



Committee: CABINET
Date: TUESDAY, 8 JULY 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, 3rd June, 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

6. **Canals Task Group Final Report (Pages 1 - 40)**

(Cabinet Member with Special Responsibility Councillor Suzie Charles)

Report of Overview and Scrutiny Committee.

Reports

7. **Lancaster Science Park**

(Cabinet Member with Special Responsibility Councillor Abbott Bryning)

Report to follow.

8. **Lancaster District Economic Vision** (Pages 41 - 50)
(Cabinet Members with Special Responsibility Councillors Evelyn Archer and Abbott Bryning)

Report of Corporate Director (Regeneration).

9. **Lancashire Municipal Waste Strategy** (Pages 51 - 55)

(Cabinet Member with Special Responsibility Councillor Jon Barry)

Report of Head of City Council (Direct) Services.

10. **Capital Programme for Private Sector Housing**

(Cabinet Member with Special Responsibility Councillor David Kerr)

Report to follow.

11. **Homelessness Strategy**

(Cabinet Member with Special Responsibility Councillor John Gilbert)

Report to follow.

12. **Review of Staff and Member Permits and Charges**

(Cabinet Member with Special Responsibility Councillor Roger Mace)

Report to follow.

13. **Lancashire Local Area Agreement** (Pages 56 - 77)

(Cabinet Member with Special Responsibility Councillor Roger Mace)

Report of the Chief Executive.

14. **Allocation of Cabinet Appointments** (Pages 78 - 80)

(Cabinet Member with Special Responsibility Councillor Roger Mace)

Report of the Head of Democratic Services.

15. **Exclusion of the Press and Public**

The following report containing exempt information is published as an Appendix for Members of Cabinet. Members will need to consider if they are able to make a decision in public, or exclude the press and public in order to refer to the information contained in the exempt report.

Should Cabinet decide to not make a decision in public, Cabinet is recommended to pass the following recommendation in relation to the following item:-

“That, in accordance with Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business, on the

grounds that they could involve the possible disclosure of exempt information as defined in paragraph 3 of Schedule 12A of that Act.”

Members are reminded that, whilst the following items have been marked as exempt, it is for the Council itself to decide whether or not to consider each of them in private or in public. In making the decision, Members should consider the relevant paragraph of Schedule 12A of the Local Government Act 1972, and should balance the interests of individuals or the Council itself in having access to information. In considering their discretion Members should also be mindful of the advice of Council Officers.

Members are asked whether they need to declare any further declarations of interest regarding the exempt report.

16. **Land at Scotforth Road** (Pages 81 - 99)

(Cabinet Member with Special Responsibility Councillor Evelyn Archer)

Report of the Corporate Director (Regeneration).

ADMINISTRATIVE ARRANGEMENTS

(i) Membership

Councillors Roger Mace (Chairman), Evelyn Archer, Jon Barry, Eileen Blamire, Abbott Bryning, Shirley Burns, Susie Charles, Jane Fletcher, John Gilbert and David Kerr

(ii) Queries regarding this Agenda

Please contact Debbie Chambers, Democratic Services, telephone 01524 582057 or email dchambers@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, 19th June 2008

CABINET

Report of the Canals Task Group 8th July 2008

Report of Overview and Scrutiny Committee

PURPOSE OF REPORT			
To present Cabinet with the findings of the Canals Task Group and to seek the agreement of Cabinet to the recommendations as set out in the report.			
Key Decision	<input type="checkbox"/>	Non-Key Decision	Referral from Task Group
	<input type="checkbox"/>		<input checked="" type="checkbox"/>
Date Included in Forward Plan	N/A		
This report is public			

RECOMMENDATIONS

- (1) That Cabinet considers the work of the Canals Task Group and the adoption of the recommendations as set out in the attached report.
- (2) That Cabinet considers the Officer comments on the report.

1.0 Introduction

- 1.1 All details are contained within the attached report.

It should be noted that, if Cabinet is minded to approve the recommendations as set out in the report, each recommendation would be scoped and developed further with all relevant services consulted as to what can be realistically achieved within resources that are available.

2.0 Recommendations and Officer Comments

2.1 Recommendation 1

- a. That the Council adopt the following definition of a community asset:

A Community Asset can be defined as an asset being used by the public and/or an asset developed by the community. The asset could be material as in buildings such as health centres and school facilities or non-material as in information and/or ideas/ideology such as security information of a particular country or community or the normative and belief systems of a community.

- b. That the status of the canal within the City Council's policy framework be reviewed and that it be acknowledged as a community asset and a recreational resource, with future policy helping to ensure a focus on widening and improving access to benefit the whole community.
- c. That the Council continue to work to enhance the biological heritage status of the canal.
- d. That the Council explore how its Customer Services Centre could act as a one stop shop to work in partnership with British Waterways to enable the timely reporting of canal related problems.

2.1.1 Officer Comments and Preferred Option (Head of Financial Services for (a), Customer Services Project Manager for (d) and Corporate Director (Community Services) for all others:

- a) The authority already has a definition of community asset, primarily for accounting purposes, but the Task Group has not been advised of this previously. Under the existing definition, as prescribed by local authority accounting practice, a community asset is one that is intended to be held in perpetuity (i.e. forever), that has no determinable life, (i.e. is expected to last for the foreseeable future, such as most land), and it may have restrictions affecting disposal. Typical examples of such community assets include playing fields and cemetery land. It would seem confusing to have two definitions in use, unless there is a clear reason for doing so.
- b) How the proposed 'future policy' would be developed would need to be identified as it is not currently included in any Service Business Plan and not currently a corporate priority. It is suggested therefore that if Cabinet wish to pursue this option it be considered as part of the process to develop Corporate Priorities for 2009/2010, when a report would be required setting out the potential financial implications.
- c) We can continue to work to enhance the biological heritage status if no increase in the current level of input is envisaged.
- d) City Council (Direct) Services already have good contacts with British Waterways so the ability to pass on complaints should not be a problem and it is unlikely to be a capacity issue for customer services.

2.2 Recommendation 2

- a. That the Council work with other Local Authorities along the canal to produce and make available a specifically designed form for people that live on canal boats to register to vote.
- b. That information regarding council tax and voting rights be made easily available to people that live on canal boats on the Council website, at mooring offices and through cruising societies.

2.2.1 Officer Comments and preferred option (Head of Democratic Services and Head of Revenue Services):

- a) As stated in the report the Council, as part of the annual canvass process, already makes sure that people living on the canal at permanent moorings at

Glasson Dock and Galgate Marinas are included on the electoral register. Officers in Kennet District Council who have undertaken a similar exercise previously stated that this was a costly exercise with very little success. They reported that they had found that most people with boats on the canal had a fixed address elsewhere and were already registered or were holiday boats. There has been no evidence within the elections office of there being a problem in this area and the Council would be better spending its resources on targeting groups that have been identified as being difficult to get registered i.e. people living on caravan parks or students living in private sector rented accommodation. There has been a recent example of someone contacting the Council to register at Glasson Dock Marina they had been advised to do so by the staff at the Marina. The Head of Democratic Services does not therefore recommend that 2(a) be pursued. Information is already provided at relevant venues in the District or can be obtained via the Council's Electoral Registration hotline which is well publicised. The information currently on the website about Electoral Registration can be updated to include reference to canal boats and this will be done shortly as part of work currently underway to expand the information available on the website.

- b) Revenue Services can easily comply with the recommendation of the task group to make information regarding Council Tax available at mooring offices and through cruising societies. This could be met through existing Service budgets. The same information could also be provided on the Council's website via the Council Tax link.

2.3 Recommendation 3

- a. That the County Council be requested to consider introducing weight and width limitation signs for historic bridges over the canal.
- b. That the County Council be requested to consider the possible use of warning signs regarding the use of sat nav in areas with small, narrow lanes and bridges over the canal be investigated, following the evaluation of the Vale of Glamorgan Council pilot.

2.3.1 Officer Comments and preferred option (Corporate Director (Community Services)):

The City Council no longer has a Highways Team so these recommendations would be referred to the County Council. There will be no financial implications for the City Council.

2.4 Recommendation 4

- a. That the Council note the funding cuts being made to British Waterways and encourage the Government to move British Waterways from DEFRA to the Department of Transport and raise the issue with the Local Government Association (LGA).
- b. That the Council notes the contribution and potential value of British Waterways to the regeneration of the inland waterways and the surrounding area.

2.4.1 Officer Comments and Officer Preferred Option (Head of Cultural Services and Head of Economic Development and Tourism):

The Cultural/Regeneration aspects (e.g., in terms of “leisure” and “museums” links, etc) are included and reflected in the report and its recommendations.

Officers are unable to comment on the relative merits of DEFRA and Department of Transport as “homes” for British Waterways within government. Lobbying for a change may require significant officer time to research the issue, develop links with other relevant local authorities, and to present a meaningful case. It is also not clear which service would be best placed to do this.

This issue might however also be pursued via the BRADA (British Resorts and Destinations Association), with which Council officers in the tourism team already have strong links and would not result in additional financial implications.

2.5 Recommendation 5

- a. That consideration be given to how the opening times of the toilets at Hest Bank can be extended and rationalised to operate in the same way as others in the vicinity of the canal and other toilets maintained by the City Council, and British Waterways be recommended to ensure that all toilets be adapted and made available for use by radar key holders.
- b. That toilet provision and possible funding streams at potential ‘honey pot sites’ such as the canal turn, Lancaster Canal Basin and Hest Bank picnic area be investigated jointly with British Waterways.
- c. That provision of litter bins and possible funding streams at potential ‘honey pot sites’ such as the canal turn and Hest Bank picnic area be investigated.

2.5.1 Officer Comments and preferred option (Corporate Director (Community Services)):

These are proposals to be undertaken in conjunction with British Waterways. The toilets at Hest Bank are currently maintained by the City Council on behalf of British Waterways and it is recommended that the toilets are rationalised to operate in the same way as others that the City Council runs. We can request that British Waterways consider adapting all toilets for use by radar key holders.

The recommendations to provide pay to use toilets and litter bins at honey pot sites such as the canal turn are directed at both British Waterways and Lancaster City Council. If British Waterways cannot put resources into these projects it is recommended that the City Council investigate the possibility of building the initiative into the budget process of future years if it is seen to be of importance to provide such amenities at these honey pot sites, and given the Council’s financial prospects.

2.6 Recommendation 6

- a. That the relevant authority gives consideration to methods of preventing littering at the side of bridges.
- b. That Lancaster City Council work with British Waterways to consider the feasibility of implementing a regular litter removal schedule for the water in the canal and consider ways to prevent large accumulations of litter.

- c. That the relevant authorities consider the use of murals on the underside of non historic bridges along the canal to stop graffiti.
- d. That the Council work with partners including British Waterways to consider the provision of lighting under the Penny Street Bridge through the use of section 106 agreements.
- e. That the City Council work with Sustrans to give support to opening up access to the canal and make improvements to the towpath north of Carnforth to Tewitfield and work be undertaken with town and parish councils to prevent anti-social behaviour and increase access for all through the use of section 106 agreements..
- f. That consideration be given to opening up the stretch of the canal behind Bath Mill by lowering the walls or replacing them in part with railings through the use of section 106 agreements.
- g. That information regarding anti-social behaviour along the Lancaster canal be forwarded to the Anti-Social behaviour task group for consideration.

2.6.1 Officer Comments and preferred option (Corporate Director (Community Services)):

- a) Lancaster City Council could certainly look at methods of preventing littering at the side of bridges through City Council (Direct) Services.
- b) The Task Group have identified that it is a British Waterways Board responsibility to remove litter from the canal. It is not being suggested that the City Council put resources into clearing the litter and subsidise what British Waterways do, but that the City Council request that British Waterways produce a regular litter removal schedule for the water. It is also requested that the City Council work with British Waterways to consider the ways large accumulations of litter can be prevented.
- c) Reference to the relevant authority in (c) refers to the owner of the bridges and it is suggested that the City Council approach organisations such as the YMCA and the owners of the bridges with the idea to try and engage young people and prevent graffiti in these areas.
- d) In the past, the Community Safety Partnership has been able to access County funding to provide such lighting schemes but the future of this funding is currently under review.
- e) The City Council's Cycling Demonstration Town Project could support in principle the work with Sustrans but there are no funding proposals for this work from the Project.

2.7 Recommendation 7

- a. That the Council view Carnforth as a hub for the Lancaster canal and recognise the opportunities presented around the canal turn site for canal based recreation.
- b. That the Council prepare a development brief for the British Waterways site (Lancaster), as a significant site on the canal and consider the potential for a museum element with the Lady Fiona.

- c. That the Council recognise the potential and current economic impact that the canal represents in terms of tourism and as such continue to support the restoration of the canal head and northern reaches.
- d. That the Council seek ways to promote activities on the canal such as cruises and entertainment.

2.7.1 Officer Comments and preferred option (Head of Planning Services, Head of Cultural Services and Head of Economic Development and Tourism):

There are scopes for enhancing the towpath areas and security through Section 106 monies. Funds to do this however must arise from developments with some form of linkage to the canal, or where access to towpaths is a recreation benefit arising from the development. There is also evidence to suggest that British Waterways will use conditions or legal agreements imposed on developments as a means to “ransom” developers for licences to carry out works on British Waterways land. Such ransoms may render the practicalities of achieving such improvements inoperable.

The Cultural/Regeneration aspects (e.g., in terms of “leisure” and “museums” links, etc) are included and reflected in the Report and its Recommendations.

Support for the restoration of the Lancaster canal to Kendal is contained in the Tourism Strategy. The canal regeneration is seen as a support for rural tourism and businesses within reach of the canal. The Council has regular input to the work of the Lancaster Canal Restoration Partnership through involvement of Tourism and Planning officers.

There is some publicity through the Tourism section at present for the privately operated canal cruises.

2.8 Recommendation 8

- a. That the City Council work with British Waterways to clear up fly tipping adjacent to the canal on the Ridge Estate and investigate how the fly tipping can be prevented.
- b. That a feasibility study be undertaken to transform the vacant land adjacent to the canal on the Ridge Estate into allotments.
- c. That improvements to the canal through section 106 monies are investigated.
- d. That the relevant Council officers pursue all funding opportunities for regeneration projects along the canal.
- e. That the dry dock be recognised as a potential, non-listed, site for permanent or semi-permanent moorings and that a feasibility study be undertaken with regards to this by British Waterways and Lancaster City Council.
- f. That the Council seek to ensure future planning development along the canal aims to open up the canal frontage e.g. bath mill estate and seeks to make a feature of the canal.
- g. That the Council support in principle the need to connect both sides of the canal by way of a foot/cycle bridge should any proposed development to the east of the canal in Carnforth take place.

- h. That the Council support the linking of the cycle track along the canal and the Millennium (Cycleway) Bridge.
- i. That the Council recognise that the Canal Basin near the Water Witch Pub has enormous potential as a community asset and is currently underused and that British Waterways be requested to consider the feasibility of establishing pontoon moorings in one of the two turning points.

2.8.1 Officer Comments and preferred option (Head of City Council (Direct) Services, Head of Corporate Strategy and Head of Planning Services):

The Head of City Council (Direct) Services reports that work for 8a is now completed – it is now a case of trying to ensure the area doesn't get tipped on again.

There is, at present, insufficient capacity within Corporate Strategy to carry out the suggested feasibility study to transform the vacant land adjacent to the canal on the Ridge Estates into allotments. However there may be a possibility the work could be carried out later on in the year but this cannot be guaranteed at this stage.

With regard to d) since access to external funding is limited, this will depend on how individual projects fit in relation to the Council's other regeneration priorities and the criteria of external funders. It should also be noted that there may be scope to achieve canalside regeneration through planning powers, including section 106 agreements.

In addition to the comments made relating to recommendation 7 proposals for new regeneration schemes adjoining the canal can be put forward to be considered as allocations in the emerging Local Development Framework land allocations document. Major proposals which already have an impact at the Canal Corridor North and Lunsfield Quarry, Carnforth have been designed to maximise the opportunities to enhance the canal and it's usage, although it is the latter case which has given rise to a potential ransom situation arising from a pedestrian and cycle footbridge between the site and a main food store in the town.

3.0 CONCLUSION

All details are contained within the attached report.

It should be noted that, if Cabinet is minded to approve the recommendations as set out in the report, each recommendation would be scoped and developed further with all relevant services consulted as to what can be realistically achieved within resources that are available. A number of recommendations would require further reports on options for implementation and the identification of potential funding.

<p>RELATIONSHIP TO POLICY FRAMEWORK</p> <p>A number of recommendations fall within the current budget and policy framework. However the recommendation that the status of the canal within the Council's priorities be reviewed will need to be considered as part of the development of the policy framework in future years.</p>
<p>CONCLUSION OF IMPACT ASSESSMENT (including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)</p>

Impact assessments have been identified in the covering report in relation to some recommendations. For others they will form part of a later report on the implications should Cabinet agree to pursue that option.

FINANCIAL IMPLICATIONS

Where recommendations can be implemented within existing budgets, this has been identified in the covering report.

