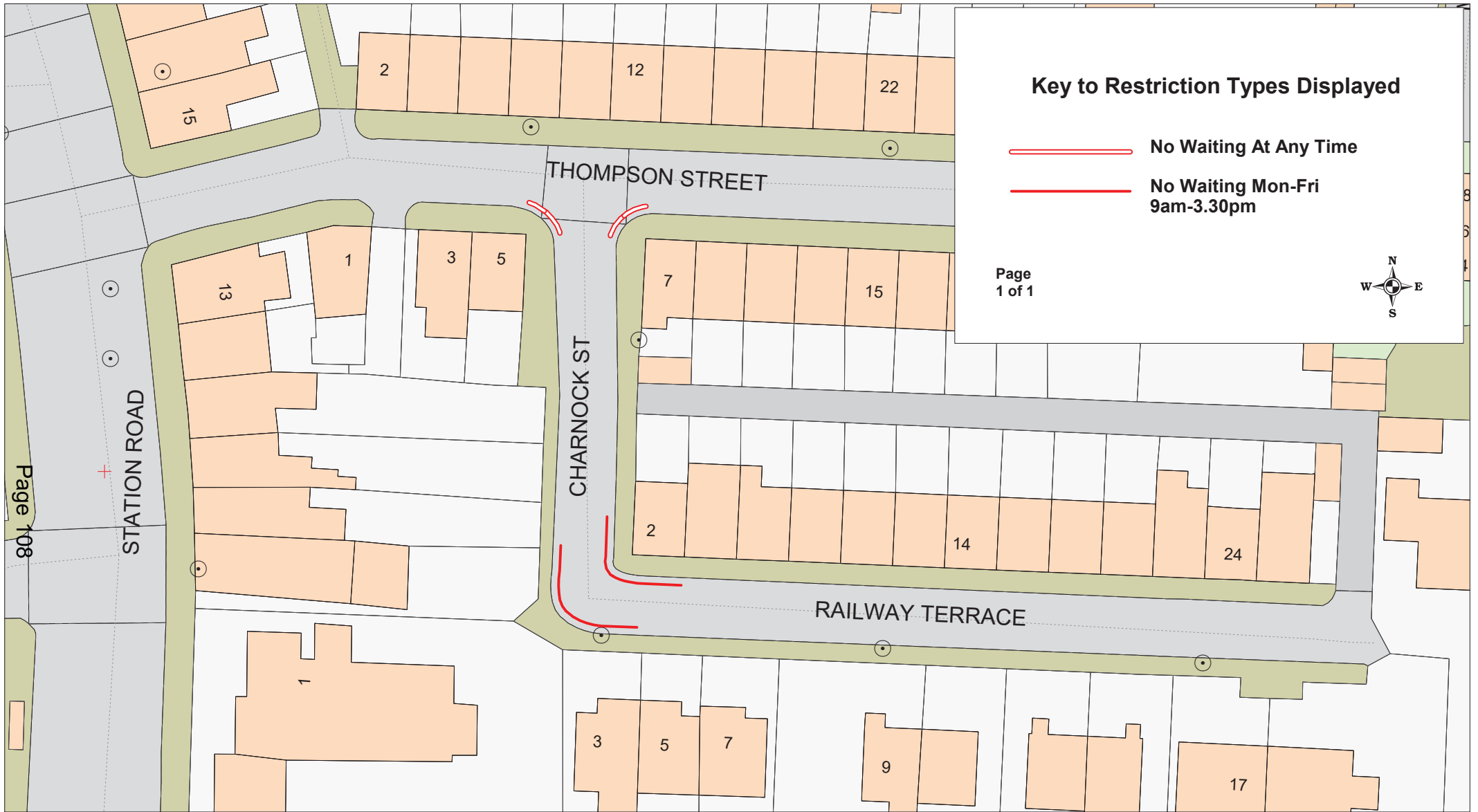
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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Fri 9am-3.30pm

Page 1 of 1



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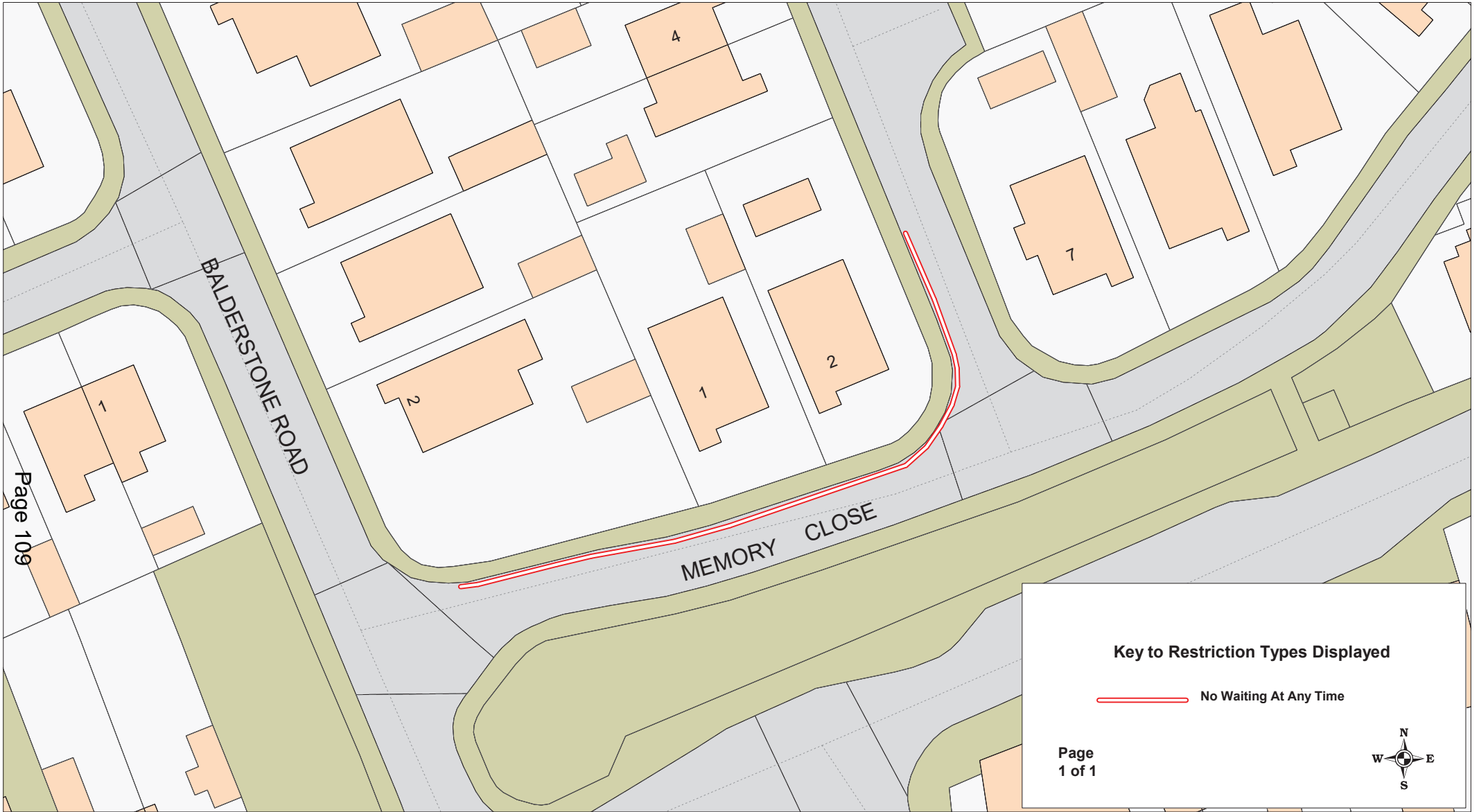
**Thompson Street,
Charnock Street,
Railway Terrace,
Wesham**

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Page 109

Key to Restriction Types Displayed

 No Waiting At Any Time

Page
1 of 1



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Page 110

Proposed H Bar marking (in red)

Key to Restriction Types Displayed

 Loading Bay



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Bath Street, Lytham

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Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1




Bamford Crescent (South) and Manchester Road, Accrington

Original proposal
 Consulted on 25th September-2019

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Key to Restriction Types Displayed

No Waiting At Any Time



Page
1 of 1



Lancashire
County Council

Bamford Crescent (South) and Manchester Road, Accrington

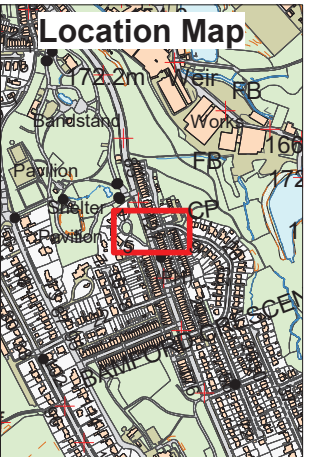
Modified Plan to reflect reduced length of restriction along Manchester Rod (north of Bamford Crescent)

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Page 113

Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1



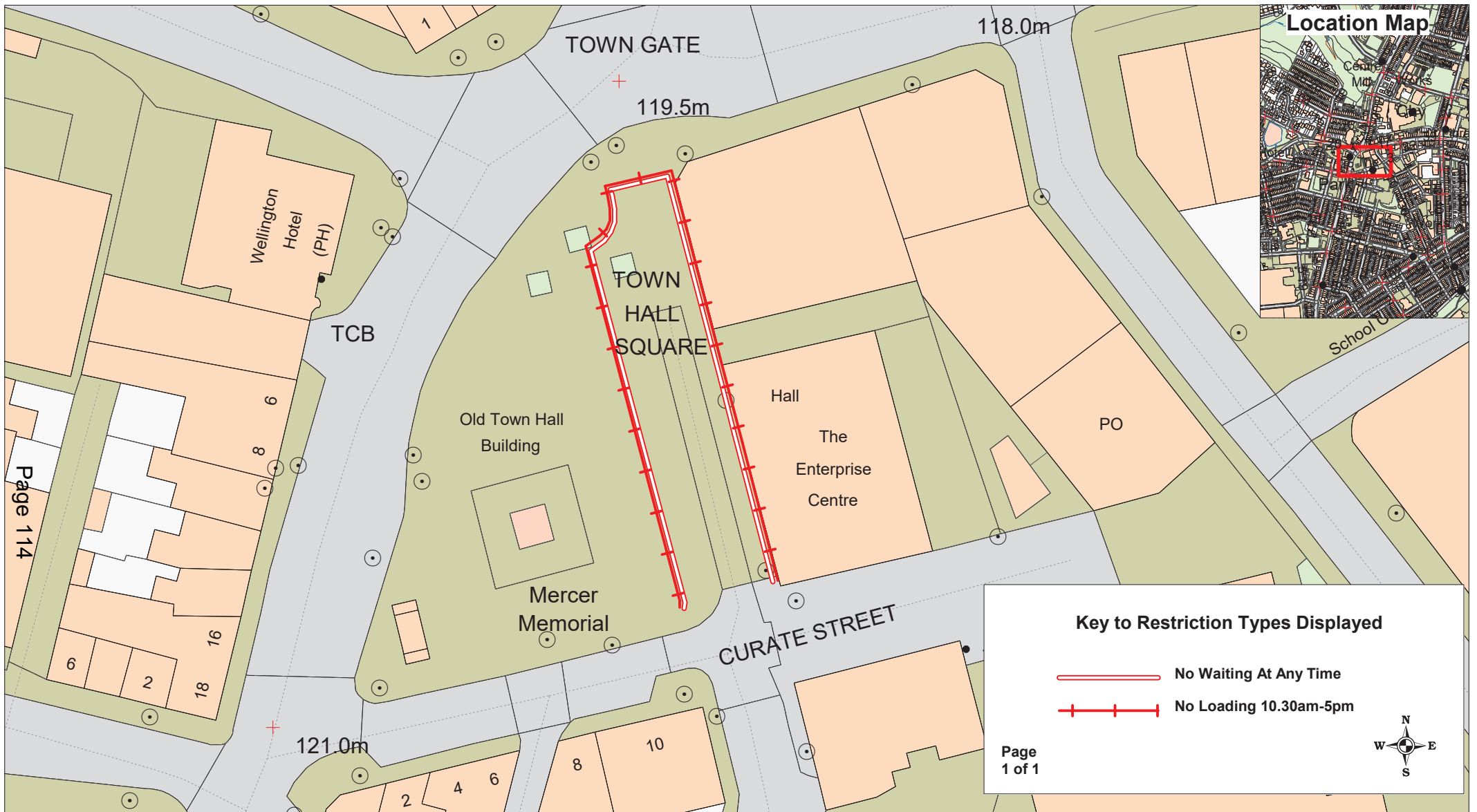
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Page 114

Key to Restriction Types Displayed

- No Waiting At Any Time
- No Loading 10.30am-5pm

Page 1 of 1



Town Hall Square, Great Harwood

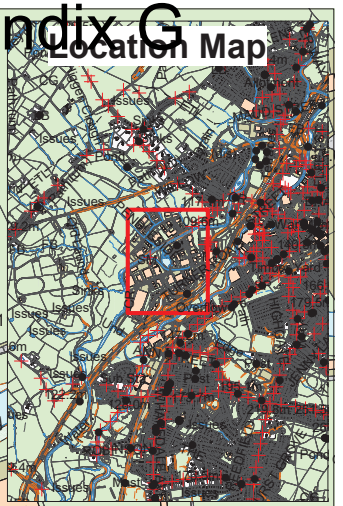
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Appendix G



Key to Restriction Types Displayed

- No Waiting At Any Time
- Limited Waiting 30 Minutes
No Return Within 1 Hour

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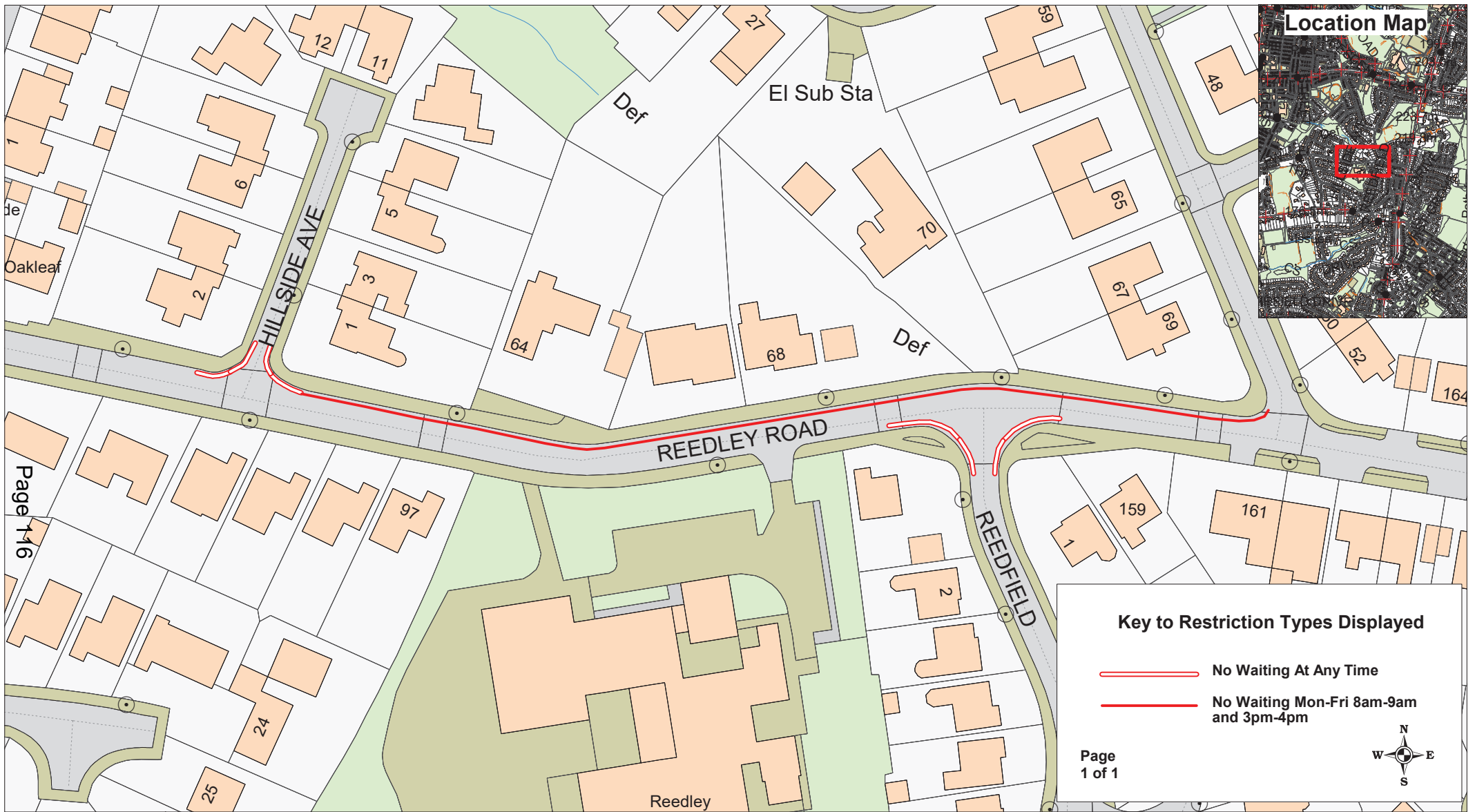
Page 1 of 1

**Churchill Way, Kenyon Road,
Carrside, Pendleside,
Unnamed Roads,
Lomeshaye**

**Phil Durnell
Director of Highways
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DATE	18/06/2019
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Page 1 of 16

Key to Restriction Types Displayed

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

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Reedfield, Reedley**

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Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1




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New Rough Hey,
Tom Benson Way,
Fulwood**

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Page 118

Key to Restriction Types Displayed

 School Entrance Marking
Mon-Fri 8am-6pm

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1 of 1



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Page 119

Key to Restriction Types Displayed

No Waiting At Any Time

Page 1 of 1



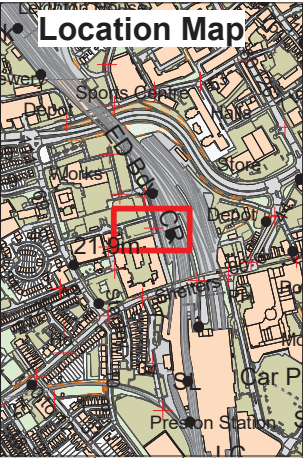
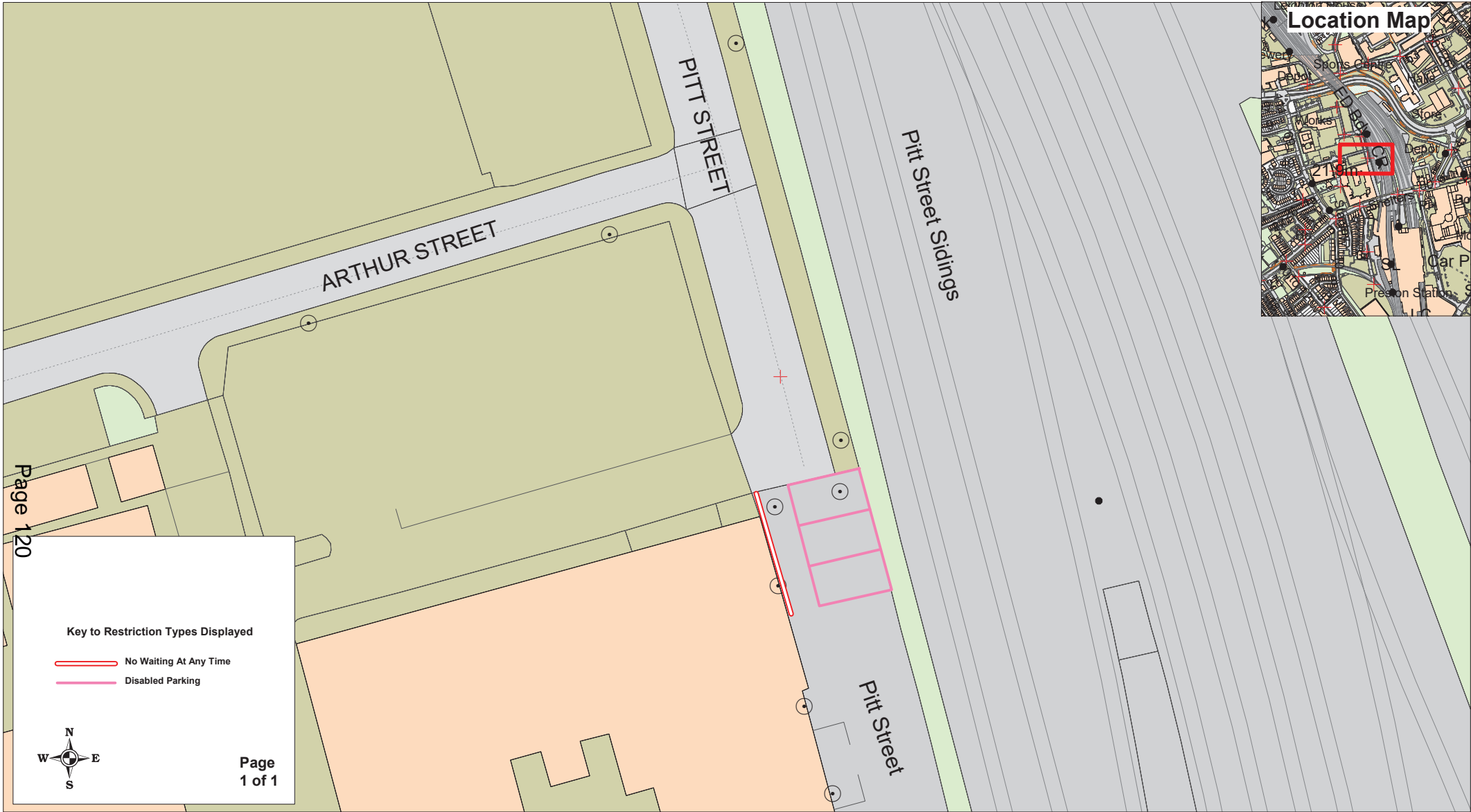
**Tulketh Road, Beech Grove,
Winmarleigh Road, Preston**

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Page 120

Key to Restriction Types Displayed

- No Waiting At Any Time
- Disabled Parking

N
W — E
S

Page 1 of 1

Lancashire
County Council

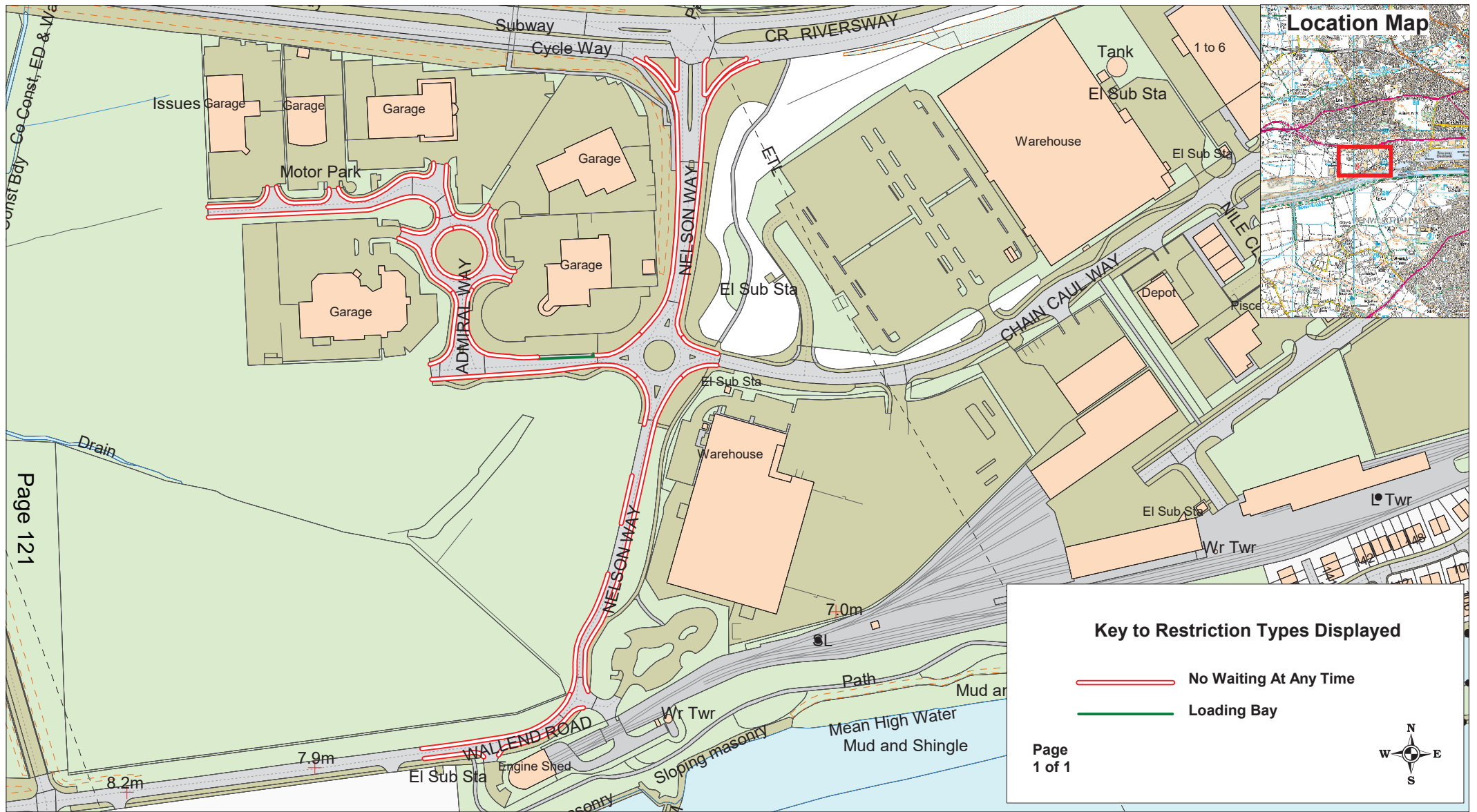
Pitt Street, Preston

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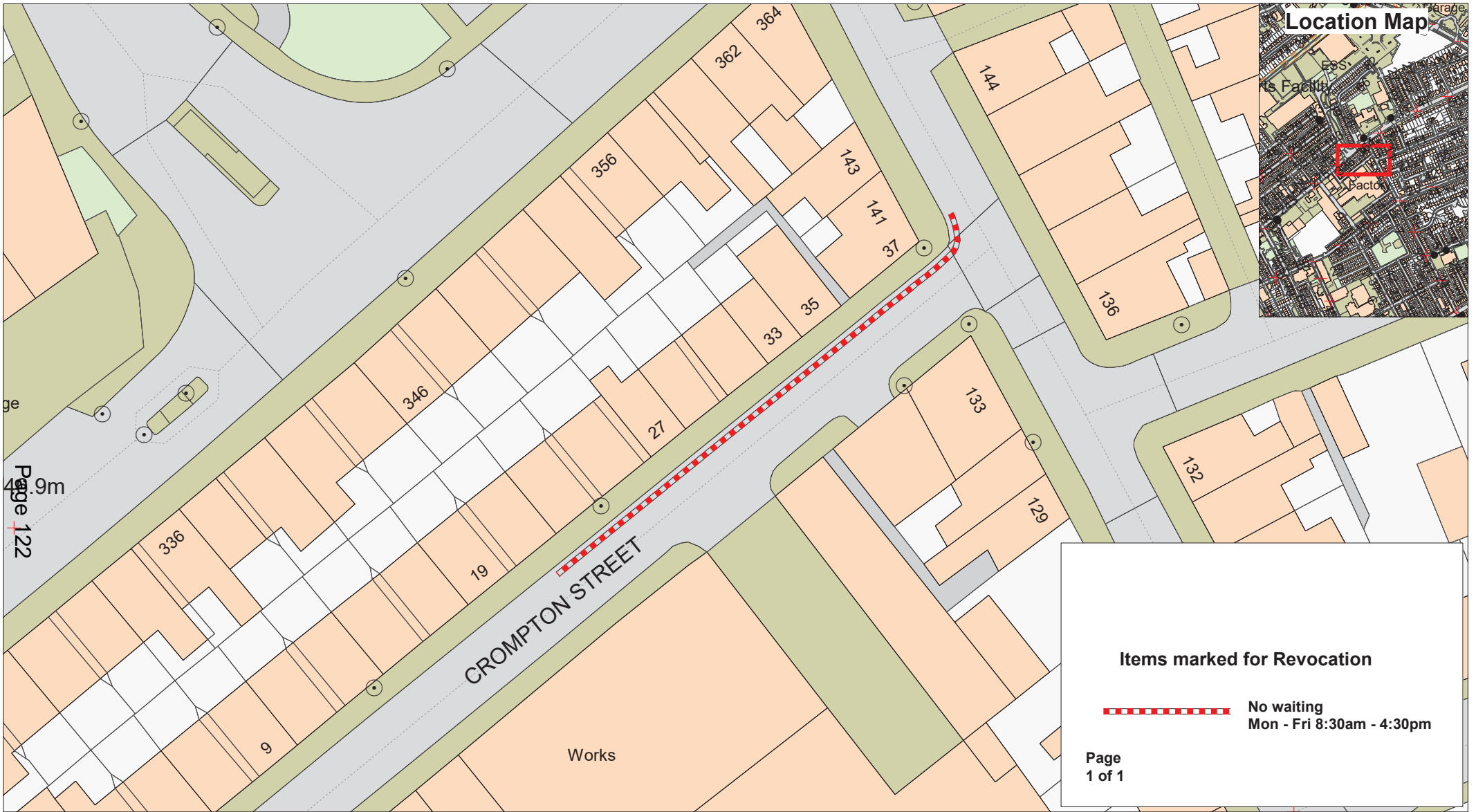
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Chain Caul Way, Wallend Road,
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Page 122

