



Committee: CABINET

Date: TUESDAY, 22ND APRIL 2008

Venue: LANCASTER TOWN HALL

Time: 10.00 A.M.

A G E N D A

1. **Apologies**

2. **Minutes**

To receive as a correct record the minutes of Cabinet held on Tuesday, 18th March, 2008 (previously circulated).

3. **Items of Urgent Business Authorised by the Leader**

To consider any such items authorised by the Leader and to consider where in the agenda the item(s) are to be considered.

4. **Declarations of Interest**

To consider any such declarations.

5. **Public Speaking**

To consider any such requests received in accordance with the approved procedure.

Reports from Overview and Scrutiny

None

Reports

6. **Auction Mart Car Park, Thurnham Street, Lancaster (Pages 1 - 9)**

(Cabinet Member with Special Responsibility Councillor Evelyn Archer)

Report of the Head of Property Services.

7. **Area Based Grant Allocations 2008/09 (Pages 10 - 20)**

(Cabinet Member with Special Responsibility Councillor Roger Mace)

Report of the Corporate Director (Community Services)

8. **Urgent Business Report** (Pages 21 - 25)
(Cabinet Member with Special Responsibility Councillor Roger Mace)
Report of the Head of Democratic Services.
9. **Morecambe Football Club**
(Cabinet Member with Special Responsibility Councillor Evelyn Archer)
Report to follow.

ADMINISTRATIVE ARRANGEMENTS

(i) **Membership**

Councillors Roger Mace (Chairman), Evelyn Archer, June Ashworth, Jon Barry, Eileen Blamire, Abbott Bryning, John Gilbert, Tony Johnson, David Kerr and Maia Whitelegg

(ii) **Queries regarding this Agenda**

Please contact Stephen Metcalfe, Democratic Services, telephone 01524 582073 or email smetcalfe@lancaster.gov.uk.

(iii) **Apologies**

Please contact Members' Secretary, telephone 582170, or alternatively email memberservices@lancaster.gov.uk.

MARK CULLINAN,
CHIEF EXECUTIVE,
TOWN HALL,
DALTON SQUARE,
LANCASTER LA1 1PJ

Published on Thursday, 10th April, 2008.

CABINET

**Auction Mart Car Park, Thurnham Street, Lancaster
22nd April 2008**

Report of Head of Property Services

PURPOSE OF REPORT			
To inform Members of the proposals received to date for the Auction Mart car park and seek direction on how to proceed with the site.			
Key Decision	X	Non-Key Decision	Referral from Cabinet Member
Date Included in Forward Plan	March 2008		
This report is public.			

RECOMMENDATIONS OF COUNCILLOR ARCHER

- (1) **That Members consider the proposals outlined in this report and indicate their preferred option(s) for the site in order that further negotiations can be undertaken with parties interested in this site.**

1.0 Introduction

1.1 The City Council owns the Auction Mart car park, Thurnham Street, Lancaster, which is located adjacent to Lancaster Canal at the southern end of the one way system as shown on the attached plan. The Auction Mart is a long stay pay and display car park which is unsurfaced and not formally marked out with a nominal capacity for around 100 cars, but is generally based on 110 as a result of the lack of marked spaces.

1.2 Cabinet at its meeting on the 10th of October 2006 resolved that the Auction Mart car park be marketed as a development opportunity on the basis that the City Council would enter into a development agreement to provide the City Council with a new car park should a suitable proposal be submitted. The site was marketed last year by formal tender with a closing date of the 29th of August 2007, unfortunately no formal offers were received. However a few parties expressed an interest in the site and after discussions with officers they have subsequently put outline proposals forward which will be detailed in the report.

1.3 The initial marketing brief requested a development with the potential to see alternative parking provision on the Auction Mart Car Park, such as a modern decked facility providing up to 300 spaces, on the basis that the facility could become the southern

interceptor car park for the City, along with a redevelopment proposal which would fit with the local development plan.

2.0 Proposal Details

2.1 In total three developers have put forward proposals for a variety of different schemes in line with the original brief. In addition the Primary Care Trust have made a general proposal that is linked to one of the developer's submissions and the Vision Board, in conjunction with the County Council, considered the site as part of their long term and visionary improvements to the transport in Lancaster. Full details of these are set out below.

2.2 The schemes outlined are as follows:

- Option 1 – 91 space public car park and 25 space private car park along with 80 one and two bedroomed retirement apartments over 4 floors with 1st floor amenity space. Alternatively, they propose ground floor retail unit with 1st and 2nd floor office / leisure space with 131 public car parking spaces. Proposed access from the north western end of the site.
- Option 2 – Ground floor 1286m² food retail with 40 dedicated spaces and 225 public car parking spaces provided in a 3 floor multi storey car park above. Proposed access to the car park will be at the north western end of the site and access to the food supermarket at the southern end of the site. The developer has identified and been in discussions with an operator for the food supermarket. The developer has offered 3 separate financial options for the site including (a) the City Council disposing of the freehold in the site; (b) the City Council retains freehold but is responsible for the construction and related costs of the scheme, paying the developer one years income as a fee, but the City Council would gain the supermarket and the car park as an investment.; (c) The City Council grant the developer a long lease of the car park but continue to manage the car park, providing the developer with 55.5% of the income from the enlarged car park and the City Council continues to receive a proportion of the income equating to 44.5% of the car park income.
- Option 3 – 6327m² of health centre and related accommodation over 6 storeys in a V shaped building with a central pedestrian plaza, with 212 car parking spaces on 3 decks below the building with a yet undefined number of spaces required for the medical centre. The proposed access to the development will be from the north western end of the site.
- Option 4 – As an alternative version of option 3, the City Council could work with the North Lancashire Teaching Primary Care Trust to identify a developer who could provide a health facility and car park which would meet the needs of both the PCT and potential occupiers and the City Council.