The report highlights areas of work for which resources cannot be identified, however. Should Cabinet wish to pursue these it may be necessary to consider other areas of work which should no longer be treated as a priority, or potentially consider further resources as a future growth item, but current expectations are that budget savings will be needed in future years, as set out in the Medium Term Financial Strategy.

There is nothing further that can be added at this stage regarding the financial implications. As mentioned earlier, a number of the recommendations would require further reports on options for implementation, together with an assessment of costs and the identification of potential funding sources.

SECTION 151 OFFICER'S COMMENTS

Many of the recommendations have either resource implications (such as staff time) or direct financial implications attached, but which have not been quantified at yet.

Given the number of recommendations, the Council's current financial projections, and other key stakeholders' interests, it is difficult to see that all recommendations could go forward in some way. Where there is extra work involved outside current service business plans, or where new financial implications are expected, the s151 Officer would advise that Cabinet seeks to prioritise them if possible, in context of the Council's objectives, to give better focus.

Under the scope of the Task Group review, value for money considerations were defined as 'promoting the canal as a community asset- usage of the canal has increased greatly and maintenance needs reviewing so the canal can be enjoyed by users'. In order to give greater consideration to the financial and cost implications, alongside objectives, it has been agreed that some Financial Services' involvement will be arranged to assist with future scoping exercises.

LEGAL IMPLICATIONS

None directly arising from this report.

MONITORING OFFICER'S COMMENTS

The Monitoring Officer has been consulted and would emphasise that any recommendations that are contrary to the Council's existing Budget and Policy Framework would need to be approved by full Council.

BACKGROUND PAPERS

Reports and Minutes of the Canals task Group

Contact Officer: Sharon Marsh
Telephone: 01524 582096
E-mail: smarsh@lancaster.gov.uk
Ref:

Final Report of
Canals Task Group
A report of Overview and Scrutiny

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1. Foreword

Each year, when Overview and Scrutiny is constructing its work programme it consults with all the Members of the Council and asks them what issues they think are important. This year several members highlighted problems they had surrounding Lancaster Canal. There were lots of little problems - the sort of things all Ward Councillors are concerned with; things like litter and access to footpaths. However, we were able to see that as the canal passes through many of the wards in the area this was a District wide concern and an ideal Task Group topic. It is a proto-Community call for action - responding to an identified concern across the District.

This report gives a number of recommendations as a result of that Task Group. Councillors have emphasised the canal as a community asset and suggested ways in which this asset can be protected and improved. They have worked in partnership with other organisations, notably British Waterways. I would like to thank all who have taken part in the writing of this report and commend its recommendations to you.

Councillor Stuart Langhorn
Chairman
Overview and Scrutiny Committee 2007/08

2. Introduction

The Canals Task Group was formed to gain a better understanding of how the canal is used and how the Council can help to increase people's awareness of it as a community asset.

During our meetings we have received valuable evidence from users of the canal and gained insight into any problems they have raised and how people are trying to improve the canal in order to increase its use. Special thanks go to Madeline Dean (Inland Waterways Association), Helen Thomas (Lancaster Canal Trust), Ralph Henderson (CARP), Mr Thomas and Mr Fell (Borwick Parish Council) and Stephen Higham (British Waterways). All provided useful information which included regeneration and tourism facts.

Thanks also go to Budgies boats, the crew of Swallow and Rick Patterson (CARP) for providing the canal boat trip which enabled us to gain a much better insight into some of the areas that have been highlighted in this report.

I hope that Cabinet will accept the recommendations of this report. They are the points we feel we can work towards with the help of our partners - British Waterways, The Canal Trust, County and Parish Councils. By improving this important asset in our district we can help improve the regeneration of our area, improve tourism and encourage people to use the canal responsibly for leisure, sports and tourism.

**Councillor Tina Clifford
Chairman
Canals Task Group**

3. Summary of Recommendations

3.1 Policy

Recommendation 1

- a. That the Council adopt the following definition of a community asset:

‘A Community Asset can be defined as an asset being used by the public and/or an asset developed by the community. The asset could be material as in buildings such as health centres and school facilities or non-material as in information and/or ideas/ideology such as security information of a particular country or community or the normative and belief systems of a community. ‘
- b. That the status of the canal within the City Council’s policy framework be reviewed and that it be acknowledged as a community asset and a recreational resource, with future policy helping to ensure a focus on widening and improving access to benefit the whole community.
- c. That the Council continue to work to enhance the biological heritage status of the canal.
- d. That the Council explore how its Customer Services Centre could act as a one stop shop to work in partnership with British Waterways to enable the timely reporting of canal related problems.

Recommendation 2

- a. That the Council work with other Local Authorities along the canal to produce and make available a specifically designed form for people that live on canal boats to register to vote.
- b. That information regarding council tax and voting rights be made easily available to people that live on canal boats on the Council website, at mooring offices and through cruising societies.

Recommendation 3

- a. That the County Council be requested to consider introducing weight and width limitation signs for historic bridges over the canal.
- b. That the County Council be requested to consider the possible use of warning signs regarding the use of sat nav in areas with small, narrow lanes and bridges over the canal be investigated, following the evaluation of the Vale of Glamorgan Council pilot.

3.2 British Waterways

Recommendation 4

- a. That the Council note the funding cuts being made to British Waterways and encourage the Government to move responsibility for British Waterways from DEFRA to the Department of Transport and raise the issue with the Local Government Association (LGA).
- b. That the Council notes the contribution and potential value of British Waterways to the regeneration of the inland waterways and the surrounding area.

3.3 Facilities

Recommendation 5

- a. That consideration be given to how the opening times of the toilets at Hest Bank can be extended and rationalised so that they operate in the same way as others in the vicinity of the canal and other toilets maintained by the City Council, and British Waterways be recommended to ensure that all toilets are adapted and made available for use by radar key holders.
- b. That toilet provision and possible funding streams at potential 'honey pot sites' such as the canal turn, Lancaster Canal Basin and Hest Bank picnic area be investigated jointly with British Waterways.
- c. That provision of litter bins and possible funding streams at potential 'honey pot sites' such as the canal turn and Hest Bank picnic area be investigated.

3.4 Anti Social Behaviour

Recommendation 6

- a. That the relevant authority give consideration to methods of preventing littering at the side of bridges.
- b. That Lancaster City Council work with British Waterways to consider the feasibility of implementing a regular litter removal schedule for the water in the canal and consider ways to prevent large accumulations of litter.
- c. That the relevant authorities consider the use of murals on the underside of non historic bridges along the canal to stop graffiti.
- d. That the Council work with partners including British Waterways to consider the provision of lighting under the Penny Street Bridge through the use of section 106 agreements.
- e. That the City Council work with Sustrans to give support to opening up access to the canal and make improvements to the towpath north of Carnforth to Tewitfield and that work be undertaken with town and parish councils to prevent anti-social behaviour and increase access for all through the use of section 106 agreements.

- f. That consideration be given to opening up the stretch of the canal behind Bath Mill by lowering the walls or replacing them in part with railings through the use of section 106 agreements.
- g. That information regarding anti-social behaviour along the Lancaster canal be forwarded to the Anti-Social Behaviour Task Group for consideration.

3.5 Tourism

Recommendation 7

- a. That the Council view Carnforth as a hub for the Lancaster canal and recognise the opportunities presented around the canal turn site for canal based recreation.
- b. That the Council prepare a development brief for the British Waterways site (Lancaster), as a significant site on the canal and consider the potential for a museum element with the Lady Fiona.
- c. That the Council recognise the potential and current economic impact that the canal represents in terms of tourism and as such continue to support the restoration of the canal head and northern reaches.
- d. That the Council seek ways to promote activities on the canal such as cruises and entertainment.

3.6 Regeneration/Development

Recommendation 8

- a. That the City Council work with British Waterways to clear up fly tipping adjacent to the canal on the Ridge Estate and investigate how the fly tipping can be prevented.
- b. That a feasibility study be undertaken into the transformation of the vacant land adjacent to the canal on the Ridge Estate into allotments.
- c. That improvements to the canal through Section 106 monies be investigated.
- d. That the relevant Council officers pursue all funding opportunities for regeneration projects along the canal.
- e. That the dry dock be recognised as a potential, non-listed, site for permanent or semi-permanent moorings and that a feasibility study be undertaken with regards to this by British Waterways and Lancaster City Council.
- f. That the Council seek to ensure that future planning development along the canal aims to open up the canal frontage e.g. bath mill estate and seeks to make a feature of the canal.
- g. That the Council support in principle the need to connect both sides of the canal by way of a foot/cycle bridge should any proposed development to the east of the canal in Carnforth take place.

- h. That the Council support the linking of the cycle track along the canal and the Millennium (Cycleway) Bridge.
- i. That the Council recognise that the Canal Basin near the Water Witch Pub has enormous potential as a community asset and is currently underused and that British Waterways be requested to consider the feasibility of establishing pontoon moorings in one of the two turning points.

4. The Role of the Canals Task Group

4.1 Terms of Reference

1. To develop an understanding of issues surrounding the Lancaster canal and to explore its usage as a community asset
2. To explore issues regarding maintenance of the canal and surrounding areas with regard to litter, fly tipping, dog fouling, and general maintenance issues including bridges.
3. To look at the measures being undertaken by the City Council to understand the status of the canal is regarded as a community asset: including accessibility issues for cyclists, use of canal by local schools and clubs for canoeing, fishing etc.
4. To explore anti-social issues affecting the canal and its usage.
5. To consider how to assess the environmental quality of the canal, possibly through an environmental audit.
6. To explore and understand the relationship between Lancashire County Council, Lancaster City Council and British Waterways regarding issues relating to Lancaster canal.
7. To develop and understand the usage patterns of the canal with regard to recreation, culture, work, leisure and tourism potential.
8. To explore the issue of residential moorings.

4.2 Membership of the Group

The group comprises Councillors Tina Clifford (Chairman), Shirley Burns, Chris Coates, Jane Fletcher, Mike Greenall, Karen Leytham, Joyce Pritchard and Malcolm Thomas.

The Group gratefully acknowledges the contributions and evidence freely given by:

Stephen Higham (British Waterways)
Madeline Dean (Inland Waterways Association)
Helen Thomas (Lancaster Canal Trust)
Rick Patterson (Rural Regeneration Officer, Lancaster City Council)
Ralph Henderson (Chairman, Carnforth Area Regeneration Partnership)
Joyce Lynch (Lancashire County Council)
Gary Bowker (Senior Technician, Lancaster City Council)
Jim Trotman (Tourism Manager, Lancaster City Council)
Trevor Haigh (ACE)
James Thomas and Bryan Fell (Borwick Parish Council)

4.3 Timetable of Meetings

Date of Meeting	Who gave evidence?	Issues scrutinised
22 nd November	Sharon Marsh, Democratic Support Officer Stephen Higham, British Waterways Madeline Dean, Inland Waterways Ass. Helen Thomas, Lancaster Canal Trust Chair and Clerk, Borwick Parish Council Rick Patterson, CARP Administrator Ralph Henderson, Chairman CARP Joyce Lynch, Lancashire County Council	<ul style="list-style-type: none"> • Lancaster Canal as a Community Asset. • History and development of the Canal. • Canal within policy framework. • Ownership of the Canal. • Relationship between the City Council, County Council and British Waterways. • Consideration of funding for improvements. • Work undertaken within other Councils. • Disability Discrimination Act.
10 th January	Sharon Marsh Democratic Support Officer Stephen Higham British Waterways Helen Thomas Lancaster Canal Trust Ralph Henderson Chairman CARP Gary Bowker Cycling Demonstration Town Jim Trotman Tourism Manager Trevor Hughes ACE	<ul style="list-style-type: none"> • Uses of the canal. • Usage patterns. • Long Term Moorings • Accessibility for cyclists. • Potential uses of the canal. • Biological Heritage Status. • Satellite Navigation Systems. • Bridges across Lancaster Canal. • Lancaster Canal Questionnaire results.
7 th February	Sharon Marsh Democratic Support Officer Helen Thomas Lancaster Canal Trust Ralph Henderson Chairman CARP Jim Trotman Tourism Manager	<ul style="list-style-type: none"> • Anti-social issues • No alcohol zones • Litter, fly tipping and dog fouling • Council Tax and voting rights • Bridge Strikes

4.4 Site Visits

On Wednesday 16th January, Members of the Canals Task Group walked from Bridge 105, just off Caton Road and travelled south towards Lancaster City Centre passing under Ridge Lane, Moor Lane, Nelson Street, Friaridge and Penny Street to Haverbreaks on the first of the site visits. The Group noted that the canal was an oasis of calm despite its proximity to the A6. Heavy litter and fly tipping were apparent on the side of the canal opposite to the towpath and graffiti was most prominent under bridge 104, Ridge Lane. There were very few litter bins and dog

bins on this stretch of the canal, a situation that had been remedied by tying bin bags to benches and fences.

The Task Group also noted the intimidating area in the centre of the city, recording that the height of the walls contributed to this considerably. The lighting by Nelson Street and under the Penny Street Bridge was also quite bad and added to the feeling of intimidation.

Members of the Group went on a Canal Boat trip from Carnforth to Lancaster on the waterbus. Short stops were made at Hest Bank where the Group were shown a new picnic area that had been recently installed by Carnforth Area Regeneration Partnership in conjunction with British Waterways and at the Lune Aqueduct which is a site of tourist interest.



Members of the Task Group and the 'Swallow', the canal boat, on the Lune Aqueduct

Members of the Task Group noted that there were good facilities in the Canal Turn area in Carnforth, but that the new picnic area lacked important facilities such as toilets and litter bins. Whilst on the site visit a shopping trolley in the canal scraped along the side of the canal boat and the Group were informed that many items dumped in the canal caused obstruction and damage to boats.

The Group thought that there was little or no evidence of anti social behaviour in the rural areas but that as one approached closer to Lancaster City Centre the area started to look messy, there was more litter, fly tipping and graffiti.

The Group would like to give thanks for the guidance of Rick Patterson, CARP and Stephen Higham from British Waterways on this boat trip.

Documentary Evidence Considered

Internet Sites

Lancaster Canal Trust Information Website
Waterscape
British Waterways
Natural England
www.cruix.co.uk
www.voa.gov.uk

Leaflets considered

Lancaster City Council Tourism Strategy
Lancaster District Local Plan
Lancaster City Council Community Strategy
British Waterways Disability Equality Scheme
Kennet District Council – Live on a boat, don't lose your vote
Declaration of Local Connection – Homeless Person

Newspaper articles including:

Press release issued by Lancaster City Council.
A Landscape Strategy for Lancashire
British Waterways Disability Equality Scheme
Waterscape – A History of Lancaster Canal
'Ignore Sat Nav' Sign posted to protect village, Telegraph Newspaper
Why the printed word may beat sat nav, Press release from West Sussex County Council

6. Status of the Report

This report is the work of the Canals Task Group, on behalf of the Overview and Scrutiny Committee, and where opinions are expressed they are not necessarily those of the Overview and Scrutiny Committee or Lancaster City Council.

Whilst we have sought to draw on this review to make recommendations and suggestions that are helpful to the Council, our work has been designed solely for the purpose of discharging our work in accordance with the terms of reference agreed by the Overview & Scrutiny Committee. Accordingly, our work cannot be relied upon to identify every area of strength, weakness or opportunity for improvement.

This report is addressed to the Cabinet of Lancaster City Council in the first instance. It has been prepared for the sole use of the Council and the Task Group takes no responsibility for any Member or Officer acting in their individual capacities or to other third parties acting on it.

7. Background & Context

The Canals Task Group was established by Overview and Scrutiny in response to public and member concern at issues relating to maintenance and usage of the canal and surrounding areas. The purpose of the Group was to develop an understanding of issues surrounding the Lancaster canal and to explore its usage as a community asset.

For approximately 10 years, Lancaster City Council has been working with the Northern Reaches Restoration Group, now renamed the Lancaster Canal Restoration Partnership (LCRP). The Tourism Manager is the usual officer representative and Councillor Johnson is the current Member representative. The restoration of the canal is seen as beneficial to rural tourism, e.g., marina developments around Carnforth and quiet enjoyment of the canal, its tow paths, fishing, etc. For that reason, support for the restoration is mentioned in the current Tourism Strategy for the district.

The contribution from the City Council is approximately £500 per annum from Planning and £200 from Tourism. Considerably larger amounts are provided by Lancashire County Council, Cumbria County Council and especially South Lakeland District Council. Members of the group also include British Waterways, the Lancaster Canals Trust, the Inland Waterways Association and Rural Regeneration Cumbria (NWDA).

LCRP aims to open up the canal to Kendal and it is hoped that Lancaster will benefit from the increased use of the canal both north bound and south bound when it is opened to Kendal.

The improvements to the canal towpath as part of the cycling demonstration town monies have opened up the canal to much wider uses. Accessibility has been improved and the canal towpath can now be used by a wide range of people. It is hoped that the canal will continue to be opened up further north and south bound.

8. Findings

8.1 Policy

Lancaster Canal is currently not well represented in the City Council's Policy Framework. The canal is of huge importance to the Lancaster District and provides highly valuable green space for tourist and recreational activities. The canal provides a valuable habitat, economic income, leisure and visitor attraction in the area and the Council's policy framework should reflect this.