Items marked for Revocation


 No waiting
Mon - Fri 8:30am - 4:30pm

Page 1 of 1



Lancashire
County Council

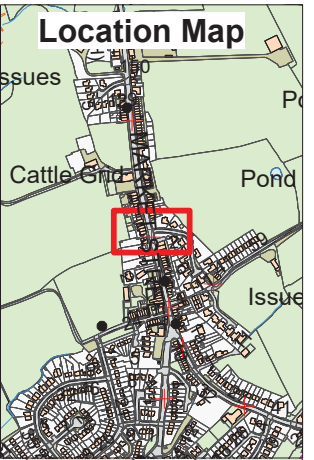
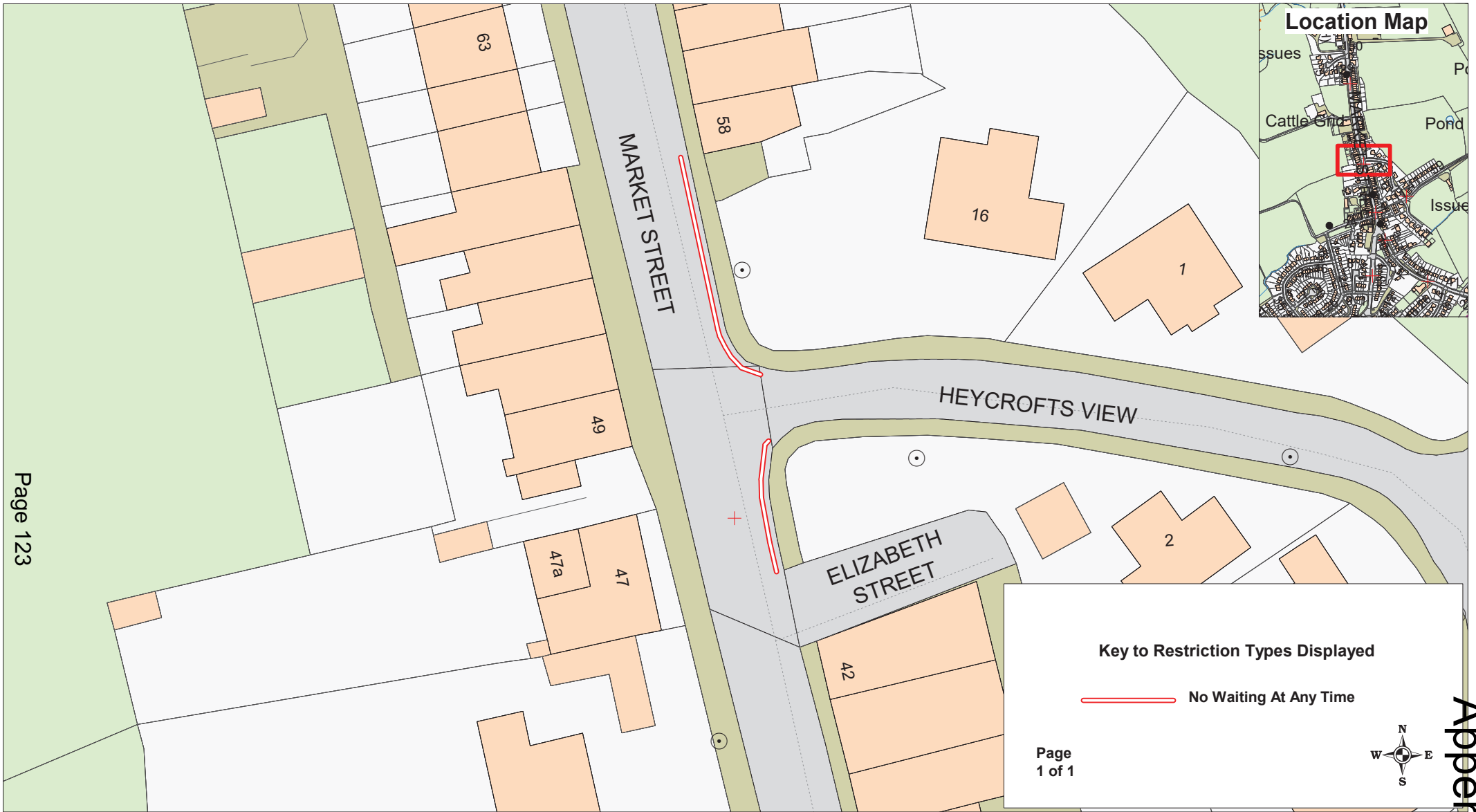
Crompton Street, Preston



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Page 123

Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1




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Market Street, Edenfield

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Appendix 1



Page 124

Key to Restriction Types Displayed

— No Waiting Mon-Sat 8am-6pm

Page 1 of 1



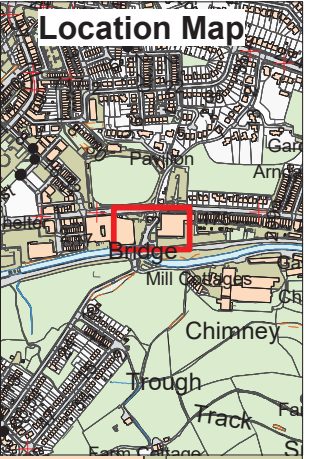
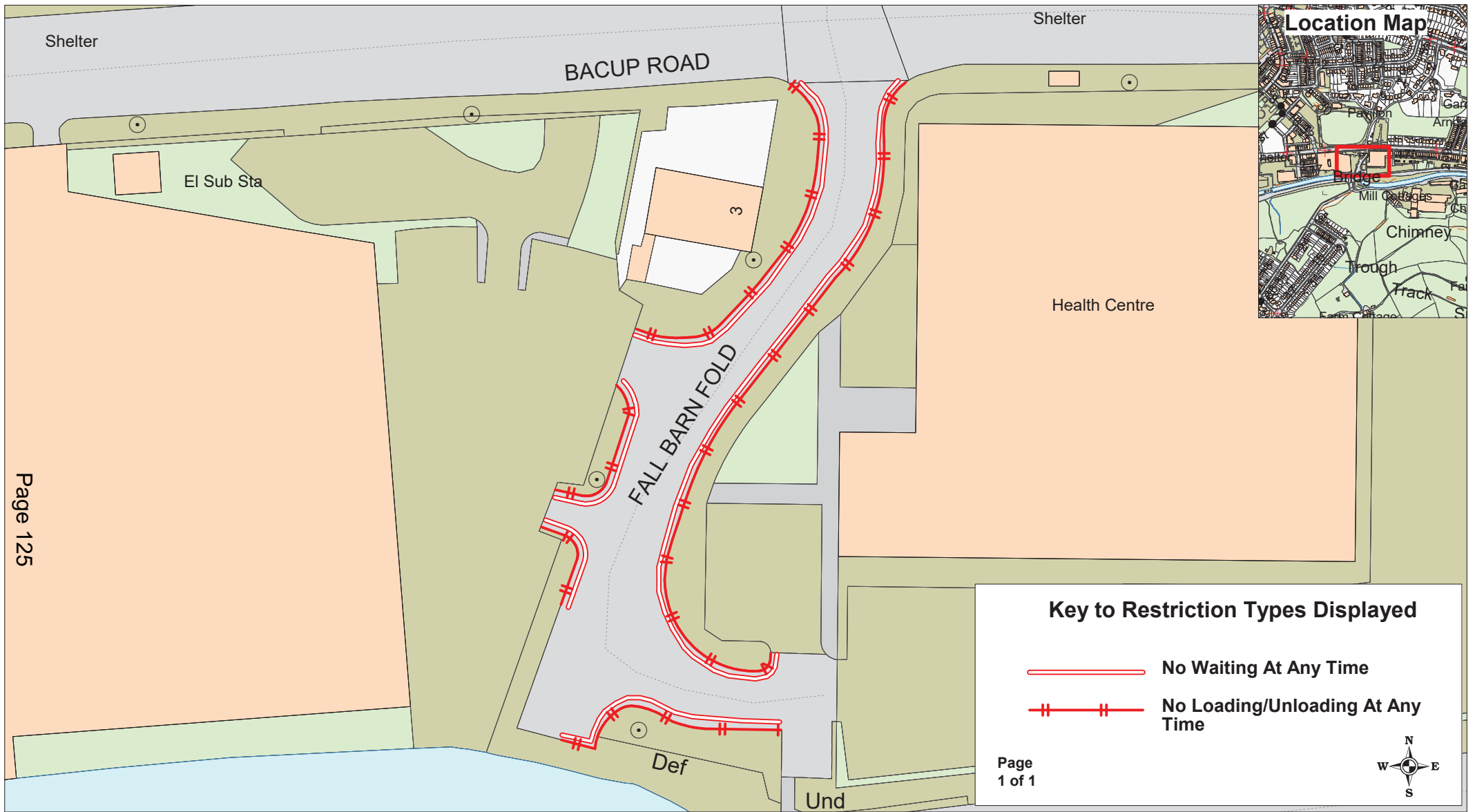
Millgate Road, Rawtenstall

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Page 125

Key to Restriction Types Displayed

No Waiting At Any Time
No Loading/Unloading At Any Time

N
 W — E
 S

Page 1 of 1

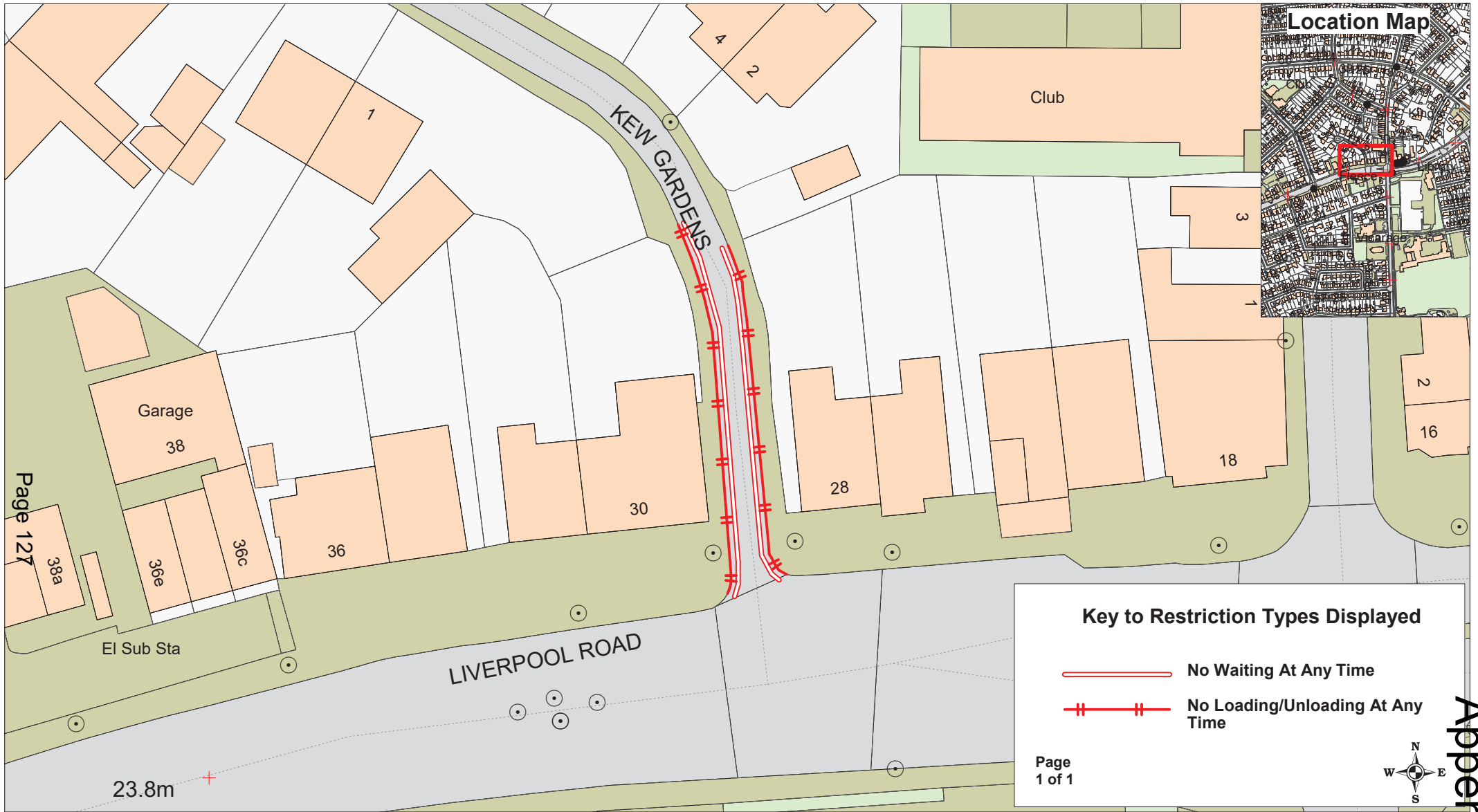


Fallbarn Fold, Rawtenstall

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Page 127

Key to Restriction Types Displayed

 **No Waiting At Any Time**
 **No Loading/Unloading At Any Time**

Page 1 of 1




Lancashire
County Council

Kew Gardens, Penwortham

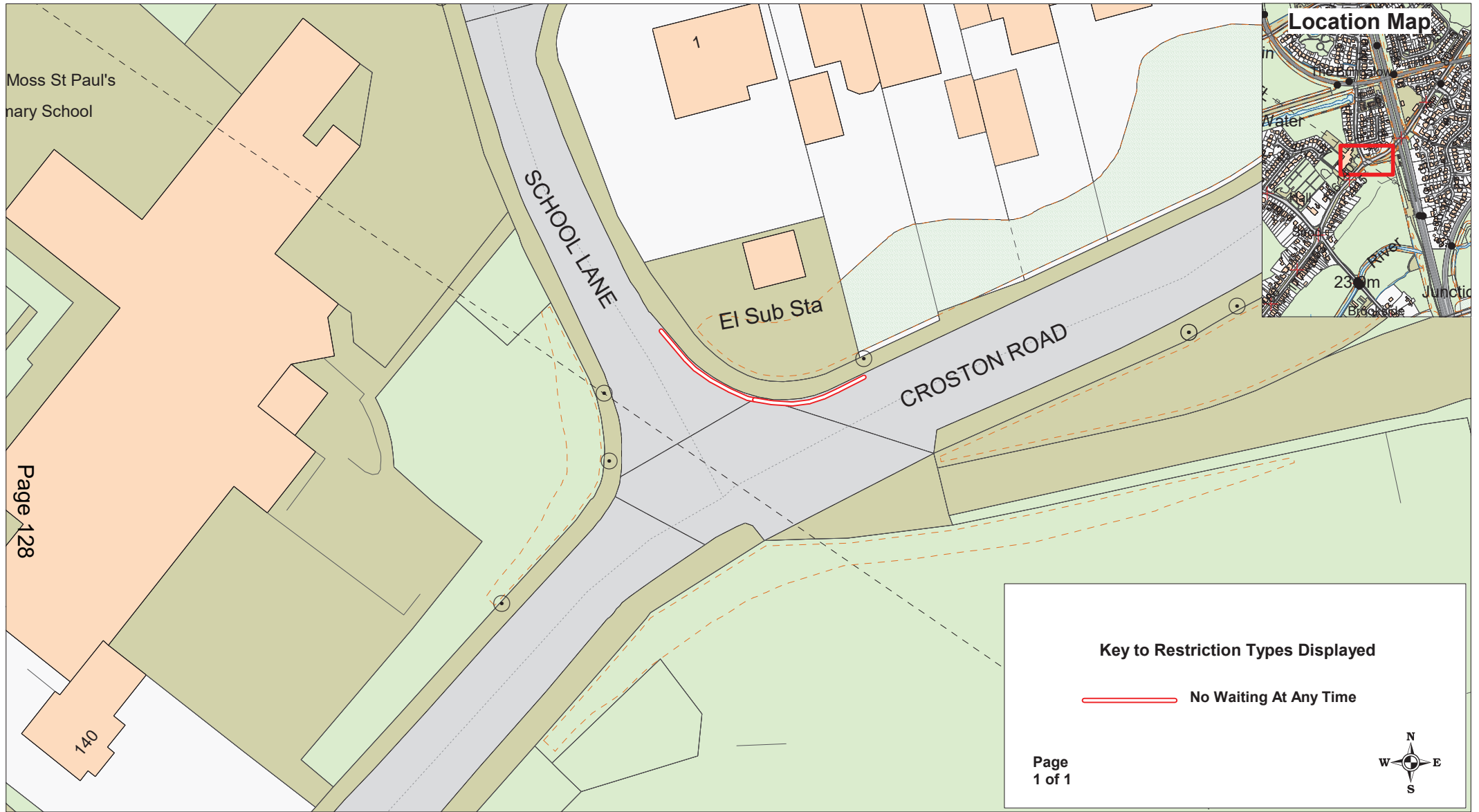
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Appendix J

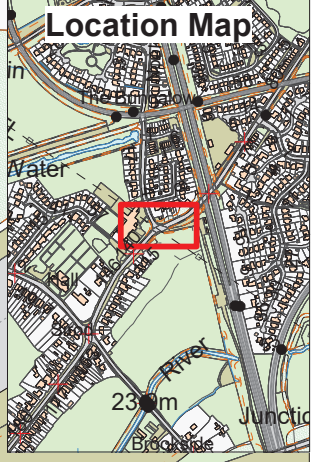


Moss St Paul's
Primary School

SCHOOL LANE

EI Sub Sta

CROSTON ROAD



Page 128

140

Key to Restriction Types Displayed

 No Waiting At Any Time

Page
1 of 1



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Page 129

Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1



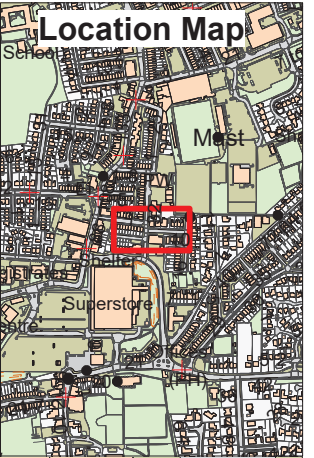
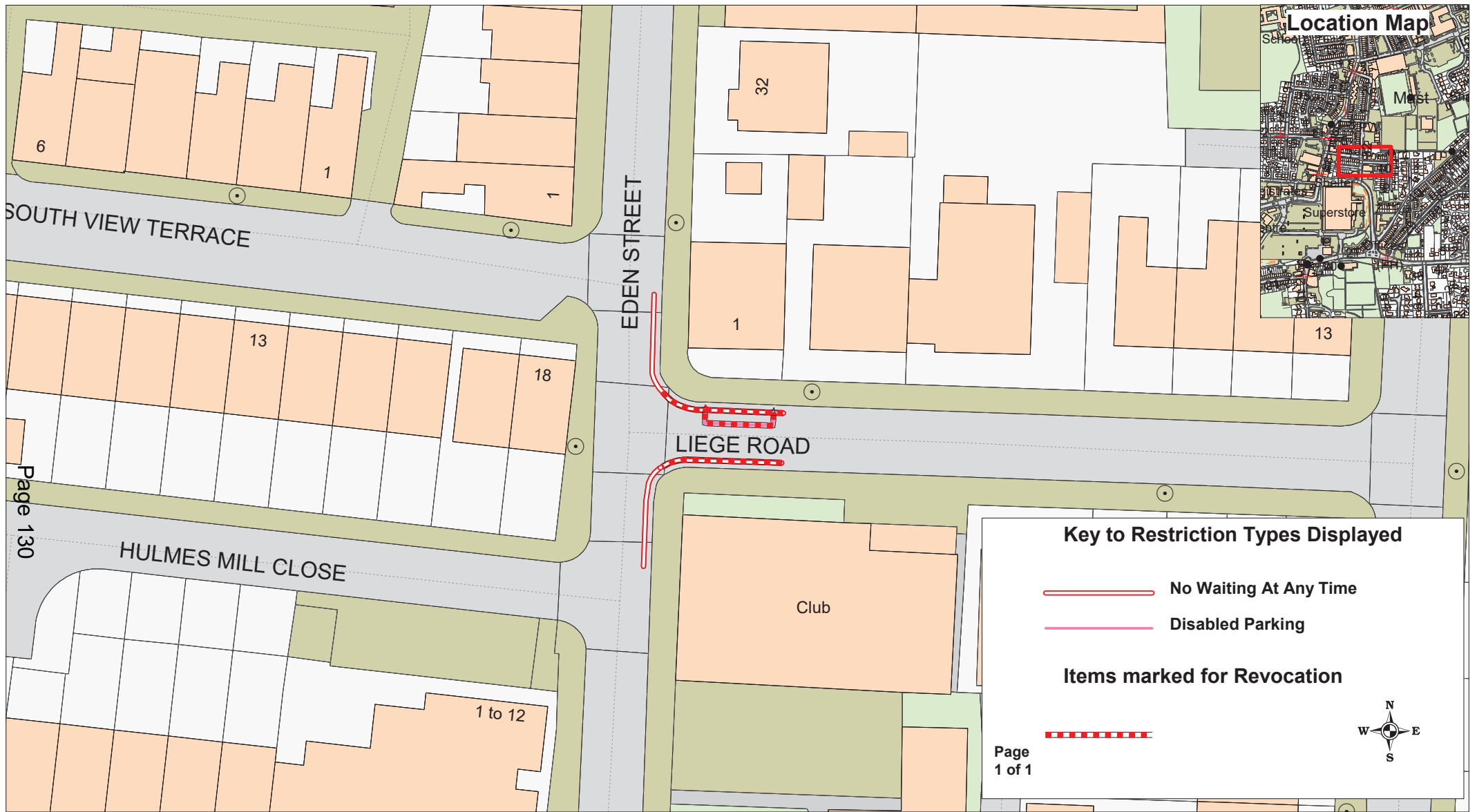

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Key to Restriction Types Displayed

— No Waiting At Any Time

— Disabled Parking

Items marked for Revocation

—

Page 1 of 1



**Liege Road, Leyland
(with revocations)**

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Key to Restriction Types Displayed

 No Waiting At Any Time

Page
1 of 1



Appendix K



**Normoss Avenue, Normoss Road,
Newton Drive East,
Poulton-le-Fylde**

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1 : 750

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Key to Restriction Types Displayed

 No Waiting At Any Time



Page 1 of 1



**Normoss Avenue, Normoss Road,
Newton Drive East,
Poulton-le-Fylde**

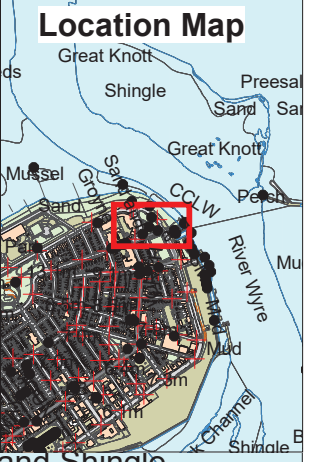
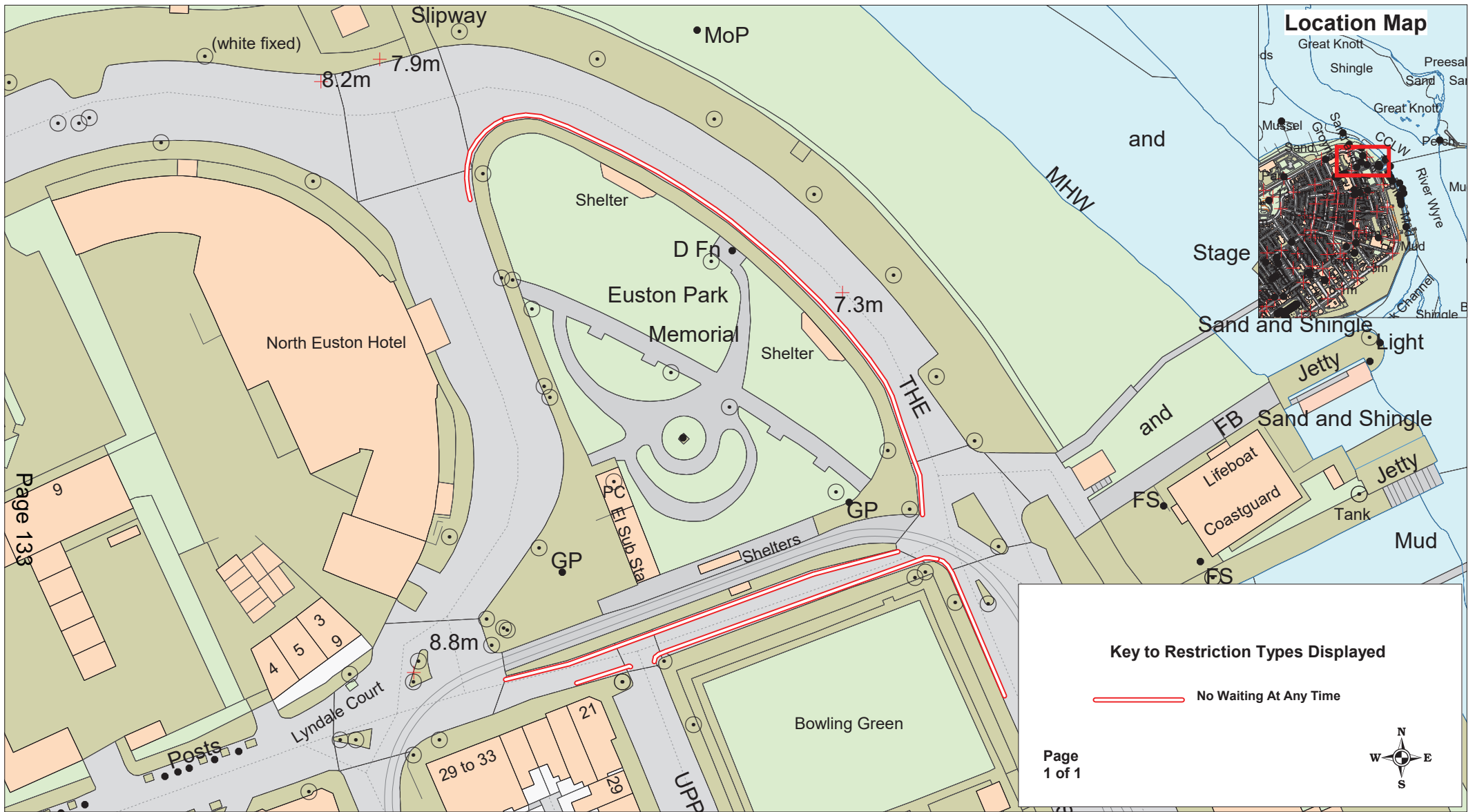
Modified Plan to reflect reduced length of restriction along Normoss Avenue
Consulted on 25th September-2019