2.3 Option 5 - The Vision Board and the County Council, as mentioned above, have jointly commissioned a report with transport consultants Faber Maunsell. The final report is due in April, but the initial feedback outlined in the attached letter sees the need for a southern interceptor car park which could require up to 750 – 800 spaces without causing increased queuing on the gyratory system.

2.4 Option 6 – Retain the car park in its existing format but re-surface it to provide necessary improvements for customers.

3.0 Details of Consultation

3.1 Consultation has taken place with a number of interested parties including the Vision Board, Property Services parking section and Planning Services on the concept and on individual schemes.

4.0 Options and Options Analysis (including risk assessment)

	Pros	Cons
Option 1	<p>Developer has good track record working with Local Authorities and on difficult sites. Improved car park access would be provided.</p> <p>The Council would retain its income stream from parking fees.</p>	<p>The retirement scheme provides less public car parking spaces than on the current car park, although the office leisure use would provide a marginal increase.</p> <p>The developer has not shown market demand for their scheme.</p> <p>No formal consultation on the scheme with Planning Services.</p>
Option 2	<p>The scheme would be developed to provide 225 public car park spaces.</p> <p>Improved car park access would be provided for the public car park</p> <p>Developer has identified an end user for the retail unit.</p> <p>Developer has a good track record.</p>	<p>No formal consultation on the scheme with Planning Services.</p> <p>A range of financial proposals have been made which involve either obtaining a capital receipt but losing all future income; the Council paying for the construction of the car park and losing a year's income, but retaining all future income; or retaining a percentage of future income equivalent to the current income.</p>
Option 3	<p>The scheme would produce in the region of 200 public car parking spaces with increased fee income for the Council.</p> <p>Developer has shown market demand for the use and has been in discussion with both the Primary Care Trust and possible occupiers.</p> <p>Developer highlights the good public transport and cycle links to the site to promote a healthier lifestyle.</p>	<p>The massing of the building may need to be addressed in planning terms and they are in discussions with Planning Officers about this matter.</p>
Option 4	<p>Details as per option 3 with the opportunity to include competition between developers to drive down costs</p>	<p>Details as per option 3 with potential for increased parking spaces from competition between developers</p> <p>Developer still to be identified so no consultation with Planning Services</p>

<p>Option 5</p>	<p>Large interceptor multi storey car park proposed at the southern end of the City to take car out of the gyratory system. Potential for increased fee income to the Council from this site (see also "Cons" box adjoining)</p>	<p>A park & ride facility has also been identified as a possible solution to reducing the number of vehicles entering the City centre. If such a facility was to be provided, this interceptor car park proposal may be inappropriate.</p> <p>The timing of this scheme is crucial, either taking place pre 2010 or after 2012 so as not to cause too many spaces to be lost to visitors and shoppers when the Canal Corridor scheme take place.</p> <p>The financial cost of providing a multi storey car park is high and funding sources would need to be identified (e.g. prudential borrowing). The City Council would find it difficult to sell off other car parks to fund any building of a multi storey car park and still provide adequate car parking spaces to meet the demand that exists.</p> <p>This proposal is very much in its infancy compared to all other options put forward.</p>
<p>Option 6</p>	<p>Simplest option with income potential retained although potentially in reduced amounts.</p>	<p>It is likely that there would be less capacity when formal spaces are marked out and therefore income would reduce.</p> <p>A capital cost of approximately £175,000 would be required.</p> <p>Any development opportunity for the site is likely to be lost.</p>

At this stage, assessment of the financial options put forward in the various options is not possible without entering into detailed discussions with the various parties involved. In particular the proposal from the Vision Board has no detail attached to it to understand the viability of the option.

In terms of option 4, if the City Council were to work with the Primary Care Trust to provide a medical centre, then a marketing exercise would be initiated to identify a suitable developer. This would create and enhance the working relationship between the City Council and external agencies such as the Health Authority and potentially provide a scheme which would be beneficial and produce best value for both parties.

5.0 Officer Preferred Option (and comments)

5.1 That Members consider the proposals outlined in this report and indicate their preferred option(s) for the site in order that further negotiations can be undertaken with parties interested in this site.

RELATIONSHIP TO POLICY FRAMEWORK

The Corporate Property Strategy indicates the need to Challenge and review the use, provision and performance of property is seen as a positive approach to ensuring that assets are fit for purpose and that retention, investment and utilisation is focused on the needs of the customer and the achievement of the Council's corporate objectives.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

This report raises no implications

FINANCIAL IMPLICATIONS

If the Council continues to hold the car park in the current condition there are no capital implications, the Council will continue to receive revenue income from the car park, which for the financial year 2007/08 was approximately £126,700 (approx. split £60,000 pay and display income and £66,700 parking permits).

If Members decide to resurface the car park, this would have a capital implication of around £175,000 for which no funding is currently identified.

No proper assessment of the financial implications of any of the schemes can be made until more information is received from the interested parties, however the income received for the car park is likely to alter as follows depending upon each option:

Option 1	The income will potentially reduce to approximately £105,000 if the retirement scheme is undertaken or slightly increase to approximately £150,000 if the leisure / office scheme is built.
Options 2	a) Potential capital receipt but no annual income thereafter; b) Potential for income to increase to £259,000, however would need to be offset against initial construction costs, one years developer fee and ongoing maintenance; c) Status Quo regarding income, i.e. £126,700.
Options 3	There should be the potential for substantial increases in income to approximately £230,000 - £244,000 for this option.
Option 4	There should also be the potential for substantial increases in income, although there may be the opportunity for more car parking spaces to be produced as part of the competition process. It is therefore difficult to produce an indicative figure, but the increase in income should be similar to option 3 (£244,000).
Option 5	The effect on income is uncertain due to doubt on the actual number of spaces and the effect on other Council owned car parks. However based on 750 spaces, this should potentially produce an increase in income to approximately £862,500, however may need to be offset against construction costs subject to how being funded and ongoing maintenance, etc.
Option 6	This will result in a loss of spaces due to the formal demarcation of the car park and a reduction in income to approximately £92,000

The above income figures are purely indicative based on the limited information available for the schemes and potential impact on parking provision generally within the City. This also assumes that the car park would remain long stay with a similar tariff for pay and display and

permits.