The Lancaster City Council Tourism Strategy states that the proposed re-opening of the Lancaster Canal to Kendal will enhance rural tourism and that a long-term action is to encourage the restoration of the Lancaster Canal to Kendal to enhance sustainable tourism through the Northern Reaches Group. This theme should be supported throughout the Council's policy framework and the canal recognised as a community asset.

A **Community Asset** can be defined as an asset being used by the public and/or an asset developed by the community. The asset could be material as in buildings such as health centres and school facilities or non-material as in information and/or ideas/ideology such as security information of a particular country or community or the normative and belief systems of a community.



Water bodies are important community assets through their provision of open space and recreational resources and their interaction with the built environment, forming both divides between urban areas and the centre of towns. Still waters such as Lancaster Canal are used extensively for recreation and should therefore be seen as a community asset.

Biological Heritage Sites are areas of land or water rich in wildlife outside Statutory designated Sites of Specific Scientific Interest (SSSIs). They form a network of non-statutory wildlife sites throughout the county of Lancashire which, together with SSSIs, support the best areas and the county's most important sites of wildlife or biodiversity interest.

In view of the identification of the Lancaster canal as a Biological Heritage Site particular care needs to be taken as regards to any development that affects its interest (which includes banks, towpaths and the water body of the canal itself) in order to ensure that its wildlife interests are not unduly damaged or affected.

Communication from Over Kellet Parish Council described the canal as a valuable refuge for a varied and interesting range of flora and fauna. The present usage of the canal is such that wildlife can rest and flourish relatively undisturbed and any increased usage may lead to deterioration in its appeal.

Concern was also expressed by representatives of Ellel Parish Council with regard to casual boat users exceeding the speed limits imposed upon the canal and destroying the habitats of birds nesting along the canal banks.

The Task Group noted that there is currently no process to transfer complaints received by the City Council to British Waterways. Members of the public may contact the City Council in relation to litter, fly tipping and dog fouling problems along the canal. It is important that if these complaints are received by the Council there is a system in place to report them to British Waterways. The Task Group felt that improved communication between the City Council and British Waterways could improve litter problems and that contact details of responsible British Waterways officers should be made available to Customer Services.

Recommendation 1

- a. That the Council adopt the following definition of a community asset:

‘A Community Asset can be defined as an asset being used by the public and/or an asset developed by the community. The asset could be material as in buildings such as health centres and school facilities or non-material as in information and/or ideas/ideology such as security information of a particular country or community or the normative and belief systems of a community.’
- b. That the status of the canal within the City Council’s policy framework be reviewed and that it be acknowledged as a community asset and a recreational resource, with future policy helping to ensure a focus on widening and improving access to benefit the whole community.
- c. That the Council continue to work to enhance the biological heritage status of the canal.
- d. That the Council explore how its Customer Services Centre could act as a one stop shop to work in partnership with British Waterways to enable the timely reporting of canal related problems.

Council Tax and Voting Rights

There appears to be public confusion as to whether people who are permanent residents on boats are required to pay Council Tax and whether they are entitled to vote. It is hoped that to clear up this confusion information considered by the Task Group (see Appendix A) could be made available as a document pack to be displayed in mooring offices and distributed to cruising societies to make sure all boaters are aware of their right to vote and their responsibility to pay Council Tax.

The mooring and not the boat is banded for Council Tax purposes, unless the boat is permanently moored in the same place and then its value will be included. Most moorings fall into band A. The mooring can only be banded if it is used for domestic purposes and there is an element of permanence such as a permanent address. If a boat is determined to be permanent the full amount of Council Tax is required to be paid in the same way that residential caravans pay site fees and full Council Tax.

Members of the public who live on a canal boat with no permanent address can be registered to vote. This can be done by completing a local connection declaration. The form for registering to vote in this way states that it is for homeless people, which could be seen by people that live on canal boats as inaccurate. The Task Group would encourage the Council to introduce a specifically designed form for people that live on canal boats.

Case Study

Kennet District Council have already produced such a form entitled “Live on a Boat? Don’t Lose Your Vote.” (See Appendix B.) To produce this form Kennet collaborated with the other Councils that the canal travelled within and requested that electors send the completed form to the Council that the area in which they most commonly moored. The success of this form has been questioned; Kennet reported a very small uptake on the forms and put this down due to being registered already because they also own houses.

The City Council would need to work with other Councils (along Lancaster canal) and British Waterways in order to produce a similar form. This joint working would ensure that members of the public return their form to the correct Council, the area in which their local connection declaration is. The Council would need to assess the merits of undertaking this exercise considering the response received by Kennet District Council. It may be that the Council could encourage more people to register to vote by requesting that British Waterways publicise the registration form rather than the Council.

Lancaster City Council already undertakes a canvass at both Galgate and Glasson Dock Marinas as part of its annual canvass and these addresses are already on the Electoral Register.

People living on canal boats must have a connection in the area to entitle them to have a vote such as a place of work, family or long term mooring. The Ward in which their connection is will be the Ward in which they are entitled to vote.

Recommendation 2

- a. That the Council work with other Local Authorities along the canal to produce and make available a specifically designed form for people that live on canal boats to register to vote.
- b. That information regarding council tax and voting rights be made easily available to people that live on canal boats on the Council website, at mooring offices and through cruising societies.

Bridges

The bridges over Lancaster canal are owned and maintained by a number of different owners. British Waterways owns bridges carrying the highway, footpaths, public rights of way and private accesses. Lancashire County Council owns bridges carrying the highway and footpaths, and Network Rail owns bridges carrying railways. There may also be private owners.

The Task Group noted that there is currently no specific satellite navigation system for lorries and as a result lorries are being sent down roads and over bridges that are unsuitable for large vehicles.

The Freight Transport Association reported in August 2007 that it was asking suppliers to produce satellite navigation systems which were more compatible with freight operations. The Association has identified a list of data items that its members say are necessary. These include vehicle width, height and length restrictions, pedestrianized areas and local lorry bans amongst others. It may be some time before this system is developed and preventative measures to protect old and narrow bridges could be put in place in the meantime.

Case Study
The Vale of Glamorgan Council is trialling a new road sign to try and stop lorry drivers with Sat Nav from using unsuitable roads. The signs picture a lorry and a satellite with a red line through them and bear the message 'Unsuitable for Heavy Goods Vehicles'. If the signs prove successful during the trial they will be used at other locations throughout Wales.

Over the past year there have been 6 recorded strikes on bridges over the canal in the Lancaster District. Three of these have been on Hest Bank Bridge (No. 118), one on Borwick Hall Bridge (No. 135), one on Hatlex Bridge (No. 119) and one on Kellet Lane Bridge (No. 130). All 6 strikes have cost British Waterways between £20,000 and £50,000 each to repair.

Lancashire County Council undertakes general inspections on its bridges on a biennial basis. Faults identified in inspections are risk assessed, prioritised and rectified accordingly. Faults or damage that compromise public safety are immediately rectified.

British Waterways have a rigorous inspection programme for the bridges they own over the canal. Each month an inspector walks the length of the canal to report on any defects or problems. Annually an engineer examines the structures along the canal to confirm their condition and that there are no risks associated with the structures.

If it is thought that problems on bridges are caused by reasons that could at least in part be remedied by traffic measures then British Waterways liaise with the highway authority to identify ways to reduce this risk.

Many bridges over Lancaster canal are very narrow. A width restriction is necessary to prevent lorries that are too wide travelling around tight corners and over bridges that are too narrow for the lorries to manoeuvre over. This can result in damage to the bridges concerned.

Recommendation 3

- a. That the County Council be requested to consider introducing weight and width limitation signs for historic bridges over the canal.
- b. That the County Council be requested to consider the possible use of warning signs regarding the use of sat nav in areas with small, narrow lanes and bridges over the canal be investigated, following the evaluation of the Vale of Glamorgan Council pilot.

8.2 British Waterways

Many of the improvements that have been made to the Lancaster canal within recent years have been made by various partners working with British Waterways. British Waterways and Carnforth Area Regeneration Partnership (CARP) have worked in partnership together to improve the Hest Bank Picnic Area, with funding from Lancaster City Council; and in partnership with Sustrans to make improvements to the towpath. The latest towpath improvements will extend the improvements to Carnforth and will create a new Disability Discrimination Act compliant access point which will link a housing estate to the canal.

British Waterways have also worked alongside CARP and Budgie Bikes to install a floating mooring facility at Bolton-Le-Sands which can be used by the waterbus service. Further maintenance of all of these sites have been incorporated into current British Waterways schedules.



British Waterways own the Lady Fiona, an original Lancaster working boat and the Packet Boat House, which they have recently renovated (and adjacent land) just south of the city centre. This site is of strategic importance to the canal and one where sensitive development is required.

(Left, the Packet Boat House)

In recent years there have been many pressures on DEFRA funding which has resulted in reduced funding to British Waterways. It is possible that British waterways will lose funding of £60 million over 5 years.

In short, British Waterways is facing a funding crisis and it is believed that this will continue to be the case while British Waterways is linked to this department. The Task Group believe that British Waterways would be better placed in the Department of Transport. The Task Group request that the City Council lobby other Councils with canals running through them with regard to this.

Recommendation 4

- a. That the Council note the funding cuts being made to British Waterways and encourage the Government to move responsibility for British Waterways from DEFRA to the Department of Transport and raise the issue with the Local Government Association (LGA).
- b. That the Council notes the contribution and potential value of British Waterways to the regeneration of the inland waterways and the surrounding area.

8.3 Facilities

The Task Group considered access to facilities along the canal.

An access key to the toilets at Hest Bank was provided by British Waterways as part of the licence fee for boat owners. The new picnic area close to these toilets did not have enough facilities in place. The toilets were not available to all and litter bins had

not been provided. The toilets are not even currently available for use by radar key holders, something which should be immediately rectified.

Further investigation found that the toilets at Hest Bank are only open for use, even for key holders, from April to October. Lancaster City Council are subcontracted to clean but not replenish these toilets 7 days a week when they are open.

The facilities at Galgate Marina are open all year round but are also only available to boat users. A key code is used rather than an actual key. All residents at the marina know the code and any boat users that are passing by can call into the shop at the marina to find out the code but only between 9 and 5. They are not open to members of the general public.

The Task Group believe that all major tourist attractions along the canal should be serviced by facilities such as toilets and litter bins. It may be possible to introduce toilet provision with finance initiatives at these honey pot sites and this idea should be investigated further.

Recommendation 5

- a. That consideration be given to how the opening times of the toilets at Hest Bank can be extended and rationalised so that they operate in the same way as others in the vicinity of the canal and other toilets maintained by the City Council, and British Waterways be recommended to ensure that all toilets are adapted and made available for use by radar key holders.
- b. That toilet provision and possible funding streams at potential 'honey pot sites' such as the canal turn, Lancaster Canal Basin and Hest Bank picnic area be investigated jointly with British Waterways.
- c. That provision of litter bins and possible funding streams at potential 'honey pot sites' such as the canal turn and Hest Bank picnic area be investigated.

8.4 Anti-Social Behaviour

The Over Kellet Parish Council expressed the opinion that the Lancaster Canal provides an important 'lung' for the District and is valued very highly by residents and visitors alike. The Task Group support this view. It was felt that the canal was well used by pedestrians, cyclists and boaters and that whilst there were concerns over the presence of litter in the vicinity of the canal, it was no better or worse than many other locations. However, some locations do pose more of a problem than others such as access points and seating areas.

On both site visits a large amount of fly tipping was noticed adjacent to the canal within the Ridge Estate. Although Lancaster City Council has little responsibility for fly tipping along the canal as the land is owned by British Waterways, a small proportion of the land by the side of the canal in the Ridge Estate belongs to the City Council. The rest is considered to be 'no mans land', with British Waterways only owning up to the canal edge in this area, although it should be noted that the Council is legally empowered, at its discretion, to clear waste in such circumstances. The fly tipping gave the impression that it was longstanding and did not provide a particularly nice vista for passers by, on boat or foot and gave a poor impression of the city.



Photograph showing 'hot spot' of fly tipping next to the Ridge Estate

Lancaster City Council's responsibility with regard to litter, fly tipping, dog fouling and pollution is minimal along the canal as the land is predominantly owned by British Waterways and it is therefore their legal responsibility to deal with these problems on the land they own.

The City Council does have powers to take action against anyone caught depositing litter on open land but it is the landowners responsibility to clear it up. The Council's only direct involvement is as a contractor to empty the dog bins and litter bins on the canal towpath. Most complaints the Council receives are passed along to British Waterways to deal with.

In some cases bin bags are tied to railings or benches because the British Waterways litter bins have been burned or thrown into the canal.

Despite the provision of bin bags, a lot of litter finds its way into the canal. Litter floats within the canal and gets stuck on reeds and branches creating a substantial amount of rubbish in some areas. Ducks, swans and other wildlife spend time within the rubbish which could pose a health risk to the animals and may affect the environmental quality of the canal. The litter does not promote a good image and affects the beauty of the canal which may discourage tourists from returning to the area by boat.



On the site visits undertaken by the Task Group issues of littering at the side of bridges and graffiti under bridges specifically the Ridge Lane Bridge, in the centre of Lancaster City were noted. These issues do not create a good image to visitors to the District. The Graffiti could be remedied by the use of murals under bridges, possibly displaying images of the city and surrounding area and promoting various tourist attractions. The Council may in the future wish to consider undertaking a 'graffiti project' in conjunction with local organisations such as the YMCA.



Photograph showing litter adjacent to bridge and graffiti.

Case Study - www.cruix.co.uk/mural.html

Caldercruix in Scotland has a serious problem with graffiti and decided that a project be undertaken to paint a mural on one of the worst hit walls to tackle the issue, involve the community and improve the aesthetics of the area. Two community artists facilitated the project and aimed to empower the young people in the area. Workshops were held to involve all in the design process. This project showed that it was important to involve young people and appreciate and value their opinions. It was reported that 10 months after the project was completed there had still not been any graffiti on the wall.

On the walk which Members of the Group undertook, it was noted that the towpath became quite dark and felt enclosed and contained within the urban stretch of the canal specifically behind Bath Mill and under the Penny Street Bridge. It was thought that lighting under the Penny Street Bridge would make the journey under the bridge less intimidating and community safety would be improved for members of the public using the canal as an access route for the city and a thoroughfare between the Waterwitch and the White Cross pubs on the canal.



Photograph showing the darkness under the Penny Street Bridge

British Waterways have stated that it would be possible to install lighting under the Penny Street Bridge or in any similar area but that they would be reluctant to pay for this or cover any maintenance costs. If the Council was to approach British Waterways regarding this idea then they would consider the case on its merits.

The majority of the work that has been undertaken with regard to opening up the canal and increasing the levels of community safety has been focussed in the urban areas. Work also needs to be undertaken to improve these aspects in the rural areas along the canal. Work should be undertaken with town and parish councils to prevent anti social behaviour and create access for all.

The area behind Bath Mill is surrounded by high walls and does not have any direct access between bridges. This area felt quite intimidating, something that could be rectified by opening up the canal and creating an access point or replacing part of the high walls with a smaller wall or railings to create a more open area and increase visibility.

It should be noted that in terms of the number of anti-social behaviour incidents the canal does not rank particularly highly. However the Bath Mill area is the portion of the canal that has the highest levels of anti social behaviour.

Recommendation 6

- a. That the relevant authority give consideration to methods of preventing littering at the side of bridges.
- b. That Lancaster City Council work with British Waterways to consider the feasibility of implementing a regular litter removal schedule for the water in the canal and consider ways to prevent large accumulations of litter.

- c. That the relevant authorities consider the use of murals on the underside of non historic bridges along the canal to stop graffiti.
- d. That the Council work with partners including British Waterways to consider the provision of lighting under the Penny Street Bridge through the use of section 106 agreements.
- e. That the City Council work with Sustrans to give support to opening up access to the canal and make improvements to the towpath north of Carnforth to Tewitfield and that work be undertaken with town and parish councils to prevent anti-social behaviour and increase access for all through the use of section 106 agreements.
- f. That consideration be given to opening up the stretch of the canal behind Bath Mill by lowering the walls or replacing them in part with railings through the use of section 106 agreements.
- g. That information regarding anti-social behaviour along the Lancaster canal be forwarded to the Anti-Social Behaviour Task Group for consideration.

8.5 Tourism

Figures released by British Waterways (BW) for the period January 2007 to the end of October 2007 showed that 222 boaters used the Ribble Link during that period. The figures did not show the direction of travel. BW has previously indicated that the Lancaster canal is currently at full capacity for boat moorings.

A pedestrian counter has monitored people using the canal tow path in Lancaster and from the beginning of January 2007 to the end of November 2007, 39,219 people had passed that point. There is no differentiation in these figures between local residents and visitors to the area. The peak month is October, followed by November and September.

Since the beginning of 2005 1,224 boats have come up the Ribble Link. Results of a questionnaire produced by the Lancaster Canal Trust and Lancaster Canal Regeneration Partnership showed that boats travelled from all over the country to visit the Lancaster canal. Those that answered the questionnaire reported an average weekly spend of £427. Boaters did not just stay on the canal, most visited towns, villages and pubs along the canal to make use of the local facilities and visit tourist spots such as Williamson Park, Maritime Museum, Morecambe Bay and the Judges Lodgings amongst others.