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Page 133

Key to Restriction Types Displayed

 No Waiting At Any Time

Page 1 of 1



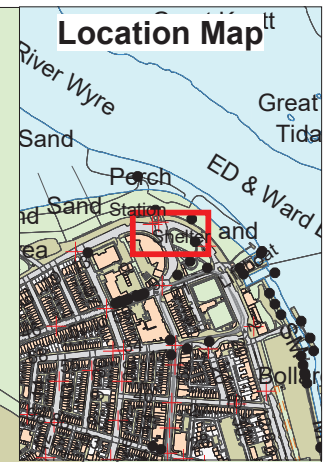
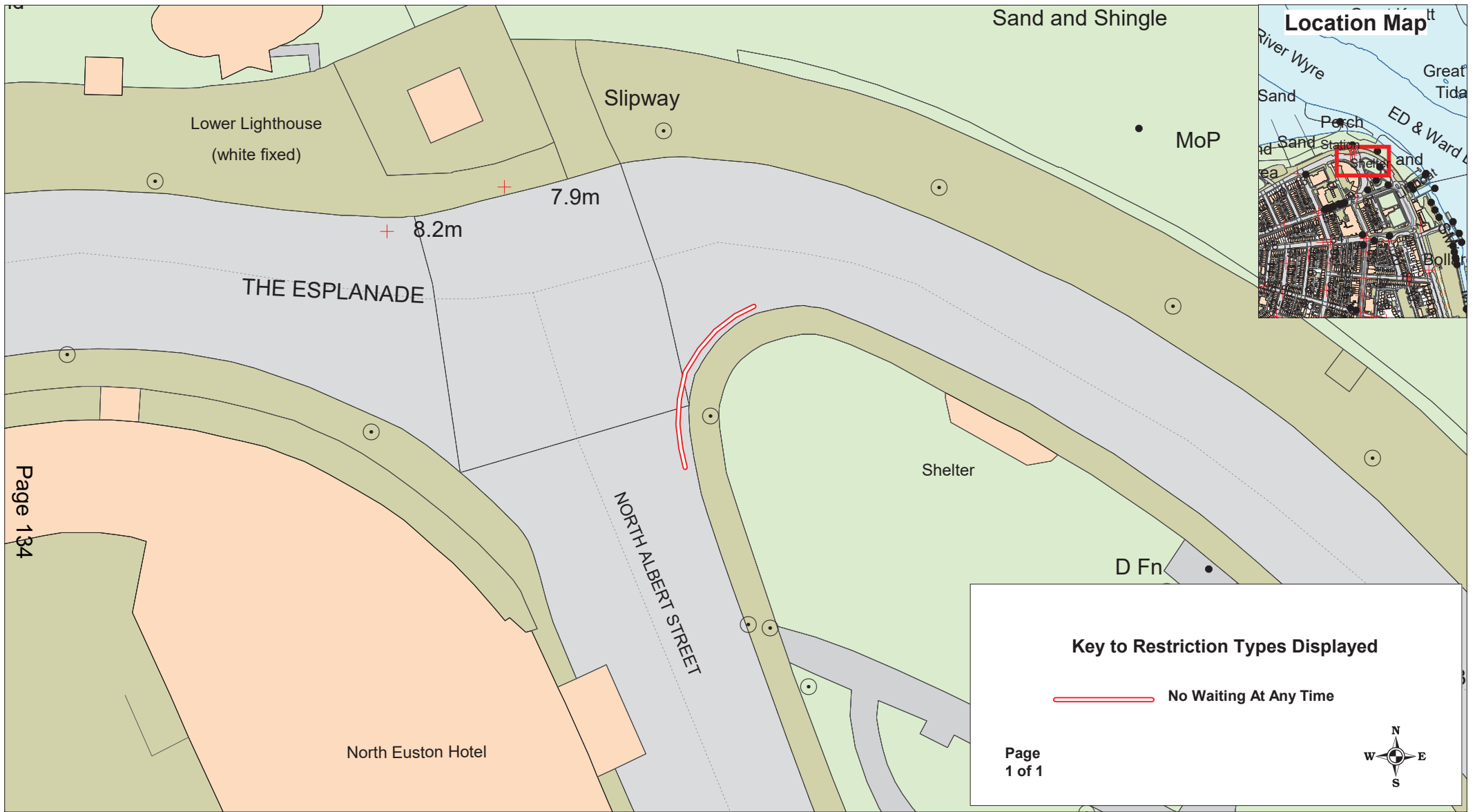

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Key to Restriction Types Displayed

— No Waiting At Any Time

Page 1 of 1



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Key to Restriction Types Displayed
 No Waiting At Any Time

Page 1 of 1



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Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

Report of the Head of Service - Design and Construction**Part I**Electoral Division affected:
Chorley Central;**Toucan Crossing and Shared Use Cycleway, A6 Bolton Road, Chorley**

(Appendix 'A' refers)

Contact for further information:

Zamir Ukadia, Tel: (01772) 534478, Assistant Engineer

zamir.ukadia@lancashire.gov.uk

Executive Summary

This report outlines proposals to remove footway and provide a cycle track with right of way on foot along three lengths of A6 Bolton Road, Chorley. Proposals for a Toucan crossing required in conjunction with the cycle tracks are also described.

Consultation and formal advertising of the proposals has been undertaken with a number of objections received.

Recommendation

Cabinet is asked to approve the proposed removal of footway and construction of cycle tracks with right of way on foot and a Toucan Crossing facility as shown in Appendix 'A'.

Background and Advice

Proposals have been developed to improve facilities for pedestrians and cyclists along a length of A6 Bolton Road, Chorley. A cycle track with right of way on foot, is proposed along lengths of Bolton Road as shown on the plans at Appendix 'A'. This includes a length of cycle track within an existing 40 mph speed limit zone. This will provide a safer alternative for cyclists to the existing on-carriageway cycle lane facilities at this location.

The longest length of proposed cycle track at this location is on the west side of the A6 and will be constructed at least 3.0m wide, which is considered sufficient width to be safely shared by pedestrians and cyclists. The verge which is being used as part of the widening is part of Lancashire County Council's adopted highway.

It is proposed that pedestrians and cyclists both using the shared surface will be able to do so safely due to the good visibility provided by the straight alignment of Bolton Road.

Pedestrians currently use an uncontrolled crossing on the A6 Bolton Road in the vicinity of Albany Academy. Two further short lengths of shared use cycletrack and a Toucan Crossing are proposed, this will improve safety for pedestrians and will also provide a crossing facility that can be used by cyclists. The shared use cycle tracks will be constructed to a minimum 3.0m wide to provide a shared crossing facility for pedestrians and cyclists. To provide this 3.0m the shared use cycle tracks will be widened into the carriageway. A suitable width of carriageway will remain for 2-way traffic through the Toucan Crossing.

Consultations

Formal advertising of the proposed Toucan Crossing was undertaken over a four week period during September 2019. At the same time a consultation was carried out regarding the proposed cycle track with right of way on foot.

Strong support for the proposals was received from the Head Teacher of Albany Academy as a Toucan crossing was something the school had been requesting for a number of years. The Toucan crossing will benefit the school children greatly by providing a safe controlled crossing point.

The county council's elected member for Chorley Central, Local Police and Cycling Group have been consulted regarding the proposals and have raised no objections.

Two objections were received from local residents as summarised below.

Objections

- Visibility towards the crossing will be restricted by parked vehicles, causing a potential accident.
- Cyclists will not be able to use the cycle track as cars will be parked on the single yellow lines which need enforcing.

In response

- Zig zag lines will be provided at either side of the Toucan Crossing. This will prevent vehicles from parking on approach to the crossing and thereby ensure visibility is maintained.
- Parking along the signal yellow lines during the restricted hours is an offence and enforceable. This has been passed to the local Enforcement Team to monitor.

It is therefore suggested that the objections do not undermine the proposal and the recommendation is that the proposal be approved.

Implications:

This item has the following implications, as indicated:

Risk management

Should the cycle track identified in this report not be implemented, cyclists will be required to take a more hazardous route on the carriageway along the 40mph section of A6 Bolton Road with greater potential for conflict with vehicles.

Without provision of the Toucan Crossing, pedestrians and cyclists will be at increased risk whilst crossing Bolton Road without the benefit of traffic signal control.

By constructing the shared use cycletrack with sufficient width it is suggested that safety of pedestrians will be maintained.

Financial

The estimated cost of the proposals detailed in this report is £155,000. This will be funded as part of a Section 106 agreement for the Arley Homes Vertex Training Site housing development.

Legal

Toucan crossings are permitted under the Traffic Signs Regulations and General Directions (2016) and are implemented by the Road Traffic Regulation Act (1984).

The legal procedures to convert a footway to a cycle track are under Section 66 of the Highways Act to remove the footway and under Section 65 to construct a cycle track, although this may involve little actual physical work.

Under Section 66, the Highway Authority is under a duty to provide proper and sufficient footways by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. It is considered that discrete footways for pedestrians only are no longer necessary as the proposed cycle tracks will include a right of way for pedestrians wide enough for cyclists and pedestrians to safely share.

A decision to remove footways and replace them with cycle tracks with a right of way on foot should be made with proper consideration of the implications for the safety and accommodation of pedestrians. This report sets out these considerations.

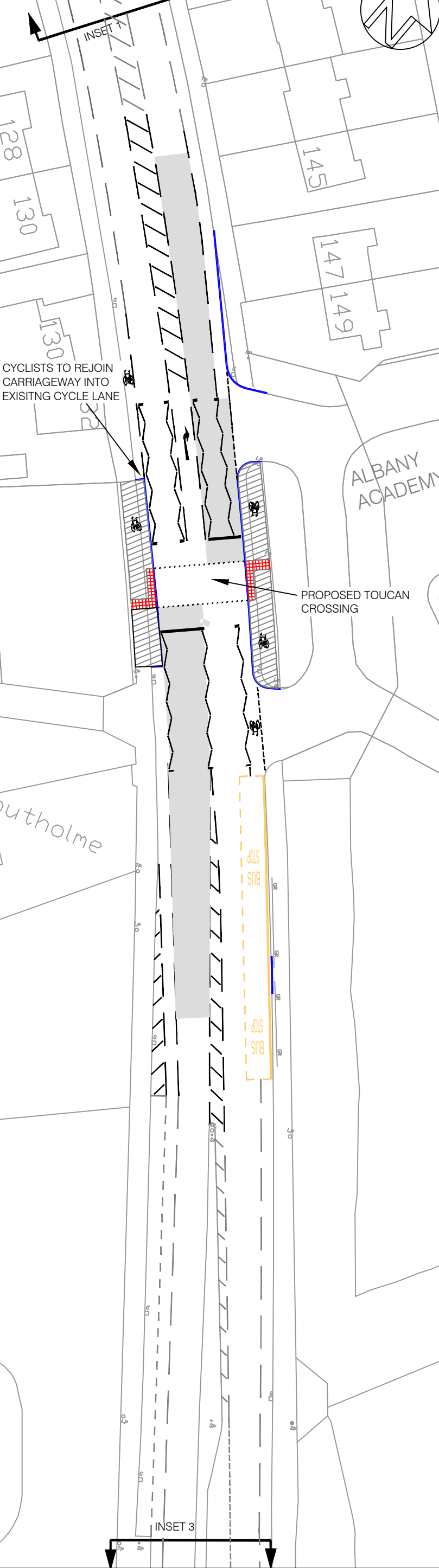
List of Background Papers

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

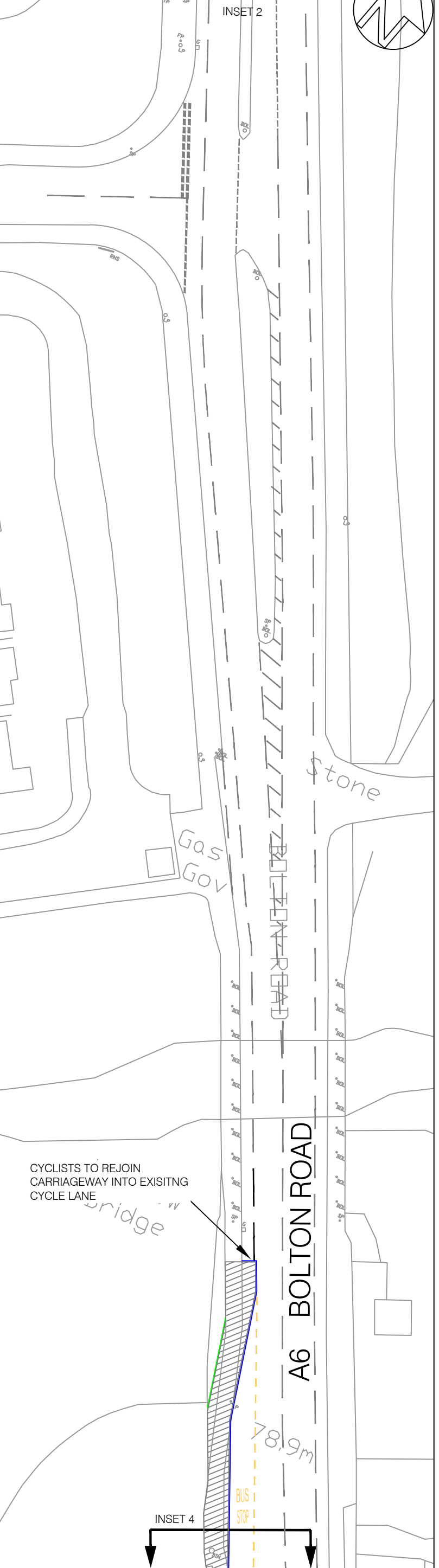
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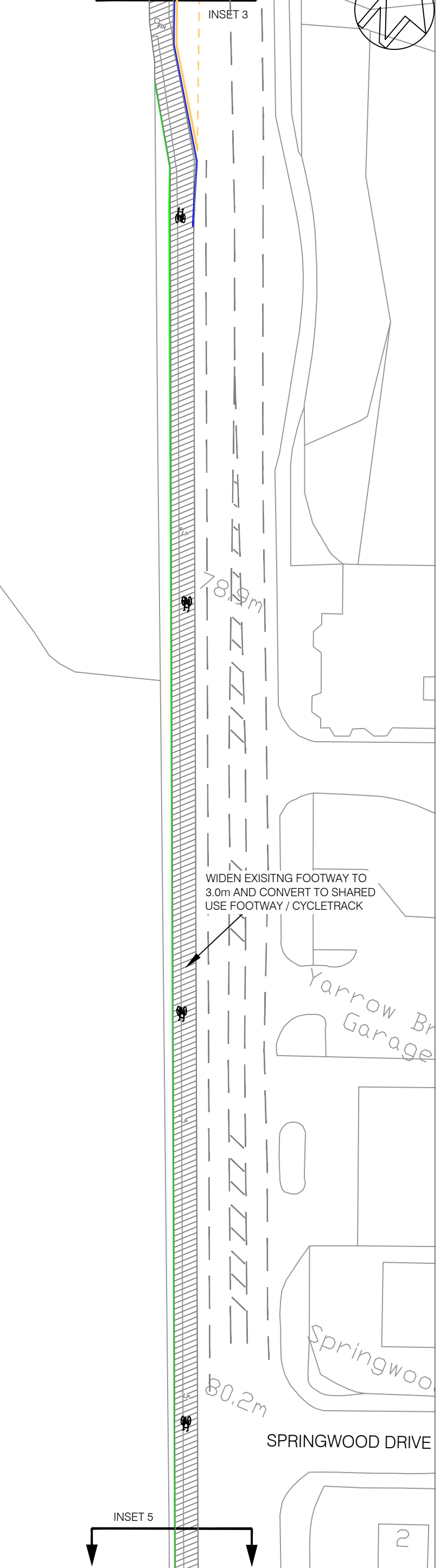
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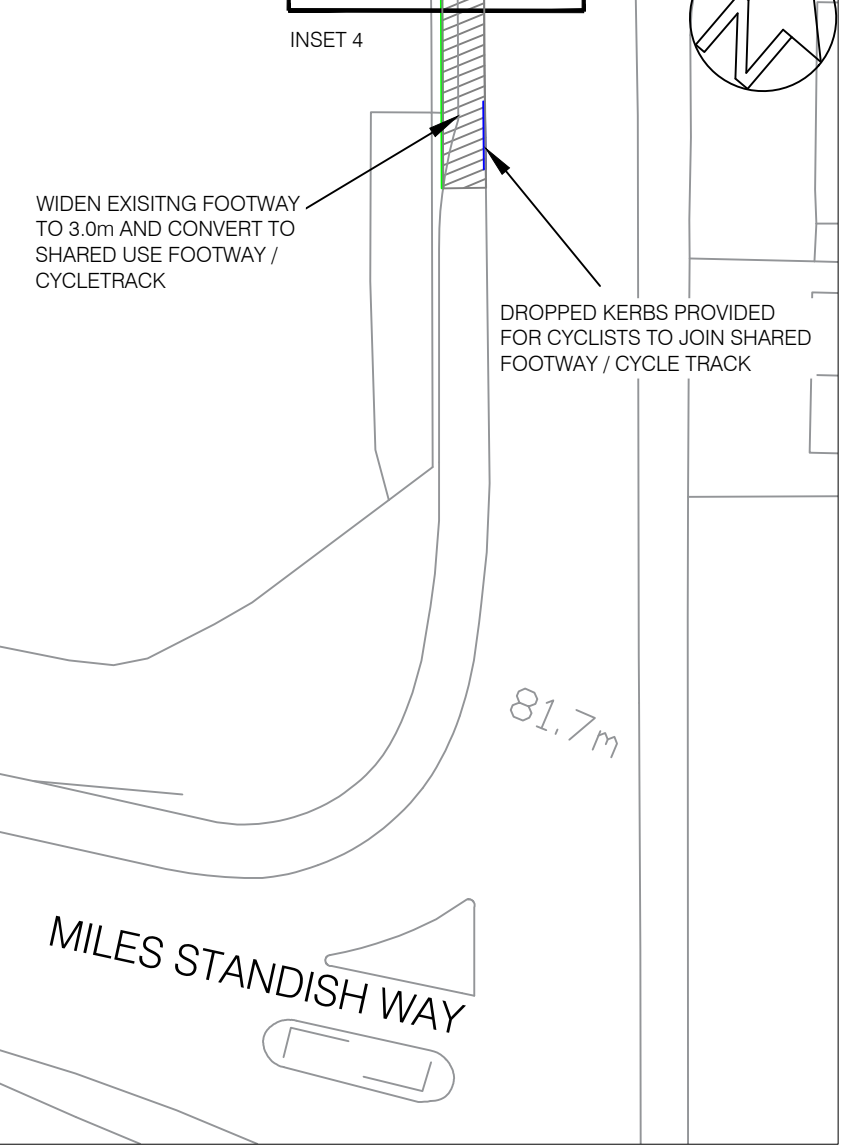
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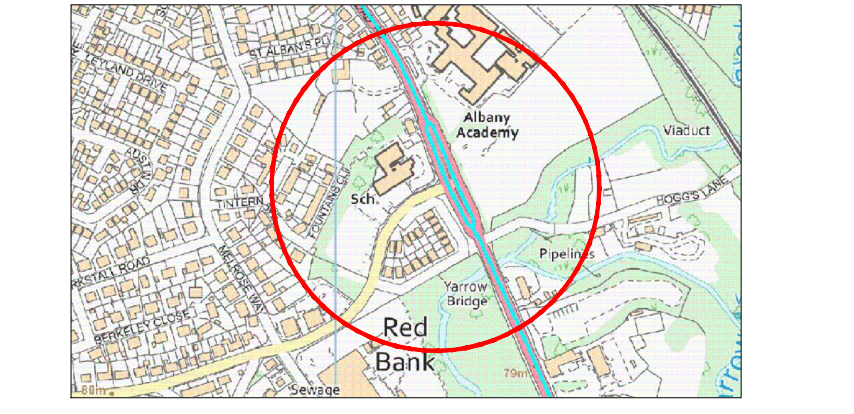
INSET 4



INSET 5



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Legend: Proposed cycle track with right of way on foot

No.	DATE	AMENDMENT DETAILS	CHECKED BY	DRAWN BY
REVISIONS				
		Design and Construction		
PROJECT TITLE		S106 - ARLEY HOMES Vertex Training Site		
DRAWING TITLE		Appendix A		
DRAWN BY	Z UKADIA	PROJECT No.	CHM2HV232	
CHECKED BY	D DAVIES	DRAWING No.	CHM2HV232_108	
DATE	FEB 2020	SHEET No.	1	
SCALE @ A2	1:500			
CLIENT No.	CHM2HV232			

Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

Report of the Head of Service – Waste**Part I**

Electoral Division affected:
(All Divisions);

The Treatment of Residual Waste from 2025

Contact for further information:

Steve Scott, Tel: 01772 533755, Head of Service - Waste,
steve.scott@lancashire.gov.uk

Executive Summary

The council is currently reliant on landfill for the disposal of a significant quantity of the residual waste collected from households in Lancashire. Our existing landfill contract ends in 2025.

The Waste service is seeking approval to procure a 15 year contract for the thermal treatment of Lancashire's residual waste from 2025, providing a better environmental solution for the county and potentially reducing costs. The contract would commence in April 2025 and may result in the private sector development of new waste treatment infrastructure within or outside of Lancashire, the utilisation of existing infrastructure nationally, or both.

The estimated value of the contract is in the region of £40m per annum.

This is deemed to be a Key Decision and the provisions of Standing Order No. C19 have been complied with.

Recommendation

Cabinet is asked to:

- (i) Approve the procurement of a contract for the treatment of residual waste in Lancashire from 2025 on the basis outlined in the report ;and
- (ii) Authorise the Head of Service for Waste, in liaison with Procurement and Legal services, to make any appropriate amendments to the proposed contract during the procurement process to ensure that the council achieves the best financial and environmental outcome from the procurement exercise. Insofar that the basic principles of what is to be procured as outlined in the report are not significantly changed.

Background and Advice

Lancashire produces around 400,000 tonnes of household residual waste (grey bin rubbish) a year. Around a half of this residual waste is processed into Refuse Derived Fuel (RDF) through the waste recovery parks at Farington and Thornton and used to produce electricity through thermal treatment (often referred to as 'Energy from Waste') or is used in the cement industry. The remainder is landfilled.

The county council's existing landfill contract was procured in 2006 in order to provide a disposal solution for the east of Lancashire, which had no identified alternative treatment option at that time, and to dispose of residues from the processes at Farington and Thornton. The contract ends in 2025.

The end of the landfill contract provides the opportunity for Lancashire to move away from landfill for all but the wastes that cannot be dealt with in any other way. Industry engagement has demonstrated that alternative treatment processes are available, or can be delivered, for the long term treatment of the county's residual waste in a more sustainable and environmentally responsible manner.

On this basis, the Waste service is seeking to procure a contract (or contracts) for the thermal treatment of residual waste from 2025. Thermal treatment can take a number of forms, but it is intended that we seek a technology which is proven in terms of both its operational and environmental performance. As a minimum requirement, the treatment process will need to demonstrate additional beneficial outcomes such as energy production, combined heat and power schemes or industrial benefit such as use in manufacturing.

Key elements of the procurement are outlined in the following table:

Contract duration	Initial period of 15 years commencing 1 st April 2025 with options to extend the contract, beyond the initial term for further periods of 5 years, commencing: 1 st April 2040 and ending 31 st March 2045; and 1 st April 2045 and ending 31 st March 2050.
Location	The location of any final treatment process will not be prescribed but transport costs to any delivery point will be included in the evaluation.
Tonnage	In the region of 250,000 to 300,000 tonnes per annum based on catchment areas. This may be as a minimum tonnage or by offering exclusivity to the waste generated within each catchment area; or a combination of both.
Pre-treatment	The tender will allow for the treatment process to receive waste with or without pre-treatment; i.e. in the form of RDF or straight from the household.
Lots	Three or four lots or a global bid will be considered.

Evaluation	75% Financial 25% Quality (Quality to include 10% social value)
Value	Estimated value £600m over the initial 15 years term (£40m per annum)

Due to the length and value of the contract, it is imperative that flexibility is available within the procurement process in the form of negotiation or competitive dialogue. As such, elements of what is offered may be reviewed during the process. Specialist advice is being received in order to develop the procurement model.

It is intended to procure the contract in a manner that permits other interested local waste disposal authorities to benefit from the arrangements.

Early procurement will allow potential providers to deliver new treatment infrastructure to accommodate Lancashire's residual waste, although existing treatment capacity will also be considered.

Recycling and the Environment

The Waste Hierarchy (Waste (England and Wales) Regulations 2011) ranks waste management options in terms of what is best for the environment as follows:

1. Prevention
2. Re-use
3. Recycling
4. Energy recovery
5. Disposal (landfill)

The Government's Resources and Waste Strategy sets out ambitious recycling targets for local authorities and it should be stressed that meeting these targets through the prevention, re-use and recycling of waste will continue to be the council's priority in managing Lancashire's waste.

However, there will always be some waste that cannot be recycled, or is not separated by householders; and it is essential that we are able to manage this waste as well. The tonnage to be offered within this treatment contract allows for potential reductions in waste growth as a result of national initiatives as well as assuming significant improvements in recycling rates within Lancashire.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Financial

From a financial perspective alone the implications are that the escalating cost of landfill tax is such that landfill is not a viable long term solution for managing residual waste. Whilst the outcome of any procurement exercise cannot be predicted the current market prices for landfill and thermal treatment respectively indicate that the council could anticipate a significant saving in comparison to ongoing landfill costs.

Risk management

Operational

The amount of residual waste generated in Lancashire fluctuates each year. Over the long term, the amount of residual waste produced could increase by significant quantities. However, the Government's waste strategy could have the opposite effect. Mandatory food waste collections are likely to be implemented and the recycling targets proposed could see significant reductions in residual waste.

Estimating the impacts on waste arisings of the various changes that could happen is extremely difficult. By 2035 it is estimated that Lancashire could be producing anywhere between 300,000 and 500,000 tonnes of residual waste per annum.

It is proposed within this contract to offer for treatment in the region of 250,000 to 300,000 tonnes of residual waste per annum. This will allow for potential variations in waste arisings and is based upon Lancashire meeting the currently proposed recycling targets during the term. But it does carry the risk that the council may not have enough treatment capacity for all of the residual waste it produces.

Should this be the case additional, shorter term, treatment contracts may need to be put in place and market capacity will need to be reviewed during the term of the contract.