In addition, under options 1, 3 & 4 private sector capital will be used to improve the car park, with option 5 it is uncertain how the scheme will be funded and options 2 & 6 will require the Council to invest its own capital. It should be further noted that under option 5 if external funding was not forthcoming from the Vision Board to meet all or part of the construction costs as the potential increase in income is fairly substantial it may be possible for the Council to use prudential borrowing to finance instead. This would require a whole life costing exercise to be undertaken in the first instance in order to demonstrate whether this would meet the Council's criteria to be treated as an 'invest to save scheme'.

Members are reminded that for some of the options and subject to whether the Council or third party would be responsible for the ongoing maintenance costs and/or construction costs that the indicative income figures provided above would need to be considered alongside and offset against these costs. Once Members have indicated their preferred option(s) a whole life costing exercise can be undertaken in conjunction with Financial Services in order for Members to be able to compare the full financial implications of each preferred proposal and be reported back to a later Cabinet meeting.

SECTION 151 OFFICER'S COMMENTS

The s151 Officer has been consulted and has no further comments to add.

LEGAL IMPLICATIONS

There are no direct legal implications arising from this report.

MONITORING OFFICER'S COMMENTS

The Monitoring Officer has been consulted and has no further comments.

BACKGROUND PAPERS

Exempt

Contact Officer: Ann Wood
Telephone: 01524 582506
E-mail: awood@lancaster.gov.uk
Ref: L6620

Catherine Potter
Lancaster Morecambe Vision
c/o Palatine Hall
Dalton Square
Lancaster
LA1 1PW

03 March 2008

Our Ref: 52552TALT

Dear Catherine

Subject: Lancaster Parking - Auction Mart Site

Following our discussion on Friday, please find below the reasoning behind the proposals for the Auction Mart site in Lancaster as a suitable site for the Southern Inceptor car park as part of the Lancaster-Morecambe Transport Strategy.

Lancaster has 2,663 publicly available parking spaces within the city centre, 50% of which are controlled by Lancaster City Council in 16 separate sites, ranging from 15 spaces to 130 spaces. The current system requires drivers to circulate the one-way system hunting for a space, generating unnecessary mileage, impacting on congestion and adding to the air quality problems. The proposals in the transport strategy promote the use of park and ride for longer distance trips supported by two interceptor car parks, one at the northern end of the central one-way system, loosely the proposed Centros Miller facility or equivalent, and one at the southern end, currently envisaged as the Auction mart site, currently in City Council ownership.

The interceptor car parks would replace the 16 sites, providing broadly an equivalent number of spaces, to cater for shorter distance traffic or those choosing not to use the park and ride. A pricing policy for parking would need to be developed, however, it is envisaged that parking would be more expensive the closer you get to the city core. The purpose of this is to encourage the use of the park and ride, and alleviating the congestion into the city, or to encourage use of alternative modes for shorter trips. The proposed park and ride site at Salt Aire would serve as the interceptor equivalent from the west, being closer to the city core than the other park and ride proposals.

It is assumed that all the remaining council-operated car park sites would be available for redevelopment with limited parking provision. A further option might be to reserve a couple of the smaller sites for Blue Badge holders, encouraging such parking off street, rather than on-street.

Whilst the exact number of parking spaces in each interceptor car park would need to be agreed, replacing like for like parking provision would require around 750-800 spaces at the southern end

of the city. However, with certain other elements of the strategy in place, it could be argued that fewer spaces should be provided to encourage use of alternative modes. This would still be more than the 200-250 envisaged under current proposals.

Access to the Auction Mart site would need to be improved to cater for additional movements generated by a larger multi-storey car park. There are two options currently available from the south, firstly via George Street, and secondly via Brock Street. A third option might include the redesign of the junction adjacent to the canal (South Road/Thurnham Street/King Street) to introduce a right turn. All these would require detailed analysis and design work to identify a solution that would be acceptable to the Highway Authority (Lancashire County Council).