Carnforth Area Regeneration Partnership (CARP) has been involved with many tourist initiatives in relation to the canal. One of which is the Carnforth canal waterbus. The picture below shows the current waterbus 'Swallow'.



A new tourist initiative that CARP has been involved in is to provide a further new canal waterbus. The waterbus is expected to attract tourist coach parties and is seen as being a tourist attraction in its own right, as well as encouraging and being a major factor in the further development of environmentally sustainable tourism in the Carnforth area. The Carnforth Canal waterbus is Britain's only timetabled canal waterbus service.

Other projects have included Carnforth Towpath Refurbishment Works, Hest Bank Picnic Site improvement and visitor moorings at Bolton Le Sands. All of these works have been undertaken with collaboration from British Waterways and the work by both parties should be recognised by the Council as valuable to the District.

Although CARP ceases its main 3 year investment programme in April 2008, work initiated by the partnership is to be continued under a not for profit organisation called CARP Ltd.

British Waterways own a disused site to the South of the City Centre. On this site is the original Lancaster Packet Boat House which has been renovated by British Waterways. At a meeting of the Task Group, a representative from Lancaster Canal Trust reported that it was their wish to restore the last original Lancaster working boat, named Lady Fiona, which is currently awaiting restoration in Nantwich and to return the boat to Lancaster to reside within the Packet Boat House. It was also hoped that the remainder of the building could be made into a canal museum.

This site is a significant site along the canal and close to the centre of the City. It would be of great benefit to bring this site back into use as a tourist attraction.

The canal provides many tourism opportunities, whether as a holiday destination on a boat, or as an attraction for visitors already in the area. Lancaster City Council needs to recognise the potential of the canal, the possibilities to create further tourist attractions along the canal and the economic impact that the canal represents in terms of tourism. The development of the northern reaches and the restoration of the canal head at Kendal will provide further reason for tourists to pass through Lancaster and as such these developments with their positive effects on the economy should be supported by the Council.

The City Council should seek ways to promote as far as possible activities on the canal such as cruises and entertainment by displaying advertising leaflets in the Town Halls, Tourist Information Centres and including the information in newsletters and tourism literature to ensure the maximum support of tourism initiatives along the canal.

There are only two points along the Lancaster Canal where the sea and the canal meet. One of these is at Glasson Dock. Glasson Dock is a tourist destination in its own right with a marina, the Lancaster Port Smokehouse and the Maritime Festival. Glasson Dock is a working Port which receives sea going vessels as well as being the terminus of the Glasson branch of the Lancaster Canal. Glasson Dock is popular with tourists and visitors for these reasons. There are also caravan parks which are busy in summer and use the services of the village.

Recommendation 7

- a. That the Council view Carnforth as a hub for the Lancaster canal and recognise the opportunities presented around the canal turn site for canal based recreation.
- b. That the Council prepare a development brief for the British Waterways site (Lancaster), as a significant site on the canal and consider the potential for a museum element with the Lady Fiona.
- c. That the Council recognise the potential and current economic impact that the canal represents in terms of tourism and as such continue to support the restoration of the canal head and northern reaches.
- d. That the Council seek ways to promote activities on the canal such as cruises and entertainment.

8.6 Regeneration/Development

As has been previously mentioned there is a 'hot spot' for fly tipping along the canal adjacent to the Ridge Estate.

A small part of the land which is subject to fly tipping adjacent to the Ridge Estate is owned by the Council, with the remainder being 'no mans land.' There is a plot of vacant, Council owned land next to the area where the fly tipping is at its worst. A positive use for this vacant land would be community allotments. There is a high local demand for allotments and the placing of allotments in this area may benefit the levels of fly tipping as well as encouraging local pride in the area. It may also be possible to move the fence that separates the canal from the vacant land further away from the canal to create a walkway on that side of the canal, and this should be investigated.

As an important recreational asset in the district the canal provides extensive amenity value to residents of the area. The Task group believe that enhancing the canal is not only an acceptable but a desirable use of Section 106 money (money provided by developers to the local authority to offset the impact of a development). The Task Group believe that enhancements to the canal would help to enhance an existing amenity for the benefit of new and existing residents.

Research by the Canals Task Group has shown various funding streams are available for projects along the inland waterways. Relevant officers from the City Council should pursue all opportunities available to organisations to fund wildlife conservation along the waterways and projects to improve facilities along the canal.

The dry dock area in Bulk Ward was considered on the site visits. Currently this site is unused and litter can get caught quite easily in the structure. This area is a non listed structure on the canal and could provide a good location for a small mooring platform for canal boats. The only mooring site in



Lancaster city centre is at Lancaster basin, so this would provide a second site for boaters to explore the city from. A similar structure to the new visitor moorings at Bolton-le-Sands may be possible.

The Bath Mill estate is open fronted onto the canal with a small railing separating a courtyard area for the houses and the canal. In this area there is not much litter and the canal feels less intimidating, it is a complete contrast to slightly further down the canal behind the old Bath Mill which is very enclosed. It is suggested that future developments make use of the canal in this way allowing for the regeneration of the canal in these areas and easy access to the canal for residents.

The Task Group considered the necessity and value of a canal foot/cycle bridge from the proposed Lundsfield site to Alexandra Road. It was agreed that the principle of access across the canal via a foot/cycle bridge should be supported, should the development take place. The issue of the development was not discussed and it was noted that this would be a matter for the Planning Committee to consider in due course.

The cycle track along the canal is an important recreational resource and its expansion is supported by the Group, in particular the linking of the cycle track over the Lune Aqueduct and the Millennium (Cycleway) Bridge. The Group felt that although lighting would improve the safety for cyclists along the Lune Aqueduct, flood lighting would be inappropriate in this area as it would not be in keeping with the character and historic nature of the aqueduct.

The Canal Basin in Lancaster has enormous potential as a community asset and is currently underused. British Waterways should be requested to consider the feasibility of establishing pontoon moorings in one of the two turning points. This would create further visitor moorings to allow a greater number of tourists to visit the City of Lancaster and surrounding area from. It is also important to establish public toilets in this area as one of the 'honey pot' sites along the canal.

Recommendation 8

- a. That the City Council work with British Waterways to clear up fly tipping adjacent to the canal on the Ridge Estate and investigate how the fly tipping can be prevented.
- b. That a feasibility study be undertaken into the transformation of the vacant land adjacent to the canal on the Ridge Estate into allotments.
- c. That improvements to the canal through section 106 monies be investigated.
- d. That the relevant Council officers pursue all funding opportunities for regeneration projects along the canal.
- e. That the dry dock be recognised as a potential, non-listed, site for permanent or semi-permanent moorings and that a feasibility study be undertaken with regards to this by British Waterways and Lancaster City Council.
- f. That the Council seek to ensure future planning development along the canal aims to open up the canal frontage e.g. bath mill estate and seeks to make a feature of the canal.

- g. That the Council support in principle the need to connect both sides of the canal by way of a foot/cycle bridge should any proposed development to the east of the canal in Carnforth take place.
- h. That the Council support the linking of the cycle track and the Millennium (Cycleway) Bridge.
- i. That the Council recognise the Canal Basin near the Water Witch Pub has enormous potential as a community asset and is currently underused and that British Waterways be requested to consider the feasibility of establishing pontoon moorings in one of the two turning points.

9. Conclusion

The Canals Task Group was established to develop an understanding of issues surrounding the Lancaster canal and to explore its usage as a community asset.

The purpose of this report has been to establish an understanding of the current situation of the Lancaster canal focussing on its usage as a recreational resource and a visitor attraction as well as looking at the levels of anti-social behaviour and possible future development. It is hoped that the City Council's Policy Framework can be reviewed to better represent the importance of the canal in the District as a result of the work of this Task Group.

10. Appendices

Appendix A

Council Tax Manual - Practice Note 7 - Appendix D - Circumstances where boats used wholly as living accommodation may or may not be regarded as part of the hereditament

Practice Note 7: Appendix D

The following examples illustrate circumstances where boats used wholly as living accommodation may or may not be regarded as part of the hereditament together with the mooring, and therefore to be included in the Council Tax banding valuation.

Example 1

A couple lives in a purpose-built houseboat comprising a timber-clad building on a pontoon. They pay rent for a mooring on the river bank with its own anchor points, access way, water supply and drainage connections. The houseboat has been moored in that location for several years, although it is moved every 2 or 3 years to carry out maintenance to the pontoon.

The mooring is a separate hereditament because it is occupied exclusively by one boat for a period of more than 12 months. The mooring is also domestic property by virtue of s.66(4) because it is occupied by a boat which is someone's sole or main residence. Although a chattel, the houseboat can be regarded as enjoyed with the land with such permanence as to enhance its value, and should be included in the valuation for banding purposes.

Example 2

A family lives in a barge which has been converted to provide living accommodation. They pay rent to the riparian owner for a mooring on a river bank with its own water supply and sewage connection. During the year, the barge moves away at weekends and holidays of more than 2-4 weeks duration leaving the mooring vacant until its return.

The mooring is a separate hereditament because it is used exclusively by one boat during the year. When the barge is present, the mooring is domestic property by virtue of s.66(4) because it is occupied by a boat which is someone's sole or main residence. When the barge is absent, the mooring is domestic property by virtue of s.66(5) because it appears when next in use the mooring will be domestic. However, the barge is insufficiently permanent to be regarded as part of the hereditament, and the mooring only should be valued to determine the appropriate band.

Example 3

A man lives on a motor cruiser with living accommodation on board. He rents a berth in a marina comprising a finger pontoon at right angles to the bank with water supply and sewage pump-out. The marina operator controls access to the site and reserves a continual right to move the boat from its mooring. When the boat is absent, as it frequently is for weekends and holidays, and even though the boat owner pays rent continuously in order to reserve a berth at the site, the marina operator allows other boats to use the mooring.

Although the mooring is virtually in permanent use and affords self-containment to any boat with living accommodation, the cruiser owner's occupation of the mooring is non-exclusive and insufficiently permanent for him to be liable for Council Tax. The

marina operator is in paramount occupation of the mooring for the purposes of his business of running a marina. If the other boats which use the mooring are also someone's sole or main residence, only the mooring would be domestic property and subject to banding. The boat itself would not be included in the valuation.

If the other boats which use the mooring are not someone's sole or main residence or there is no way of knowing what their use would be, the mooring will be non-domestic. If there are two or more such moorings in the marina, all the moorings and land under the control of the marina operator should be treated as one hereditament by virtue of the Multiple Moorings Regulations. The marina operator will be in permanent occupation.

Example 4

A couple live on a narrow boat as their sole or main residence. They pay a mooring fee to the British Waterways Board for one of several moorings along the towing path and a licence fee to be on the canal. They share a water tap with the other boats, but the nearest sewage disposal facility is some distance away. Periodically, they move the boat to dispose of sewage; and every few years the boat is taken into dry dock for essential maintenance. British Waterways Board reserves a continual right to allocate a different mooring, for example, in order to accommodate boats of different length at the site, but in practice the boat returns to the same mooring, which is not used by other boats in its absence. It has a postal address and post is delivered direct to the boat.

The mooring is domestic property by virtue of s.66(4) and sufficiently defined as to form a separate hereditament. The boat is moored with a sufficient degree of permanence as to be enjoyed with the mooring and therefore should be regarded as part of the hereditament and be included in the valuation for banding purposes.

If however the separate moorings along the canal bank are not easily identified, either in the agreement with BWB or on the ground, and can vary each time a boat is moored, as the boat always returns to a different position, then the hereditament will comprise of the whole length of moorings along that part of the canal, and the rateable occupier will be the BWB. The boat will not form part of the hereditament because it lacks sufficient permanence to be enjoyed with the land.

If the moorings are solely occupied by boats which are the sole or residence of an individual, then there will be a single Council Tax banding of all the moorings. However, should pleasure boats also use the moorings, the moorings should be treated as a composite hereditament. In many cases a common sense view will need to be taken of the extent of the domestic and non-domestic parts, and regulation 7(1) of the Council Tax (Situation and Valuation of Dwellings) Regulations 1992 requires a band to be ascribed which reflects the value which would reasonably be attributed to the domestic use. The distribution between domestic and non-domestic use will therefore reflect how the market would view the use of the hereditament, if it were made available with vacant possession. The actual use of the moorings at compilation date, or a notional distribution based on the prevailing pattern of use along moorings in that locality can be adopted.

Where a single composite hereditament is appropriate, the non-domestic part in this example will be included in the Central List assessment for BWB, and a single Council Tax band will be entered in the valuation list for the residential moorings.



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**Live on a Boat?
 Don't Lose Your Vote**

Appendix B

**REGISTER OF ELECTORS
 DECLARATION OF LOCAL CONNECTION**

1. Title (Mr, Mrs, etc) Surname Forename(s)

I spend a substantial part of my time (either during the day or the night) at or near:

.....

..... Post code

2. I have been at or near this place since [] [] []

3. If you are aged 17 at present please give date of birth [] [] []

4. If you are aged 70 or over please tick box

5. If you are an EU citizen please state nationality []

6. If you do not want your details on the Register to be available for general sale, please tick box.

7. Address for correspondence:.....

.....

(If no correspondence address is given your mail will be held for you at the Council Offices).

8. I declare that to the best of my knowledge and belief the particulars given are true and that I am a British, Commonwealth, Irish or European Union citizen.

SIGNED

DATED

<p>Please complete and return to the Council that covers the area where you usually moor.</p> <p>Details of Councils overleaf.</p>	<p>It is not necessary to provide a telephone number but it can help us if we need to make contact to clarify details.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; padding: 2px;">Your telephone number:</td> <td style="width: 40%;"></td> </tr> </table>	Your telephone number:	
Your telephone number:			

9. We will inform your previous Electoral Registration Officer that you have moved so that your name can be removed from that register. If you do not want to be taken off your old address, please explain why:

.....

.....

Previous Address

.....

Post code

The fine for providing false information is up to £1000. Each person has to fill in and sign his or her own form. The form will be returned if it is not signed.

Please return completed forms to the Council that covers the Brea where you most commonly moor:

Bath to Dundas Aquaduct

Bath & North East Somerset Council
Electoral Services
Guildhall
High Street
Bath BA1 5AW

Tel: 01225 477424

Dundas Aquaduct to Semington

West Wiltshire District Council
Electoral Services
Bradley Road
Trowbridge
BA14 0RD

01225 770312

Seend Cleeve to Froxfield

Kennet District Council
Electoral Services
Browfort
Bath Road
Devizes
SN10 2AT

01380 734619

Hungerford to Burghfield Bridge

West Berkshire Council
Electoral Services
Council Offices
Market Street
Newbury
RG14 5LD

01635 519464

Burghfield Bridge to Thames River

Reading Borough Council
Electoral Services
Civic Centre
Reading
RG1 7TD

0118 939 0284

Please only complete one form per person. If you require additional forms please contact one of the Councils listed above.

CABINET

**Lancaster District Economic Vision
Cabinet 8th July 2008**

Report of Corporate Director (Regeneration)

PURPOSE OF REPORT				
This report provides an update on both the management arrangements and key projects within the Lancaster District Economic Vision. It provides background to the strategic context for the Vision and funding arrangements, including the potential for regeneration funds to be delegated to the Council. The report recommends the means by which the Council can manage the development of the Vision projects and also proposes the means by which the range of projects within the Vision can be reviewed and adapted over time.				
Key Decision	X	Non-Key Decision		Referral from Cabinet Member
Date Included in Forward Plan	March 2008			
This report is public				

RECOMMENDATIONS

- (1) That the Corporate Director (Regeneration) is granted continuing authorisation to proceed with project development and feasibility work for currently identified Vision projects, including bidding for funds, subject to the availability of existing resources and/or external funding.
- (2) That the Corporate Director (Regeneration) is authorised to undertake investigation and development of new Vision projects requiring Council support, subject to the availability of resources and/or external funding, in order to determine their relevance and suitability to bid for funding support and gain formal Council endorsement as part of normal decision making processes.
- (3) That the Corporate Director is authorised to submit an application to North West Development Agency for further management costs to support the management and development of the Lancaster District Economic Vision for the financial years 2009/2010, 2010/2011 and 2011/2012.
- (4) That Cabinet approves the proposed strategic programme framework for the Economic Vision, as outlined in this report, as a basis for attracting external funding and managing delivery and performance.
- (5) That the Corporate Director (Regeneration) be authorised to negotiate with North West Development Agency for a future delegation of funds to the Council to support a programme of activity relating to the Lancaster District Economic Vision, instead of approvals on a project by project basis.

- (6) That the Head of Financial Services be authorised to update the General Fund Capital Programme and the General Fund Revenue Budget as required, subject to there being no net impact on the Council's budgets.**

1.0 Introduction

1.1 The Lancaster District Economic Vision was developed on behalf of the District by the Vision Board, which was originally jointly established by the Council and the NWDA and includes a range of local economic stakeholders. The Vision was subsequently adopted by the LSP in July 2006 and by the Council as its Economic Regeneration Strategy, also in July 2006. At its meeting in July 2007, Cabinet agreed in principle that the Council should act as Accountable Body for Vision projects, where appropriate, subject to certain conditions, which include internal assessment. Management arrangements to deal with this responsibility are now in place. In addition, some projects are likely to be developed or delivered by the Council itself as part of its economic development role and progress has also been made in this respect.