The county council has a statutory duty to manage the residual waste produced in Lancashire and whilst its priority will be to increase re-use and recycling, even meeting the most ambitious target will leave residual waste that requires treatment. The only alternative to thermal treatment would be to continue to landfill the waste at increased cost and environmental detriment.

Financial

Financial risk is based largely on competition in the market place. Engagement with the industry and market testing exercises confirm sufficient market interest. Breaking the contract down into lots will help to ensure that competition is increased.

Early procurement and the length of contract will allow the option for the development of new treatment infrastructure within, or outside of, Lancashire. This option, along with the option to contract with existing national infrastructure, should maximise competition in the market.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 12th March 2020

Report of the Head of Service – Adoption, Fostering and Residential Youth Offending Team**Part I**

Electoral Division affected:
(All Divisions);

Implementation of the Lancashire and Blackpool Regional Adoption Agency

Contact for further information:

Barbara Bath, 07778140453, Head of Service – Adoption, Fostering and Residential Youth Offending Team, Barbara.bath@lancashire.gov.uk

Executive Summary

In May 2015, the government announced changes to the delivery of adoption services which required that, by April 2020, all adoption services would need to be delivered on a regional basis through Regional Adoption Agencies. The aim of this delivery model is to increase the number of children adopted, reduce the length of time children wait to be adopted and to improve post adoption support services to families who have adopted.

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

Recommendation

Cabinet is asked to agree to merge the delivery of Lancashire County Council and Blackpool Council's Adoption Services to form the Lancashire and Blackpool Regional Adoption Agency, with Lancashire acting as the Host Authority.

Background and Advice

Lancashire County Council and Blackpool Council have been working together since May 2018, to design and develop the 'Adoption Lancashire and Blackpool' Regional Adoption Agency, with Lancashire being the Host Authority. Grant funding to set up the Regional Adoption Agency was approved by the Department for Education in early 2018, and a project team was set up in May 2018.

The Regional Adoption Agency will deliver services around:

- Recruiting, assessing and approving adopters;
- Running Adoption panels;

- Providing adoption support services to adoptive families; and
- Finding families to meet the needs of Blackpool and Lancashire children awaiting adoption.

Legal, financial and operational agreements have been agreed by the Regional Adoption Agency Board and between Lancashire County Council and Blackpool Council, to facilitate the establishment of the Regional Adoption Agency.

'Regionalising adoption' was an ambition set by the Department for Education in 2015, with the following aims:

- A system where children are matched with the most suitable adopters as quickly as possible;
- Recruitment taking place at an efficient scale to provide a pool of 'adopter ready' adopters large enough and well enough matched to the needs of children waiting;
- Enough high-quality adoption support services available nationwide.

All local authorities must be part of a Regional Adoption Agency by 2020 and there are now **24 live** Regional Adoption Agencies across the country covering **112** local authorities.

The minimum criteria for Regional Adoption Agencies set by the Department for Education are:

- A single line of accountability for functions that sit within the Regional Adoption Agency;
- Reporting into robust governance agreements, with the right leadership;
- A Head of Service with specific responsibilities, such as line management of all Regional Adoption Agency staff and responsibility for the pooled budget;
- Pooled funding into a single Regional Adoption Agency budget;
- Core functions of recruitment, matching and support transferred into the Regional Adoption Agency;
- Pan-regional approach: embedding best practice across the Adoption Agency;
- A system wide approach to meeting the needs of children and families.

The proposed model for the Adoption Lancashire and Blackpool Regional Adoption Agency will include delivery of the following services, in addition to the minimum criteria set out by the Department for Education as detailed above:

- Recruitment, assessment and support of early permanence carers;
- Adoption panels;
- Family finding for Blackpool and Lancashire children awaiting adoption.

The proposed Adoption Lancashire and Blackpool Regional Adoption Agency will go live with all the above functions from 1st April 2020.

Decisions have been made around the Regional Adoption Agencies design through a board comprising:

- Chair of the Board – Blackpool’s Director of Children’s Service
- Service Decision Makers – Heads of Services from Blackpool and Lancashire
- Finance leads from Blackpool and Lancashire
- Deputy Head of legal from Blackpool
- Commissioning Lead from Lancashire
- A Voluntary Sector Representative
- A Department for Education Coach

Other people who attend the board include the project team, representatives from communications and branding, Human Resources and ICT as required.

Consultations

Consultations have been held internally with staff in Blackpool’s Adoption Service and Lancashire’s Fostering and Adoption service. These consultations have been held at different points throughout the project’s development. This staff consultation activity has included:

- Co-designing future practice processes in the Regional Adoption Agency through workshops;
- Seconding staff into the temporary project team to develop the Regional Adoption Agency;
- Designing and enacting a thorough communication plan whereby staff are given updates and the opportunity to air the views and ask questions after each Regional Adoption Agency board meeting;
- Formally consulting with staff around Human Resources changes and proposed new staffing structures in the Regional Adoption Agency.

External consultations have been held throughout the project’s development with a range of stakeholders, such as:

- Running a dedicated children’s climbing event for adopted children;
- Involving Adopters in workshops to help design the branding and future processes;
- Surveying service users, including birth families, on their experience of Adoption Services and how they could be improved;
- Collaborating with independent panel members to design an improved panel experience for Adopters;
- Representatives from local Voluntary Adoption Agencies have attended board meetings and other service design meetings.

All consultation feedback has been communicated to the Regional Adoption Agency Board and incorporated into the design of the Regional Adoption Agency. The name and logo design, for example, was almost wholly based on Adopter feedback.

Implications:

This item has the following implications, as indicated:

Legal

By establishing the Blackpool and Lancashire Regional Adoption Agency, the county council will comply with its obligation under section 3ZA of the Adoption and Children Act 2002 (as amended by the Education and Adoption Act 2016) to enter into joint arrangements for the provision of adoption services.

The proposed Regional Adoption Agency model will, ensure that high quality adoption services are available to meet the needs of Lancashire's and Blackpool's children. Statutory work around Adoption will remain with the respective local authorities and ultimate responsibility for the children will remain as it is and will not be transferred to the Regional Adoption Agency.

A legal agreement has been agreed between Blackpool and the county council and both authorities' respective legal teams.

Human Resources

There is provision for staff from Blackpool Council to be seconded into Lancashire as the host authority for the Regional Adoption Agency. This means that Blackpool staff being seconded into the Regional Adoption Agency will remain Blackpool Council employees and retain their current terms and conditions. There will be no impact to employee's pensions. A secondment agreement has been agreed between Lancashire and Blackpool and is appended as a schedule to the legal agreement set out in the Background Papers. This agreement will be reviewed 12 months after the Regional Adoption Agency has gone live. Currently, there is only one part time member of staff who is being seconded.

The Regional Adoption Agency's staffing model has been designed with the aim of recruiting 100% of the number of adopters needed for Lancashire and Blackpool children. This would mean that the Regional Adoption Agency would become much less reliant on spending money with external agencies to find children Adoptive families. Accordingly, some additional staffing posts have been created in the structure using current budgets and at no additional cost. There have been no reductions in posts as a result of the establishment of the Regional Adoption Agency and there are no potential redundancy implications.

Staff in Blackpool's Adoption team and Lancashire's combined Fostering and Adoption service were consulted on proposed staffing structures for the Regional Adoption Agency in May and September 2019. These consultations were carried out in conjunction with colleagues from each local authority's Human Resources teams, Senior Managers and Trade Union representatives.

Staff were given the option of whether they wanted to join the Regional Adoption Agency or remain in their local authority team, with competitive interviews taking place where more staff expressed interest for the number of posts available. Some staff joining the Regional Adoption Agency were required to move location as the Regional Adoption Agency's services will be delivered from a central base in Lancashire's offices in central Preston. However, staff will have the ability to

touchdown in Blackpool's Adoption team office at Bickerstaffe House, Blackpool and the other four district offices used by Lancashire's Fostering and Adoption teams.

New or vacant posts being created in the setup of the Regional Adoption Agency were advertised internally and externally to both authorities, and on Lancashire's terms and conditions as host authority. All vacant posts in the Regional Adoption Agency will be created on Lancashire's terms and conditions.

Equality and Cohesion

The Regional Adoption Agency will continue to provide targeted services for all its children and families, including promoting adoption to potential adopters with protected characteristics and to meet the needs of children that wait longer.

The Regional Adoption Agency model will continue to meet the statutory duties under Section 149 of the Equality Act.

All Human Resources processes will be undertaken in line with Equalities legislation and guidelines. It has been determined that an Equality Impact Assessment is not required as the Regional Adoption Agency should not have an adverse impact on protected characteristics groups of members of staff, adopters or families.

Financial

The initial setup and implementation of the Regional Adoption Agency until go-live date is funded by the Department for Education grant provided to both local authorities. Once the Regional Adoption Agency is operational in April 2020, it must have its own pooled budget in place.

The following five financial principals have been agreed between both Lancashire County Council and Blackpool Council:

No	Principles:	What this Means:
1	We will commit to a minimum amount for the budget on an annual basis to give stability.	Local authorities will pay a minimum amount to the Regional Adoption Agency every year to ensure it has enough money to run. In the first year, this will be no less than the current spend.
2	Annual commitment to number of posts in teams and that vacancies will be filled.	Local authorities will commit to dedicating a specified number of posts to the Regional Adoption Agency. There will be no staffing reductions in an agreed initial period from the Regional Adoption Agency going live.
3	There will be no interagency fees between local authorities who are members of the Regional Adoption Agency.	The Local authorities will not pay or receive income for interagency fees within the allocated quota and 9% tolerance for placing children with adopters with each other.
4	There will be interagency	We will continue to pay our voluntary

	fees paid to our Voluntary Sector Partners.	agency partners interagency fees for placing our children with their adopters.
5	Overhead costs of running the service will need to be shared amongst members of the Regional Adoption Agency on an agreed basis.	We will agree to split overhead costs (i.e. Human Resources, ICT, accommodation, etc.) between the local authorities to ensure this is shared fairly and the host does not carry this burden.

The financial model adopted by the Regional Adoption Agency is based on both local authorities contributing to the Regional Adoption Agency's pooled budget by paying in current/average expenditure levels on delivering adoption services.

The financial contribution to the Regional Adoption Agency from each local authority is as follows:

	Lancashire Contribution	Blackpool Contribution	Total £m
Contribution 2020/21	£1.885m	£0.998m	£2,883m
Percentage Contribution	65%	35%	100%

Any surplus that is not reinvested in the Regional Adoption Agency, as agreed by the Regional Adoption Agency board, will be returned to each local authority on a proportional basis, based on the overall percentage financial contribution made by the authority to the Regional Adoption Agency (65% Lancashire and 35% Blackpool).

Similarly any deficit will met by each local authority in the same proportion. Where demand increases beyond the agreed quota, the Regional Adoption Agency will be responsible for additional placements up to an increase of 9% and thereafter each local authority will be responsible funding the cost of placing children for adoption.

The rationale for the Regional Adoption Agency project has not, primarily been driven by the need to make financial savings. However, the resulting economies of scale, coupled with a more strategic approach could mean that financial savings are realised once the Regional Adoption Agency has become established. It is important to note that the formation of the Lancashire and Blackpool Regional Adoption Agency utilises existing budgets and provision has been made in the agreement to manage risks associated with changes in demand and lack of sufficiency particularly in the first 1-2 years of the Regional Adoption Agency.

One of the distinct benefits of combining the Adoption services of the two Local Authorities is that a co-ordinated service should be more efficient and increase the likelihood of looked after children finding permanent families more quickly.

Risk Management

A local authority hosted model is considered a risk averse option of establishing a Regional Adoption Agency. This has meant that the Regional Adoption Agency has not had to setup complicated arms-length organisations and has benefited from using the host authority's well-established support infrastructure. This has reduced

costs and risks around establishing a new organisation. To date, 20 Regional Adoption Agencies have been established using the hosted model.

Staff from Blackpool Council are being seconded into the Regional Adoption Agency for an initial period of 12 months. This ensures that Blackpool staff are offered protection on their current employment contracts. The 12-month review period means that board members can allow the Regional Adoption Agency to 'settle' before considering any other options. This has reduced the risk of destabilising the workforce by changing terms and conditions.

The Regional Adoption Agency has been designed based on a best practice model. There will be some disruption to current ways of working which this has been planned for. As part of the design of the Regional Adoption Agency clear reporting mechanisms are being designed so that key performance indicators continue to be monitored by the board as the service goes live. Governance of the Regional Adoption Agency will comprise monthly Board meetings for the first six months of operation and thereafter three-month intervals. Monitoring service performance will be achieved through a performance dashboard. With this level of monitoring any deviation from expected performance can be picked up at an early stage and mitigating action put in place.

List of Background Papers

Paper	Date	Contact/Tel
Regional Adoption Agency Agreement between Lancashire County Council and Blackpool Council	N/A	Barbara Bath, 07778140453,

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

Report of the Executive Director of Education and Children's Services**Part I**Electoral Divisions affected:
All**Review and Redesign of Lancashire's Short Break Offer for Children and Young People with Disabilities**

(Appendices 'A' to 'E' refer)

Contact for further information:

Sally Richardson, Tel (07920) 086432, Head of Inclusion

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

This report provides an update to Cabinet regarding the review of Lancashire's Short Break offer, following the Cabinet decision on 8 August 2019.

The report sets out a number of recommendations in relation to the delivery of a redesigned Short Break Offer, that will enable the county council to fulfil its statutory responsibilities in relation to the sufficiency of provision of short breaks for children and young people with disabilities, and their parents and carers

Recommendations

Cabinet is asked to:

- (i) Consider the outcomes of the review of the full short breaks offer in Lancashire.
- (ii) Consider the proposed changes to the model and arrangements for short breaks in Lancashire: Break-time, Day-time and Night-time (overnight) that are set out in this report.
- (iii) Consider the proposed changes to the eligibility criteria for Lancashire: Break-time, Day-time and Night-time short breaks that are set out in the report, to approve funding of £765,000 from reserves in 2020/21 and to be built into the Medium Term Financial Strategy from 2021/22.
- (iv) Agree to undertake a consultation on the proposed changes which will be the subject of a further report to Cabinet in due course.

Background and Advice

This report describes how the county council will ensure it fulfils its duties in relation to short breaks for the parents and carers of children and young people with disabilities. It provides an overview of the current position, and the activity that has been undertaken to review and support the redesign of Lancashire's short break offer.

Local authorities' responsibilities in relation to Short Breaks

The Children Act 1989 and the Breaks for Carers of Disabled Children Regulations 2011 sets out the duties of local authorities. A local authority must:

- a) have regard to the needs of those carers who would be unable to continue to provide care unless breaks from caring were given to them; and
- b) have regard to the needs of those carers who would be able to provide care for their disabled child more effectively if breaks from caring were given to them to allow them to:
 - (i) undertake education, training or any regular leisure activity,
 - (ii) meet the needs of other children in the family more effectively, or
 - (iii) carry out day to day tasks which they must perform in order to run their household.

These regulations also state that a local authority must provide, so far as is reasonably practicable, a range of services which are sufficient to assist carers to continue to provide care or to do so more effectively. In particular, the local authority must provide, as appropriate, a range of:

- (a) day-time care in the homes of disabled children or elsewhere;
 - (b) overnight care in the homes of disabled children or elsewhere;
 - (c) educational or leisure activities for disabled children outside their homes;
- and
- (d) services available to assist carers in the evenings, at weekends and during the school holidays.

The 2011 Regulations do not refer to supporting parents of disabled children to work. This is covered under the Childcare Act 2006 and is therefore beyond the scope of this report.

In addition, the Children and Families Act 2014 requires local authorities to keep social care provision for disabled children and young people under review and consider the extent of which this provision is sufficient to meet needs.

Cabinet Decisions

On 8 December 2018, Cabinet agreed that a period of consultation should be undertaken to assess the impact on parents and carers, children and young people and providers in relation to the proposal to cease the Lancashire Break Time Service.

The consultation with parent and carers, children and young people and providers was carried out through an open access questionnaire between January and May 2019. In total, more than 750 responses to the consultation were received which informed the decision taken by Cabinet in August 2019, to review the full short breaks offer alongside Lancashire Break Time. At the same time, Cabinet determined that Lancashire Break Time should continue in its current form, until the review and redesign of the full short breaks offer had been completed, and that a report setting out proposals for the future delivery of the short break service be presented to Cabinet in March 2020.

Current Short Break Offer in Lancashire

The short break offer in Lancashire comprises services that can be accessed by all children and young people with special educational needs or disabilities and their families, subject to meeting the eligibility criteria described below, in addition to services that are provided following a statutory social care assessment to determine the level of need. The unassessed offer includes youth groups and activities for children and young people with special educational needs and disabilities and Lancashire Break Time activities. Day-time and night-time short breaks are provided where it is determined that these are required following a social care assessment.

Unassessed short break services

There are currently 16 youth groups that are provided as part of the Early Help offer in Lancashire; 6 of these are for primary aged children and 10 are for older children and young people up to the age of 25. These groups provide short breaks for parents and carers as well as positive activities for children and young people; they do not meet the needs of children and young people with more complex special educational needs and disabilities. There are also groups organised by charities and private providers although the offer across the county is currently inconsistent.

The groups referred to above form part of the short break offer in Lancashire and complement the Lancashire Break Time service offer detailed below:

Lancashire Break Time

a) Features

Eligibility criteria for Lancashire Break Time activities are as follows. The child or young person must:

- be living with an unpaid carer;
- be aged between 4 to 18 years;

- living in Lancashire, excluding Blackburn with Darwen and Blackpool;
- find it difficult to access universal services due to sensory issues, learning difficulties and/or physical mobility problems;
- not be in receipt of an assessed social care outreach package.

These short break activities are arranged locally with individual providers. There is a minimum parental contribution of £1 per hour towards Lancashire Break Time activities in addition to the cost of specific trips/activities. Compliance with the above criteria is not monitored and, as a result, a number of children and young people currently accessing these short breaks are not eligible to do so.

b) Commissioning Arrangements

Lancashire Break Time is commissioned through a 'preferred provider' framework, in which a range of providers enter into contracts with the local authority to provide services. Currently there are:

- 11 providers registered within this framework;
- 14 schools which because of their status as educational providers offer Lancashire Break time activities through an agreement outside the commissioning framework.

There are similar numbers of providers offering Lancashire break time activities to primary and secondary aged children and young people across all districts.

c) Uptake

The data presented in the table below records that a total of 1,204 children and young people participated in Lancashire Break Time activities between 1 April 2018 and 31 March 2019.

A total of 73,260 activity hours were provided for children and young people between April 2018 and March 2019. This equates to an average of 61 hours per child or young person, although there was some disparity across the districts, for example in Lancaster the average was 96 hours, whilst in Rossendale it was 36 hours.

Annual number of hours	Number of children and young people	Percentage uptake
≥400	13	1.1%
≥200	50	4.2%
≥100	171	14.2%
≥50	228	18.9%
≥10<50	312	25.9%
<10	430	35.7%

More than 60% of children and young people attended fewer than 50 hours of Lancashire Break Time activity and more than a third attended fewer than 10 hours over the course of the year.

Conversely, just over 1% of the children and young people attended more than 400 hours of Lancashire Break Time activities. Children and young people aged between 10 and 19 were more likely to engage in these activities than other age groups, with the number of hours per child or young person being greater than for other groups; 6 children below the age of 5 years and 29 young people over the age of 19 attended Lancashire Break Time activities. Additional information indicates that 14 children and young people who were looked after by the local authority attended Lancashire Break Time activities during this period. Children under the age of 5, over the age of 19 and looked after by the local authority fall outside the current criteria.

Age range	Number of children or young people	Annual number of hours	Average hours per child or young person
Under age 5	6	96	16
Aged 5 to 9	326	17,519	54
Aged 10 to 15	618	39,897	65
Aged 16 to 19	225	14,437	64
Aged 20 to 25	29	1,309	45

Of the 1,204 children and young people who attended Lancashire Break Time activities in 2018-19:

- 819 had an education, health and care plan (on 31 March 2019);
- 90 were registered as being at the level of SEN support;
- 295 did not have an education, health and care plan or were not registered as needing SEN support.

24.5% of children and young people attending Lancashire Break Time in 2018-19 did therefore not have an identified special educational need or disability. Almost one third had some form of social care involvement.

Day-time and Night-time Short Breaks

a) Features

Short breaks during the day-time and/or night-time may be provided by a commissioned provider or alternatively a carer, funded through direct payments. Direct Payments are payments given to families to arrange and pay directly for support. Day-time and night-time short breaks may take place in: the child or young person's home; the home of a carer; a foster placement; a specialist short break unit or children's home.

Access to these services is following a social care assessment that considers the needs of the whole family, including siblings, parents and carers, as well as the child or young person. The number of hours and type of short break a family may receive following an assessment varies, as it is based on assessed needs.

b) Commissioning Arrangements

A 'preferred provider' commissioning framework for day-time and night-time short breaks is in place. However, due to the limited options on the framework, short break services are also commissioned from other providers outside the framework. There are three Lancashire County Council units that provide night-time short breaks: Evergreen Lodge, Hargreaves House and Alex House with a total of 14 short break beds. Day-time and night-time short break providers provide short breaks through an individual agreement if they are not part of the framework.

The county council does not currently have any approved short break foster carers, although three fostering agencies used by the council each have an approved short break foster carer.

Three of the providers currently providing short breaks are on the commissioning framework and a further 26 providers are external to this framework.

Number of providers	Daytime short breaks		Night-time short breaks		Local authority Night-time short break provision		Fostering agencies
	On Framework	Off Framework	On Framework	Off Framework	Unit	Foster carers	Agency foster carers
	2	18	1	8	3	0	3
TOTAL	20		9		3		3

c) Uptake

The table below represents the number of children and young people supported by day-time or night-time short breaks at 12 February 2020.

Short Break funding and/or commissioning method	Number of children and young people supported
Direct Payment for day-time short breaks only	202
Direct Payment for night-time short breaks	19
Commissioned day-time short breaks	182
Commissioned night-time short breaks	24
Short Breaks at a Lancashire short break unit	70

The number of families in receipt of direct payments for either day-time or night-time short breaks is broadly in line with those accessing commissioned services. Day-

time short break support exceeds night-time short break support, which is to be expected as the latter is for children and young people with the most complex needs.

There are currently 11 children and young people waiting for night-time short breaks to be arranged, as it has not been possible to identify appropriate provision to meet their needs. The 'Where Our Children Live' working group has been established across the Education and Children's Services Directorate to consider how to address this alongside other residential issues for children.

The range of support offered is currently between 3 and 35 hours per week, with cost dependent on the type of provision. This review has not reported on the number of hours of short break a family may receive following an assessment, as this is based on individual need. Additional short break hours are usually provided during the school holidays to reflect the time a child or young person is not in school. Night-time short breaks currently range from between 24 and 156 nights a year

The table below is the reported forecast budget position as at 31 January 2020 which relates to short break support. The Family Support and Direct Payments budgets also include personal care support spend.

DESCRIPTION	2019/20 Budget	November (Q3) Forecast	Variance
Children with Disabilities Family Support	2.175	2.500	0.325
Children with Disabilities Direct Payments	1.762	2.000	0.238
Special Educational Needs and Disabilities Commissioned Services Lancashire Break Time	0.365	0.765	0.400
Overnight Short Break In-House Provision	2.032	2.153	0.121
	6.333	7.418	1.085

Review and Redesign of the Lancashire Short Break Offer

A range of activities were undertaken to review and support the redesign of short breaks offer in collaboration with children and young people, their parents and carers, and providers.

A review of the short breaks offer currently available in Lancashire, as well as a desktop analysis of the short break offers from 21 other local authorities was completed. Activities undertaken in addition to this are listed in the table below:

Activity	Number of respondents/participants
Children and young people's survey	44
Face to face meetings with children and young people	90
Parent and carer survey	325
Face to face meetings with parents and carers	49
Two redesign workshops with parents, carers and providers	65
Provider engagement workshops	34

- A summary of the overall findings from the review, along with detail about the activities can be found at **Appendix 'A'**
- A copy of the Parent and Carer Short Break Survey and responses can be found at **Appendix 'B'**
- Parent and carer responses to a specific question in the Short Break Survey can be found at **Appendix 'C'**
- A copy of the Short Break Young People's Questionnaire can be found at **Appendix 'D'**

The diverse range of perspectives shared about all three elements of the current offer, as part of these activities, have been invaluable and used to inform the recommendations made. There was no consensus in the feedback about the priorities or the operating model and therefore the aim is to ensure that the short break offer, meets the needs of as many families as possible.

Recommendations

The proposed short break offer has the required elements to meet Lancashire's legal duties. The offer includes day-time and night-time short breaks in the homes of disabled children and elsewhere, educational and leisure activities take place in the evenings, at weekends and during the holidays. The current offer meets the needs of a large number of families in Lancashire, however it requires improvement to be more flexible, equitable and accessible.

It is therefore recommended that a more holistic offer, made up of three elements – Break-time, Day-time and Night-time – should be developed.

Break-time: Children and young people aged 5-18 (from the start of the academic year in which they turn 5, up until the end of the academic year they become 18) will be able to access the Break-time element if they have a learning difficulty or physical or sensory difficulty; live in Lancashire and do not live with or be supported by paid carers for up to a maximum of 50 hours of activities a year with the ability to purchase additional time if required and if it is identified as a need following a social care assessment. Families will contribute £2 per hour per Break-time activity, along with specific activity costs or entrance fees.

Day-time and night-time: Children and young people aged 0 to 18 will be able to access Day-time and Night-time short breaks if this is identified as a need following a social care assessment

A dynamic purchasing system will be used to commission providers for Break-time, Day-time and Night-time, replacing the existing 'preferred provider' commissioning framework. Approved providers must meet certain quality requirements during a commissioning process before being entered onto the framework.

An increased business support function for the new offer will manage registration and application processes including financial aspects; provide telephone advice and support to parent, carers and providers and manage information and communication.

There will also be additional monitoring arrangements to ensure the approach to the assessment of the needs of disabled children and young people and their families is consistent across all children's social care teams.

More detail about the eligibility, effective use of resource and commissioning framework aspects of this new offer is outlined below.

1. Eligibility

Features	
<ul style="list-style-type: none"> The eligibility criteria for Lancashire Break time, Day-time and Night-time short breaks will be: <ul style="list-style-type: none"> <u>Lancashire Break Time</u> (to be known as Break-time), children and young people must have a learning difficulty or physical or sensory difficulty; live in Lancashire; not live with or be supported by paid carers and will be able to attend from the start of the academic year in which they turn 5 years old, up until the end of the academic year they become 18 years old. <u>Day-time and Night-time short breaks</u> will be provided if identified as a need following a social care assessment. Where a child is in a residential school placement they cannot access Break-time Break-time activities can be identified as part of the package for children and young people following a social care assessment. Previously children and young people with a social care package of support were only eligible for direct payments, day-time and night-time short breaks and could not access Lancashire Break Time. Monitoring processes will be established to ensure the approach to the statutory social care assessment of the needs of disabled children and young people and their families is consistent across all children's social care teams. Providers will be responsible for ensuring the criteria is adhered to. 	
Advantages of new approach	Disadvantages of new approach
<ul style="list-style-type: none"> Straightforward and broadly in line with existing approach for both Break-time, Day-time and Night-time short breaks. Children and young people who have assessed packages of care can also access Break-time activities and therefore benefit from a greater range of activities. This provides more flexibility and choice which is consistent with feedback from parent and carers. All children and young people with a learning difficulty and physical or sensory difficulties have the 	<ul style="list-style-type: none"> The offer does not cover a 0 to 25 years age range which is not consistent with some of the feedback from parents and carers. Some parents and carers would prefer the age range to be extended from birth to 25 years. Social care assessments can be requested and take place at any point during the year, which might affect planning activity for Break-time if this is identified as a way to meet assessed need.