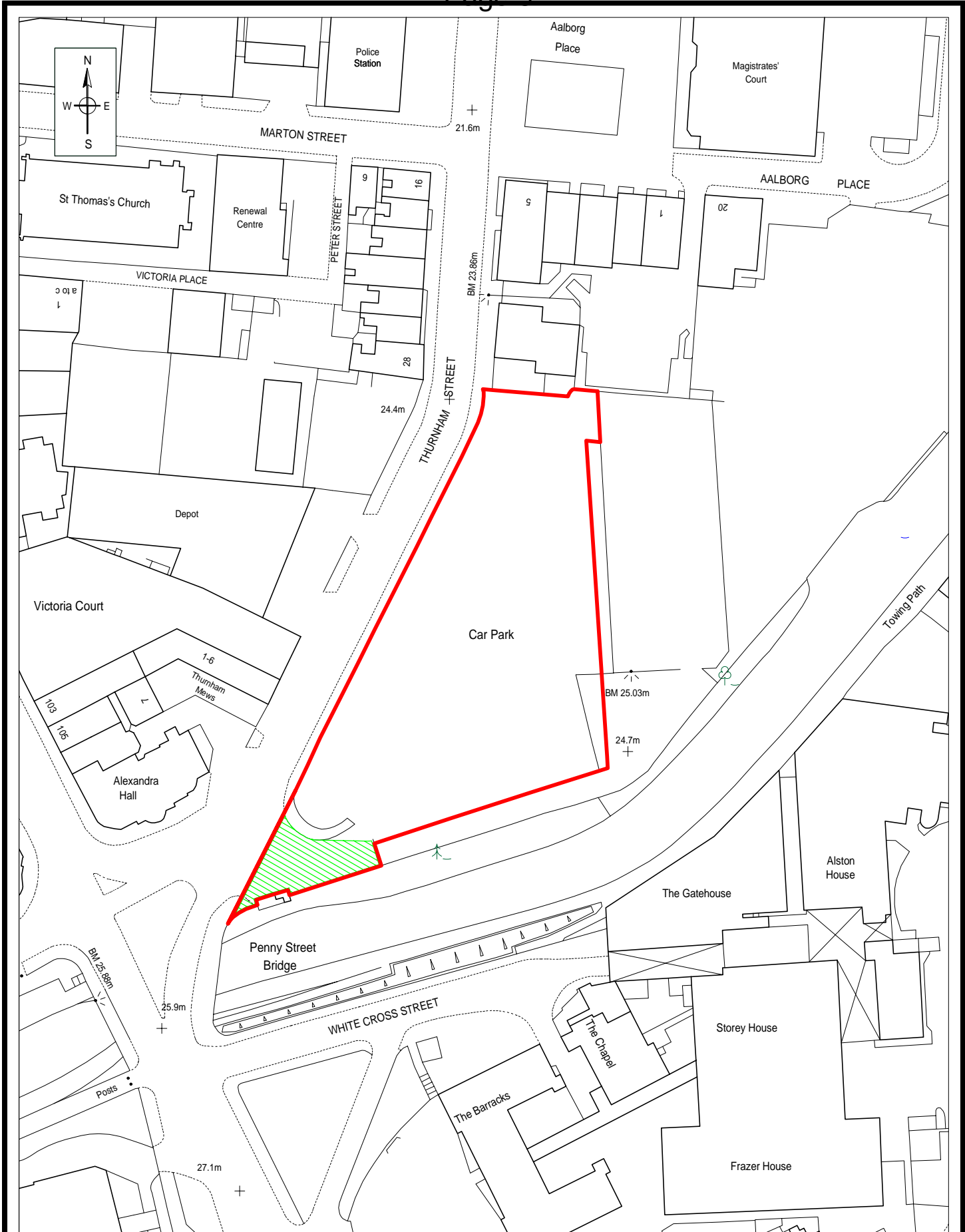
In summary, it would appear to be sensible to ensure that this site is not sold by the City Council until further discussions and analysis are undertaken to confirm whether this site is suitable for a southern interceptor car park, and indeed, whether interceptor car parks is the approach that is to be taken forward.

I hope this addresses your requirements. If you need any further information, please contact me.

Yours sincerely

Sarah

Sarah Farmer
Associate Director
T 0161 927 8339
F 0161 927 8399
E sarah.farmer@fabermaunsell.com



Property Services
 Town Hall
 Lancaster LA1 1PJ
 Telephone: (01524) 582967

Title: Auction Mart Car Park, Lancaster.

Scale : 1:1000

Date : 31/5/2007

LANCASTER
 CITY COUNCIL

Promoting City, Coast & Countryside

CABINET

**AREA BASED GRANT ALLOCATIONS 2008/09
22nd APRIL 2008**

Report of Corporate Director (Community Services)

PURPOSE OF REPORT			
To seek approval for the allocation of the City Council's Area Based Grant (ABG) for 2008/09, in particular to provide continuing support for Neighbourhood Management commitments in Poulton and the West End of Morecambe.			
Key Decision	X	Non-Key Decision	Referral from Cabinet Member
Date Included in Forward Plan	March 2008		
This report is public			

RECOMMENDATIONS OF CORPORATE DIRECTOR (COMMUNITY SERVICES)

- (1) That in 2008/09, Area Based Grant to a maximum of £677,000 be used as identified in Option 3. In addition, Cabinet approves the carry forward request to County Council of £49,600 from the LAA Grant 2007/08 and that it be allocated to the PCSO project in the West End of Morecambe.
- (2) That the General Fund Revenue Budget in 2008/09 be updated accordingly.
- (3) That allocation of future years' provisional allocation be considered further as part of the 2009/10 budget and planning process.

1.0 Introduction

- 1.1 In previous meetings of Cabinet, namely 18 October 2005 and 21 February 2006, the background to Local Area Agreements (LAAs) has been considered. This included the transition from direct funding for Neighbourhood Management from Government Office North West, to funding via the LAA. LAAs were a way of pooling various funding streams coming into a district, with targets for reduced levels of deprivation.
- 1.2 More recently, the report to Budget Council on 27 February 2008, "2008/09 Budget and Policy Framework", identified the assumptions made regarding the new Local Area Agreement, and in particular the associated Area Based Grant (ABG) allocations and the future of Neighbourhood Management.

- 1.3 Members may recall that from 2008/09 onwards, a number of previously specific ring-fenced grants have been incorporated into the new Area Based Grant. This new grant is not ring-fenced nor paid solely to the County Council. Consequently, a formal decision is now required regarding the allocation of ABG paid directly to the City Council. Details of the 2008/09 ABG allocation, and how it compares with the previous specific ring-fenced grant allocations, are attached at **Appendix A**, together with information on provisional ABG allocations for future years.
- 1.4 In effect, the majority of the £703,000 allocation to Lancaster City Council in 2008/09 effectively replaces the previous LAA element, which was ring-fenced to Neighbourhood Management. In addition, however, a new element for 'cohesion' has been introduced, and this continues in future years.
- 1.5 It should be noted that when the LAA was set up, funding for Neighbourhood Management was ring-fenced for the 3-year duration of the LAA. On that basis, there have been certain commitments made by and for Neighbourhood Management which have to be honoured. Specifically, these include salaries of personnel (who are on fixed term contracts at least until the end of 2008/09 financial year), office running costs, and agreed projects (including project staff commitments) funded by Neighbourhood Management.
- 1.6 As on ABG this funding is no longer ring-fenced, Cabinet does have a choice about how it would wish to apply this grant. However, any decision not to apply the grant to Neighbourhood Management would have financial implications in terms of the existing commitments within the LAA mentioned in the last point.
- 1.7 It should also be noted that the allocations of ABG paid direct to the City Council will reduce over the next two years and effectively disappear in 2010/11. In particular, this is the final year for funding for Poulton Neighbourhood Management. There is an additional year thereafter to run for West End Neighbourhood Management. It is proposed, therefore, that a further report be brought back to Cabinet regarding the sustainability of Neighbourhood Management and also in respect of the unallocated ABG monies not required to meet existing commitments. **Appendix B** indicates the proposed allocation of the funding for 2008/09.
- 1.8 At the meeting of Cabinet on 18 March 2008 it was resolved:
 - (1) That for April 2008 Area Based Grant be used to continue existing arrangements for Neighbourhood Management in Poulton and the West End of Morecambe and a report on future options be brought back to Cabinet in April 2008.
 - (2) That work on options to develop Neighbourhood Management arrangements for the District be considered and brought back to Cabinet.
 - (3) That allocation of the remaining Grant in 2008/09 be subject to a further report to Cabinet.
 - (4) That the General Fund Revenue Budget be updated accordingly.