1.2 Strategic context

The Lancaster District Economic Vision, whilst reflecting local aspirations, sits under the sub regional and regional economic strategies. Prior to any approval from NWDA, projects require endorsement from Lancashire Economic Partnership as well as the Council and the Vision Board. As such, the District needs to be able to influence sub regional and regional priorities and be able to offer a contribution to aspirations at sub regional and regional levels in order to attract support and funding. This is being achieved via ongoing involvement and engagement with NWDA and Lancashire Economic Partnership.

1.3 Whilst the Council already has economic powers and responsibilities, the government's Sub National Review of Economic Development and Regeneration, which is currently at the consultation stage, underlines the role of Local Authorities and, specifically, is likely to bring some changes in the way NWDA works within the sub regions. This sets the scene for the Council to take further delegated responsibilities for the economic development and regeneration of the District, including funding. Local, sub regional and regional partnerships will be essential as part of this approach.

1.4 Within the District, there are some changes on the horizon which will mean that 'Economy' will be very much on the agenda of the newly structured Lancaster District Local Strategic Partnership (LDLSP), which becomes operational in July. The Vision will need to be consistent with the Sustainable Community Strategy and to contribute to agreed LDLSP targets. The Council has a leading role within the LDLSP, including representation on the Economy Thematic Group, and has a responsibility to ensure that these arrangements are effective.

1.5 NWDA encourages a partnership based approach to economic development and regeneration and is supportive of Vision Board arrangements in a number of Districts throughout Lancashire, on the basis that this provides good private sector and business engagement that has otherwise proven to be difficult to achieve. The Council is working closely with the Vision Board as it is with other regeneration partnerships in the District.

1.6 It can be seen that the Economic Vision, as it evolves over time, will be very much part of a District wide approach which can expect to have a clear influence on the sub regional and regional agendas as well as achieving a high level of endorsement and support both locally and at sub regional and regional levels.

1.7 Funding

As the regional economic development body, North West Development Agency (NWDA) is likely to be the key funder for many of the Economic Vision projects. NWDA has agreed to provide funding to the Council to support the development of projects within the Economic Vision and the resources required to manage the Accountable Body role. This has allowed the Council to put in place staff to ensure these functions operate effectively. NWDA has also provided initial encouragement and, in some cases, project development funding for a number of initiatives that now require further work to bring them to the point where a full application can be considered. A recommendation of this report is to approve delegated authority to the Corporate Director (Regeneration) to seek further funds to support the delivery and management of the Vision in future years.

1.8 Accountable body arrangements

At its meeting in July 2007, the Council agreed in principle to act as Accountable Body for Economic Vision projects. Internal management arrangements have been set up to fulfil this responsibility and appear to work well alongside NWDA approval processes. Arrangements include a risk assessment, which examines any risks projects may incur for the Council as the Accountable Body and also a local appraisal which considers how well the project fits with local objectives, deliverability and other issues such as value for money. The Council's Programme Management Group, which oversees the Council's major externally funded programmes, forms recommendations to Cabinet for project approvals as required. Members will see this occurring more as major projects that are currently under development start to come through the Council's processes.

1.9 At the present time NWDA is contracting with the Council on a project by project basis and the arrangements are in place to deal with this. If we are successful in gaining approval for a delegated fund, as has been the case for other programmes in the past, the processes in place can be readily adapted to meet these requirements and the Council has the experience and know how to achieve this very quickly.

1.10 Performance planning

Whilst the Vision has provided a clear economic baseline and some objectives and has also identified some means of achieving these, it will be important to be able to measure what is being achieved over time as part of an agreed Performance Management Framework. Work on this has now started and it is expected that an outline Performance Plan for the Economic Vision will be available by August this year. All projects seeking funding would then be expected to make a direct contribution to the economic outputs and outcomes that are identified as most relevant to the District. Further information will be presented on this as part of a later report.

2.0 Proposal Details

2.1 Key strategic projects

Given the strategic context and local economic aspirations there is an opportunity to develop an approach that pulls together the key priorities into a focused and deliverable programme approach, which can form the framework for significant external funding investment into the District. A separate document is attached, which illustrates a draft outline of the proposed programme approach to the Lancaster District Economic Vision. Arising from this, further information on strategic context,

governance, performance targets and finances will be developed to provide a complete programme model. This proposed approach has been developed as a result of awareness of local issues and opportunities, the work undertaken to date on key projects and a joint event between the Council and the Vision Board.

- 2.2 The proposed approach identifies five key themes for the economic development and regeneration of the District. These are:

Reinventing Morecambe
Lancaster City and Riverside
M6 Link Growth Corridor
Lancaster Science Park and the Knowledge Economy
Carnforth and the Rural Areas

District wide initiatives, such as transport, cut across a number of the themes.

- 2.3 Within the themes are a number of strategic projects which meet the objectives that are most relevant to the economy of the District. It is clear some projects need investigation and development whilst others may be extremely complex and could take some time to bring forward so therefore must happen later rather than sooner. Combining this information effectively creates a work programme that covers a number of years and identifies the level of external funding needed to deliver it. The programme of work will achieve some key deliverables that are very relevant to the Council, the Lancaster District Local Strategic Partnership and to external funders.

- 2.4 Maximising the opportunities to bring in a range of external funds will be essential to deliver an ambitious programme which can have a truly transformational impact on the District. NWDA is a key funder but others potentially include, for example, English Partnerships, Lottery, Department of Culture, Media and Sport and a range of European funds. Part of the recommended strategic approach to regeneration will be to directly seek external funding from a range of sources to support appropriate elements of the Economic Vision, ensuring that any opportunities to add value are captured. In some cases this will require the support of funders for the strategic approach and the regeneration objectives agreed by the Council.

- 2.5 This report asks members to approve the proposed approach to developing a strategic economic regeneration programme based on the key themes and strategic objectives identified.

2.6 **Delivery and Management Arrangements**

In order to gain funding support, it is important that any projects ideas within the Economic Vision are researched, tested and developed to a high standard. This includes ensuring that projects offer sufficient benefits and good Value for Money, are deliverable and realistic, add value to other initiatives and have manageable risks. The Council has very good programme management and project development staff and has been funded by NWDA to undertake this work. Recommendations of this report relate to a continuation of this management role and the requirement to apply for further management costs from NWDA, thereby providing the opportunity to bring strong projects forward to the point where they can attract funding and provide the programme management support and monitoring arrangements required by funders.

2.7 **Delegation of funds**

NWDA is being encouraged by government to delegate more responsibility and funds to Local Authorities and this provides the Council with an opportunity to seek direct responsibility for regeneration funding coming from NWDA. This would allow for more local decision making and speedier, more responsive management of funds. The Council has considerable expertise and experience of managing external funds, has an excellent track record and is able to implement appropriate arrangements very quickly. A recommendation of this report relates to the Council seeking to develop the opportunity to agree delegated responsibility for NWDA funds to support a programme of activity instead of on a project by project basis as is the current situation.

2.8 **Adapting the Vision over time**

The Economic Vision for the district will need to be refreshed and adapted over time as market factors and demography inevitably change and also to build on progress made with current initiatives. The newly structured LDLSP will provide a district wide forum for the Economic Vision through its Economy Thematic Group and the Council will have a major role in this. It seems reasonable and consistent that any review of priorities of a district wide Economic Vision should be initiated as part of this framework.

2.9 However, the Council has specific economic development powers and will also be the key delivery and management body for much of the economic development activity in the District. It is entirely appropriate, therefore, that the Council should make its own specific decisions on any matters that relate to its strategic framework or to the requirement for Council resources or support. Any endorsement for a refresh of the Economic Vision for the District would be determined by Council as part of its strategic decision making role and a recommendation is included in this report to this effect.

2.10 From time to time, individual new projects will develop that may offer opportunities for the District and there is currently no agreed process for adopting these into the Economic Vision. Where there is a clear role or responsibility for the Council, it is recommended that authority is delegated to the Corporate Director (Regeneration) to consider the relevance of projects and to undertake any investigation or project development necessary to bring projects to the point where formal decisions can be made as part of normal Council processes. Information gained as part of this approach can normally be made available to the LDLSP Economy Thematic Group in order to inform their own decision making processes.

3.0 **Details of Consultation**

3.1 The Lancaster District Economic Vision was widely consulted upon before it was initially published. The programme framework proposed does not significantly vary from the original Economic Vision except in its structure. Nevertheless the recommended approach has been discussed in detail with Vision Board members and the final proposal, if agreed by Cabinet, will be presented to both the Vision Board and the Lancaster District Local Strategic Partnership.

4.0 Options and Options Analysis (including risk assessment)

- 4.1 Following previous decisions by Cabinet, work relating to the Lancaster District Economic Vision has been ongoing and some major initiatives are now under development and will, in due course be formally considered for support and funding. Some of the recommendations of this report allow for progress with ongoing work.
- 4.2 However, Cabinet members will wish to consider the way in which the Economic Vision programme of activity is steered and managed in the future, bearing in mind the Council’s economic development powers and its role as Accountable Body. Specifically a decision is required relating to the opportunity to seek a delegation of funds for the District from NWDA, potentially based on the strategic approach outlined in this report. An Options Analysis is provided for this.
- 4.3 Working with a delegated fund is a familiar arrangement for the Council and reflects the arrangements that have been in place for a number of regeneration programmes over the years, including the Lancaster and Morecambe Economic Development Zone, Lancaster Single Regeneration Budget Programme (SRB) and the Morecambe SRB Programme. The Council has strong programme management arrangements in place and has unfailingly met the requirements of funders.
- 4.4 Around four years ago, it became NWDA policy not to delegate funds to Local Authorities and partnerships and so, in relation to the Lancaster District Economic Vision, each proposal is considered on a project by project basis. However, emerging policy from government now suggests more future delegation to Local Authorities and there seems to be a current opportunity to establish this at the local level.
- 4.5 There are two clear options:

Options	Approach	Advantages	Disadvantages	Risks
Option 1	Do nothing. Initiate no changes and continue to apply for NWDA funding on a project by project basis	<ul style="list-style-type: none"> NWDA currently undertakes the full project appraisal for all projects, whilst the Council is able to concentrate on local appraisal issues and risk 	<ul style="list-style-type: none"> It is difficult to ensure that local priorities are fully recognised There is less opportunity to ensure that a strategic approach to the Vision is taken as each project is likely to be seen in isolation Performance in terms of high level outcomes and impact is very difficult to evaluate. Progress is slow due to additional stages in the decision making processes required. <p>The level of bureaucracy is increased at all stages as there is the requirement to bring all decision making arrangements together at local and regional level.</p>	<ul style="list-style-type: none"> There are some risks to the Council as Accountable Body for individual projects. Risks include potential clawback of funds if projects fail to perform.

<p>Option 2</p>	<p>Seek a delegation of funds from NWDA to support a programme of activity in the District</p>	<ul style="list-style-type: none"> • A far more strategic approach is possible that takes account of a whole programme of activity rather than individual projects. This includes the potential to forward plan against a longer timeline and capitalise on other funding opportunities that support strategic objectives • There is an opportunity to increase the level of local engagement with partnerships at district level. • Performance monitoring and management would fit much better as part of a programme management approach allowing more easily for evaluation of outcomes and impacts across the district. • Management arrangements within the Council would be far less complex and a programme management approach would be more straightforward • Approval processes would be quicker and more controllable. 	<ul style="list-style-type: none"> • The Council would take on additional responsibilities for project appraisal and approval arrangements 	<ul style="list-style-type: none"> • There are some risks to the Council as Accountable Body for a programme of activity. Risks include potential clawback if projects within the programme fail to perform.
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5.0 Officer Preferred Option (and comments)

5.1 Option 2 is the officer preferred Option. This approach offers many benefits in terms of strategic programme management and ensuring that local priorities are fully recognised. In terms of risk, the Council has robust systems in place to identify and manage risks at both project and programme level. There is no additional risk created by accepting the Accountable Body role for a delegated fund although there is the opportunity for more local controls, which may slightly reduce risk.

6.0 Conclusion

- 6.1 This report provides Cabinet with an update of progress in relation to the Lancaster District Economic Vision, subsequent to decisions at its meeting in July 2007. Whilst some information and recommendations relate to the operational aspects of the Vision and the Councils' role as Accountable Body, it is also specifically recommended that the Council seeks a delegated fund from NWDA to allow for better strategic management of the Economic Vision and recognition of local priorities. To complement NWDA funds, other external funding will also be required to provide the level of support needed to deliver a significant regeneration programme. In preparation for the discussions required with funders, a proposed programme framework has been developed consisting of a number of key themes, as outlined earlier in this report. Effectively this represents a re-packaging and re-presentation of the Economic Vision in a way that funders are likely to find acceptable. Members' views are sought on the proposed framework.

RELATIONSHIP TO POLICY FRAMEWORK

The Lancaster District Economic Vision was adopted by Lancaster City Council as its Economic Regeneration Strategy at its Council meeting on 12 July 2006. The Council's Cabinet also agreed, in principle, that the Council should act as Accountable Body for individual projects within the endorsed Lancaster District Economic Vision.

CONCLUSION OF IMPACT ASSESSMENT (including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

At the point of application individual projects are assessed against a range of criteria relating to Equality and Diversity, Sustainability and Rural Proofing. The Council's Programme Management Group is a cross service group, which considers all projects in the light of any additional relevant corporate frameworks, dependent on the nature of the project.

FINANCIAL IMPLICATIONS

All externally funded programmes carry a risk of clawback of funds if funders' conditions are not met. In respect of NWDA funding, although standards are high, the Council has a long track record of successfully meeting the standards required and feedback from NWDA has consistently been positive. The risk of clawback exists but is managed through robust management, financial and audit processes as well as good day to day communications with NWDA. Processes relating to Economic Vision projects meet the same standards and, therefore, risk of clawback associated with the Economic Vision programme of activities is manageable with the safeguards the Council has in place. Managing a delegation of funds from external funding agencies, including NWDA, does not incur additional risk to the Council over and above that normally incurred in operating as Accountable Body at projects level.

In most cases there is a time lapse between incurring spend, claiming funding and receiving funding and this has some cashflow implications for the Council. As major spend on other programmes is now reducing, it is unlikely that the effects of this will be exceptional.

The Council's Regeneration Programmes Office and project development staff resource are critical to the management of the Economic Vision. Funding has been agreed to support Programmes Office work and project development for the Economic Vision for the current financial year but arrangements will need to be confirmed for the three years from 2009/2010 to ensure that resources are available to undertake these roles beyond this year. Staffing requirements, costs and income will be considered as part of the Council's normal budget processes.

SECTION 151 OFFICER'S COMMENTS

The Section 151 Officer has been consulted and has no particular comments to add.

LEGAL IMPLICATIONS

There are no legal implications directly arising from this report.