<p>potential to access Break-time activities without the need for an assessment.</p> <ul style="list-style-type: none"> • Potential for more effective use of available resources if needs of some children and young people with social care package are addressed through Break-time activities, rather than Day-time or Night-time short breaks provided through a commissioned service or direct payments. 	
<p>Recommendation</p> <p>To approve the updated eligibility criteria for Lancashire's short break offer - Break-time, Day-time and Night-time</p>	

2. Effective and equitable use of resources

<p>Features</p>	
<p>A new, more holistic operating model is proposed to include:</p> <ul style="list-style-type: none"> • An offer of a minimum of 10 hours up to a maximum of 50 hours of Break-time activities per year • Access to Break-time will be based on order of application and children and young people with the greatest level of need, e.g. those with an education, health and care plan • The ability for families to purchase additional time from Break-time providers Access to Break-time activities through assessed short break support if this meets need • An increased contribution by families from £1 to £2 per hour per Break-time activity. Specific activity costs/entrance fees remain additional • Access to Break-time for more than the maximum offer if this is determined following a social care assessment 	
<p>Advantages of new approach</p>	<p>Disadvantages of new approach</p>
<ul style="list-style-type: none"> • Break-time activities are selected at the start of a financial year to reflect demand and preference for particular types of activities in specific locations. • A more equitable distribution of resources will be achieved, consistent with the feedback provided by parents and carers. • Break-time activities will be 	<ul style="list-style-type: none"> • The Break-time offer will be reduced for some families. • Some children and young people may not receive the Break-time offer if demand exceeds availability or resources. • Administrative resources are required to operate the model. • The increase in minimum parental contribution from £1 to £2 per hour may have implications for some

<p>targeted towards those with the highest levels of need</p> <ul style="list-style-type: none"> • Providers will have greater financial security supporting planning, workforce development and the development of high-quality activities. • Intelligence will be used to shape the future Break-time offer and drive market development. • Potential to address some of the gaps in Day-time and Night-time short break provision. • Forms part of the support that can be provided following a statutory social care assessment. 	<p>parents. This contribution has not been increased over the last 10 years.</p>
<p>Recommendation</p>	
<p>To offer a minimum of 10 hours up to a maximum of 50 hours of Break-time activity per year to all children and young people with special educational needs and disability who meet the eligibility criteria.</p> <p>Children and young people with the highest level of need will be prioritised where demand exceeds availability.</p> <p>To allow families to purchase additional Break-time activity hours in addition to the 50 hours maximum offer.</p> <p>To allow children and young people who receive short breaks following a social care assessment to access Break-time activities through their short break plan of support.</p> <p>To increase families' minimum contribution from £1 to £2 per hour per Break-time activity (in addition to the cost of any specific activity cost or entrance fees)</p>	

3. Commissioning Framework

<p>Features</p>
<ul style="list-style-type: none"> • A dynamic purchasing system will be used to commission providers for Break-time, Day-time and Night-time short breaks, replacing the existing 'preferred provider' commissioning framework. • Approved providers must meet certain quality requirements during a commissioning process before being entered onto the framework.

<ul style="list-style-type: none"> • Pre-tender market engagement activity can be undertaken to attract potential providers at set points throughout the year. 	
Advantages of new approach	Disadvantages of new approach
<ul style="list-style-type: none"> • Streamline procurement for providers and commissioners. • Potential to increase access for and to, a wider range of providers, thus increasing the offer available to children, young people and their families. • Potential to stimulate the market, for example by offsetting provider costs of more specialist short breaks offers with other more readily available options. • Support collaborative working between providers and commissioners enabling planning and the future development of services. • Support quality assurance and price control as pre-determined selection criteria will be required before providers can be entered onto the framework. • Reduce requirement for spot purchasing arrangements. 	<ul style="list-style-type: none"> • Set-up costs, in terms of officer time. • Limited provider interest may affect the range and type of services that are available. • An increased range of Break-time activities and Day-time and Night-time short breaks could result in an increased demand for these services. • Ongoing oversight of new applications and contract management will be required, particularly at times when the framework is open to new providers throughout the year.
Recommendation	
<p>To change from the current 'preferred provider' framework to a dynamic purchasing system as the commissioning method.</p>	

Implications

This item has the following implications, as indicated.

Risk Management

Local authorities must ensure that they meet statutory duties in relation to the provision of short breaks for children and young people with special educational needs and disabilities and their parents and carers. The proposed redesigned short break offer looks at improving the current offer, and meeting the authorities duties in the most efficient and cost effective manner. Should the recommendations not be approved there is a risk that some families may not have access to short breaks which may result in an increase in request for social care assessments of need.

Financial

In December 2018, Cabinet agreed to remove the budget provision for Lancashire Break Time from 2020/21.

The funding required to deliver the reshaped offer outlined in this report is difficult to quantify with certainty at the outset. The procurement process will allow providers to tender a single hourly rate for different services across the county and whilst the county council may set a ceiling rate, a range of bids below that level, reflecting a competitive process, is anticipated. In addition the level of demand is difficult to estimate. Wider promotion of the service and the introduction of a more streamlined registration process and commissioning approach is expected to increase take up compared to previous years. The new service is also expected to have some impact on the demand for assessed short breaks but other local authorities that were contacted with similar offers have not been able to quantify the financial impact of this.

To estimate the budget required, financial modelling has taken account of:

- Various scenarios in relation to the number of hours that might be requested, up to the maximum offer of 50 hours/annum per child/young person;
- Parental contribution of £2/hour per child/young person;
- A best estimate range of hourly rates that may be tendered by providers;
- A range of demand estimates, the lowest being equivalent to take up in 2018/19, and scenarios of up to a 25% increase on take up in 2018/19.

The scenario modelling provides a range of cost estimates ranging from £483,000 based on demand in 2018/19, to £788,000 based on a 25% increase in take up. All scenarios reflect the highest anticipated fee level and therefore actual spend is expected to be somewhere within this range.

Projected spend in 2019/20 for Lancashire Break Time is £767,000. Based on the scenario modelling, Cabinet is asked to approve a maximum budget of £765,000 for the Break-time element of the short breaks offer. The service will be accessed in accordance with the eligibility and priority criteria set out in this report and approvals will be contained within this agreed budget envelope.

Regular monitoring will be undertaken to ensure that any projected underspend that results from either lower than anticipated take up or from lower charges is highlighted as soon as possible. The impact that the new offer has on requests for assessed short breaks will also be reviewed regularly and all significant changes that will impact on the demand for and cost of the service will be reported to Cabinet.

It is recommended that this proposal is funded from reserves for 2020/21 and added into the medium term financial strategy thereafter.

Legal Responsibilities Regarding Short Breaks

Legal duties in relation to short breaks are determined by a range of legislation and include duties to both individual children and young people and families and parents

and carers as outlined earlier in this report. In addition, broader legislation relating to the National Health Service and social care provision and duties relating to the Equality Act 2010 and Human Rights Act 1998 have been taken into account in undertaking this review.

Following a period of engagement, the authority has been able to review the current Lancashire break time offer and propose a new offer. The changes set out in the new offer will now be considered as part of a public consultation.

Equality and Cohesion

An Equality Impact Analysis has been completed and is set out at Appendix 'E'. This describes in full, the impact of the recommendations contained within this report. The recommendations will impact on both age (children and young people) and disability as protected characteristics. Cabinet is asked to consider the Equality Analysis in full to be able to carry out their Section 149 Equality Act requirement to give "due regard" to the equality impact of this proposal.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Review and Redesign of Lancashire's Short Break Offer for Children and Young People with Disabilities – Summary of Findings

The feedback from the engagement with parents and carers, children and young people and Lancashire Break Time providers provided as part of the review has provided the following key points:

Lancashire Break Time

- Lancashire Break Time meets the needs of many families and is valued.
- Families and providers want short break services that enable them to plan ahead.
- Families want choice and flexibility, with activities near their home
- Families want their children to be involved in meaningful activities, aimed at their interests and which help them to gain skills and independence whilst promoting inclusion.
- Families value skilled, experienced staff who know their children, can communicate with them and manage their needs and behaviours.
- A number of families indicated they were willing to pay more for holiday clubs and after school clubs if these met their needs
- Suggestions for specific activities were made by children and young people and parents and carers.
- Providers identified challenges in meeting complex needs

There were a range of views and conflicting perspectives shared in relation to a number of aspects of Lancashire Break Time:

- how to ensure a fair and equitable offer
- the priorities - e.g. short breaks in holidays or after school clubs
- provision of transport to short breaks
- age range
- school based activities

There was consistency in the view that Lancashire Break Time activities should be accessible to children who have had a statutory social care assessment of need.

Day-time and night-time short breaks

- The current criteria for Lancashire Break Time prevented access by children and young people who received short breaks following an assessment
- Challenges for families in managing direct payments and finding a carer
- Lack of flexibility allowed in the use of direct payments
- Families wanted increased access to night-time short breaks.

- Lack of clarity about the criteria to access night-time short breaks

Lancashire break time, day-time and night-time (overnight) short breaks

- Families want services and opportunities for their children that are equitable and similar to those that can be accessed by children and young people who do not have disabilities.
- The information offer could be improved as:
 - Information about short breaks is not reaching all families that would benefit.
 - Methods of communicating information other than digitally should be considered.
 - Schools and other professionals should have a better knowledge about what is available.
 - There are activities on a local basis which are not widely known.
- There isn't sufficiency of appropriate child care to enable families to work.

The feedback demonstrates the diverse range of views and the challenge of providing short break services which meet everyone's needs. There was no consensus in the feedback about the priorities or the operating model. The aim is to ensure that the short break offer meets the needs of as many families as possible.

Activity	Activity & Findings
Desktop Activity	<p><u>Short Break Offer Review</u></p> <p>A review of the Short Break Offers of 21 other Local Authorities was undertaken. These local authorities were selected on the basis of:</p> <ul style="list-style-type: none"> • Being statistical neighbours - Calderdale, Nottinghamshire, Kent, Bury, Derbyshire, Northamptonshire, Stockport, Sefton, Stockton-on-Tees; • accessibility of online information about short-breaks (the Local Offer); • identified as examples of a short break offer in statutory guidance on Short Breaks - Wiltshire, Nottinghamshire, Kent, Rochdale, Calderdale, Derbyshire; • Short Breaks positively referred to in Local Area Special Educational Needs and Disability Inspection outcome letters – Wiltshire, Calderdale, Nottinghamshire, Barking and Dagenham, Bath and North East Somerset, Liverpool, Ealing, Devon; • Positive inspection judgements following an Ofsted Inspection of Children's Social Care Services - Hertfordshire, Rotherham, Stockport, Nottinghamshire <p>The Local Offers and online information directories of the 21 local authorities were considered in relation to the eligibility criteria applied to access short breaks, parental contribution to the cost of a short break,</p>

application/registration/assessment processes, the type and amount of short breaks on offer and how short breaks were delivered.

Findings

The local authorities reviewed offered a range of similar activities such as sports clubs, youth clubs and arts and crafts. Examples of good practice from other local authorities included an online 'what's on' calendar, flexible short break timings, grants given directly to families for clubs and activities, flexibility of short break offer and choice, discount cards for days out and activities. Families were able to choose activities from a range of options. Some Local Authorities offer residential holidays and adapted accommodation such as caravans as part of their offer. The parental contribution to short breaks ranged between £1 and £25 per short break session and up to £40 for a two-day residential trip. Prices are dependent on the activity and the length of the session.

Eligibility criteria varied across local authorities. In relation to age range, in 4 local authorities the upper age range was up to 19 (Hertfordshire, Wiltshire, Rochdale, Sefton). Most offered short breaks to those under the age of 18 years old. Access methods also varied, as did delivery methods. Several local authorities operated an annual application process (Hertfordshire, Wiltshire, Nottinghamshire, Stockton on Tees). Different operating models were in place across the local authorities reviewed.

Short Break Offer of Lancashire County Council

Lancashire Break Time

Please refer to the Cabinet Report for details

Day-time and Night-time Short Breaks

- These are specifically for families with children who require higher levels of support.
- They are only available to children and young people who have had a social care assessment and where short breaks are identified as part of a plan of support. The assessment will identify the needs of the individual child/young person and also consider the needs of parents and carers, siblings and the family as a whole. Short breaks for one or more members of a family may be considered appropriate, and the best approach to providing these will be determined.
- Night-time short breaks may be provided following an assessment where it has been identified that overnight short breaks are necessary to meet needs.

- Night-time short breaks may be provided in the child/young person's home through a commissioned provider or direct payments carer; in the home of a carer; in a foster placement or in a specialist short break unit/children's home
- Direct payment carers are often people familiar to the child/young person and parents and carers. Often they may work at the school attended by the child/young person. Direct payments are not suitable for families who cannot identify anyone to be their direct payments carers or who do not want to arrange their own carers.

Please refer to the Cabinet Report for details.

Findings

Lancashire Break Time

Relevant data is reported in the Cabinet Report. However in analysing the information on Lancashire Break Time, a number of key points were evident:

- Providers submit the basic details of children and young people who attend Lancashire Break Time to Lancashire in order to receive funding on a monthly basis. This data is collated by Lancashire County Council using a spreadsheet process.
- The data provided does not easily support collation and analysis and there are errors or discrepancies which require 'cleansing'. There is no unique identifier for each child or young person to support data accuracy.
- Providers have their own registration system for children and young people to access Lancashire Break Time activities – there is no consistently used application/registration form.
- The information returned by providers does not enable the Local Authority to have information about the type of need providers are meeting which does not support the targeting of services to ensure the most effective use of resources.
- In the 2018-19 Lancashire Break Time data, the level of error/inaccuracy and extent to which the criteria for Lancashire Break Time has not been adhered to, was not analysed in detail due to the disproportionate amount of time this would take.
- The following table provides a breakdown of the age range of Lancashire Break Time attendees in 2018-19:

Age range	Number of children/young people	No. of hours
24/25	2	137
22/23	3	174
20/21	24	998

19	34	2776
18	47	2565
16/17	144	9096
14/15	201	12,930
12/13	217	12,866
10/11	200	14,101
8/9	187	10,714
6/7	118	5967
5	21	838
4	3	49
2/3	2	32
1	0	0
4 months	1	15
TOTAL	1204	73,258

- The 2018-19 data of Lancashire Break Time attendees identifies that a number of children/young people attended who do not fit the criteria:
 - they were receiving short breaks following an assessment
 - they were children looked after
 - they were over the age range.
- Whilst the criteria is clear on the Local Offer and to providers at point of providing Lancashire Break Time activities, compliance with this criteria is not. There is also confusion by parents and carers in relation to which activities are Lancashire Break Time activities – feedback from parents and carers indicates that some parents and carers were not aware the activity attended by their child or young person was a Lancashire Break Time activity and funded by Lancashire County Council as part of the short break offer. Some providers proactively advertise this, some don't.
- These findings highlight the need for a more effective and efficient way to enable providers to submit accurate data to Lancashire County Council which supports effective, efficient analysis and monitoring to ensure

Lancashire Break Time meets the needs of children and young people and families and is an efficient use of resources.

- The following table shows the number of hours accessed by children and young people attending Lancashire Break Time in 2018-19:

Hours accessed	Number of children and young people
600+	1
500+	4
400+	8
300+	11
200+	39
100+	171
90+	22
80+	42
70+	48
60+	43
50+	73
40+	96
30+	111
20+	105
10+	205
0-9	225
Total	1204

- The following table shows the number of children and young people attending Lancashire Break Time, the number of hours of activity delivered and the average number of hours accessed per child or young person by District and across Lancashire:

District	Total number of children/young people	Access under 50 hours	Access over 50 hours	Hours delivered	Average Hours per child/young person (rounded down)
Burnley	230	155	75	11,363	49
Chorley	76	47	29	3881	51
Fylde	70	36	34	4377	62

Hyndburn	131	86	45	6258	47
Lancaster	126	65	61	12,220	96
Pendle	29	20	9	1295	44
Preston	187	120	67	11,009	58
Ribble Valley	12	5	7	857	71
Rossendale	83	59	24	3060	36
South Ribble	79	55	24	5346	67
West Lancashire	103	66	37	6735	65
Wyre	78	32	46	6859	87
Total	1204	746	458	73,260	61

Community and Overnight Short Breaks

- Children and young people may receive personal care support as well as short breaks.
- The range of short break hours provided as part of support following a social care assessment is significant and affected by a number of factors. These can include:
 - Child or young person's needs, behaviours and impact
 - Impact on parents or carers and siblings
 - Parents and carers own needs
 - Family circumstances
 - Child's age
- The children and young people with the highest levels of short break (and personal) care support will have the most complex levels of need. This may include significant health needs and/or life limiting conditions; presenting with behaviours that are significantly challenging for parents and carers; have high levels of supervision need; and may be at risk if their care and support needs are not met. The needs of these children and young people have a significant impact on families. The high levels of support provided to some families enables these children and young people to remain living with their families with the impact mitigated to enable families to continue caring.
- The number of short break hours identified as needed as part of a social care assessment is informed by a resource allocation tool which is completed as part of the assessment. This supports decision making and consistency.
- Direct Payments are beneficial for a family where they can identify a person to be a carer for the child or young person (often these are extended family, friends or adults known to their child or young person through school)

	<p>and where the family are happy to take responsibility for managing a Direct Payments account which involves being an employer. Some families do not want the additional demands and stress this places on them.</p> <ul style="list-style-type: none"> • Under the current commissioning framework for day-time and night-time short breaks, the hourly cost of support can vary significantly between providers. The numbers of providers on the framework cannot meet demand. Due to the level of demand, particularly in some geographical areas and for some types of need, the cost of support for some families is significantly higher than it would be if provided by a provider on the framework or through a Direct Payments carer.
Short Break Service Parent/Carer Survey	<p>An online survey for parents and carers who had used a short break service from April 2018 until October 2019 was undertaken. The survey was designed in collaboration with the Parent Carer Forum. The survey was live between 24 September 2019 and 21 October 2019. 325 responses were received.</p>
	Findings
	<p>Responses were received from parents and carers in all twelve districts of Lancashire. Appendix B contains the responses to the survey and comments from parents and carers.</p> <p>As part of the survey, respondents were asked to select the extent to which they agreed or disagreed with thirteen statements. Appendix C shows the responses to these statements in further detail.</p> <p>Key points are as follows:</p> <ul style="list-style-type: none"> • The majority of respondents thought there should be more holiday, evening and weekend clubs, with the strongest response being in relation to holiday clubs (91.53%). 74.23% of respondents agreed that there should be more short break activities and clubs provided by schools • 38.25% of respondents agreed that Short break services should only be accessible after a needs assessment. 42.8% disagreed with this statement. 28.07% neither agreed/disagreed or didn't know • 92.06% of respondents felt that families should be able to access different types of short break activities to meet their needs • 31.72% of respondents agreed with the statement that the parent/carer financial contribution to short break activities like Lancashire Break Time should be increased. 30% of respondents disagreed with this. 38.27% of respondents neither agreed/disagreed or didn't know • 79.39% of respondents agreed there should be an increase in the different type of short break activities to choose from

Face to Face Meetings with Parents and carers	<p>In addition to the Short Break Survey, 14 Face to Face Meetings were arranged to take place at a range of venues across Lancashire, at a range of times and for a duration of 90 minutes. These meetings were attended by 50 parents in total. The meetings focussed on:</p> <ul style="list-style-type: none"> • gaining a greater understanding of what parents and carers and families need from a short break service offer • how these needs can be met • how the current short break offer met these needs and gaps • how needs could be met going forwards – what should be done the same / differently? <p>The opportunity to meet with parents and carers and discuss the short break offer and the information gained from these discussions was invaluable and has shaped the proposed options explored and recommendations.</p>
Findings	
<p>Key themes from these meetings were as follows:</p> <p>What parents and carers need:</p> <ul style="list-style-type: none"> • Flexibility and choice – start/end times, duration, choice around type of activity • Families valued their children being cared for by experienced, skilled and consistent staff who knew their children • More availability • Fair access • Children and young people's needs to be met and behaviours managed <p>Strengths of the current short break offer:</p> <ul style="list-style-type: none"> • Lancashire Break Time activities were valued by a large number of families and met their needs well. • School based provision • Experienced staff • Activities/clubs set up by parents (e.g. Slime for Fun, Rossendale Rays) <p>Gaps:</p> <ul style="list-style-type: none"> • Not enough places to meet local demand, particularly holiday clubs • Disabled children and young people don't have the same opportunities/range of activities as children without disabilities • Activities which can meet the needs of children with behaviours that challenge, complex health needs, children that need specialist equipment, children that need 2:1 support 	

	<ul style="list-style-type: none"> • Swimming, outdoor pursuits-type activities including residential activities • Activities for 0-6 year olds and older young people • Information about short break activities – accuracy, accessibility, information about specific activities • Activities available for families together • Child care provision to enable parents to work • Transport to activities • Geographical gaps in provision - some families have to travel an unreasonable distance to access an activity <p>Going forwards – views shared:</p> <ul style="list-style-type: none"> • Lancashire Break Time should continue. Families should be able to access this without an assessment • Linking providers with schools to use facilities • Support through volunteers • More forward planning by providers to support parents to plan • Access for providers to equipment to increase accessibility (e.g. hoists to support moving and handling) • Various suggestions made to support fair access • Links with employers and community facilities to promote activities and short break opportunities (e.g. leisure centres, cinemas) • Various suggestions made to support information sharing and awareness • A number of parents and carers indicated they would be willing to pay for holiday club if there was availability and flexibility to support them with childcare to work
<p>Provider Engagement Workshops</p>	<p>Two provider workshops were held on 18 November 2019 attended by 33 providers of Lancashire Break Time and the Chair of Lancashire's Parent Carer Forum. The workshops focussed on discussing information gathered as part of the short break review up to that point; sharing with providers what parents and carers had shared as part of the Parent and Carer Survey and Face to Face Meetings and what POWAR members had shared. This included what parents and carers had identified that working well, important factors of a short break for families, the support parents and carers identified children and young people as needing at a short break, and what sorts of short breaks parents and carers had said they would like going forwards. The workshop attendees were tasked with considering the following questions:</p> <ul style="list-style-type: none"> • Tell us what it is that you are already doing well and what is working • What are your creative ideas/solutions? • What would you like to see happen to improve the services? • How can we support you to deliver what families are asking for? • What might this provision reasonably cost?

	Findings
Short Break Service Offer Redesign Workshops	<p>The key themes were:</p> <ul style="list-style-type: none"> • Local authority commissioning arrangements and the impact on the ability of providers to deliver services – do not support forward planning well in advance • Funding levels do not allow for staffing to meet complex needs or meet the needs of children who need high levels of support • Providers value the opportunity to continue to meet with each other, the local authority and parents and carers to improve the short break offer and develop relationships and improve communication – a regular provider forum meeting was proposed • Challenges of how to manage demand fairly <p>Two workshops were held on 26.11.19 and 11.12.19 in Preston for parents and carers, providers and partners. Each workshop had a different focus. The aim of the first workshop was to discuss the information gathered so far as part of the review and to start to consider options and priorities for the offer. The aim of the second workshop was to consider the preferred options and priorities from the first workshop and bring these together into a model for a redesigned short break offer.</p> <p>The Workshops were co-hosted and facilitated by Local Authority officers and the Parent Carer Forum. There were 65 attendees in total involving representatives from schools, providers, parents and carers, health services, Children's Services, wider Lancashire County Council partners and Lancashire Parent/carer Forum.</p> <p><u>Workshop 1</u></p> <p>The task set was for the workshop attendees to discuss in mixed groups, five points:</p> <ul style="list-style-type: none"> • Fair access & criteria • Increase in choice and provision – opportunities and barriers • Budgets & Cost • Options – what other Local Authorities do • Information <p>The current Lancashire Break Time criteria and the short break offers of Hertfordshire, Wiltshire, Rotherham, Calderdale, Nottinghamshire and Somerset were considered.</p> <p><u>Workshop 2</u></p>

The focus of discussions at Workshop 1 had been around Lancashire Break Time. Discussions at Workshop 2 focussed on 3 potential options/scenarios for an unassessed short break offer going forwards. Several variations of each option were presented for consideration. Attendees were asked to consider the benefits/strengths of each options and the negative aspects.

- Scenario A: Continuation of Lancashire Break Time – The features of 2 potential options for this outlined, including continuation as it is and a maximum offer.
- Scenario B: 3 options were proposed – a 'Grant' of a certain amount for parent carers to use as they want to meet short break needs for the year; 'offer' of a set number of sessions/hours at a chosen Lancashire Break Time provider; combination of both a set number of hours/sessions
- Scenario C: Means-tested offer – 2 means tested options were proposed including an option for secondary age children to get a higher level of offer than primary.
- The criteria for accessing an unassessed offer was also a discussion point

Findings

Workshop 1

Workshop 1 provided the first opportunity for parents and carers, providers, local authority officers and partners to discuss the short break offer together. The issues and themes identified from the discussions were:

Funding

- Greater transparency was requested about the allocation of funding.
- There were mixed views about whether funding should be used to provide transport
- Suggestion that funding should be weighted according to level of need of a child or young person or whether different types of need should attract different funding.
- There was general consensus that families shouldn't be provided with funding directly and that a contribution towards the cost of an activity should continue, although again there was no consensus in whether this should continue at its current level, be subject to a slight increase or reflect the cost of the activity.
- Providers raised a number of issues in relation to funding and the difficulties associated with maintaining high quality provision without longer-term assurance about the funding that would be available.

Quality of information

- This was raised as a key issue - included concerns about the clarity of the eligibility criteria and general accessibility of the information to all families. It was believed that more could be done to provide information and for information to be provided in different forms.

Eligibility criteria, access and fairness

- There were differing views on whether services should be accessed with or without an assessment, or whether existing assessment information could be used in determining eligibility.
- Concerns were raised by some participants about whether paid carers should have access to short breaks; whether the age range should be extended and whether the criteria for overnight short breaks was too stringent.
- There should be access to school facilities as a short break venue at weekends and holidays
- Training to meet children's needs was identified as a big issue for providers
- It was considered by some participants that greater parity would be achieved through a 'central booking system'.

Choice and flexibility

- Concerns were raised about whether the offer was sufficient to meet the needs of children and young people with particular types of needs.
- Greater choice was seen as desirable.
- Specific issues raised relating to short breaks offered by schools as they were often seen to be limited to children and young people attending the particular school that offered the short break.
- There should be more choice how personal budgets are used.
- Concern was raised about options for families in a crisis

Workshop 2Scenario A: Continuation of Lancashire Break Time

Key points raised were:

- Strengths of Lancashire Break Time were discussed.
- Equity of provision and funding for providers – consistent quality standards for Lancashire Break time, smaller number of providers with a wide range of provision identified as a potential approach going forwards.
- There needs to be some criteria – discussions around how access criteria should be managed.
- Needs improved booking / administrative processes
- Needs to be affordable – suggestion that parental contribution should be to the activity and not the support, it shouldn't be means tested and should be the same for everyone
- Activities should be measured in hours not sessions – consistency of language to support clarity and understanding
- Providers identified current funding levels does not support them to staff groups safely and provide 1:1 support.