This report is brought forward to satisfy resolutions (1) and (3) above.

2.0 Details of Consultation

2.1 No formal consultation has been carried out on the application of this grant.

3.0 Options and Options Analysis (including risk assessment)

3.1 **Option 1:** Use the ABG allocation to continue to fund Neighbourhood Management in Poulton and the West End as outlined in Appendix B.

3.2 **Option 2:** Allocate the ABG for other purposes, and develop an exit strategy for the existing Neighbourhood Management Project. Realistically, existing commitments could equate to the amount of ABG, but a full analysis would be needed to determine this.

3.3 **Option 3:** To top slice the ABG sufficient to pay any redundancy costs at the end of the Poulton Neighbourhood Management project, to use the ABG to fund existing commitments to Poulton and West End Neighbourhood Management, and to identify the opportunities to use uncommitted ABG to develop options for Neighbourhood Management across the District.

3.4 The key risks and opportunities of not using the ABG for continuation of Neighbourhood Management are :

- Limited savings potential in 2008/09, as funds are already committed. This would mean that there may be little left for allocating to alternative initiatives for that year, although it would give greater choice and flexibility for 2009/10 onwards.
- Other works in Poulton and West End would be unfinished, and this could have an adverse impact on the perceived success of the projects to date. There may be reputational risks for the Council in this regard, although this will depend also on the perceived value of the works not completed.
- Work to roll out Neighbourhood Management to other parts of the district would not be finished and lessons learned/best practices may not be maximised.
- There could be an adverse effect on local communities in Poulton and West End which are now showing signs of cohesion (especially in Poulton). Funding (either in 2008/09 or future years) would be freed up, however, giving the opportunity to provide or safeguard other services, in either the same or alternative communities.

4.0 Officer Preferred Option (and comments)

4.1 **Option 3** is the preferred option. This ensures that existing commitments are met with further options for sustaining Neighbourhood Management and for determining the future use of ABG being brought back to Cabinet as part of the further report requested by Cabinet on 18 March 2008.

5.0 Conclusion

- 5.1 The two Neighbourhood Management projects in Poulton and West End have been successful in reducing levels of deprivation. The ABG allocation is the only available source of funding for these projects to continue in 2008/09. If the ABG is not allocated to the Neighbourhood Management projects existing commitments must still be met.

RELATIONSHIP TO POLICY FRAMEWORK

The Corporate Plan 2008/09 includes as a medium objective (7.1) to “*Develop Neighbourhood Management arrangements for the District*”. Agreeing the preferred option will enable this work to be taken forward.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

One of the main objectives of the Neighbourhood Management Project is to support communities in becoming more sustainable in the longer term.

FINANCIAL IMPLICATIONS

The Lancaster City Council allocation of ABG in 2008/09 amounts to £703,000. Of this, the General Fund Revenue Budget currently assumes that expenditure to the value of £264,000 for Poulton Neighbourhood Management and £413,000 for the Neighbourhood West End element will be wholly offset by grant income. Appendix B also includes details of a carry forward agreement with the County Council, to help fund additional PCSOs in the West End.

The cohesion funding of £26,000 is a new community element, which is not specifically built into the Revenue Budget, and no spending plans are in place for it. One of the areas for improvement identified in our CPA is equality and diversity and options to take this forward could be funded from this budget and a proposal for allocation of this funding is elsewhere on this agenda.

In essence, therefore, **Option 3** (the preferred option) is in line with the Revenue Budget assumptions.

Option 2 may require some reallocation of funding within the budget, depending on the value of Neighbourhood Management commitments, but these could be contained within the overall total.

If any amounts of ABG remained unallocated, initially these would go towards supporting the revenue budget generally. (If there was an overall underspending at the end of the year, this would fall into revenue balances.)

SECTION 151 OFFICER'S COMMENTS

The s151 Officer has been consulted and has no further comments to add at this stage.

LEGAL IMPLICATIONS

Legal Services have been consulted and have no comments to add.

MONITORING OFFICER'S COMMENTS

The Monitoring Officer has been consulted and has no further comments.

BACKGROUND PAPERS

Contact Officer: Peter Loker
Telephone: 01524 582501
E-mail: peterloker@lancaster.gov.uk
Ref: reports/cabinet/08/04

Comparison of Local Area Agreement 'v' Area Based Grant Funding Allocations

APPENDIX 'A'

		LAA Allocation	ABG Allocation			Notes
		2007/08	2008/09	2009/10	2010/11	
		£	£	£	£	
Revenue						
Cohesion	} Community Related (new)	0	26,000	49,000	75,000	1
			0	0	0	
NMP - Neighbourhood Management Pathfinder	} Neighbourhood Management Related	343,000	264,000	0	0	2
NE - Neighbourhood Element		581,000	413,000	258,000	0	3
CSGE - Cleaner Safer Greener		150,000	0	0	0	4
Total Revenue Funding		1,074,000	703,000	307,000	75,000	
Capital						
CSGE - Cleaner Safer Greener	Neighbourhood Management Related	980,000	0	0	0	5
Total Capital Funding		980,000	0	0	0	
TOTAL FUNDING		2,054,000	703,000	307,000	75,000	

Notes:

1. Cohesion money is a **new** community funding allocation not yet allocated to any specific expenditure heading within the 2008/09 GF Revenue Budget.
2. NMP 08/09 allocation now paid directly to Lancaster within ABG.
3. No Change. **The 2008/09 and 2009/10 GF Revenue Budget currently includes expenditure wholly offset by grant income as per figures quoted above.**
4. CSGE 07/08 LAA allocation was a one-off and is being used for structural and landscaping improvement in the West End and to support Neighbourhood Mgt.
5. ABG only covers revenue. There are no capital grant allocations from 2008/09 onwards.