MONITORING OFFICER'S COMMENTS

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

BACKGROUND PAPERS

Economic Vision Programme Framework

Contact Officer: Anne Marie Harrison

Telephone: 2308

E-mail: amharrison@lancaster.gov.uk

Ref:

LANCASTER SUSTAINABLE COMMUNITY STRATEGY

ECONOMIC VISION
 INCREASE ECONOMIC OPPORTUNITY IN THE WHOLE DISTRICT:
 FACILITATE ACCESS TO OUR NATURAL AND BUILT ENVIRONMENT
 IMPLEMENT AN INTEGRATED TRANSPORT SOLUTION
 TO BRING THE MAJOR URBAN CENTRES IN THE DISTRICT TOGETHER

KEY ISSUES AND OPPORTUNITIES

ANALYSIS	GROWTH AND JOBS	SITES, PREMISES INFRASTRUCTURE	REGENERATION	ENVIRONMENT SPATIAL PLANNING	HOUSING
STRENGTHS	<ul style="list-style-type: none"> Universities/KBIs Skilled workforce Power Station 	<ul style="list-style-type: none"> National Links – M6/WCML; Power infrastructure; Compact, cyclable, walkable; 	<ul style="list-style-type: none"> Morecambe seafront success; Lancaster Centre/Heritage; Private sector partners; 	<ul style="list-style-type: none"> Built and natural heritage; Quality of life/Image/Culture; Core Strategy in place; 	<ul style="list-style-type: none"> Supply of housing land; Success of SPG 16; Take-up of difficult sites;
WEAKNESSES	<ul style="list-style-type: none"> Low Earnings Enterprise culture Public sector dependency 	<ul style="list-style-type: none"> L/M links and river crossings; Sites and Premises; Broadband capacity/coverage; 	<ul style="list-style-type: none"> Unified vision/theme; Multiple deprivation in MC; Arndale centre area; 	<ul style="list-style-type: none"> Under/use dereliction; Morecambe weak centres; Inaccessible employment area; 	<ul style="list-style-type: none"> Imbalanced Market; Affordable Housing; Rural housing;
OPPORTUNITIES	<ul style="list-style-type: none"> Uni expansion/Science Pk Env Technologies Tourism, Retail and Leisure 	<ul style="list-style-type: none"> H/M6 package; Enhanced ICT infrastructure; River Crossing; 	<ul style="list-style-type: none"> Central Morecambe; City/Lune/Canal Corridor; H/M6 link opportunities; 	<ul style="list-style-type: none"> Major PDL Resource; Central Lancaster; External linkages; 	<ul style="list-style-type: none"> Morecambe regeneration; PDL resource; Carnforth;
THREATS	<ul style="list-style-type: none"> Power Station closure; Public spending reduction; National economic slowdown 	<ul style="list-style-type: none"> Congestion costs and impacts; Morecambe access deterrent; Missing ICT potential; 	<ul style="list-style-type: none"> Competition for funding; Private investment climate; Delivery structure/capacity; 	<ul style="list-style-type: none"> Poor quality development; Loss of vitality of centres; Loss of environmental quality 	<ul style="list-style-type: none"> Unrealistic Govt targets; Market slowdown; Over-allocation;

THEMATIC PRIORITIES

	STRATEGIC AIMS				
BUSINESS GROWTH, JOBS and SKILLS	Increasing affluence by developing high value added sectors and nurturing, attracting and retaining high level skills	Providing sites and Premises for all types of businesses including IT and environmental technologies.	Creating the right conditions for business and transforming how Morecambe feels as a place to work.	Developing the environmental quality and cultural vitality of a first class Business environment	Providing attractive, balanced, affordable and well-located housing for local needs and to attract and retain skilled people
CONNECTIVITY	Providing first class ICT connections and linkages to national transport networks;	Providing excellent transport and ICT connections including better cross river linkages.	Improving linkages between Lancaster and Morecambe the rest of the Country.	Providing better connections between Lancaster, Morecambe, Carnforth and outside the District	Ensure that new homes and jobs are accessible and linked by a choice of means of transport;
IMAGE, TOURISM AND HERITAGE	Developing a profile as a regional knowledge nucleus with a quality of life to match.	Becoming known as easy to get to, easy to get around and offering high quality sustainable transport choices.	Transforming how Morecambe looks and maximising the potential of the visitor economy;	Achieving national and regional recognition for Lancaster as a Heritage city	Rebalancing housing markets and maximising the regeneration benefit of new housing development.
SUSTAINABILITY, ENVIRONMENT AND QUALITY OF LIFE	Creating a cultural environment and quality of life offer to attract skilled people and high value firms.	Utilising our transmission infrastructure to develop renewable and non CO2 generating energy .	Developing Morecambe as a desirable choice as a place to live and work .	A sustainable business location with transport, shops, and services within walking distance.	Ensuring that new homes are sustainable and maximising synergies with local env tech and energy businesses

AREA PRIORITIES

	MAJOR PROJECTS				
Promote growth of KNOWLEDGE ECONOMY to maximise potential of UNIVERSITIES and SCIENCE PARK	LANCASTER SCIENCE PARK AND INNOVATION CENTRE				
	Knowledge Nucleus which will attract and retain high value jobs and skilled people	University transport enhancements and possible Motorway link improvements	Harnessing growth potential to benefit deprived communities	Achieving an attractive quality of life including environment, leisure and culture	Delivering attractive housing for highly skilled footloose KBI workers.
Develop M6 LINK GROWTH CORRIDOR as key Location for new Business Premises.	M6 LINK GROWTH CORRIDOR – White Lund, Resource Recovery Park, Mellishaw, M6 Link				
	Premises for Growth sectors KBIs & Env Tech	Improved ICT and site accessibility	Creating jobs close to deprived areas	Reclaiming derelict land Recycling and energy	Jobs close to where people live.
	MORECAMBE COMMUNITY ECONOMIC REGENERATION INITIATIVE – Former Co-op building, West End				
Developing enterprise in Morecambe	Empowered Local Community	Establish Morecambe as Business Location	Reclamation of major under used building	Parallel housing and employment regen.	
Regenerate and REINVENT MORECAMBE as as an attractive choice to live, work and visit.	CENTRAL MORECAMBE – TH12, Winter Gdns, Seaside Square, Central Prom, Arndale Centre, Frontierland, Attractions Study				
	Focus for tourism, enhanced retail and leisure development.	Improved connections to Lancaster and beyond	Address District's most important regeneration challenge	Transformation of quality of built and natural environment	Rebalance Housing Market and become an attractive place to live
Place shape LANCASTER CITY and RIVER SIDE as a heritage City and shopping Centre.	LANCASTER CITY CENTRE – Heritage City, Public Realm, TCM, BID Car Parking, Castle/Prison, Theatres, Storey Project, Museums				
	First class business location	Improved transport and reduced congestion	Regenerate eyesore sites Provide accessible jobs	Enhance built heritage; Create vibrant centre	Sustainable City Centre housing
	LUNE RIVERSIDE – Luneside East, Luneside West, Lune Bridge, Water based Leisure				
Modern Office Premises	River Lune Crossing	Dereliction reclaimed	Lively Water frontages	Waterfront housing	
CARNFORTH as a NORTHERN GATEWAY	CARNFORTH – Broadband, Town Centre Renaissance, New Business Space				
	Rural Employment	IT/Transport Hub	Accessible rural jobs	Vibrant market town	Accessible housing

CABINET

Lancashire Municipal Waste Strategy

8th July 2008

Report of Head of City Council (Direct) Services

PURPOSE OF REPORT			
To inform members of the implications of adopting the revised waste strategy 'Rubbish to Resources' for Lancashire 2008 to 2020 and to determine a course of action with regard to the adoption of it.			
Key Decision	X	Non-Key Decision	
			Referral from Cabinet Member
Date Included in Forward Plan	December 2007		
This report is public.			

RECOMMENDATIONS OF COUNCILLOR JON BARRY

- (1) That Cabinet resolves in principle to adopt the New Waste Management Strategy 'Rubbish to Resources' for Lancashire 2008 to 2020.
- (2) The Cabinet resolves that the final adoption of the Strategy is delegated to the appropriate Cabinet Member, and subject to the budget framework being updated accordingly.
- (3) That Cabinet notes that a further report providing options for the implementation of the Strategy and its impact on the Medium Term Financial Strategy (MTFS) will be presented in September.

1.0 Introduction

- 1.1 The Lancashire Waste Partnership (LWP) comprises the County Council, the two unitary authorities and the twelve district councils. All of these authorities developed and jointly adopted the 'Lancashire Municipal Waste Strategy 2001-2020'. In November 2006, Cabinet resolved to enter into a Cost Sharing agreement with the County Council, whereby the City Council would receive payments from the County Council which were based upon the number of households in the District which were served by a recycling service which included the separate collection of glass, cans, cardboard, paper, plastic bottles and textiles and food waste, once disposal facilities were made available.

1.2 It is now seven years since the waste management strategy for Lancashire 'A Greener Strategy for a Greener Future' was published. In it were challenging targets for reducing waste growth and increasing recycling and composting, to be delivered by all 15 local authorities across the County. The revised strategy **Rubbish to Resources** will look to build on progress since the 2001 strategy and take into account policy and best practice from DEFRA's 2007 document 'Waste Strategy for England'. The document presents the targets and key principles of the 2001 strategy showing how the waste hierarchy priorities were delivered in Lancashire. It details what has been achieved and goes on to propose new and even more challenging targets for the future.

1.3 The new strategy incorporates challenging targets, which include:

- Reduce and stabilise waste to no growth each year (0%)
- Provision of an environmental education serviced to a minimum of 300 primary school classes in Blackpool and Lancashire each year.
- To extend the three-stream collection to all households, where appropriate.
- Recycle and compost 56% of all waste by 2015, increasing to 61% by 2020
- Recover 81% of all waste by 2015 and 88% by 2020
- Reuse, recycle and compost 70% every year at Household Waste Disposal Centres
- The County Council will continue to support partner authorities through the Cost Sharing Agreement.
- The construction of three 'Waste Technology Plants' together with satellite transfer stations, including a facility at Middleton.

1.3 District partners signed up to the waste strategy will need to provide-

- A separate collection service where the following materials are collected: Cardboard, Paper, Glass, Metals, Textiles, Plastic bottles, Garden waste, non-recyclable waste-
- A separate collection of food waste to all households
- Separate recycling litter bins in town centres by 2010
- Segregated collection services at all schools and municipal buildings by 2010
- Segregated collection services of trade waste by 2010

1.4 In terms of considering the implications for this District it is important to note that whilst the initiatives above are more clearly defined within the 2008-2020 strategy they are not entirely new. Eg the need to collect food waste separately is likely to have financial implications that will need to be included in the MTFs but the actual principle was part of the cost sharing agreement already entered into by the Council. In addition County's application of Landfill Allowance Trading Scheme (LATS) means that Districts will have to seriously consider how they collect trade waste and again the Council's approach is something that needs to be included in the MTFs.

2.0 Proposal Details

Based on the fact that as a member of the Lancashire Waste Partnership we are already signed up to the principles of the existing strategy and have already signed up to the cost sharing agreement it is proposed that-

- (I) Cabinet agrees in principle to adopt the new waste management strategy for Lancashire 2008-2020 'Rubbish to Resources'.
- (II) Provided there are no major changes when the final version of the strategy document is published, the adoption of the Strategy is delegated to the appropriate Cabinet member.

- (iii) A further report will be presented to Cabinet on 02/09/08. This report will offer proposals for the Council's contribution to the strategy, particularly in respect of the provision of a separate food waste collection service and the segregated collection of trade waste. This will enable Cabinet to consider the options for the implementation within the context of the MTFs.

3.0 Details of Consultation

- 3.1 Draft copies of the strategy document are available in public buildings throughout the County and they can also be accessed on the County Council's and City Council's websites. The public consultation period terminated on 14/06/08 and a final version of the document is being drafted.

It is anticipated that all partners will adopt the finalised strategy in September 2008.

4.0 Options and Options Analysis (including risk assessment)

4.1

Option	Pro	Con
Cabinet resolves to adopt the strategy in principle and to delegate the acceptance of the final version of the document to the appropriate Cabinet member	The taking up of this option will enable the Council to formally adopt the new strategy within the allocated time scale. This would be beneficial to the County Council in order for it to proceed with plans in respect of waste disposal. Lancaster City Council are already a member of the Lancashire Waste Partnership that has developed the strategy to date and have already signed up to the cost sharing arrangement.	Cabinet will not have the opportunity to consider any amendments to the Strategy that have resulted from the public consultation process
Cabinet resolves to await the publication of the final version of the strategy document prior to deciding upon the adoption of the strategy	A decision in respect the Council's adopting the new strategy and remaining in the Lancashire Waste Partnership will be taken by Cabinet	The awaiting of the final version of the document will delay the publication of the finalised Waste Strategy. This in turn, could delay planning within the County
Cabinet resolves not to adopt the strategy and withdraw from the Lancashire Waste Partnership.	None	The Council lose the benefits of partnership working, together with Cost Sharing payments

5.0 Officer Preferred Option (and comments)

- 5.1 The officer preferred options are that Cabinet agrees to adopt the Strategy in principle and that the decision to adopt the Strategy once the final version has been published is delegated to the appropriate Cabinet member. Representative officers

from all Lancashire Waste Partnership member authorities have formulated this strategy, based on best practice and Defra's 'Waste Strategy for England 2007'. Members of the LWP have been consulted throughout this process.

6.0 Conclusion

6.1 Defra's 'Waste Strategy for England 2007' sets out standards and best practice for waste collection and waste disposal authorities. The 'New Waste Management Strategy for Lancashire 2008 to 2020' sets out the Lancashire Waste Partnership's strategy for taking forward the objectives and targets in respect of waste management as set out by Defra. The Council's adoption of the NWMSFL 2008-2020 will enable it to continue as a member of the LWP and also provide it with a challenging and sustainable waste management strategy to take forward for up to a further twelve years.

RELATIONSHIP TO POLICY FRAMEWORK

The Council's Corporate Plan 2008/9, Priority Outcome No 6 is to 'Reduce waste in the District by recycling and reuse'.

CONCLUSION OF IMPACT ASSESSMENT

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

The Council's adoption of this Strategy will continue to drive up the percentages of household waste in the District that is recycled and composted and thus contribute towards sustainability.

The actions and targets outlined within the 2008-2020 strategy are consistent with national policy and best practice and provide a strategy for sustainable waste management.

FINANCIAL IMPLICATIONS

If the Council adopts the new waste management strategy for Lancashire 2008-2020 'Rubbish to Resources' it will be committed to undertaking ongoing enhancements in the recycling services it provides both to residents and to trade customers. This will build on from some of the commitments already made on entering into the cost sharing agreement and existing waste strategy.

A further report will be presented to Cabinet in September and this will offer options for the implementation of such improvements, particularly in respect of the recycling of household food waste and trade waste. The financial implications of each of the options will be included in the report, to support decision-making and for incorporation into the review of the Council's Medium Term Financial Strategy, for approval by Council as appropriate.

SECTION 151 OFFICER'S COMMENTS

Whilst the financial implications of implementing the full updated strategy are not yet known, this report seeks an early in-principle decision regarding its adoption. As referred to in the report the financial details of options will be reported in September, thereby allowing firm decisions to be taken, subject to any requirement for Council to update the budget framework / MTFS projections for future years. As part of the last mid-year review of the MTFS and during the last budget exercise, the planned future changes to recycling (arising

from the then existing Strategy) were highlighted, and it is expected that only a few new commitments will arise as a result of the updated strategy. Clearly though, the financial impact was not available at the last budget update, and therefore future financial projections could change quite markedly.

Generally, Members are advised to consider all potential growth items alongside each other, in order that they can be prioritised. Given the Council's existing commitments regarding the County-wide Strategy, however, and the limited options for going forward, the recommended approach seems reasonable, assuming that the Council wishes to continue supporting recycling initiatives.

LEGAL IMPLICATIONS

Legal Services have been consulted and have no further comments to make.

MONITORING OFFICER'S COMMENTS

The Monitoring Officer has been consulted and her comments are incorporated in the report.

BACKGROUND PAPERS

LMWMS consultation document.

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CABINET

**LANCASHIRE LOCAL AREA AGREEMENT
LANCASTER CITY COUNCIL'S CONTRIBUTION TO TARGETS
8th July 2008**

Report of Chief Executive

PURPOSE OF REPORT			
To advise Cabinet of the decision taken by the Chief Executive in consultation with the Leader in accordance with Minute No. 3 of 3 rd June 2008.			
Key Decision	<input type="checkbox"/>	Non-Key Decision	<input type="checkbox"/>
		Referral from Officer	X
Date Included in Forward Plan	N/A		
This report is public.			

OFFICER RECOMMENDATION

That the following decisions of the Chief Executive, in consultation with the Leader of the Council, be noted:

- (1) That the list of targets, attached as Appendix A, that the City Council will contribute towards delivering during the lifetime of the Local Area Agreement, be agreed in principle, subject to sufficient resources either being available within existing budgets or being identified;
- (2) That the Lancashire Partnership Executive be advised of those targets by the due date (10 June 2008)
- (3) That officers undertake further work to ascertain the resources required to deliver the City Council's contribution to achieve the LAA targets agreed in (1) above
- (4) That officers review the Council's existing Corporate Plan to ensure consistency with the targets agreed in (1) above and if amendments are required, they be reported back to full Council in due course.
- (5) That, notwithstanding the targets included in (1) above, the City Council will work with its partners in the Lancaster District Local Strategic Partnership to support the delivery/achievement of all the objectives, outcomes and targets referred to in the LAA wherever practicable.

1 INTRODUCTION

- 1.1 It was reported to Cabinet on 3rd June 2008 that the Government Office North West (GONW) required that the Local Area Agreement (LAA) submission, due to be sent to GONW by the end of that week, should show lead partners against each performance target.

- 1.2 In order to meet that deadline, Cabinet agreed to delegate this task to the Chief Executive, in consultation with the Leader of the Council as follows (Minute No. 3 refers):

'That Cabinet authorise the Chief Executive, in consultation with the Leader of the Council, to agree a list of lead partners for delivering the individual Lancashire Local Area Agreement targets, and further to that, to determine those targets that Lancaster City Council will contribute to delivering, subject to sufficient resources being available within existing budgets.'

- 1.3 Members will be aware that the first part of this delegated decision to agree the list of lead partners was concluded prior to the publication of the minutes of the meeting and details were therefore attached as an appendix.
- 1.4 At this stage, where the target was relevant to district councils, the lead partner was identified in the table developed by the LAA Co-ordinators Group only as "District Councils" and the City Council's agreement to the table was confirmed by the Chief Executive and Leader of the Council at a meeting of the Lancashire Partnership on 5th June 2008.