- Implications of the minimum wage and inflation. Funding requested to be provided on an annual basis to support planning.
- Suggestion to combine Lancashire Break Time and direct payments to enable more access
- Some holiday clubs at schools are restricted to pupils only. Access should not be restricted by type of school attended.
- Access to Lancashire Break Time shouldn't be limited by where you live or go to school – more choice and flexibility
- Parental contribution is a reasonable expectation
- Concerns about limited child care for disabled children

Scenario B: 'Grant', 'Offer' of a set number of sessions/hours, combination of both

- Several positive aspects of a grant offer were identified, including that this would provide a high level of flexibility. However there was a consensus that this was not a favoured option
- Concern that it may not be used appropriately and that it would not as effectively meet needs. However also acknowledged that people who really needed the offer would use it properly.
- Uncertainty for providers – does not provide certainty of funding and therefore stability of provision and forward planning. Therefore creates uncertainty for families
- Suggestion of open access to activities during holiday times so families weren't tied to set start/finish times, promoting flexibility.
- A set number of hours/sessions would provide a guaranteed offer for the year ahead

Scenario C: Means-tested offer

- There was a consensus that a means tested offer was not a favoured offer – concerns raised about this being intrusive for families, would be a form of assessment and would require resources. Acknowledgement however that this would target funding to those most in need.
- Discussion that different ages don't necessarily equate to differing needs and less of a break needed for parents and carers
- Consensus that support and activities available should be based on needs not age
- Concern raised about suitability of activities for over 18 year olds provided by adult services

Criteria

Discussions around the criteria that could be applied to access Lancashire Break Time-type activities did not result in an agreement that could inform proposals for the new short break offer. The challenge in formulating an agreed criteria was evident. However the following key points were made:

	<ul style="list-style-type: none"> • Fairness is not 'first come/first served'. Acknowledgement that funding is finite and limited – should everyone be able to access some support to meet needs? • Parents and carers should pay for an activity as they would a non-disabled child • Cost of the support is the issue • Differing views in relation to having a limiting age range criteria and whether looked after children, children with assessed packages of support and paid foster carers should be able to access Lancashire Break Time activities. • If the age range stops at age 18, it should be the end of the school year • Criteria needs to be clear • Suggestion of the education, health and care plan as a criteria for access • Children and young people in 52 week / 38 week residential placements should not be able to access unassessed short breaks • Criteria should not be based on benefits and shouldn't be invasive • Transport should be considered on an individual basis/rural areas. Parents and carers could contribute to transport costs • Parental contribution should be £1 or £2 per hour
Young People's Questionnaire	<p>An online questionnaire for children and young people went live on 29 November 2019 until 31 December 2019 asking young people the following questions:</p> <ul style="list-style-type: none"> • Which short break activities, clubs or trips do you like? • Why do you like them? • Is there anything that could make them better? • Which activities, clubs or trips would you like in the future? • Is there anything else you would like to tell us about the activities, clubs or trips? <p>44 responses from young people were received.</p> <p style="text-align: center;">Findings</p> <p>The main themes from this questionnaire were:</p> <ul style="list-style-type: none"> • Young people reported to enjoy a range of indoor and outdoor activities including sports, dance, arts and crafts and trips to a variety of venues. Trips were reported to be fun enabling children and young people to do things they normally wouldn't have the opportunity to. A mix of provision is enjoyed including after school clubs, holiday clubs, day trips and overnight stays: <i>'Going to the seaside, parks, the cinema, the space centre. Doing activities that I wouldn't normally get to do (canoeing, den building, camp fires).'</i>

	<ul style="list-style-type: none"> The majority of responses noted that they liked being able to socialise with their friends. Lots of references to trips being fun and entertaining. Several comments on the respite the activities provide and assistance with childcare: <i>'I get to do things with my friends, without my parents in a suitable and safe environment.'</i> Several comments did not want change as they are happy with current provision. Majority of respondents would like more availability, offered in more locations. Improved advertisement was also suggested: <i>'More accessible-sometimes they are full so we can't always book on'</i>. Several respondents recommended Increase the variety of trips out, several suggestions to go camping and on bus trips. Young people suggested lots of activities they would enjoy. The majority involved trips out, for example, bowling, cafes, cinema, swimming, horse-riding, trampolining and trips to the seaside. Also more sensory activities, music clubs and opportunities for quiet activities. There was further praise for the current provision. Concerns that if the activities stop they won't be able to see their friends and will become isolated: <i>'I love seeing my friends and feeling included'</i>. One response noted the respondent would be happy to pay for provision.
Face to Face Meetings with children and young people	<p>Face to face engagement sessions took place in January and February 2020 which involved two hour workshops led by Barnardos, the Lancashire Parent Carer Forum and the Special Educational Needs and Disability Partnership Team. They were hosted in 5 different settings to cover primary, secondary, mainstream and special schools.</p> <p>90 children and young people participated in these engagement sessions. It gave them an opportunity to present their views in a format that wasn't an online survey. Children and young people were asked what they liked about short breaks and they worked together to come up with ideas of what they would like to see in the future, or what could make the current short break activity offer better.</p> <p style="text-align: center;">Findings</p> <p>The key themes from these sessions were that children and young people wanted:</p> <ul style="list-style-type: none"> to take part in outdoor activities, such as sports, gardening and fishing. to go to clubs where they would feel active, explore and have fresh air, meet new people and have a break away from their families. computer based and gaming clubs were a popular suggestion clubs where they could talk to people and express their worries or concerns

- | | |
|--|--|
| | <ul style="list-style-type: none">• Many young people felt that having a safe place to go to, amongst others their age, would be something that they would like in the future. Clubs or activities like this, in the past, have helped them to feel "confident," "included" and "appreciated." |
|--|--|

The feedback from children and young people will be used to inform the recommissioning of short break services going forwards.



Short Break Service - Parent/Carer Survey 2019

About the Survey

We are interested in the views of parent/carers of children with special educational needs and/or disabilities who have used a short break service from **April 2018 onwards**.

The survey will take about **15 minutes** to complete.

Please only complete this questionnaire if you are a parent/carer of a child/children with special educational needs and/or disabilities who have used a short break service within the time period above. The views of children and young people and providers of short break services are being gathered separately. All the feedback including the results of the previous Lancashire Break Time consultation will be used to make a proposal for the future delivery of short break services across Lancashire.

Please note the use of the term child or children in the questionnaire refers to all young people up to 18 years of age.

Please submit your completed questionnaire by **21 October 2019**.

If you have any queries about completing the questionnaire or if you would prefer to complete the questionnaire on a paper copy please call 01772 532509 or email Find@lancashire.gov.uk

Thank you in advance for your time.

About the children you care for

How many children in your household have a special educational need and/or disability?

Please type the number of children in each age group

under 5 years old	24
5-10 years old	145
11-16 years old	158
17-18 years old	58

For each child in your family with a special educational need and/or disability, please can you tell us their primary need?

Please select as many as apply for each child

	Child 1	Child 2	Child 3	Child 4	Child 5	Child 6
Autistic spectrum disorder (ASD)	186	38	13	1	1	1
Speech, language and communication needs (SLCN)	180	16	6	2	0	0
Specific learning difficulties (SpLD) eg dyslexia, dyscalculia, dyspraxia 71	71	11	3	1	1	1
Hearing impairment (HI)	32	6	4	1	1	0
Visual impairment (VI)	51	12	2	0	0	1
Physical disability (PD)	82	7	4	0	0	1
Learning disability/difficulties that includes mild, moderate, severe and profound and multiple learning difficulties (LD)	226	28	8	2	2	0
Social, emotional and mental health needs (SEMH)	114	21	5	0	1	0
Other	32	4	1	0	0	0

If you have selected other, please type details in the box

- Behaviour issues
- All round care - have to watch my son at all times because he will hurt himself or break something. No sense of fear or danger.
- Chromosome disorder ADHD
- Sleep disorder
- Also has attached and sensory processing issues SPD ADHD
- Sensory processing Ectodermal dysplasia
- Child 1 is aged 10 has severe Autism and severe ADHD and other multiple complex needs (child 2 is 15 was diagnosed with global developmental delays when aged 5 now hes15 he's been Re assessed and as
- Sensory processing disorder ADHD
- Fragile X
- Type 1 Diabetes Congenital hyperinsulinism
- Dravet Syndrome with associated ASD and severe learning disabilities and challenging behaviour. Rare genetic condition - Syngap 1 Syndrome
- Brain damaged Adhd
- Sensory Processing Disorder and Visual Processing disorder Child 3 also had adhd as well as asd and mild learning disabilities Epilepsy
- Sensory Attachment Processing, Attachment Disorder sensory disorder, motor skills problems
- ADHD
- Sensory processing difficulties Angelman Syndrome
- Visual Processing and Auditory Processing Disorder, awaiting outcome of ASD assessment adhd
- Attachment disorder and adhd
- Kai sees a psychiatrist Dr Ahmad at Elcas Burnley hospital for check ups PDA
- Epilepsy

- ASD traits on the pathway ADHD
- ADHD
- Adhd Adhd
- Downs syndrome Sensory processing ADHD, SPD and APD
- medical needs ADHD
- he has down syndrome Epilepsy.
- Adhd and odd EA type II
- ADHD
- ADHD Bowel issues
- Fragile X syndrome
- FASD, attachment disorder, and possible ADHD
- Pithopkin dease
- ADHD
- They are all primary needs.
- Adhd
- Personal care whole of body.
- One has significant medical issues, namely one called neutropenia meaning he does not have much of an immune system

Q5 What education setting does your child/children attend?

Please select as many as apply for each child

	Child 1	Child 2	Child 3	Child 4	Child 6	Child 6
Mainstream nursery/pre school	12	3	4	1	1	1
Special nursery/special pre-school	9	3	0	0	0	0
Home educated	2	0	0	0	0	1
Mainstream school	47	24	10	2	0	1
Special school	210	27	5	0	0	1
Mainstream college	15	2	2	0	1	0
Specialist college	21	1	1	0	0	0
Apprenticeship/internship/training	1	0	0	0	0	1
In employment/voluntary work	1	0	0	0	1	0
Alternative provision/short stay provision	2	0	0	1	0	0
Not in education, employment or training	3	0	0	0	1	0
Other	4	1	1	1	0	0

If you have selected other, please type details in the box

- Private independent funded by his ehcp Awaiting placement at special needs school EOTAS
- Currently awaiting transfer to special school
- both in PRU until special schools and EHCPs agreed

- Child 1 goes holly grove specialist needs school primary in burnley and child 2 goes to all Saints Catholic High School In Rawtenstall
- Child 2 been waiting 18 months for assistance to have an ehcp before he can attend special school. Hospice overnight every 6 weeks
- Mainstream Part Time currently searching fro right Special School following EHC Plan Seeking personal budget for education at home
- Anxiety based school refusal

Q Which of the following plans does your child/children receive support through?

Please select as many as apply for each child

	Child 1	Child 2	Child 3	Child 4	Child 6	Child 6
Special Educational Needs (SEN) support plan	112	17	8	1	0	1
Education, Health and Care Plan (EHCP)	259	33	7	0	0	1
Common assessment framework (CAF)/Team Around the Family (TAF) support plan	54	13	3	1	1	1
Moving and Handling Plan	27	3	0	0	0	1
Health Care Plan	34	8	1	0	0	1
Post-Adoption Support Plan or Special Guardianship Support Plan	8	3	0	0	0	1
Child in Need Plan (CiN)	52	4	1	0	0	1
Child Protection Plan	1	0	0	0	0	1
Child Looked After (CLA) Care Plan	11	5	3	0	0	1
Leaving Care Pathway Plan	2	1	1	0	0	1
Currently undergoing an assessment (Education, Health and Care Needs assessment)	8	6	3	0	0	1
Currently undergoing an assessment (CAF assessment, Child and Family social care assessment, Early Help assessment)	0	2	0	0	0	1
My child does not have a support p	12	3	2	0	0	1
Don't know	2	0	0	0	0	0
Other	4	0	0	0	0	0

If you have selected other, please type details in the box

- child 1 has EHCP finalising a school
- Child 1 is u see going a parent carers assessment for a assessment tog Needs has a Ehcp in school child 2 is known to his school's Senco is awaiting Re diagnosis from global developmental d
- Behaviour support plan Behaviour Management Plan
- We used to have a social worker but she hasn't been to see Kai in along time. I used to get restbite but our pa has finished and struggling to find another.
- He receives support from the college he attends.
- Still fighting to get my son the support he needs 4 years and I will not give up Got an appointment to see someone
- Just about to start an EHCP assessment

Use of short break services

How many children with a special educational need and/or disability in your family have attended a short break service? *Please type the number of children in each age group*

under 5 years old	19
5-10 years old	123
11-16 years old	134
17-18 years old	50
Have not attended short break service	0

Which of the following short break services have you and/or your family used over the last 12 months?

Please select all that apply

- 82 Lancashire Break Time after school clubs
- 79 Lancashire Break Time weekend clubs
- 48 Other after school clubs
- 17 Other weekend clubs
- 165 Lancashire Break Time holiday clubs
- 33 Lancashire Break Time evening clubs
- 39 Other holiday clubs
- 12 Other evening clubs
- 38 Home based or community short breaks funded through direct payments
- 6 Day care support as part of an adult social care support package
- 13 Home based or community short breaks commissioned from an agency
- 4 Day care support at a specialist centre (for example, Big Blue Door)
- 3 Short breaks with foster carers
- 36 Overnight short break at a short break/respice unit
- 4 Short breaks as a whole family
- 4 Overnight short break in the family home
- 7 Short breaks provided by a hospice
- 12 Don't know
- 16 Other

If you have selected other, please type details in the box:

- We pay from our own money for after school at a nursery 5 nights a week and during school holidays, but they are not a specialist setting and struggle to cope with his behaviour. Without t
- None as I was told my son could not receive any of this sort of support because he was going through
- assessment for ASD.
- None didn't know he could
- After moving area have not at ended any short breaks as yet
- None
- None
- Not used any
- Didn't use as Wasnt aware of service
- Nothing accessed due to nothing suitable available
- Charity holiday
- we have been offered none. prior 18 months we access lancashire break time but they are too
- complex to handle. i need respite from my children
- We are currently u see going a parent carers assessment and are hoping to get short breaks and
- respite care for our 10 almost 11 Yr old son soon
- None
- I don't get a short break for my daughter
- None as there is nothing available for his age!!! He went to barnardos once in fleetwood before it was pulled
- 4 night outdoor trip with Barnardos which I think was funded through lancs break time service but not 100%
- Have not been made aware there was any help so not used this provision
- None due to not being able to care for his medical needs
- None as yet - diagnosis only came earlier this year
- None
- Break Time Final
- None
- None I didn't know about this
- Action for ASD
- None
- I used to get 5hrs restbite once wk but our pa finished in July this year. I'm a single mum carer to my
- son I get no support now
- Non
- unable to find any after school clubs or holiday clubs to accept my son with his complex needs
- We don't really need this service, but I know how important it is for other families.
- Stay over at school
- I wasn't aware that these were available to us.
- Never used any of the service ,
- Blackpool football club

- Fleetwood football club pan ability football and Blackpool football club community trust pan ability football
- Play inclusion Project
- We have applied and registered but told there is no space, also because we get direct payments we have to pay £14.50 per hour which is almost equivalent to 2 hours we pay for the PA. Despit
- Having recently moved into the area I am not sure what the groups come under. We have used the following , Picaddilly services, unique kids, moro,s sat club, Awaiting results of social car
- We haven't used any yet but we were hoping to access a holiday club.
- My children used to attend an after school lancashire break time club once a week but council cut funding and sold the property club was ran from. Leaving them isolated through the week
- wave supported lives
- I've not yet used the service myself but know it's a lifeline to those who care for children 24/7
- We were hoping to use the big blue door so I could return to work, we have had to postpone that idea until we have some clarification on funding
- Nothing suitable

What are your main reasons for using a short break service?

Please select up to three things from the list below

99 'Recharge my batteries'/'me time'

54 Catch up on rest/sleep

97 Undertake family and household tasks (for example, attend appointments, shopping, cleaning)

74 Spend time with my other children

130 Help me to cope with the demands of caring for my child/children with a special education need and/or disability

68 Help me to meet the needs of other children in my family

5 Allow me to undertake training/education

5 Allow me to pursue a leisure activity or hobby

132 For the child/children to socialise away from their family (for example, spending time with their friends)

52 Enable me to go to work (childcare)

23 Other

If you have selected other, please type details in the box:

- See previous answer
- I've not send him yet
- Unaware we could have access to this provison
- Don't use one
- My son is unable to access most holiday clubs due to his additional needs. His needs mean he has very few friends in school, the interaction with other children has had a significant impact
- Not used any
- To survive family life
- Allows me to spend more time with my mum in London
- These are what I would like to use short breaks for if I were to access any
- Also so my daughter can spend time with friends from school
- Children's self esteem and social skills
- all of the above would allow me to have a break from them and the brothers from each other
- These are the reasons I hope we will get respite care / short breaks for our son as part of our parent carer assessment package for To give our family a better quality of time life Ect

- I am currently pregnant with my 3rd child, my son is very demanding and challenging and Lancashire break time is a much needed respite for me at this tiring time whilst also looking after m
- Didn't know my son was allowed
- Don't get a break only when the careers come in to bath my daughter for 45 minute
- These are the reasons I would like to use if anything was available
- Children to see their friends and maintain a routine. Spend time with my other children, help me be a better carer on their return, allow me to attend college, allow me to work.
- If we could access lancashire break time the above is what i would use it for . I feel my child is missing out due to his medical condition.
- We cannot access this as Harry, is to young and the times wouldn't work with my working hours
- I cannot use the service because there is nothing that caters for a 6 year old who needs 1:1 but if there was I would use it whilst I was at work!!
- Almost all of the list apply. This service is needed so much and more of it.
- Never used
- I didn't know about this service
- I have selected three but it is absolutely for all the reasons and more He was not able to access mainstream child care provision and I couldn't have worked without this
- I haven't been able to access short breaks for some time now
- To allow me to mentally rest even if only for a couple of hours, sometimes that's what can get us through a week knowing we have that 2 hours on a certain day
- Allows Emmerson to mix with other kids as he is not safe to play out on his own.
- Go and see my own parents and other immediate and extended family on my own
- For my child to attend a provision which supports her needs, where she is safe and feels secure, we're the staff have specialist skills to meet her needs
- I don't use this
- Use them or lose them but they are not very well advertised and people don't know much about them.
- Only three things? I think we all try and fit everything into the limited time we have respite care for. I would have ticked everyone of these apart from 'undertaking education' and 'enable
- They help us so much with behaviours and getting my child out and about
- I wanted to select them all
- All of the above!
- would like to be able to go to work, unfortunately I am unable to find care for my son with his complex needs
- My child likes to feel independent of me
- All of the above but also to allow my daughter to enjoy something enjoyable during school holidays
- Meet other children with similar needs so not alone
- Not attended in last 12 months as do not meet our family / child's needs
- All of the above apply as I have other children ... unfortunately we are only allowed to tick 3 answers which is inappropriate
- To ensure we can carry in coping as a family
- Be around different people
- Social services will not help, even though they are partly to blame them for not assesing us early enough which caused attachment issues... It took nearly 11months where my nephew was place there are more than 3 things mentioned there are 7 things on that list that are appropriate for us
- Sanity
- For my son it would be a chance to enjoy a positive experience.
- It won't allow me to select all main reasons so listed here Catch up on sleep Undertake family and household tasks (for example, attend appointments, shopping, cleaning) Spend time with my
- Spend time with husband
- Enjoy leisure time as a family

As a parent or carer, what is most important to you when considering a short break activity?

Please select one option only

32 Choice of activities

38 Location of activity

108 When activities are available (for example, school holiday time, term time, evenings, weekends, after school)

27 Cost of activity

52 A range of activities that meet the needs of me and my family

13 How many hours the activity lasts for

33 Other

If you have selected other, please type details in the box:

- Suitability of activity for my child's needs I don't feel choice of activity covers that
- Whether it meets my child's needs and appropriate for their ability.
- All the above
- That the staff can meet the needs of my children
- The care offered to my child
- Never used one
- Not tried any
- A place where staff are experienced and understand my child. Where my child can be their self and feel happy. I have peace of mind that my child is safe!!
- Consistent knowledgeable staff
- How many hours
- I probably choose because of all the factors above in away not just one thing
- If the staff have experience and the facilities available to meet my child's need
- The experience of the staff providing services
- My sons behaviour is very challenging and finding a holiday club for when he's off school that is suitable and can meet his needs in an understanding and caring way is very important to me.
- Whether the staff are trained to look after and be responsible for my child. (He has lots of special equipment and has epilepsy rescue medication - mainstream holiday clubs won't take him)
- The quality of the activities. They need to meet the needs of my disabled daughter ensuring that she is safe and happy.
- will my son be happy there, activities geared towards his needs and preferences, and will the staff know how to meet his needs. Is it safe
- Staff are trained
- The ability of staff to meet my son's extremely complex needs.
- Whether my child feels happy and secure and able to access the activity.
- Get rid of the service, waste of public money
- Choice is based on the support offered to my child during the holiday activity
- There is not one thing that is the most important - an excellent activity might warrant travelling further in order to attend.

- Specialism of placement-training and experience
- Understanding and caring staff in a place I know my son will be safe and well cared for and staff that are trained to deal with his challenging needs
- All of the above
- That the providers can meet his needs.
- Again, all of these are relevant. His equipment is at the special school he goes to so it makes sense for him to go there to access his equipment and to be able to have his personal care do
- That I can get a break with people I trust to look after my son
- If staff supporting can meet my child needs
- My child can only go to the respite home due to his very challenging behaviours
- Knowing my child is safe
- My child socialising with friends and being able to play with people instead of being stuck in the house
- na
- All of the above but most importantly the capabilities of the organisation to meet my daughters needs this question appears flawed when considered on a practical level, it forces a single answer when in fact it's the combination of factors which makes the service usable, the wrong location
- All of above
- Knowing my boy is being looked after by people who can cope with his many challenges
- Location as well as activities that meets needs of all my children
- Knowing my child is safe and looked after while not in my care. Also knowing the activity is suitable for my child (not me)
- Both location & when available
- The safety and suitability of and for our child.
- Ensure it would be something that would be enriching for my son
- The quality and experience of the staff and the appropriateness of the activity
- I would of also chosen cost & location..those 3 factors are the most important
- Not as cut & dried as that. Activity has to be right for him but also timing, cost Location very much linked to where/distance for whether or not knock about or travel home, which in turn

Short break services of the future

What additional support, if any, does a short break service need to provide?

Please select as many as apply

55 Specialist support or equipment for hearing or visual impairment

131 Personal care

92 Specialist support/training and/or equipment required for complex medical needs

213 High levels of supervision

62 Specialist moving and handling equipment and staff trained to use this

24 Don't know

34 Other

If you have selected other, please type details in the box:

- Social groups for high functioning children is desperately needed across Lancashire
- Staff trained in dealing with developing social skills. Trained in dealing with behaviour issues
- Specialised support and training in challenging behaviour and SEND
- None
- Dont use this service
- experience in conditions of the children & young people they support!!
- Break_Time_Final
- Training for challenging behaviour
- My child cannot access any LBt provision due to their complex needs
- None of those additional things are required
- Enthusiastic, good-humoured staff to help motivate my child to socialise and try new activities.
- Proper support for the needs of each individual that attends not on numbers some children need 2 to one support
- Provide a safe environment with specially trained staff. Small groups.
- Better range of transport facilities to transport wheelchair users
- Skilled staff with behaviour management skills
- Enough staff to provide a range of activities for a range of needs
- More of them, I've never been offered one
- The ability for my child to be himself without being judged and without the regular telephone calls we used to get from mainstream clubs!
- well trained staff,
- Allows him to be himself, join in a club just like all other 11 year olds want to
- A placement familiar to my child is important
- Continuity of staff who know my childs needs and understand their behaviours.
- An environment that accommodates the needs of the children, like all the things listed above. But mainly a place where my child is respected despite the differences and where he is allowed
- To be available to Sen the sane as normal children holidays clubs 9-5 after school clubs 3-6 how can we stay employed without support in the holidays i was a financial advisor and has had t
- Social boundries
- Familiar, caring, regular staff for the children
- High ratio of adult to child ratio with specialist training
- There are parents who cant even access a holiday club at a special school because their child needs constant supervision. They have no choice whatsoever. This is heart breaking. So everythi
- Experienced and confident staff
- The ability to meet the needs of very challenging young people
- Residential- None, they are perfect
- na
- Team Teach, sign lango
- Understanding of each child's additional needs, in order to keep them safe. The ability to help that child have 'fun' and access age appropriate activities with support that otherwise they
- Appropriate peers
- Fun and engaging activities delivered by trained and experienced staff
- services should be able to meet a range of complex physical and mental needs, in the same way that educational establishments must cater for the full range of needs
- The ability to help teach social skills.
- Staff training is number one priority
- The respite home my child goes to provides everything my child needs
- It's a safe space where my can be himself and be with friends who accept him.
- Educational and fun to learn.
- Use of makaton/ sign supported language and or PECS
- These are most important to me However my children do not have hearing or sight impairments. Staff need to understand the children and be competent while looking after my children. I expect longer hours for working parents, drop off service.
- All of the above depending on individual needs. Also training/support for staff & volunteers on

supporting children complex need/presentations.

- If you have selected other, please type details in the box
- Overnight/weekend care
- More variety of activities
- Medical training.
- Communication - ability to sign/use pecs/ understand what my child is trying to say. Appropriate and quality Interaction with my child - engaging with them (inclusion.) Person centred plan
- Whilst my son has been able to benefit, despite all his needs and limited options on short breaks, I am aware that the parents who need the support the most currently have no options, no
- Mental health and wellbeing support

Which of the following, if any, would you like a short break service to offer?

Please select as many as apply

- 170 More choice and innovative short breaks (for example, local leisure activities such as the zoo, theme parks, adaptive caravan family holidays, beach huts)
- 131 After school clubs
- 224 Holiday clubs
- 138 Full-day short breaks
- 158 Weekend short breaks
- 151 Breaks that are near to where I live or I can get to easily
- 82 My child/children can attend with friends
- 92 My child/children can attend a short break activity with children with or without special educational needs and/or disabilities (for example, a local sports club, scouts, guides, youth club)
- 160 Plenty of availability
- 35 Short breaks in the home
- 113 Overnight short breaks
- 74 Online booking
- 164 Short breaks my child/children can go on without me (for example, day trips, leisure activities, short holidays)
- 102 Short breaks we can attend as a family (for example, daytrips, leisure activities, short holidays)
- 6 Other

If you have selected other, please type details in the box:

- Need to be age and ability appropriate. They are very much geared towards low level activities like slime making, which is unsuitable for a teen who is high functioning and would like to do
- Short breaks that can take older teenagers and young adults together, to support transition
- Dont do this service
- We don't fit criteria for direct payments when over night respite went that's what we missed the most we have no family support no one takes my child for sleepover a child that wakes I woul
- Advance booking for planning work (not one weeks notice of availability as currently get)
- I know that social workers tell families that overnight respite doesn't exist because lots of the houses were closed down
- I have been unable to find any after school club or holiday club that is able to meet the needs of my son.
- I would like to select all, but that does not help the council focus resources. we need service to do more than just care for our child's physical needs , services should offer meaningful,
- Lancashire council should look towards Blackpool re aiming higher organising events and having a service that can sign post families and offer families a chance to go out together and soci
- Suggestions in option (1) are fine for those with fewer needs but not for more complex who are also the ones most demanding on families I've a child who doesn't sleep much for medical reaso
- Basically need activities where he is safe and accepted with people who can meet his needs so he can socialise and develop his social skills which is unable to do in other environments

We are thinking about what we could do differently to improve our short break services. How strongly do you agree or disagree with each of the following?