APPENDIX B

Planned Expenditure for Poulton Neighbourhood Management and Winning Back Morecambe's West End has been budgeted within Area Based Grant allocation for **2008/2009** as follows:

<u>Poulton 2008/2009</u>	
Management and Administration	£222,600
Leverage (Projects)	£41,400
Total	£264,000

<u>West End 2008/2009</u>	
Management and Administration	£241,900
Leverage (Projects)	£170,900
Total	£412,800

Poulton Neighbourhood Management is due to cease current operations on the 31st March 2009 so that expenditure under Area Based Grant for **2009/2010** only relates to the West End and is currently planned within the allocation as:

<u>West End 2009/2010</u>	
Management and Administration	£191,700
Leverage (Projects)	£66,300
Total	£258,000

Poulton's committed leverage expenditure in **2008/2009** is only to support five projects. Expenditure was planned on the basis that by year seven most projects would have run their course or been mainstreamed. There are no financial implications for Lancaster City Council regarding projects once Poulton Neighbourhood Management funding ceases in March 2009. There may be redundancy costs however, in relation to LCC employed Management & Administration staff. This will be dependent on a number of factors such as continuation of Neighbourhood Management (subject to funding being identified), redeployment, etc.

The projects committed for 2008/2009 by **Poulton** are detailed below:

CHIPS – T@2 Project - £1,500

T@2 enables isolated housebound older people to leave their homes for the afternoon and meet with others in their peer group.

Volunteer drivers provide transport and another group of volunteers act as host within The Open Door project, making tea and organising games when appropriate.

Financial Literacy and Inclusion – Total Cost £5,800 (Joint project 50-50% with WBMWE)

The project involves Morecambe and Heysham CAB employing a member of staff whose role it is to work within the community, educating, advising and acting as a signpost to assist and increase people's knowledge of everyday financial matters. This is particularly important in a community where incomes are low and it is important that people manage their finances effectively.

The work can range from organising workshops for simple things like budgeting through to where the best place to borrow money is and involves engaging with local organisations warning of Scams.

Quick Response Vehicle – Total Cost £60,000 (Joint project with WBMWE, 1/3rd Poulton – 2/3rd West End)

An LCC vehicle complete with a crew of 2 men who respond promptly to remove instances of fly-tipped rubbish and combustible waste within the WEP & PNM boundaries. This makes a significant contribution to providing cleaner streets and a more attractive environment for those thinking of moving to, or investing in, the local area.

CAMHS – Counselling in Primary Schools – Total Cost £10,000 (Joint project 50-50% with WBMWE)

Counselling made available in 4 primary schools in the West End and Poulton area. The schools included in the scheme are Morecambe Bay Primary, Sandylands, Poulton le Sands and West End.

It is an unfortunate fact that many of our primary school children suffer from a range of mental health issues due to their circumstances (poor parenting, neglect, abuse and so on). Counselling acts as an early intervention to ensure better mental wellbeing helping children to thrive and succeed.

KICKZ Start Football Project - £18,000 (Joint project with WBMWE,)

Diversionary activities aimed at 13-19 year olds throughout the West End and Poulton. The project delivers football coaching sessions lasting two hours each twice a week in the West End and Poulton with the specific aim of reducing anti-social behaviour by providing stimulating diversionary activities.

Summary (Poulton)

CHIPS	£1,500
Financial Literacy	£2,900
QRV	£20,000
CAMHS	£5,000
Kickz	£12,000
Total	£41,400

In addition to the joint projects outlined above, committed project expenditure for the **West End** in **2008/2009** is as follows:

Waste Management Scheme - £14,800

This is a comprehensive strategy to introduce improved waste management within the West End. It builds on work undertaken in Poulton in 2003 and provides a bespoke waste management solution for the West End. The West End is characterised by houses in multiple occupation where traditional waste management options are not applicable. The resulting fly-tipping in the streets and back alleys has been a significant problem adding to the air of dereliction in the community.

Resettlement and Support Officer - £30,000

The project employs an RSO to work assertively and engage with hard to reach client groups who are living in property acquired as part of the Masterplan process and/or who are identified through partnership working with the Police and other key agencies. The aim of the project is to support vulnerable people through the resettlement process, working with them to help access training and employment and breaking down barriers to opportunities leading eventually to successful independent living.

The funding contributes to a wider team and funds the equivalent of one full time support worker.

Tackling Problematic HMO's - £37,300

The project is based on a successful model tried and tested in Weston Super Mare.

Funding provides a dedicated Housing Enforcement Officer supported by a police officer to concentrate efforts in reducing issues prevalent in the worst HMOs in the West End. Properties are selected based upon the number of call outs identified by a range of public services such as the police, ambulance, health and strategic housing and fire and rescue services, to HMO's in the West End.

Consistent pressure is applied to the owners of these properties with the aim of making them comply with current legislation and to improve standards so that properties meet decent homes standards.

West End After School Club - £3,100

There is a lack of child care provision for school aged children in the West End. This presents a barrier to those parents wishing to pursue and retain employment. The West End After School Club provides after school child care for all school aged children in the area and is not exclusive to those attending West End Primary.

The provision aims to provide children with a stimulating and exciting learning/ play environment. It also encourages healthy eating and allows young people a suitable environment in which to undertake homework.