2 REPORT

- 2.1 Following that, consideration was given to identifying which of the targets the Council should formally sign up to in terms of delivery, in line with the procedure agreed at Cabinet.
- 2.2 The list of LAA indicators was assessed and as a result of consultation with relevant officers within the City Council a list of targets which the City Council may wish to sign up to, subject to sufficient resources either being available within existing budgets or being identified, was considered by the Leader of the Council and confirmed by the Chief Executive as set out in Appendix A.
- 2.3 The list comprises a mix of targets where district councils have been agreed as lead partners and targets led by other partners where the City Council can only make a contribution toward its delivery.
- 2.4 In addition to those targets that the City Council will directly contribute to delivering as set out in the Appendix, the Council will work with its partners within the Lancaster District Local Strategic Partnership to support the delivery/achievement of all objectives, outcomes, and targets referred to in the LAA where practicable.
- 2.4 It should be noted that the risks associated with the above proposal cannot readily be ascertained as, for some, indicators baselines have yet to be established or final targets set. These uncertainties, any new information arising, and the estimated budgetary implications, will need assessing in identifying those targets that the City Council may subsequently wish to contribute to.
- 2.5 Furthermore, officers are currently reviewing the Council's arrangements for managing key partnerships (and its involvement in them). The outcome of this will have a positive bearing on how the Council manages and monitors performance of the relevant LAA targets as determined and associated risks in future, from its own perspective.
- 2.6 As a consequence, the resources required to contribute to the chosen targets will only be quantifiable when each target measure has been determined and this Council's contribution to that target agreed.

2.7 This lack of clarity however does not prevent the Council from responding at this stage to the request to identify in principle, which of the targets it can assist in delivering.

3 PREFERRED OPTION AND CONCLUSION

3.1 The action taken by the Chief Executive in consultation with the Leader has ensured that the Council has complied with its duty to co-operate in having regard for LAA targets and has also met the designated deadline for supplying the information requested i.e. 10 June 2008. The decision will also ensure that the resources required to deliver the agreed targets are identified and considered before delivery commences and that they are consistent with the Corporate Plan.

3.2 A copy of the signed Partnership Agreement is attached at Appendix B for information.

RELATIONSHIP TO POLICY FRAMEWORK

The LAA targets that the council will contribute to delivering are a crucial part of the Council's Corporate Plan.

**CONCLUSION OF IMPACT ASSESSMENT
(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)**

None directly from this report.

FINANCIAL IMPLICATIONS

As referred to in the report, there are none directly arising at this stage,

SECTION 151 OFFICER'S COMMENTS

At this stage, given the uncertainties regarding some targets measures and the timescales involved, it has not been possible to determine the detailed financial implications although the determination in principle of which of the targets the Council will sign up to is an important first step in managing this risk, within the existing budget framework. The decision taken will therefore help protect the Council's financial position by ensuring that the financial implications are clearly identified and reported back for consideration as appropriate.

LEGAL IMPLICATIONS

The Council is fulfilling its legal obligations by complying with the request to identify appropriate targets.

MONITORING OFFICER'S COMMENTS

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

BACKGROUND PAPERS

None.

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Lancashire Local Area Agreement - Proposed Lead Partners

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
People & Communities						
Improving Community Cohesion	*NI 1 - People from different backgrounds getting on well together	75% (2006)	75.0	75.8	76.8	District Councils, County Council, Lancashire Constabulary CONTRIBUTING
Building stronger communities.						
Equality and diversity						
Increasing Community Engagement	*NI 4 - % of people who feel they can influence decisions in their locality	31% (2007)	32.5	34.2	35.8	County Council, District Councils CONTRIBUTING
Supporting the development of the third sector in partnership working and the delivery of key outcomes	*NI 6 - Participation in regular volunteering	16% (2007)	16.8	17.8	19.3	County Council, District Councils CONTRIBUTING
Reduce Worklessness						
Promoting health and Wellbeing.						
Supporting the development of the third sector in partnership working and the delivery of key outcomes	*NI 7 - Environment for a thriving third sector	22% (2007)	3 year target proposed	3 year target proposed	26.1%	District Councils, County Council. CONTRIBUTING
Improving access to services and social inclusion						
Community Safety						
Reduced crime in targeted areas	*NI 16 - Serious Acquisitive Crime Rate	13, 684 (2007) TBC	3 year target proposed TBC	3 year target proposed TBC	13,188 (3.6% reduction) TBC	Lancashire Constabulary
Reduced harm caused by Substance Misuse						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Reduce Youth Offending	*NI 30 - Re-offending rate of prolific and priority offenders	TBC (Home Office)	Reduce convictions by a stretch of 5%	Target to be reviewed and developed at 08/09 refresh	Target to be reviewed and developed at 08/09 refresh	Lancashire Constabulary, Probation Service
Reduce Offending						
Reduce harm caused by Substance Misuse						
Reduce Anti-Social Behaviour						
Reducing the harm from alcohol and substance misuse						
Reduce harm from alcohol and substance misuse	*NI 40 - Drug users in effective treatment.	3763 (2007/08)	3838	3915	3993	Lancashire Drug & Alcohol Action Team
Reduce health inequalities						
Improve the emotional health of C&YP						
Reduce Youth Offending						
Reduce Offending						
Increase Road Safety	*NI 47 - People killed or seriously injured in road traffic accidents	912 (2005 - 2007)	879 (3.6%)	812 (7.6%)	761 (6.3%)	County Council, Lancashire Constabulary.
Reducing the harm from alcohol and substance misuse.						
Reduce health inequalities						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Increase Fire Safety Reduce harm from alcohol and substance misuse	*NI 49 - Number of primary fires and related fatalities and non-fatal casualties, excluding precautionary checks	Deaths from Primary Fires milestone: 13 Non-fatal casualties from primary fires milestone: 190	Deaths from Primary Fires milestone: 11 Non-fatal casualties from primary fires milestone: 128	Deaths from Primary Fires milestone: 10 Non-fatal casualties from primary fires milestone: 121	Deaths from Primary Fires milestone: 9 Non-fatal casualties from primary fires milestone: 114	Lancs Fire & Rescue Service
Reduce violent crime Reduce harm caused from alcohol and substance misuse	*NI 20 - Assault with injury crime rate.	Primary fires milestone: 357304/7 8772 (2007)	Primary fires milestone: 3119 3 year target proposed	Primary fires milestone: 2969 3 year target proposed	Primary fires milestone: 2790 8,322 (5.1% reduction)	Lancashire Constabulary,
Reduce violent crime Reduce Anti-Social Behaviour	NI 29 - Number of Gun Crimes per 1,000 population (Local Indicator – Preston Only)	0.46 (2007/08)	3 year target proposed	3 year target proposed	10% Reduction over 3 years	Lancashire Constabulary
Reduce Violent crime Reduce harm caused from alcohol and substance misuse Reduce Domestic Violence	Tackling Domestic Violence (Local Indicator)	62% (2007/08)	3 year target proposed	3 year target proposed	70%	Lancashire Constabulary

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Reduce harm caused from alcohol and substance misuse	Criminal Damage (Local Indicator & LPSA 2)	28895 (2003 / 04)	without reward 23,117 (max) with reward - 21,553 (max)	Final year target proposed	9% improvement over 1 year as it is an existing stretch target to 31/3/09	Lancashire Constabulary
Reduce Anti-Social Behaviour						
Reduce Youth Offending						
Reduce Violent crime	Preventing Extremism (Local Indicator)	0 (2007/08) TBC			4 on a scale of 1 - 5	Lancashire Constabulary
Improve Community Cohesion and building stronger communities.						
Increase Fire Safety	Number of deaths and injuries (excluding precautionary hospital admissions) arising from accidental fires in dwellings. (Local indicator & LPSA2)	202	385			Lancs Fire & Rescue Service
Increase Road Safety	The number of drivers and passengers of powered two-wheel vehicles killed, seriously injured or slightly injured on the roads in Lancashire (Local indicator & LPSA2)	520	485			County Council, Lancashire Constabulary.
Reduce harm caused from alcohol and substance misuse						
Reduce health inequalities						
Children & Young People						
Improve the emotional health of C&YP.	*NI 50 - Emotional Health of Children	90.5 (2007)	TELLUS3 data due out in 2008/09. this will inform targets at refresh	Improvement on TELLUS3 outturn	Improvement on TELLUS3 outturn	Primary Care Trusts, County Council
Promoting health and well-being						
Reduce anti-social behaviour						
Reduce Youth Offending						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Improve physical health of C&YP	*NI 55 - Obesity among primary school age children in Reception Year (Percentage of children recorded as being obese)	9.9% (2007)	10.2%	10.4%	10.5%	Primary Care Trusts, County Council
Improve the emotional health of C&YP						
Reduce health inequalities						
Improve physical health of C&YP.	*NI 110 - Young people's participation in positive activities	65.1% (2007)	TELLUS3 data due out in 2008/09. this will inform targets at refresh	Improvement on TELLUS3 outturn	Improvement on TELLUS3 outturn	County Council, Lancashire Constabulary CONTRIBUTING
Improve the emotional health of C&YP						
Reduce youth offending						
Promoting health and well-being						
Reduce Anti-Social Behaviour						
Improve the emotional health of C&YP	*NI 112 - Under 18 conception rate	48.5 per 1,000 females (1998)	35.9 TBC	31.9 TBC	28 TBC	County Council, Primary Care Trusts
Reduce worklessness		40.8 per 1,000 females (2006)				
Reduce harm caused from alcohol and substance misuse						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
<p>Improve the emotional health of C&YP</p> <p>Reduce worklessness</p> <p>Reduce crime in targeted areas</p> <p>Promote health and well-being</p> <p>Reduce anti-social behaviour</p>	*NI 117 - 16 - 18 year olds who are not in education, training or employment (NEET)	6.8% (Nov 07 to Jan 08 Average)	6.2	6.0	5.8	County Council, Lancashire Constabulary
<p>Improve attainment in targeted areas of C&YP</p> <p>Reduce worklessness</p> <p>Promote mental health and wellbeing</p> <p>Promote health and wellbeing</p> <p>Reduce health inequalities</p>	<p>NI 78 Reduction in number of schools where fewer than 30% of pupils achieve 5 or more A* - C grades at GCSE and equivalent (inc English and Maths). [Floor Target]</p> <p>Oral Health (Local Indicator)</p>	20% (TBC)	11%	5%	3%	County Council
		44% (2005/06)	42.2%	41.3%	40.7%	Primary Care Trusts, County Council

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
			Children & Young People Statutory Indicators			
Improve attainment in targeted areas of C&YP	NI 72 Achievement of at least 78 points across the Early Years Foundation Stage with at least 6 in each of the scales in Personal Social and Emotional Development and Communication, Language and Literacy	51.8% (2007)	54.9%			County Council
Improve attainment in targeted areas of C&YP	NI 73 Achievement at level 4 or above in both English and Maths at Key Stage 2 (Threshold) PSA 10	73% (2007)	81%			County Council
Improve attainment in targeted areas of C&YP	NI 74 Achievement at level 5 or above in both English and Maths at Key Stage 3 (Threshold) PSA 10	68% (2007)	77%			County Council
Improve attainment in targeted areas of C&YP	NI 75 Achievement of 5 or more A*-C grades at GCSE or equivalent including English and Maths (Threshold) PSA 10	47.8% (2007)	55%			County Council
Improve attainment in targeted areas of C&YP	NI 83 Achievement at level 5 or above in Science at Key Stage 3 DCSF DSO	74% (2007)	82%			County Council
Improve attainment in targeted areas of C&YP	NI 87 Secondary school persistent absence rate DCSF DSO	N/A	6.3			County Council
Improve attainment in targeted areas of C&YP	NI 92 Narrowing the gap between the lowest achieving 20% in the Early Years Foundation Stage Profile and the rest PSA 11	35 (2007)	29.79			County Council
Improve attainment in targeted areas of C&YP	NI 93 Progression by 2 levels in English between Key Stage 1 and Key Stage 2 PSA 11	83 (2007)	90			County Council

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Improve attainment in targeted areas of C&YP	NI 94 Progression by 2 levels in Maths between Key Stage 1 and Key Stage 2 PSA 11	79 (2007)	88			County Council
Improve attainment in targeted areas of C&YP	NI 95 Progression by 2 levels in English between Key Stage 2 and Key Stage 3 PSA 11	27.5 (2007)	35			County Council
Improve attainment in targeted areas of C&YP	NI 96 Progression by 2 levels in Maths between Key Stage 2 and Key Stage 3 PSA 11	59.1 (2007)	67			County Council
Improve attainment in targeted areas of C&YP	NI 97 Progression by 2 levels in English between Key Stage 3 and Key Stage 4 PSA 11	62.4 (2007)	67.1			County Council
Improve attainment in targeted areas of C&YP	NI 98 Progression by 2 levels in Maths between Key Stage 3 and Key Stage 4 PSA 11	29.6 (2007)	40			County Council
Improve attainment in targeted areas of C&YP	NI 99 Children in care reaching level 4 in English at Key Stage 2 PSA 11	N/A	27			County Council
Improve attainment in targeted areas of C&YP	NI 100 Children in care reaching level 4 in Maths at Key Stage 2 PSA 11	N/A	25			County Council
Improve attainment in targeted areas of C&YP	NI 101 Children in care achieving 5 A*-C GCSEs (or equivalent) at Key Stage 4 (including English and Maths) PSA 11	N/A	16			County Council

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Health and Wellbeing						
Reducing harm from alcohol and substance misuse	*NI 39 - Alcohol-harm related hospital admission rates	1675 (06/07)	1960.43	2091.41	2210.23	Primary Care Trusts
Reducing health inequalities						
Reduce Violent Crime						
Reduce Domestic Violence						
Reduce Anti-Social Behaviour						
Improve the emotional health of C&YP						
Reduce Youth Offending						
Promote health and well-being						
Reduce health inequalities	*NI 119 - Self-reported measure of people's overall health and wellbeing	74.9% (2007)	75.9%	76.9%	77.9%	Primary Care Trusts
Improve street cleaning						
Reduce worklessness						
Reduce fear of crime						
Reducing health inequalities						
Increase Road Safety	*NI 120 - All-age all cause mortality rate	Male - 771 (2006)	724 Males	702 Males	681 Males	Primary Care Trusts
Increase Fire Safety						
Reduce health inequalities	*NI 123 - 16+ current smoking rate prevalence (number of 4-week quitters)	924 (04 / 05 - 06 / 07)	934	943	953	Primary Care Trusts
Increase Fire Safety						
Increase street cleaning						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Promoting health and well-being Reduce health inequalities	*NI 124 - People with a long-term condition supported to be independent and in control of their condition	Survey data expected July 2008	Survey data expected July 2008	Survey data expected July 2008	Survey data expected July 2008	County Council, Primary Care Trusts
Reduce worklessness Promote health and well-being	NI 156 - Number of households living in temporary accommodation (Local Indicator)	TBC				District Councils CONTRIBUTING
Reduce health inequalities Promote health and well-being	The percentage of retailers who refuse to sell tobacco to underage young people as measured by test purchases (Local indicator & LPSA2)	86% refusals	N/A	N/A	N/A	County Council
Reduce health inequalities	The percentage of tobacco sales at vending machines refused to underage young people as measured by test purchases (Local indicator & LPSA2)	57% refusals	N/A	N/A	N/A	County Council
Reduce health inequalities	The % of retailers who refuse to sell alcohol to underage young people as measured by test purchases (Local indicator & LPSA2)	73% refusals	N/A	N/A	N/A	County Council
Reduce health inequalities Promote health and well-being	Adult smoking rates as measured by 4 week quitters (Local indicator & LPSA2)	7643 (Average of 03/04, 04/05, 05/06)	8032	N/A	N/A	Primary Care Trusts
Older People						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Promote health and wellbeing of older people Reduce health inequalities amongst older people	*NI 137 - Healthy life expectancy at age 65	Awaiting baselines from GONW	3 year target proposed	3 year target proposed	TBC when baselines arrive.	Primary Care Trusts, County Council
Promote health and well-being of older people Reduce health inequalities amongst older people	*NI 139 - People over 65 who say that they receive the information, assistance and support needed to exercise choice and control to live independently	70% (2008)	71%	73%	75% over 3 years	Primary Care Trusts, County Council
Promote health and well-being Reduce health inequalities Reduce crime in targeted areas	*NI 142 - Number of vulnerable people who are supported to maintain independent living	95.4% (06/07)	95.9%	96.2%	96.4%	Primary Care Trusts, County Council
Promote health and well-being Reduce health inequalities Improving access to services for carers.	NI 135 - Carers receiving needs assessment or review and a specific carer's service, or advice and information (Local Indicator)	22.2% (2008)	23.3%	24.5%	25.7%	County Council

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Promote health and well-being Reduce health inequalities	Number of new awards of attendance allowance, disability allowance, pension credit, housing benefit, council tax benefit and carers allowance made to people aged over 65 as a result of help provided by COUNTY COUNCIL and District Councils (Local indicator & LPSA2)	1571	6750			County Council CONTRIBUTING
Economic Development						Page 70
Reduce Worklessness	*NI 153 - Working age people claiming out of work benefits in the worst performing neighbourhoods	30.2% (May 06 – Feb 07)	3 year target proposed	3 year target proposed	1% reduction of 24,932 total stock	District Councils County Council Job Centre Plus CONTRIBUTING
Promote health and well-being Reduce Worklessness						
Narrow the GVA Gap Reduce Worklessness	*NI 155 - Number of affordable homes delivered (gross)	276 (2006/07)	476	494	512	District Councils CONTRIBUTING
Promote health and well-being Narrow the GVA Gap						
Promote health and well-being Reduce worklessness	*NI 163 - Working age population qualified to at least Level 2 or higher	68.6 (2006)	3.7% Improvement	5.58% Improvement	7.4% Improvement	Learning & Skills Council