Please select one option for each statement

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
There should be more holiday clubs	238	43	17	2	2	5
There should be more evening clubs	145	65	61	8	4	13
There should be more weekend clubs	186	65	32	7	2	8
There should be more short break activities and clubs provided by schools	154	62	48	10	9	8
There should be clearer eligibility criteria for accessing short breaks including overnight short breaks	150	79	49	5	3	10
There should be more information about short breaks	191	76	22	3	1	4
Short break services should only be accessible after a needs assessment	63	46	71	51	45	9
Access to short break services should be fair	198	59	26	3	3	4
Families should be able to access different types of short break activities to meet their needs	220	58	16	3	1	4
There should be more involvement of parent/carers and young people in making sure short break services meet needs	158	88	34	3	3	4
The parent/carer financial contribution to short break activities like Lancashire Break Time should be increased	56	36	98	44	43	13
There should be an increase in the different type of short break activities to choose from	147	84	47	6	3	4
Children and families who receive short breaks after an assessment should also be able to access other types of short break activities (for example, group activities like Lancashire Break Time)	159	66	47	4	5	9

Q9 Do you have any any other ideas on how we should do things differently to improve the short break service? *Please type your ideas in the box*

- School holidays are a massive issue We don't mind paying for holiday cover but there I no services available! More families would use it and contribute if you had more provision for Sen kids Please provide more provision for Sen kid
- If been told my daughter can no longer attend any short breaks sessions as she has a package of care provided by social services. Yet again I feel that the most severely disabled are being discriminated against as she can no longer attend any of the services she enjoyed. I do feel a lot of children now on these lancashire break time short breaks can attend a 'typical' non specialised holiday or after school club session and the criteria does need looking at again!
- Remove the restrictions on attending Holiday clubs that has been introduced by certain providers. This is unfair and discriminatory and not allowing those parents with children with additional needs to have equal access as those children without additional needs.
- The current service works fine for us.
- Cater for younger children my sons 3 almost 4 and can't attend any because of his age and it's not fair he needs to be included
- Help children who have a medical condition that needs a trained staff member at all times. Help schools to keep cost low when offering after school clubs / holiday.
- We need after school care and half term clubs for children aged 5 and above as we have none!!
- The creation of new short break overnight units should be continued as agreed in a previous consultation. Overnight breaks outside the home should be offered predominantly to children who have the most complex needs. Although an holistic family approach is required, a clearer eligibility criteria is imperative for short overnight break access to ensure children with the most complex needs can be served accordingly. In addition annual reviews of children accessing the overnight break service should be completed as some may have progressed to a point where their social life can afford them overnight stays with friends and the use of 'mainstream' activities such as the cinema, swimming, family holidays abroad etc.
- Parents should be made aware of these services. There needs to be more available then more families can benefit from them. Regular respite and breaks is imperative in caring for your disabled child.
- Provide schools with information letters to be sent home from school. My son is 9, he has downs syndrome and I still don't know what services are available for him?
- more choice made easier to access, no social worker required to get funded places.
- More availability of short breaks for children who need a high level of supervision without parents being told to apply for direct payments.
- Abolish it
- More advertising let people know, I don't know about them I really would like to see mire short break holiday s
- Ensure their is appropriate staffing in place so that children who require additional support are included more.
- Should not be based on an assessment, if a child has been through a formal assessment and has been assessed as having additional needs i.e education, health and care plan then they should be able to access short breaks. If it relies on assessment and you child doesn't meet the criteria where does that leave the child/ family. There should also be more provision for holiday clubs for special needs children. My child can only attend a holiday club for 2 days per week due to the numbers of children accessing the provision, mainstream children can have 5 days per week, this needs to change by having more holiday clubs which cater for special needs children so the demand is spread out.
- Inform people
- Once a month for a Sunday at Barnardos respite is not enough when I have no other respite available. If more clubs/venues were available then places wouldn't fill so fast. It needs to be a fairer system.

- Having 3 young people all with SEN I would think families would benefit from short breaks or a holiday where the children/young people could stay in their own home and have care provided in their own familiar environment while their permanent carers could take a break possibly away. I think the carers needs should be taken into consideration too. I find that there's not enough flexibility in how a family's wishes are accounted for.
- There should be more inclusion for east Lancashire. Most of the short breaks are central and west Lancashire. Parents struggle to get to short breaks from east Lancashire.
- You said previously that they were only available to children without assessed need - then said they could attend with an adult - effectively meaning that my child can rarely go, as the hours available to me through direct payments are almost all used in the school holidays on the one day I work. If there is no appropriate activity that day, then she cannot go. There is very little else for her to do in the community. In addition, my local holiday/Saturday club only caters for up to 16 years old, so my daughter is now barred from this, which she loved - and she still has another 2 years at school.
- the service is oversubscribed and thus should be more availability, granted some may cost more than others but it is a service needed and a service I am prepared to pay for.
- Lack of local holiday clubs during school holidays is an issue for working parents of disabled children. Many cannot access the generic holiday clubs that many (including my 2 youngest) go to. They need to be able to socialise with peers but with support and supervision from qualified staff in an environment that suits their needs and in which they are safe.
- Create a bank of pre selected suitably trained staff with DBS who can be used for direct payments and short breaks at short notice.
- Wider local provision- Bacup area is massively under sourced More availability especially through the summer holidays
- Basically do the best you can for our children and family listen to us
- Our experience is that there are too many organisations offering groups and because attendees is shared between them all the groups cease after a short period due to poor uptake. You should have less choice and activities provided by only a few organisations who are properly trained to understand the behaviours and meet the needs of children/young people with additional needs. This would improve continuity of staff and locations for our children and also improve quality and safety of service provision.
- Include parent views and needs, after all we live it daily and therefore we are experts in our children. Be transparent and not make us feel like we have to fight for everything. Most of all, remember not all children with additional needs will receive a statutory assessment, please don't exclude them, those families need a break too
- I don't think we Look at the bigger picture, for example if I had more facilities provided via Lancashire break time for my daughter I could still hold down a proper job and therefore you'd save costs in benefit pay outs, this is the same for quite a lot of Sen parents not just us.
- If it wasn't for Barnardos Emmerson would not mix with other children outside of school and would be cut off from social events
- I am aware that funding can be allocated at short notice. However, having varied breaks particularly for children who have significant physical needs to partake in activities out of an indoor environment would be good. A child sitting in a room all day and a unable to take part in activities can be very frustrating. As parents/carers we want our child to be able to experience different things
- You need to ensure short breaks remain in place to ensure you provide safe opportunities that meet individual need. Without this you increase risk of isolation and poor mental health for carers
- Cutbacks have reduced the availability to parents and reduced the no. Of weeks with services offered in larger holidays.
- I'm not convinced that it needs to be done differently, but then, I only access the holiday clubs and wasn't really aware of all that was available.
- I have never been given the option for this.
- Offering more days of holiday club in the 6 week holidays for parents that work and need a special

needs holiday club for these children

- We like how it functions now, it meets our families needs, the increase in holiday club to £ 20 a day has been difficult and caused us hardship. The previous £10 a day was fairer. In the questionnaire you ask should access be fair? It is difficult to define fair when assessing children with additional needs and their families as the families are all so different and how we manage/cope is very different. Plus how we manage/cope fluctuates, we should be able to access the clubs/support in a fluid way, attend more when we need more.
- There should be more respite available for more children to access and it should be free to the family. After all it's cheaper than said child being placed into care full time!
- More availability of engaging activities and trips fully supported No
- Better information. More for physical disabilities with suitable premises for wheelchair bound children.
- Do not add a layer of admin for parents. We have enough form filling and phone calls already. I don't want to spend my precious day in the school holidays filling out forms for my next one. Perhaps with more consistent support parents like me could apply for non term time roles and jobs we are trained to do and want to do and therefore earn more money and pay more taxes. With regards to it being means tested. I don't think your income has anything to do with how well you can physically emotionally and mentally come to terms and 'deal with' caring for a disabled child. We did not volunteer for this role and I'm sure many of us, given the choice, would want rid of their child's disability. Having a disabled child means the whole family is disabled. It limits everyone involved in all areas of life 24/7/365 days of the year. Life is hard enough. And when you leave hospital with a tiny human, grieving and facing the unknown, you expect that services will be there to help. If society and public
- Other short breaks and long breaks, I need to re-charge my batteries
- Give parents more information about what is available and what the options are.
- I only found out about overnight short breaks by accident I have really struggled with my child at home and having direct payment workers helps a little but sometimes it's hard because it's hard to get the same staff and a consistent approach that my child needs. Since he started overnight breaks I have needed less other services as it's all offered under one roof I believe that having a complete rest away from my son really helps me and the family care for him and keep him at home with me and not have to consider a residential placement I can spend time with my other daughter as she was beginning to have problems because my son caused so much chaos at home. Overnight shift breaks have been a god send
- The Overnight respite home my child goes to has required investment for years. We were consulted on this and it was agreed many years ago. The staff are excellent and go above and beyond for my family. My child would be in care if I couldn't get these breaks.
- The clubs are great for kids who can cope with them. All the kids with challenging behaviours end up not being able to go because staff don't have the skills to look after them. My child goes to Evergreen and my friend goes to Alexander House. They have staff that know how to support our children and give us a break while we know they are safe happy and having fun
- Have clubs that are able to meet the needs of children with complex needs. Staff better trained at Barnados for children with special needs.
- Holidays are horrendous for our son! He liked holiday clubs but when we try and do the usual things with his sister without disabilities he can't cope and this impacts on us! We need provision so we can take holidays all together
- Sailability at Burwain Sailing Club
- Lower the cost of trips so that more children can access them. My child cannot go on any trips because they are completely unaffordable for me
- More on offer during school holidays! Up until a couple of years ago there were a few places providing holiday clubs near Chorley eg Rainbow House and Chorley Reach up and Go. Now there seems to be only Barnados which my son enjoys but each child only gets 1 day per week which means the rest of his care throughout the summer is provided by me. This is exhausting and affects my mental health and also restricts my other children.
- For children who have very complex needs and challenging behaviour there is a lack of providers and

availability. Children who are mild / moderate can be looked after by Barnardos and other LBT providers but those who are challenging miss out. It's not fair that some special schools have after school clubs but not all it is a post code lottery. There is not enough choice in providers and it's one size it's all not what best suits child. Not able to get PAs if you have direct payments. Families should be able to pay to top up care / activity packages if they want better service or something more individual. Big large group activities don't suit all children. Parents should pay cost of trips/clubs/ activities and the LA just pay the additional care component. I expect to pay for scouts , swimming for my non disabled child and this should be the same it's the care part that is more expensive and is above and beyond what we can pay. It's not fair that some children access clubs

- More equally distributed, in my area there is only one youth club for additional needs that meets my sons needs, but it struggles to get volunteers and support. I also had to wait over a year to get a place. If I lived in Preston, for example, I would have lots more activities to chose from.
- Currently children are not currently getting their needs met compared to ten years ago, the demand is huge now, and the resources are much less. It's not easy to solve this problem but families are being robbed off and expected to do the impossible on a daily basis and that is wrong. Where children have severe / complex needs support needs to be provided earlier (when a small amount can go a long way) - waiting for families to reach crisis before they see any help is not cost effective or humane. Once families do reach crisis currently they are then treated with disdain. Even though resources are few, there is never a need for social workers and other "professionals " to treat parents as though they have somehow failed or are asking for the moon. Many have already exhausted all their resources and are carrying on despite the odds, they deserve to be treated with respect.
- Currently those with the greatest need are discriminated against. If their child has very challenging behaviour th
- Holiday club to continue to age 19 no
- Known staff/ continuity is essential.
- There should be more service providers. Budgets should be increased to entice other providers to tender.
- more services are not necessarily the solution, dilution of funds causes many issues and economies of scale and accessibility must be carefully balanced. fewer providers with a greater range of availability and options should be explored. new contracting models should be explored based on cost and volume so that LCC is not funding empty spaces. LCC should review services offered by other authorities and explore options to jointly commission services with health, education, sports England, national trust, etc. again there are so many funding bodies who contribute to the same outcomes, but the funds are diluted too thinly among too many providers to make big impacts in any local area. joint commissioning takes time but would eventually save the tax payer money. it would be great to have a trusted flagship service in each district pooling the funds from different sources. the authority should consider authority owned or controlled businesses to avoid diverting public funds toward p
- Information on how to access services upon diagnosis
- Advertise them more? My son is 10, had his diagnosis since the age of 5 and this is the first we've heard of such a service.
- Consider working parents, short breaks should work with school transport arrangements, we can't work and be available at any time. Help parents work by using short breaks to offer wrap around care. Consider the whole family not just individuals. We want to help ourselves but the offer is too restrictive. Asses us on our needs as a family to ensure we are able to keep employed and meeting all our children's needs.
- Make it available for all and allow opportunities for those who have never accessed this service , due to the resin it is always booked when calling to book
- My child attends these services to gain social skills. The time frame is limited with the clubs only running for a certain amount of time this meaning she doesnt get to spend quality time with the friends she makes within these clubs
- No
- Needs to be more to offer in lancaster for people that don't drive

- The respite homes in Lancashire should never have closed. Families would have used them but social workers told families they didn't exist
- I didn't know it was a thing, so I guess you need to improve your marketing. How do people usually find out about your offer?
- There are not any clubs for teenage boys. I am so desperate to find a multi sports club/football club for children with additional needs apart from the climbing at Salt Ayre in Morecambe there is not anything else available. Teenagers like gaming and technology it would be great if there was a club that was for computers. I have found some clubs on your website do not actually run any longer.
- With regard to the sports clubs it would also promote exercise and well being to young people. Please Please could we have a sports club/ football. Many Thanks
- Improve communication and advertising of breaks. Make clubs more exciting, interesting and age appropriate. Do the activities that are stated on advertising. Provide a wide variety of activity and cater for a wide level of ability. Have enough staff to be able to provide a variety of activity for a mixture of needs within groups. Provide different activities for more able children.
- Offer activities to children age 6 and under because they don't do that which I think is unfair and unreasonable to my point of view
- Direct payment should include access to short breaks as this is more expensive than normal PA hourly charges. There is no attention given to siblings of the special needs child, they usually are not given the attention and support that they need, services should be focused also on ensuring these children's social emotional development are not indirectly affected by the child's disability and goes unnoticed. Parents should also be informed on how to deal with siblings of children with disabilities. Husbands are important and forgotten! they are the ones where all the pressure is released on...
- My son as never received this service. He has only ever attended Lancashire break time groups, mainly in his school.
- No its fine
- More availability
- Level of need should be assessed not just on the child but on the needs of the whole family. This one child can cause critical problems for siblings and the mental health and wellbeing of parents.
- More interaction with existing groups in the community, Cubs, guides ect. Allowing children from an area to be part of their community.
- Should work alongside schools to enable our teachers and T, A, s who care for our children and who our children trust as they are with them everyday in a safe school environment to be able to do more activities in the community through school supervision as they know all of our children's needs already, fun adventures with staff already in place with who our children already trust so anxiety and meltdowns are eased through worry of strangers,
- Liaise with councils & leisure trusts to find availability of "SEND slots" that could be easily allocated/timetabled as designated SEND use for parents/families - to book online Ask local authority "disability champion" counsellors to visit & further help the clubs on the ground with their available grants and advise/help with any red tape that clubs have with local authorities - ask those counsellors to attend LAP meetings to improve communication between all parties and advise re funding of short breaks Encourage more facilities to offer SEND inclusive sessions where all the family can attend - SEND parents have lots of mainstream children too and finding different provision for both is impossible Encourage more SEND staff to participate in after school, weekend, holiday & short break provision - extra specialist help to families and extra income for them Encourage more leisure trust management to think about using their staff to work in allocated SEND sessions - readily available
- The council have ignored our views for years. Every time they have made cuts our vulnerable children have been hit. The council don't respect or listen to our views. We have a team within the council who don't seem to care about our children. Our families are often poor due to at least 1 adult being unable to work to meet our children's needs. Carers save the local authority millions of pounds each year yet you constantly try to punish our children and families. Lancashire county councils send department have told me on many occasions that they have no legal obligation to help unassessed young people. However they make it near impossible for children to get an assessment from a social worker. If all the

unassessed children applied for direct payments ect it would cost the council more money and also being the failing social care department to its knees. Also there is no provision for under 8s in wyre.

- There is also no respite care for our young people. Other councils are miles ahead of la you doing a fine job, keep it up and thanks.
- There isn't enough support/respite for families who have a child with additional needs. A child should be able to access supported provisions to meet with their friends. It seems this cohort of children are disadvantaged. I know my child's support provision had significantly decreased over the years. This issue is not going away and should be looked at before crisis point hits, & that parents are not burnt out.
- Keep supporting Piccadilly support services they do a fantastic job for young people with special needs
- More variety, after school and weekend clubs provision would be fab! More funding to keep services going, providing children with additional needs access to clubs within the community that just wouldn't be possible without it - it's been a lifeline to my child and family.
- Yes... We have 2 nephews and because they have a hidden disability they dont meet the criteria for respite. We need to fix our broken family and spend time with our own children who have been suffering for years
- There needs to be more local services for health and fitness i.e holiday clubs and after school clubs to improve health i.e swimming etc. The current provision is unrealistic for helping working parents the majority of parents are restricted to how much annual leave can be taken over school holidays this returns in additional stress and also no family time as leave is spent just trying to plug the gaps as no available provision. Our children need a familiar environment and as many parents i would not feel secure sending my son to a random unfamiliar provision. Need more for teenagers too.
- Would like the holiday club to continue as I have to go to work and we have no family members available to help .
- Stop refusing care. Stop telling parents that they aren't eligible for this care and hiding criteria. Stop making this so damn hard.
- Be more inclusive although children have different needs they all need support.
- Ensure the short break provision is put where the need is and not where the providers are based. Local offer information and user friendliness of the website must be improved - not just politically correct statements but actual provision. Have a long term strategy to avoid last minute funding for holiday periods - keeps young people in routine and ensures funding for providers so they can establish good quality regular activities. Allow all CWD to attend LBT activities - don't exclude those with a care package as these types of activities are the most appropriate for them. Excluding children with a care package leaves them isolated with no appropriate clubs and activities to enjoy.
- Stop causing parents stress by stopping/starting and changing services continually. Our children
- don't like change!!!!!!!!!!!!.....
- I would like to see more variety, we have a very limited choice especially in Rossendale, it's rare we can book on due to high demand and very limited places. Reducing these services anymore would have a huge detrimental effect on all parent/carers/families & the children especially.
- Listen to more than the PCF! Qu about whether all should be assessed made me stop and think because default is no but current provision is taken up by unassessed with few needs and nothing for those with greater needs. LBT providers are saying children needing 1:1 support can't attend but many also don't qualify for DPs. Caring for them is harder on families than children needing less support. Similarly those with complex medical needs have nothing when they should be top of the pile Some families need childcare in order to work - yes that is a real need but is it a respite need or requirement for suitable service they fully pay for as would for younger non-disabled child. Should working parents, financially better off than those who can't work, take up so much supply that others get nothing? A disabled child can make life tiring, difficult, etc but nothing has as much of an impact as a child who doesn't sleep as that affects all functioning of parent as well as long term detriment to
- This survey does not address the needs of young people with PMLD Please make the process easier. Please make more places available.
- Perhaps the groups that provide such facilities should work together so they don't do things on the same days so it gives more choice and availability.

About you

Q10 **Are you...?**

Please select one option only

- 29 Male
- 282 Female
- 7 Prefer not to say

Q11 **What was your age on your last birthday?**

Please select one option only

- 2 Under 16
- 2 16-19
- 33 20-34
- 193 35-49
- 77 50-64
- 3 65-74
- 0 75+
- 9 Prefer not to say

Q12 **Are you a deaf person or do you have a disability?**

The Equality Act 2010 defines a disabled person as someone who has a physical or mental impairment which has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities.

Please select as many as apply

- 7 Yes, learning disability
- 17 Yes, physical disability
- 1 Yes, sensory disability
- 18 Yes, mental health disability
- 16 Yes, other disability
- 252 No
- 19 Prefer not to say

Q13 **Which best describes your ethnic background?**

Please select one option only

- 286 White
- 12 Asian or Asian British
- 1 Black or black British
- 2 Mixed
- 0 Other
- 14 Prefer not to say

How many children/young people in total aged under 18 are there in your household?

Please type the number of children in each age group

under 5 years old	60
5-11 years old	191
12-16 years old	153
17-18 years old	69

Q14 Which Lancashire district do you live in?

Please select one option only

43 Lancaster
29 Fylde
23 Wyre
26 Chorley
33 South Ribble
37 Preston
16 Burnley
34 Rossendale
18 Hyndburn
9 Ribble Valley
30 West Lancashire
15 Pendle
4 None of these

Q15 Would you like to take part in future research to help us develop and deliver an improved short break service?

Please select one option only

173 Yes
133 No

If you have selected yes, please provide your details so that we may contact you for this purpose

Please type details in the box

Name	172
Telephone	139
Email	171

**If you have any queries about the questionnaire please call 01772 532509 or email
Find@lancashire.gov.uk**

Thank you for completing the questionnaire.

Short Break Service Parent/Carer Survey

We are thinking about what we could do differently to improve our short break services. How strongly do you agree or disagree with each of the following?

	Strongly Agree		Tend to agree		Neither agree nor disagree		Tend to disagree		Strongly disagree		Don't know		TOTAL
		%		%		%		%		%		%	
There should be more holiday clubs	238	77.5 2%	43	14.0 1%	17	5.54 %	2	0.65 %	2	0.65 %	5	1.63 %	307
There should be more evening clubs	145	48.9 9%	65	21.9 6%	61	20.6 1%	8	2.70 %	4	1.35 %	13	4.39 %	296
There should be more weekend clubs	186	62.0 0%	65	21.6 7%	32	10.6 7%	7	2.33 %	2	0.67 %	8	2.67 %	300
There should be more short break activities and clubs provided by schools	154	52.9 2%	62	21.3 1%	48	16.4 9%	10	3.44 %	9	3.09 %	8	2.75 %	291
There should be clearer eligibility criteria for accessing short breaks including overnight short breaks	150	50.6 8%	79	26.6 9%	49	16.5 5%	5	1.69 %	3	1.01 %	10	3.38 %	296
There should be more information about short breaks	191	64.3 1%	76	25.5 9%	22	7.41 %	3	1.01 %	1	0.34 %	4	1.35 %	297
Short break services should only be accessible after a needs assessment	63	22.1 1%	46	16.1 4%	71	24.9 1%	51	17.8 9%	45	15.7 9%	9	3.16 %	285
Access to short break services should be fair	198	67.5 8%	59	20.1 4%	26	8.87 %	3	1.02 %	3	1.02 %	4	1.37 %	293
Families should be able to access different types of short break activities to meet their needs	220	72.8 5%	58	19.2 1%	16	5.30 %	3	0.99 %	1	0.33 %	4	1.32 %	302
There should be more involvement of parent/carers and young people in making sure short break services meet needs	158	54.4 8%	88	30.3 4%	34	11.7 2%	3	1.03 %	3	1.03 %	4	1.38 %	290
The parent/carers financial contribution to short break activities like Lancashire Break Time should be increased	56	19.3 1%	36	12.4 1%	98	33.7 9%	44	15.1 7%	43	14.8 3%	13	4.48 %	290
There should be an increase in the different type of short break activities to choose from	147	50.5 2%	84	28.8 7%	47	16.1 5%	6	2.06 %	3	1.03 %	4	1.37 %	291
Children and families who receive short breaks after an assessment should also be able to access other types of short break activities (for example, group activities like Lancashire Break Time)	159	54.8 3%	66	22.7 6%	47	16.2 1%	4	1.38 %	5	1.72 %	9	3.10 %	290

Lancashire's Short Break Young People Questionnaire

If you are under the age of 18 and have used a Short Break Service, Lancashire County Council would like your feedback.

Short breaks are activities, clubs or trips that you do after school, at weekends or in the holidays. They can also be where you go out for a few hours with a carer or when you go and stay overnight somewhere. This gives you a break from your family and the chance to do a fun activity and spend time with your friends. Short breaks also give parents, carers and other family members a break too.

If you need some support to complete the questionnaire, please ask your parents or carers to help you.

Your feedback will help make the Short Break Service better for you.

1. Which short break activities, clubs or trips do you like?

2. Why do you like them?

3. Is there anything that could make them better?

4. Which activities, clubs or trips would you like in the future?

5. Is there anything else you would like to tell us about the activities, clubs or trips?

6. Please could you tell us about yourself?

Age

Gender

7. Which area of Lancashire do you live in? (If you are not sure, please ask your parents or carers to help you)

- Lancaster
- Wyre
- Ribble Valley
- Preston
- Fylde
- Pendle
- Burnley
- Hyndburn
- Rossendale
- South Ribble
- Chorley
- West Lancashire
- Don't Know

Return address:

Please return this questionnaire to **Lancashire County Council, PO Box 78, County Hall, Inclusion Service, SEND Partnership Team, Room CH1:52, Fishergate, Preston, Lancashire, PR1 8XJ.**

Section 4

Equality

Analysis Toolkit

**Review and Redesign of Lancashire's Short Break Offer
for Children and Young People with Disabilities**

For Decision Making Items

March 2020

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

The proposals follow a review of Lancashire's short break services for children and young people with special educational needs and disabilities and their parents and carers. The review has considered the current services on offer that can be accessed without a social care assessment and the criteria that applies to this; and the services that can be accessed following an assessment. These are:

- Lancashire Break Time – unassessed short break service
- Day time short breaks and overnight short breaks – assessed short break service

The proposals represent a change to all of these services as follows:

Eligibility

- Much of the eligibility criteria for both Lancashire Break Time, day-time short breaks and night-time short breaks will remain unchanged. This means that for:
 - Lancashire Break Time (to be known as Break-time), children and young people will have some form of learning difficulty or physical or sensory difficulty, live in Lancashire, not live with or be supported by paid carers and be able to attend from the start of the academic year in which they will turn 5, up until the end of the academic year they become 18.
 - Day-time and night-time short breaks will be provided if identified as a need following a social care assessment.
- Where a child is in a residential school placement then they cannot access Break-time
- Break-time activities can be identified as part of the package for children and young people following a social care assessment.

Previously children and young people with a social care package of support were only eligible for direct payments, day-time and night-time short breaks and could not access Lancashire Break Time.

Ensuring the effective and equitable use of resources

- This model will introduce changes to the current approach in that a child or young person will receive a minimum offer of 10 hours up to a maximum offer of up to 50 hours of Break-time activities per year.

This is a change in that the current number of hours that can be accessed is unlimited (subject to availability)

- Where the financial costing of demand exceeds the budget envelope, priority will be given to children and young people with the greatest level of needs, for example, those with an education, health and care plan.
- Families will be able to purchase additional time with providers if they wish
- Children and young people will be able to access Break-time activities through their assessed short break support if this meets their needs.
- The contribution by families will be increased from £1 to £2 per hour per Break-time activity. Specific activity costs or entrance fees would be an additional cost (current position).
- Children and young people could access Break-time for more than the maximum offer if this was identified as a need following a social care assessment

Commissioning Framework

- A dynamic purchasing system will be used to commission providers for Break-time, day-time and night-time short breaks rather than the existing 'preferred provider' commissioning framework. This will mean a change for providers.

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?

The current Lancashire Break Time short break provision is not equitable across Lancashire. The access criteria are not fully adhered to. Families are able to access as many Lancashire Break Time hours as they want/need, subject to availability. Therefore there is a discrepancy across the county in the number of hours accessed by individuals and between geographical areas. This is part is due to the number of providers. There is not the same amount and type of provision in each area. The commissioning framework has gaps in it and different providers operate in different areas.

In relation to day-time and night-time short breaks to meet assessed needs, there are also gaps in provision geographically and in relation to meeting certain types of need.

The proposals are aimed at positively impacting on children and young people and their families by providing a more equitable and consistent short break offer across Lancashire.