Community Food Recycling - £11,000

The project provides ‘Bokashi’ kitchen waste recycling systems free of charge to those on reduced incomes in bedsits, flats and HMO’s with the aim of reducing food waste and alleviating the amount of black waste sent to landfill. The system produces a by product that has multiple uses. An educational programme increases people’s awareness of recycling and encourages pro-activity in waste reduction.

Sales of ‘Bokashi’ units subsidises free systems and educational programmes to low income households.

Family Fitness - £1,400

Deprivation indices in the West End indicate high mortality rates and poor health due to low motivation, poor life style choices, poor nutritional diet and low income.

The project provides opportunities for families to take part in a variety of fitness activities such as swimming, orienteering, walking, yoga, and circuit training. By engaging families in fitness activities the project emphasizes non-traditional ways of exercising in order to increase fitness levels and raise awareness of the many different forms of training that can be built into daily life.

Through the project, guardians/ parents are encouraged to engage with learning opportunities offered by the Adult College. The involvement of children encourages quality and healthy family time to be pursued and can contribute positively to effective family cohesion, communication and ultimately feelings of well being and positive mental health.

Police Community Support Officers - £69,000

We intend to fund this initiative for 2008/09 largely using ‘carry over’ of £49,600 LAA grant from 2007/08 and subject to agreement with the County Council. The project aim is provide an additional 6 PCSO’s to the West End of Morecambe. The PCSO’s provide an accessible, high visibility and uniformed presence in the West End which deters crime and anti social behaviour and aids reassurance and confidence within the community. They are there to ensure interaction with the public in order to solve long standing community problems, allowing the community a greater say in service delivery. There is a particular focus on environmental issues.

Summary, West End

Financial Literacy	£2,900
QRV	£40,000
CAHMS	£5,000
Kickz	£6,000
Waste Management	£14,800
Resettlement Officer	£30,000
HMO’s	£37,300
After School Club	£3,100
Community Food Recycling	£11,000
Family Fitness	£1,400
Total	£151,500

As mentioned above, the intention is to fund PCSO's for a further year in 2008/09 as their work is proving to be central in achieving significant reductions in crime and anti-social behaviour in the West End. This will be achieved by a combination of balances on the 2008/2009 allocation together with the LAA revenue grant 'carry forward' from 2007/2008 (subject to County confirmation).

PCSO's	£69,000	
	£220,500	(2008/09 Budget allocation £170,900 plus 2007/08 C/F £49,600)

PSL/JD/09/04/08

CABINET

**Urgent Business Report
22nd April 2008**

Report of Head of Democratic Services

PURPOSE OF REPORT				
To advise Members of actions taken by the Chief Executive, in consultation with the Leader, the relevant Cabinet Member and the Chairman of the Overview and Scrutiny Committee.				
Key Decision		Non-Key Decision	X	Referral from Cabinet Member
This report is public				

1 RECOMMENDATION

That the action taken by the Chief Executive, in consultation with the Leader, the relevant Cabinet Member and the Chairman of the Overview and Scrutiny Committee in accordance with the Scheme of Delegation, in relation to the following matters, be noted:

(1) Traffic Management Act 2004 Penalty Charge Notices – Charging Levels

- (a) That the adoption of Band 2 Penalty Charges of the Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 as laid down in Statutory Instruments 2007 No 3487 be approved
- (b) That a new Off Street Parking Places Order be made to reflect the requirements of the Traffic Management Act 2004 and the amended penalty charge levels with effect from 31st March 2008.
- (c) That in order to implement the decision as a matter of urgency it be recommended that the call-in procedure be waived in accordance with Overview & Scrutiny Procedure Rule 17 (a).

(2) 2008 Maritime Festival

That the organisation of the 2008 Maritime Festival go ahead with funding being found from other budgets.

(3) Concessionary Travel

- (a) That the City Council notes the national amended concessionary travel scheme which allows free travel between 0930 hours and 2300 hours for people aged 60 and over and people who are disabled and agrees to retain free travel concessions after 2300hrs up to and including the last bus on weekdays on journeys taken within the Lancaster City area.

- (b) That a report be brought back to Cabinet during autumn 2008 on the outcome of the review of Community Transport, in order that recommendations regarding the service can be fed into the 2009/10 budget and planning process.
- (c) That the City Council enters into pooling arrangements for concessionary transport costs with other local authorities within the county, and that the Chief Executive be given delegated authority to agree the detailed arrangements on behalf of the authority, subject to estimated costs being within the budget framework.
- (d) That in order to implement the decision as a matter of urgency it be recommended that the call-in procedure be waived in accordance with Overview & Scrutiny Procedure Rule 17 (a).

2 SUMMARY OF DECISIONS:

(1) Traffic Management Act 2004 Penalty Charge Notices – Charging Levels

Part 6 of the Traffic Management Act 2004 affects parking enforcement and was being introduced on 31st March 2008. The aims of the legislation are to introduce as much national consistency as possible while allowing parking policies to suit local circumstances and to have systems that are fair to the motorist but also effective in enforcing parking regulations.

One of the main changes is the introduction of differential penalty charge levels depending on the parking contravention committed. This is largely based on the view that a higher charge should apply to more serious contraventions such as parking where parking is **not permitted** and the lower charge should apply to less serious contraventions such as over parking where parking **is permitted**. For example, the higher charge would apply to a vehicle parked on double yellow lines and the lower charge would apply to a vehicle parking over time in a pay and display car park.

Many Councils have expressed concern to the DfT over the financial implications of implementing differential penalty charges and the confusion this will create for customers receiving PCNs. The County Council submitted a response on behalf of the Parkwise districts to the consultation on the Statutory and Draft Operational Guidance highlighting these two aspects. Concern was also expressed about the DfT carrying out minimal consultation with Councils outside London.

The Department of Transport (DfT) had published Statutory Guidance, Draft Operational Guidance and Statutory Instrument 2007 No. 3487 with contravention codes and descriptions and the option to choose one of two PCN charging bands.