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Increase skills level Narrow the GVA Gap Promote health and well-being	*NI 165 - Working age population qualified to at least Level 4 or higher	23.3% (2006)	3 year target proposed	3 year target proposed	1% more people with Level 4 skills	Lancashire Skills Board
Reduce worklessness Narrow the GVA Gap Promote health and well-being	*NI 166 - Average earnings of employees in the area	£417.4 (2007)	3 year target proposed	3 year target proposed	Increase of 1% (net of inflation) at end of 3 years	District Councils County Council CONTRIBUTING
Reduce worklessness Narrow the GVA Gap Reduce Worklessness	*NI 171 - New business registration rate	not available until Autumn 2008	TBC on receipt of baseline	TBC on receipt of baseline	TBC on receipt of baseline	District Councils County Council CONTRIBUTING
Reduce Worklessness Promote health and well-being	NI 152 - Working age people on out of work benefits (Local Indicator)	12.1% (2007)			TBC – dependant on NI 153 (A 1% change as stated in NI-153 would effect a 0.29% change on the overall Lancashire figure)	District Councils County Council Job Centre plus CONTRIBUTING
Reduced worklessness	Number of completed frameworks for modern apprentices in public sector organisations in Lancashire (Local indicator & LPSA2)	82	439 over 3 years			County Council

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Reduce Worklessness	Number of Lancashire people in receipt of an incapacity benefit or Lone parent benefit helped by Lancashire County Council (COUNTY COUNCIL), working in partnership, into sustained employment (Local indicator & LPSA2)	0	480 over the three years aggregated			County Council
Narrow the GVA Gap	(a) number of new businesses established,	(a) 604	(a) 2014 over the 3 years			County Council
Reduce Worklessness	(b) above businesses sustained for a minimum of 12 months (Local indicator & LPSA2)	(b) 501	(b) 1693 over the 3 years			CONTRIBUTING
Environment						Page 72
Address the issue of Climate Change	*NI 186 - Per capita CO2 emissions in the LA area	7.2 tonnes per capita (2005)	6.96% reduction in per capita emissions from 2005 baseline. (6.13% from "national" measures, 0.8% from "national" measures with influence")	9.75% reduction in per capita emissions from 2005 baseline. (7.9% from "national" measures and 1.85% is from "national" measures with influence")	12.5% reduction in per capita emissions from 2005 baseline. (9.75% from "national" measures and 2.75% is from "national" measures with influence")	County Council
Improve physical health of C&YP						CONTRIBUTING

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Address the issue of Climate Change	*NI 188 - Adapting to climate change	Level 0 (2008)	Level 1	Level 2	Level 3	County Council, Environment Agency CONTRIBUTING
Promote health and well-being						
Improve street cleaning	*NI 195 - Improved street and environmental cleanliness (levels of graffiti, litter, detritus and fly posting) - Detailed baseline being produced May 08	TBC on receipt of district baselines	TBC on receipt of baseline	TBC on receipt of baseline	TBC on receipt of baseline	District Councils CONTRIBUTING
Promote health and wellbeing						
Reduce anti-social behaviour						
Address the issue of Climate Change	*NI 192 - Household waste recycled and composted	41% (TBC) (2007/08)	1% improvement on baseline	2% improvement on baseline	3% improvement on baseline	County Council, District Councils CONTRIBUTING
Increase Waste Recycling and Composting						
Address the issue of Climate Change	*NI 197 - Improved local biodiversity – active management of local sites	5% of sites (2008)	8% of sites	11% of sites	14% of sites	County Council, District Councils CONTRIBUTING
Improve physical health of C&YP						
Reduce health inequalities						
Promote Health and Wellbeing						
Reduce anti-social behaviour						
Reduce health inequalities	NI 187 - Tackling Fuel Poverty	TBC – working with GONW to establish baseline	TBC on receipt of baseline	TBC on receipt of baseline	TBC on receipt of baseline	District Councils, County Council CONTRIBUTING
Promote health and well-being						

Priority	Indicator(s), including those to be designated (shown with a *)	Baseline	LAA Improvement Target			Lead Partner
			08/09	09/10	10/11	
Promote health and well-being Improve street cleaning Increase waste recycling and composting	% of sites surveyed which are below grade B for litter and detritus (Local indicator & LPSA2 – links to NI 195 but with slightly altered methodology)	To be established	6.5% points			District Councils CONTRIBUTING

LANCASHIRE LOCAL AREA AGREEMENT PARTNER DELIVERY AGREEMENT

BACKGROUND AND PURPOSE:

The Lancashire Partnership (“the Partnership”) brings together Lancashire County Council and partner organisations in the public, voluntary, community and private sectors which have an interest in improving the well-being and quality of life of local communities. The Partnership has developed and committed to the Lancashire Local Area Agreement (“LAA”) as a means of co-ordinating planning and delivery to address the key priorities for Lancashire’s diverse communities. The LAA sets a number of improvement targets for the period up to 31 March 2011 and which are subject to annual review by the Partnership and Government Office North West. It is acknowledged that all member organisations and groups in the Partnership are committed to and will use their best endeavours to achieve the objectives, outcomes and targets referred to in the LAA.

The purpose of the Partner Agreement is to identify, in accordance with Section 105 (3) and Section 106 (1) of the Local Government and Public Involvement in Health Act 2007 and the Operational Guidance for the Development of the new LAA Framework, the targets which relate to the partner organisation. Specifically, *“there must be a clearly identified organisation or organisations responsible for working towards the delivery of each agreed target. In the case of more than one lead it must be clear what each organisation is responsible for working towards attaining. Each of these organisations will be under the statutory duty to have regard to any target it has signed up to.”* In ‘signing up to’ a target the organisation commits to clearly establish the links between the improvement targets and their business planning and performance management processes, proportionately reflect the targets within their resource allocation and make staff aware of the pertinent LAA priorities and where appropriate reflect these in senior staff performance management objectives.

GOVERNANCE OF THE LAA

It is understood that the Partnership will oversee the operation and administration of the LAA, the achievement of the outcomes and targets in the LAA and any other matters referred to it by the thematic partnerships or the County Council. The Lead Officer(s) nominated by us will attend review meetings or other meetings as identified by the Lancashire Partnership and be in position to report on the fulfilment of the contribution being made by the organisation.

It is agreed that the statutory and other constraints on the exchange of information will be fully respected including the requirements of the Data Protection Act 1998, Freedom of Information Act 2000 and the Human Rights Act 1998

We will try to resolve any disagreements amicably at working level. However, if this is not possible then we understand that we will be able to refer the matter upwards through the thematic partnership to the Lancashire Partnership as appropriate.

IDENTIFICATION OF IMPROVEMENT TARGETS

In line with the guidance and requirements in Developing the Local Area Agreement for 2008 to 2011, this organisation will contribute to the following improvement targets:

	Target Description	Lead Officer in the organisation	Lead or Contributing Partner
1	NI 1 - People from different backgrounds getting on well together	Chief Executive	Contributing Districts Shared Lead
2	NI 4 - % of people who feel they can influence decisions in their locality	Chief Executive	Contributing Districts Shared Lead
3	NI 6 - Participation in regular volunteering	Chief Executive	Contributing Districts Shared Lead
4	NI 7 - Environment for a thriving third sector	Chief Executive	Contributing Districts Shared Lead
5	NI 110 - Young people's participation in positive activities	Chief Executive	Contributing No Lead Responsibilities
6	NI 156 - Number of households living in temporary accommodation (Local Indicator)	Chief Executive	Contributing Districts As Lead
7	Number of new awards of attendance allowance, disability allowance, pension credit, housing benefit, council tax benefit and carers allowance made to people aged over 65 as a result of help provided by County Council and District Councils (Local indicator/ LPSA2)	Chief Executive	Contributing No Lead Responsibilities
8	NI 153 - Working age people claiming out of work benefits in the worst performing neighbourhoods	Chief Executive	Contributing Districts Shared Lead
9	NI 155 - Number of affordable homes delivered (gross)	Chief Executive	Contributing Districts As Lead
10	NI 166 - Average earnings of employees in the area	Chief Executive	Contributing Districts Shared Lead
11	NI 171 - New business registration rate	Chief Executive	Contributing Districts Shared Lead
12	NI 152 - Working age people on out of work benefits (Local Indicator)	Chief Executive	Contributing Districts Shared Lead
13	(a) number of new businesses established, (b) above businesses sustained for a minimum of 12 months (Local indicator & LPSA2)	Chief Executive	Contributing No Lead Responsibilities
14	NI 186 - Per capita CO2 emissions in the LA area	Chief Executive	Contributing No Lead Responsibilities
15	NI 188 - Adapting to climate change	Chief Executive	Contributing No Lead Responsibilities

16	NI 195 - Improved street and environmental cleanliness (levels of graffiti, litter, detritus and fly posting)	Chief Executive	Contributing Districts As Lead
17	NI 192 - Household waste recycled and composted	Chief Executive	Contributing Districts Shared Lead
18	NI 197 - Improved local biodiversity – active management of local sites	Chief Executive	Contributing Districts Shared Lead
19	NI 187 - Tackling Fuel Poverty	Chief Executive	Contributing Districts Shared Lead
20	% of sites surveyed which are below grade B for litter and detritus (Local indicator & LPSA2 – links to NI 195	Chief Executive	Contributing Districts As Lead

NOTE

Lancaster City Council will work with its partners within the Lancaster District Local Strategic Partnership to support the achievement of all the objectives, outcomes and targets referred to in the LAA wherever practicable.

REVIEW OF THIS AGREEMENT

This Partner Agreement may be reviewed following any pertinent changes to policies, procedures and structures of the organisation and/or each annual review of the LAA.

SUCCESSORS

This Partner Agreement shall continue for the benefit of their respective successors and assigns.

THIS PARTNER AGREEMENT is made the 10 day of June 2008

By:- Mark Cullinan,
Chief Executive on behalf of
Lancaster City Council

Signature



Print Name:- Mark Cullinan

Title:- Chief Executive

CABINET

ALLOCATION OF CABINET APPOINTMENTS 8th July 2008

Report of Head of Democratic Services

PURPOSE OF REPORT			
To advise of those appointments to partnerships and outside bodies which require re-allocation following the resignation of Councillor Johnson from the Cabinet.			
Key Decision	<input type="checkbox"/>	Non-Key Decision	<input type="checkbox"/>
			Referral from Cabinet Member X
Date Included in Forward Plan	N/A		
This report is public			

RECOMMENDATIONS OF THE LEADER

That Cabinet consider the allocation of those appointments set out in paragraph 2.3 of the report to the appropriate Cabinet member and agree:

That Councillor Susie Charles be appointed to fill the vacancies on the following Partnerships and Outside Bodies following the resignation of Councillor Tony Johnson:

- LSP Management Group substitute.
- Arnsdale and Silverdale AONB Unit Arnsdale and Silverdale AONB (Forum, Countryside Management Service and Limestone Heritage Project)
- Forest of Bowland AONB Advisory Committee
- Lancashire Rural Affairs
- Lancashire Rural Partnership
- Lancaster Canal Restoration Partnership
- North West Rural Affairs Forum
- LGA Rural Commission

1.0 Introduction

- 1.1 Cabinet will be aware that Councillor Tony Johnson has resigned from the Cabinet and Councillor Susie Charles has been appointed by Council as the Conservative Group Cabinet Member to fill the resultant vacancy.

2.0 Proposal Details

- 2.1 The Leader has indicated that Councillor Charles will take on the Cabinet portfolio responsibilities relinquished by Councillor Johnson.

2.2 Councillor Johnson was appointed to a number of outside bodies and partnerships by virtue of his role as Cabinet Member with responsibility for Rural Areas, Performance Management and Efficiency.

2.3 It is now for Cabinet to decide the reallocation of these appointments as follows:

- LSP Management Group substitute.
- Arnside and Silverdale AONB Unit Arnside and Silverdale AONB (Forum, Countryside Management Service and Limestone Heritage Project)
- Forest of Bowland AONB Advisory Committee
- Lancashire Rural Affairs
- Lancashire Rural Partnership
- Lancaster Canal Restoration Partnership
- North West Rural Affairs Forum
- LGA Rural Commission

3.0 Details of Consultation

3.1 Not applicable

4.0 Options and Options Analysis (including risk assessment)

4.1 It is for Cabinet to decide on the appointment of a Cabinet member to the above bodies and the options are therefore to appoint Councillor Charles who has replaced Councillor Johnson or to agree that another Cabinet Member takes on the role of any of these appointments.

5.0 Conclusion

5.1 Vacancies have been created on a number of outside bodies and partnerships following the resignation from Cabinet of Councillor Johnson. Cabinet is requested to make the necessary appointments to these bodies without delay.

RELATIONSHIP TO POLICY FRAMEWORK

Representation on Outside Bodies and Partnerships is part of the City Council's community leadership role.

CONCLUSION OF IMPACT ASSESSMENT

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

None

FINANCIAL IMPLICATIONS

There are no additional financial implications as a result of this report – funding is available in existing budgets to pay appointed Members of outside bodies who are entitled to travel expenses for attendance at outside body and partnership meetings.

SECTION 151 OFFICER'S COMMENTS

The Section 151 Officer has been consulted and has no comments to add.

LEGAL IMPLICATIONS

There are no legal implications as a result of this report – the appointment of a Cabinet member is in line with Council's decision on the basis on which such appointments should be made.

MONITORING OFFICER'S COMMENTS

The Monitoring Officer has been consulted and has no comments to add.

BACKGROUND PAPERS

None

Contact Officer: Gillian Noall
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Ref:

CABINET

Land at Scotforth Road, Lancaster
8th July 2008

Report of Corporate Director (Regeneration)

PURPOSE OF REPORT			
To consider the bids that have been received for the sale of the Council's land at Scotforth Road, Lancaster.			
Key Decision	X	Non-Key Decision	Referral from Cabinet Member
Date Included in Forward Plan		1 st July 2008	
This report is public			

RECOMMENDATIONS OF COUNCILLOR ARCHER

(1) That Cabinet notes the content of this report

1.0 Introduction

1.1 At the meeting on 22nd January 2008, Cabinet resolved:

(1) That Cabinet endorses the principles set out in the draft tender brief, subject to:

- (i) the final version explicitly excluding from the land to be offered for sale a narrow strip of land at the southern extremity of the land to be sold and,
- (ii) the northern boundary of the land to be offered for sale running in a straight line at right angles from the A6 to a point south of the bridge and,

(2) That Officers investigate in conjunction with the Footpath Officer, the feasibility of turning the informal path that runs from east to west at the south of the properties in Rays Drive into a permissive path or designating it as a public right of way.

1.2 Since that resolution was passed a marketing exercise has been undertaken and a report is contained within the exempt part of this agenda for Cabinet's consideration.

2.0 Proposal Details

- 2.1 The land was advertised for sale in the Estates Gazette, Lancaster Guardian and Morecambe Visitor together with the Council website. As a result a substantial number of enquiries were received and details sent to those considering making bids.
- 2.2 By the closing date for bids on 23rd May 2008, a total of 10 bids (2 bids having been made by one bidder) had been received in accordance with the bidding process, whilst a separate proposal was made outside the bidding process.
- 2.3 Members are reminded that when the land was marketed, the tender details contained a matrix which bidders were advised would be used to score the bids.

3.0 Details of Consultation

- 3.1 The principles of disposal have been considered both by Cabinet and the Overview and Scrutiny Committee which has resulted in the marketing of the land and preparation of this report.

4.0 Options and Options Analysis (including risk assessment)

- 4.1 There are no options within this report as the detail is contained within a report to be found in the exempt part of the agenda.

5.0 Officer Preferred Option (and comments)

- 5.1 There are no preferred options and it is recommended that this report be noted.

RELATIONSHIP TO POLICY FRAMEWORK

The generation of significant capital receipts underpins the Council's Capital Investment Strategy. In turn, delivery of aspects of the Corporate Plan and service Business Plans are reliant on the capital receipts programme being achieved.

In addition the Corporate Property Strategy identifies the need to use the Council's assets to meet the Council's corporate priorities.

**CONCLUSION OF IMPACT ASSESSMENT
(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)**

The report indicates that development of the site could provide the opportunity to create a sustainable development reflected through design, use and associated transport issues.

FINANCIAL IMPLICATIONS

The financial implications of this report are set out in the report to be found in the exempt part of this agenda.

SECTION 151 OFFICER'S COMMENTS

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

LEGAL IMPLICATIONS

Legal services will be involved in the preparation of the necessary legal documentation.

MONITORING OFFICER'S COMMENTS

The Deputy Monitoring Officer has been consulted and has no further comments to make.

BACKGROUND PAPERS

Cabinet report and minutes – 22nd January
2008

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E-mail: gcox@lancaster.gov.uk
Ref: N/A

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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