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?

In relation to protected characteristics the proposals will have a particular impact in relation to age (children and young people) and disability. The proposals affect a service for children and young people aged 0-18 with special educational needs and disability.

Age

From 1 April 2018 to 31 March 2019 1,204 children and young people used the Lancashire Break Time Service.

Whilst Lancashire Break Time would be available to children and young people aged 5 to 18 (from the start of the academic year in which they turn 5, up until the end of the academic year they become 18) the information for 2018/19 indicates there were 6 users aged under 5 and 29 aged 20-25 who would be unable to use Break-time

going forward. There is also a higher usage by those aged 10-19 which may mean that this group of children and young people is affected more by some elements of the proposals, for example, the increase in contribution for activities or if the offer is oversubscribed. Whereas under the current arrangements for Lancashire Break Time, some children and young people who didn't fit the criteria have been attending activities, this will not be the case going forward.

On 12 February 2020 there were approximately 500 children and young people aged between 0 and 18 who were eligible to receive day time or overnight short breaks

Disability

Those eligible to apply for Lancashire Break Time, day-time and night-time short breaks will have a learning difficulty, physical disability or sensory disability and are therefore included within the Equality Act's definition of disability.

Question 4 – Engagement/Consultation

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

There has been a period of engagement with parents and carers, children and young people and providers between September 2019 and February 2020 which have informed the proposals.

Activity has involved the following:

- Parent and carer short break survey - An online survey for parents and carers who had used a short break service from April 2018 until October 2019 was undertaken. The survey was designed in collaboration with the Parent Carer Forum. The survey was live between 24 September 2019 and 21 October 2019. 325 responses were received.
- Face to face meetings with parents and carers - 14 Face to Face Meetings were arranged to take place at a range of venues across Lancashire. These meetings were attended by 50 parents in total

- Providers - Two provider workshops were held on 18 November 2019 attended by 33 providers of Lancashire Break Time and the Chair of the Parent Carer Forum.
- Short Break Service Offer Redesign Workshops - Two workshops were held on 26 November 2019 and 11 December 2019. There were 65 attendees in total including representatives from schools, providers, parent and carers, health services, Children's Services, wider Lancashire County Council partners and Lancashire Parent Carer Forum.
- Children and young people's questionnaire - An online questionnaire for children and young people went live on 29 November 2019 until 31 December 2019. 44 responses from young people were received.
- Face to face meetings with children and young people - engagement sessions took place in January and February 2020 which involved two hour workshops led by Barnardos, Lancashire Parent Carer Forum and the Special Educational Needs and Disability Partnership Team. They were hosted in 5 different settings to cover primary, secondary, mainstream and special schools and 90 children and young people participated.

Engagement internally with officers from other Lancashire County Council services has also taken place as appropriate.

The key themes from engagement has been:

Lancashire Break Time

- Lancashire Break Time meets the needs of many families and is valued.
- Families and providers want short break services that enable them to plan ahead.
- Families want choice and flexibility, with activities near their home
- Families want their children to be involved in meaningful activities, aimed at their interests and which help them to gain skills and independence whilst promoting inclusion.
- Families value skilled, experienced staff who know their children, can communicate with them and manage their needs and behaviours.
- A number of families indicated they were willing to pay more for holiday clubs and after school clubs if these met their needs
- Suggestions for specific activities were made by children and young people and parents and carers.

- Providers identified challenges in meeting complex needs

There were a range of views and conflicting perspectives shared in relation to a number of aspects of Lancashire Break Time:

- how to ensure a fair and equitable offer
- the priorities – for example, short breaks in holidays or after school clubs
- provision of transport to short breaks
- age range
- school based activities

There was consistency in the view that Lancashire Break Time activities should be accessible to children who have had a statutory social care assessment of need.

Day-time and night-time short breaks

Points raised in feedback were:

- The current criteria for Lancashire Break Time prevented access by children and young people who received short breaks following an assessment
- Challenges in managing direct payments and finding a carer
- Lack of flexibility allowed in the use of direct payments
- Increased access to night-time short breaks.
- Lack of clarity about access to night-time short breaks

Lancashire Break Time, day-time and night-time short breaks

- Families want services and opportunities for their children that are equitable and similar to those that can be accessed by children and young people who do not have disabilities.
- The information offer could be improved as:
 - Information about short breaks is not reaching all families that would benefit.
 - Methods of communicating information other than digitally should be considered.
 - Schools and other professionals should have a better knowledge about what is available.
 - There are activities on a local basis which are not widely known.

- There isn't sufficiency of appropriate child care to enable families to work.

The feedback demonstrates the diverse range of views and the challenge of providing short break services which meet everyone's needs. There was no consensus in the feedback about the priorities or the operating model. The aim is to ensure that the short break offer meets the needs of as many families as possible.

Specific feedback from the children and young people's questionnaire was:

- Young people reported to enjoy a range of indoor and outdoor activities including sports, dance, arts and crafts and trips to a variety of venues. Trips were reported to be fun enabling children and young people to do things they normally wouldn't have the opportunity to. One young person said *'Going to the seaside, parks, the cinema, the space centre. Doing activities that I wouldn't normally get to do (canoeing, den building, camp fires).'*
- The majority of responses noted that they liked being able to socialise with their friends: *'I get to do things with my friends, without my parents in a suitable and safe environment.'*
- Several comments did not want change as they are happy with current provision. Majority of children and young people would like more availability, offered in more locations. Improved advertisement was also suggested.
- Young people suggested lots of activities they would enjoy. The majority involved trips out, for example, bowling, cafes, cinema, swimming, horse-riding, trampolining and trips to the seaside. Also more sensory activities, music clubs and opportunities for quiet activities.
- There was further praise for the current provision. Concerns that if the activities stop they won't be able to see their friends and will become isolated. One young person said *'I love seeing my friends and feeling included'*.

The key themes from the face to face sessions were that children and young people wanted:

- to take part in outdoor activities, such as sports, gardening and fishing.

- to go to clubs where they would feel active, explore and have fresh air, meet new people and have a break away from their families.
- computer based and gaming clubs were a popular suggestion
- clubs where they could talk to people and express their worries or concerns
- Many young people felt that having a safe place to go to, amongst others their age, would be something that they would like in the future. Clubs or activities like this, in the past, have helped them to feel "confident," "included" and "appreciated."

The feedback from children and young people will be used to inform the recommissioning of short break services going forwards.

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;

This proposal will impact on individuals with protected characteristics as outlined below.

- Consistent application of the criteria for Break-time (unassessed short breaks) may mean that some children and young people with special educational needs and disabilities may no longer be

able to access this service. This could happen where they previously accessed this despite not meeting the criteria; for example, current information suggests that 6 children were aged under 5 who accessed Lancashire Break Time in 2018/19 and 29 were aged 20-25 and they are not within the specified age range for the new model.

- However under the new Break-time criteria children and young people who receive short breaks as part of an assessed support plan will now be able to access Break-time.
- The offer of a minimum of 10 hours up to a maximum of 50 hours of Break-time activities per year will mean that children and young people who previously accessed more than this will no longer be able to do so through this offer. Information on the 2018/19 usage indicates that 61% of children and young people used up to 50 hours of Lancashire Break Time services whilst 39% used more than 50 hours each year. Average usage was 61 hours each year although this varied from 36-96 hours in different parts of the county. Based on this information the majority of children and young people would have their needs met by the up to 50 hours offer but there is a significant proportion for whom that would not meet their current usage.
- Although it is recognised that Lancashire Break Time is not a service designed to provide support for parents and carers who work (and the short breaks duty of local authorities under the Children Act 1989 and the Breaks for Carers of Disabled Children Regulations 2011 does not relate to providing short breaks to enable parents and carers to work); the engagement feedback has identified this as a significant concern. It is possible that an offer of up to 50 hours maximum per year could adversely impact some parents and carers who work in terms of it providing insufficient availability for them to work. This could be particularly difficult as the offer may not be sufficient to meet needs during school holidays which was an issue highlighted in a number of parent and carer responses.
- Improved information about short breaks should advance equality of opportunity for parent and carers and the redesigned service does have the potential to provide a generally fairer and

more geographically equitable service allocation. On the whole this should advance equality of access to this service.

- It is also anticipated that the range of activities potentially available will give greater choice to children and young people about what they do. Whilst many consultation respondents expressed an interest in doing outdoor, sporting, dance or music activities others preferred computer or gaming sessions. It is anticipated that the new Break-time model will offer increased choice which was identified by both children and young people and parent and carers as a desired outcome from the service redesign. Sufficient availability of a range of activities to meet demand will be an important consideration and at this stage it is not possible to predict how fully this element of advancing equality to such a range of activities will be met for all service users.
- The importance for children and young people of having time away from their parents and carers, gaining independence skills and having an opportunity to socialise was emphasised by many respondents. For those who are able to access short break services this opportunity will be available though it is accepted that for some this opportunity could reduce or be lost under the new model.
- A number of providers, parents and carers and children and young people have commented that there has been uncertainty about the availability of provision under the current model. It is envisaged that the new model will provide greater ability for providers, parents and carers and children and young people to plan their use of short breaks with more confidence about availability although it is recognised that there may be changes during each year.
- Although some parents and carers in the engagement process indicated they would be willing to pay a little more for Break-time sessions, it is recognised that the proposed increase in contribution to a minimum £2 per hour for Break-time activities could adversely impact some families and reduce their equality of opportunity to use the service. Although the charge has not risen for 10 years, some parents and carers may find the

increase difficult to budget for. This minimum £2 per hour cost is in addition to the cost of any specific activity or entrance fees

- The current model of Lancashire Break Time did mean that children and young people with packages of social care were ineligible to use the service which could have been felt to discriminate against that group. In the redesigned service those children and young people will be eligible to access Break-time therefore advancing equality of opportunity for them and their families.
- Some may no longer meet other parts of the criteria or may not be a priority for allocation of a 50 hour maximum offer where the offer is over-subscribed. This may prove particularly difficult where the child or young person struggles to deal with a change in their routine as part of their disability or special educational need which was an issue raised by some consultation respondents.

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?

There is a possibility of an increased demand for social care assessments, particularly where children and young people have had a greater level of funded provision than proposed in the new model (over the maximum 50 hours per year offer).

The impact of this redesign may also be affected by the outcomes of other ongoing considerations within the Education and Children's Directorate at this time such as the review of the Early Help offer and 'Where Our Children Live' work on the availability of night-time short breaks.

More generally, increased prices and concerns around elements such as the roll out of Universal Credit may combine with the proposed increase in contributions for Break-time sessions to adversely affect some families' finances.

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.

On 8 December 2018 the Cabinet agreed that a period of consultation should be undertaken to assess the impact on parents and carers, children and young people and providers in relation to the proposal to cease the Lancashire Break Time Service. After considering the outcome of the consultation, Cabinet made the decision August 2019, to review the full short breaks offer alongside Lancashire Break Time. At the same time, Cabinet determined that Lancashire Break Time should continue in its current form until the review and redesign of the full short breaks offer was completed. This proposal has emerged from that review.

Question 8 - Mitigation

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

In mitigation of some of the impact above:

- Adherence to the criteria will mean the service will be able to meet the needs of the maximum number of children and young people and parents and carers it was designed for.
- If parents and carers do not feel the 50 hour maximum offer meets their needs and/or they need more support, they will be able to fund additional hours themselves and/or request a statutory children's social care assessment to identify their needs and how they should be met. This includes children under the criteria age. Young people over the criteria age may be able to access services through adult social care.
- It is expected that the new commissioning model would result in a more equitable service across the county for children and young people with disabilities, their families and greater certainty for providers and their employees than current arrangements.

- For children and young people that will experience a change as part of the new model and who particularly struggle with change, there is time for planning and support to take place on individual basis to help them prepare for this.
- Provider engagement by Lancashire County Council prior to the retendering of short break contracts can support providers through the change process. This may be particularly useful for smaller provider organisations.

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.

The original proposal emerged as part of the County Council's response to meeting financially challenging conditions whereby there were changes in central government funding arrangements alongside increased costs of delivering services and increased demand for services.

Consultation and engagement has shown the value of short break services to children and young people, their siblings and parents and carers but has also shown that although valued by a lot of children, young people and families; the existing Lancashire Break Time provision was not operating in a consistent way across the county and was not always able to offer the availability, flexibility or range of activities that participants needed. These elements have been reflected in the proposed new model.

Delivering the new model will cost around £765,000 per annum and given the financial pressures which remain within the County Council it has been proposed to increase the minimum contribution per hour of Break-time activity to £2 from £1 which has been the cost for the last 10 years. Whilst it is acknowledged that this will present difficulties for some families it is hoped that it is not a substantial barrier to access.

The redesign process has also shown that there are some inconsistencies in how the eligibility criteria have been applied. The new model and monitoring arrangements associated with it should ensure that this is not the case moving forward. However, it is acknowledged that this will adversely impact children under 5 who use the service and those who are over 18, their families and their parents and carers. This will be particularly difficult for those whose disability means that they struggle to deal with change to their routine and/or who have used Lancashire Break Time for a number of years.

There are elements of the proposed new model and method of commissioning which are currently unknown such as the numbers of providers who will engage with the process, how demand might be increased by improved information and booking processes, what demand might be going forward and whether the range of activities available will match the demand. However, the redesign is intended to deliver a more flexible, better quality and better value service with greater potential for choice. Monitoring arrangements will be in place to oversee how the redesign is operating and adjust it where practicable.

Question 10 – Final Proposal

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

The proposals follow a review of Lancashire's short break services for children and young people with special educational needs and disabilities and their parents and carers.

A new holistic offer, made up of three elements – Break-time, Day-time and Night-time is proposed:

Break-time: Children and young people aged 5-18 (from the start of the academic year in which they turn 5, up until the end of the academic year they become 18) will be able to access the Break-time offer if they have a learning difficulty or physical or sensory difficulty; live in Lancashire and do not live with or be supported by paid carers.

A minimum of 10 hours and a maximum of 50 hours of activities a year will be offered with the ability to purchase additional time if required and/or if it is identified as a need following a social care assessment. Families will contribute a minimum £2 per hour per Break-time activity, along with specific activity costs or entrance fees.

Day-time and night-time: Children and young people aged 0 to 18 will be able to access Day-time and Night-time short breaks if this is identified as a need following a social care assessment

A different approach to commission will be applied to commission providers for Break-time, Day-time and Night-time which is intended to deliver a more flexible and better quality service with greater potential for choice.

It is believed that the proposed new short break model will provide a generally fairer and more equitable offer which will should advance equality of access to this service. However it is acknowledged that for some children and young people and their families that there will be an adverse impact of these proposals which have been described above.

Question 11 – Review and Monitoring Arrangements

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

Implementation of the new model will be monitored and reviewed on an ongoing basis.

Equality Analysis Prepared By: Fiona Harris-Hilton and Jeanette Binns

Position/Role: Inclusion Service Senior Manager / Equality and Cohesion Manager

Equality Analysis Endorsed by Line Manager and/or Service Head: Sally Richardson, Head Of Service, Inclusion Service

Decision Signed Off By

Cabinet Member or Director

For further information please contact

Jeanette Binns – Equality & Cohesion Manager

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Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

Report of the Head of Service - Policy, Information and Commissioning, Live Well and Age Well**Part I**Electoral Division affected:
(All Divisions);**Consultation regarding the Future of Individual Service Funds in Lancashire**
(Appendix 'A' refers)

Contact for further information:

Clare Mattinson, Tel: 07500 065525, Senior Policy Information and Commissioning Manager,
clare.mattinson@lancashire.gov.uk**Executive Summary**

In 2009, Lancashire County Council introduced Individual Service Funds whereby someone's personal budget is managed by a service provider on behalf of the individual. The aim of an Individual Service Fund is to enable the personal budget to be used flexibly to meet someone's changing care needs in line with what is agreed in the support plan.

The current Individual Service Fund offer and the policy, guidance and supporting procedures are out of date. Therefore, there is a need to develop a new policy and procedures to replace current Individual Service Fund arrangements, where appropriate.

Through a series of engagement events with service providers and families, we have developed a draft Individual Service Fund policy. We are now in a position to take forward formal consultation to seek feedback on the policy and inform procedures going forward.

Recommendation

Cabinet is asked to agree that consultation takes place on the draft Individual Service Fund policy set out at Appendix 'A', to inform the final Individual Service Fund policy and procedures, which will be brought back to Cabinet for a final decision in due course.

Background and Advice

A personal budget is an agreed amount of money allocated by the council to an individual to be used to meet their eligible care needs as outlined in the Care Act (2014). Once an individual personal budget has been calculated, a service user, as part of the support planning process, can choose how they wish to receive their

individual personal budget. An Individual Service Fund is one way someone can choose to receive their personal budget, whereby the personal budget is managed by a service provider.

If the person chooses an Individual Service Fund, the personal budget will be passed to a service provider who will manage the service user's personal budget, on their behalf. The service provider must use the budget in line with what is agreed in the support plan and can provide care from their organisation or contract services and care from other organisations.

The Individual Service Fund service provider will arrange and manage care in partnership with the service user to meet eligible care needs as outlined in the support plan. The service provider is able to agree day to day changes and minor alterations to the care and support the person receives and should have financial management and accountability arrangements in place, including providing them with regular statements on how the personal budget has been spent and plan the ongoing care.

An Individual Service Fund is considered most appropriate for people who have fluctuating care needs. It is an alternative for people who need the flexibility and creativity that a direct payment brings, but do not have the mental capacity or skills to manage a budget themselves.

Individual Service Funds were introduced in Lancashire in 2009. At the time, the concept of Individual Service Funds was still in its infancy with little national guidance, policy or support available to councils, service users and providers about how these funds should be created, delivered or managed. As a result, there is little or vague governance, policies, processes put in place in Lancashire to manage Individual Service Funds effectively, which has led to people being unclear on what an Individual Service Fund is, and how it should be used and managed. This has led to cases where there has been a mismanagement of funds. Today, Individual Service Funds have become purely a transactional arrangement and are not operating as intended which was to provide flexible person centred care.

There are currently 1132 people with an Individual Service Fund, of which 1126 are in supported living of which 955 people have learning disabilities. The total annual spend on Individual Service Funds is £55,587,584, for which little or no evidence is provided to the council to demonstrate how this money is spent, what care is delivered or what outcomes are achieved. Many service providers, service users, families and social care teams have felt frustrated by the lack of information and clarity around Individual Service Funds in Lancashire.

We have spent over six months engaging with stakeholders to understand what the issues are, and how we can address them going forward. It was agreed by the majority of individuals and organisations who we spoke to that the current Individual Service Fund offer is not fit for purpose and not operating as an Individual Service Fund should.

As a result of the development of a new Individual Service Fund policy, consideration will also be given to reflecting the proposed changes in the new policy into the Direct

Payment policy, where appropriate, at a future date. This will specifically be in relation to the use of Direct Payments for shared costs but following consultation other issues may be considered.

Next Steps

Through discussions with stakeholders, we have developed a new Individual Service Fund policy. Our intention is to formally consult with all parties to gain feedback on the new policy and inform new procedures to support implementation. It is our intention that in the future, the new policy and procedures would replace existing arrangements, where appropriate.

Consultations

At this stage, there has been a series of engagement events and meetings with stakeholders to inform the development of a draft policy although no formal consultation has taken place yet.

Implications:

This item has the following implications, as indicated:

Equality and Cohesion

An Equality Analysis will be undertaken and updated throughout the process. The proposal will inevitably impact on people with protected characteristics – primarily disabled people but potentially other protected characteristics groups also – and has the potential to impact people with different disabilities in different ways. There is a need to complete a robust Equality Analysis/Impact Assessment should this proposal move forward which can clearly, objectively and fairly reflect the reasons for the proposal and the potential differences in impact for people with protected characteristics which may result from it to meet the requirements of the Public Sector Equality Duty.

Legal

There is no legal requirement for Local Authority's to offer Individual Service Funds to service users. However, authorities are encouraged to do so.

The Care Act (2014) sets out that if councils do not have an Individual Service Fund offer, then they should consider providing one and suggests that an Individual Service Fund can be used as a "phased introduction" to direct payment, giving the person time to adapt. The council should provide people with information and advice on how the Individual Service Fund arrangement works and any contractual requirements, how the provider(s) will manage the budget on behalf of the person, and advice on what to do if a dispute arises.

Finance

There should be no direct financial implications as a result of this consultation. In the event of a new policy for Individual Service Funds, the financial implications will be

considered. It is likely that a new policy will have an impact on the cash flow arrangements for some providers. This should have no direct impact on the care provided to individuals. Any changes to cash flow arrangements will be communicated to providers and will be implemented on a phased basis to mitigate the impacts.

The draft policy does state that Individual Service Funds cannot be used for shared costs. Shared costs are incurred where a number of service users share a 'core' service which a provider provides equally to a number service users, for example in shared accommodation for background support. This would mean that if someone chooses to take an Individual Service Fund but has shared costs, only their personal support costs would be paid as an Individual Service Fund. This will not impact the overall amount of personal budget someone receives as shared costs would be paid to the provider via the council.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Adult Social Care Policies and Procedures

Individual Service Fund Policy

WARNING! Please note if the review date shown below has passed this procedure may no longer be current and you should check the PPG E Library for the most up to date version

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POLICY VERSION CONTROL

POLICY NAME	Individual Service Fund Policy		
Document Description			
Document Owner 1) Officer, position and contact details			
Document Author	Sue Knox – Policy, Information and Commissioning Manager	Date	04/02/2020
Status (Draft/Live/Withdrawn)	Draft	Version	
Last Review Date		Next Review Due date	
Approved by		Position	
Signed		Date Approved	

DOCUMENT CHANGE HISTORY			
Version No	Date	Issues by	Reason for change

1. POLICY STATEMENT

Lancashire County Council are committed to offering the users of its service access to a variety of methods of managing their personal budget to meet their statutory eligible social care needs whether they be personal care or other activities of daily living tasks.

Individual Service Funds (ISF's) are one such method along with Direct Payments or care arranged and managed by the Council (known as 'care managed'). They can be an alternative for people who do not want to take on the responsibility or are not able to manage a direct payment but want the increased flexibility, choice and control of choosing who, how and when their individual care is delivered.

Someone can choose to receive all or some of their personal budget as an ISF for individual care support. An ISF cannot be used for 'shared costs' which are care managed for example shared support in supported living or shared accommodation arrangements

2. KEY DEFINITIONS AND PRINCIPLES APPLICABLE TO THIS POLICY

An ISF is defined as an arrangement whereby a care provider both receives and manages the personal budget. They can provide care and support from their own organisation and/or purchase support on an individual's behalf from another organisation. The ISF provider will work with the individual or their representative to agree how they want their care needs to be met, how the budget is spent and will contribute to the support planning process.

The ISF provider will keep detailed records to make sure that the personal budget is only spent on the individual and will make these available to both the person and the Council upon request.

National & Local Policy Context

Those with care needs have rights set out in legislation and guidance that the Council is required to follow, specifically

- The Care Act 2014
 - Mental Capacity Act 2005
 - Support Planning Policy
 - Homecare Framework
 - Housing with Care and Support Strategy 2018 – 2020

2.1 Local Context: Our vision and principles

In Lancashire we see ISF's as a provider service that works in partnership with their clients to offer users of their service choice and control over how they meet their eligible care needs.

Principle 1 – the person can use their personal budget flexibly, has choices about what they are supported with, has the opportunity to do this in a more creative way and is able to plan for occasions when more or less support might be needed.

Principle 2 – the person has the choice of where and when they are supported

Principle 3 – the person has the choice of who they receive their support from whether that be the organisation as a whole or the individual that actually delivers the care.

Principle 4 – co-production. The person is involved in planning their care and support with the care provider and the council. All three parties sign an 'Individual Service Fund Agreement' (FIN3)

The ISF personal budget will only be spent on meeting the eligible social care needs of the person; as detailed in the agreed support plan, and will only be spent on services or items that are proportionate to that need and are safe and legal.

They can be useful for people that:-

- Have care needs that fluctuate from day to day or week to week
- Require a frequent care management type oversight on their daily care needs e.g. those with complex care needs
- Need the flexibility of a direct payment but cannot manage it themselves and have no representative to do it for them
- Commit part of their personal budget via a care managed arrangement to shared costs such as those in a supported living or shared accommodation but want to use the rest of their budget in a flexible way.
- Wish to carry forward surplus funding from one month to the next to meet future needs
- Wish to access a wider range of care and support options than can be commissioned by the council.

They also provide benefits to providers:-

- ISF care providers can commission from another provider(s) for services they cannot offer – which expands their portfolio of services
- ISF providers can offer a more tailored person centred service to their customers, which may increase customer satisfaction and customer retention

They also provide benefits to the Council:-

- The Council is able to deliver on the Care Act requirement of market shaping
- ISF's enable providers to work directly with their customers which has the potential to deliver choice and control to users of services
- Supported a 'trusted assessor' relationship with the providers

An individual can choose to use all of their personal budget that is for their individual support as an ISF, or use it conjunction with a Direct Payment or a care managed arrangement.

2.2 Individual Service Fund Defined

- 2.2.1 The ISF personal budget is paid to the approved ISF provider.
- 2.2.2 The ISF Personal Budget is only to be used to meet the eligible care needs of the person and as agreed in the support/care plan.
- 2.2.3 The ISF personal budget should not be spent on any management or business costs that the ISF provider might occur, these costs are intended to be included in the hourly rate.
- 2.2.4 ISF provider co-produces budgeting and plan of how that is to be delivered and costed with the person or their representative
- 2.2.5 ISF provider and the person agree the parameters of their service such as how budget and hours might be accrued and what hours and budget cannot be accrued.
- 2.2.6 The Council agrees the delivery plan with the ISF provider and the person or their representative
- 2.2.7 The ISF provider keeps detailed records of expenditure and the current balance of the personal budget payment
- 2.2.8 The ISF provider provides those records to the person and the council on request
- 2.2.9 Every 4 weeks (or calendar monthly as agreed) the person or their representative receive a statement of expenditure and income of the personal budget. This will detail any budget kept aside to contingencies or planned periods of extra need.
- 2.2.10 The personal budget that the ISF Provider receives can be spent on services that the ISF delivers or can be used to buy services or items from other organisations. The ISF Provider must ensure that the organisation can meet the service users' needs safely and legally.
- 2.2.11 The ISF provider will manage any contingency needs from within the personal budget and manage any surplus as detailed in the agreed support plan
- 2.2.12 The ISF provider must inform the council if there is an excess of over 4 weeks in the balance of the ISF personal budget that they have received which may need to be returned to the Council.

2.2.13 An ISF cannot be used for 'shared costs' which will be care managed, for example, shared support incurred in supported living or shared accommodation arrangements.

2.3 Individual Service Fund and Mental Capacity

2.3.1 If the person does not have the mental capacity to make a decision about how their care needs are met and it is considered that an ISF may be an option then a 'best interest decision' under the Mental Capacity Act will need to be made by a representative or the council.

2.3.2 If no representative can be identified then the delivery plan will be agreed by the Council and the ISF Provider. They will both sign the 'Individual Service Fund Agreement' (FIN3).

2.3.3 If the person does not have the mental capacity to make a decision about how their care needs are met and 2.3.2 applies the ISF Provider will make sure that all decisions and plans they make comply with the Mental Capacity Act and the Code of Practice.

3. PROCEDURES – to be added after the public consultation

4. FLOW CHARTS OR DIAGRAMS

5. DOCUMENT HISTORY

6. EQUALITY IMPACT ASSESSMENT

RELATED DOCUMENTS	
OTHER RELATED DOCUMENTS	
LEGISLATION OR OTHER STATUTORY REGULATIONS	

DRAFT

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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