The Councils operating DPE as part of the Parkwise partnership have agreed to recommend to their respective Council's the adoption of Band 2 to reduce the financial implications and to have uniformed charging levels across the Lancashire County area.

This option minimises the financial impact with a favourable variance of £15,000 p.a. on the on-street enforcement account and an adverse variance of £25,800 p.a. on the off-street parking enforcement account. It is also in line with the suggested recommendation for the other districts and will allow uniformed penalty charging levels across the County and is consistent with all other authorities outside London unless there are exceptional circumstances.

The Leader of the Council and Cabinet Member with Special Responsibility were requested to give approval to the adoption of Band 2 of the Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 as laid down in Statutory Instruments 2007 No 3487 and to make a new Off Street Parking Places Order to reflect the requirements of the Traffic Management Act 2004 and the amended penalty charge levels with effect from 31st March 2008.

The urgency for this decision was that the new charges needed to take effect by 31st March 2008 and therefore it was impractical to defer the decision until the next meeting of Cabinet which takes place after the decision needs to be put into effect.

Having consulted the Chairman of the Overview and Scrutiny Committee, in accordance with Overview and Scrutiny Committee Procedure Rule 17(a), the Chief Executive also agreed that call-in be waived to enable the immediate implementation of this decision.

(2) 2008 Maritime Festival

In late 2007 Cultural Services was approached by a potential "sponsor" who enquired about staging a 2008 Maritime Festival. The sponsor was Seatruck Ferries based in Heysham, who were interested in raising their company profile via such an event. Following discussions over a period of weeks, just prior to Christmas Seatruck Ferries confirmed an offer of significant sponsorship towards staging a Maritime Festival in 2008, based in and around Glasson Dock. On the basis of the above, with effect from the New Year the Festivals and Events Team within Cultural Services set about organising a 2008 Maritime Festival.

It was reported however that, although the 2008 Maritime Festival benefited from the single largest commercial sponsorship ever to any of the Council's events programme, via Seatruck Ferries, external income could not cover the expenditure. Having scrutinised the expenditure and income and made significant reductions and adjustments to both, budgeted expenditure and income to-date for the 2008 Maritime Festival stood at £31,867 and £21,620 respectively, representing a deficit of £10,247. Although there were outstanding sponsorship and funding requests, as well as donations, at that stage within what was a very short timescale to organise the 2008 event, the receipt of any further significant support funding was felt unlikely.

The Leader of the Council and Cabinet Member with relevant Special Responsibility were therefore requested to consider the following options:

- A. Organising the 2008 Maritime Festival to a reduced net budget (based only on the income generated).
- B. Cancelling the event.
- C. Seeking approval, via Cabinet, for the event to go ahead with funding being found from other budgets.

The urgency for this decision was due to the Festival being due to commence on 21st March and for operational reasons on behalf of the organisers it was impracticable to defer the decision until the next appropriate meeting of Cabinet.

The Chief Executive agreed, having consulted the Cabinet Members, that the event should go ahead with funding being found from alternative budgets. It was noted that this would result in the Council incurring extra net costs in holding the event, but would help avoid

reputational repercussions and maximise external sponsorship to provide a Festival over the Easter weekend.

Additionally, the Chief Executive in consultation with the Chairman of the Overview and Scrutiny Committee was asked to waive call-in in accordance with Overview and Scrutiny Procedure Rule 17(a). The Chairman of the Overview and Scrutiny Committee was not in agreement with the decision to waive call-in.

The Chief Executive decided that this decision would be subject to call-in in accordance with Overview and Scrutiny Procedure Rule 17(a).

(3) Concessionary Travel

Since 1986 Lancashire County Council has managed a Joint Concessionary Travel Scheme that administers concessionary travel on behalf of all the Travel Concession Authorities (TCAs) with the county (i.e. all the districts and unitary authorities.) A Concessionary Travel Working Group, comprising of representatives from each TCA and the County Council, meet regularly to discuss and agree any issues in maintaining and improving the joint countywide scheme, called NoWcard, for the elderly and disabled traveller. With the introduction of a new statutory scheme from April 2008, existing arrangements are being reviewed on a county-wide basis and this report seeks decisions on the way forward.

The introduction of the new statutory concessionary travel scheme from 01 April onwards presented an opportunity to rationalise elements of the scheme on a county-wide basis. Furthermore entering into pooling arrangements on a county-wide basis would support management of financial risks, whilst avoiding the potential need to establish alternative administrative arrangements for the concessionary travel.

The Leader of the Council was requested to consider determining the Concessionary Travel Scheme from April 2008 in light of the Concessionary Bus Travel Act 2007 and the introduction of free nationwide bus travel, and to seek authority to enter into pooling arrangements with other Lancaster Districts through the Council's Urgent Business Procedure.

The urgency for this decision was that that the scheme was to be implemented from 1st April 2008 and it required all Local Authorities within Lancashire to agree their position no later than 9th March 2008 to enable preparations for implementation to commence and therefore it was impractical to defer the decision until the next meeting of Cabinet which takes place after the decision needed to be put into effect.

Having consulted the Chairman of the Overview and Scrutiny Committee, in accordance with Overview and Scrutiny Committee Procedure Rule 17(a), the Chief Executive also agreed that call-in be waived to enable the immediate implementation of this decision.

3 CONCLUSION

Approval was given to the above actions, which are reported to this meeting in accordance with the City Council's Constitution.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

This is in accordance with the Constitution.

FINANCIAL IMPLICATIONS

Comments were contained within the original reports.

SECTION 151 OFFICER'S COMMENTS

Comments were contained within the original reports.

LEGAL IMPLICATIONS

Comments were contained within the original reports.

MONITORING OFFICER'S COMMENTS

Comments were contained within the original reports.

BACKGROUND PAPERS

1. Letters to the Cabinet Members with Special Responsibility and the Leader.
2. Letters to the Chairman of the Overview and Scrutiny Committee.

Contact Officer: Sharon Marsh

Telephone: 01524 582096

E-mail: Smarsh@lancaster.gov.uk