



Committee: LICENSING COMMITTEE
Date: THURSDAY, 2 JULY 2020
Venue: THIS WILL BE A VIRTUAL MEETING
Time: 2.00 P.M.

A G E N D A

1. **Apologies for Absence**

2. **Minutes**

Minutes of meeting held on 4 June, 2020 (previously circulated).

3. **Items of Urgent Business authorised by the Chair**

4. **Declarations of Interest**

To receive declarations by Councillors of interests in respect of items on this Agenda.

Councillors are reminded that, in accordance with the Localism Act 2011, they are required to declare any disclosable pecuniary interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting).

Whilst not a legal requirement, in accordance with Council Procedure Rule 9 and in the interests of clarity and transparency, Councillors should declare any disclosable pecuniary interests which they have already declared in the Register, at this point in the meeting.

In accordance with Part B Section 2 of the Code Of Conduct, Councillors are required to declare the existence and nature of any other interests as defined in paragraphs 8(1) or 9(2) of the Code of Conduct.

Matters for Decision

5. **Proposal for the introduction of a fast track driver (hackney carriage/private hire) application process** (Pages 3 - 6)

Report of the Licensing Manager

6. **Update on Licensing Workplan 2020** (Pages 7 - 17)

Report of the Licensing Manager

Exclusion of the Press and Public

7. **Exempt Item**

The Committee 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 ground that it could involve the possible disclosure of exempt information, as defined in paragraph 1 of Schedule 12A of that Act.”

Councillors are reminded that, whilst the following item has been marked as exempt, it is for the Committee to decide whether or not to consider it in private or in public. In making the decision, Councillors should consider the relevant paragraph of Schedule 12A of the Local Government Act 1972, and also whether the public interest in maintaining the exemption outweighs the public interest in disclosing the information. In considering their discretion, Councillors should also be mindful of the advice of Council officers.

8. **Determination of a renewal application in respect of a private hire driver licence**
(Pages 18 - 27)

Report of the Licensing Enforcement Officer

ADMINISTRATIVE ARRANGEMENTS

(i) Membership

Councillors Colin Hartley (Chair), Mel Guilding (Vice-Chair), Richard Austen-Baker, Mandy Bannon, Roger Dennison, Merv Evans, Kevin Frea, Mike Greenall, Abi Mills and Jean Parr

(ii) Queries regarding this Agenda

Please contact Liz Bateson email ebateson@lancaster.gov.uk

(iii) Changes to Membership, or apologies

Please contact Democratic Support, telephone 582170, or alternatively email democraticsupport@lancaster.gov.uk.

KIERAN KEANE,
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Published on 24 June, 2020.

LICENSING COMMITTEE**Proposal for the introduction of a fast track new driver
(hackney carriage and private hire) application process****2 July 2020****Report of Licensing Manager****PURPOSE OF REPORT**

To seek the Committees approval (with or without modification) for the introduction of a “fast track” new driver application for persons whose Lancaster City Council private hire/ hackney carriage drivers licence have expired within 2 years of submission of a completed new hackney carriage/ private hire drivers application

The report is public

RECOMMENDATIONS

- (1) That the Committee approve the following proposal with or without modification and with immediate effect

The Council to introduce a “fast track” new application procedure for drivers whose previous Lancaster City Council hackney carriage/ private hire drivers licence has expired within two years of the completed submission of their new application.

1.0 Introduction

1.1 The Local Government (Miscellaneous Provisions) Act 1976 is the primary legislation governing the licensing of private hire and hackney carriage drivers. Section 51 and 59 of the Act require that the Council only licence persons it considers “fit and proper” to drive private hire (S51) and hackney carriage (S59) vehicles.

1.2 A new applicant for a private hire / hackney carriage drivers’ licence is required to provide the following documentation

- A completed application form including evidence of right to work in the UK
- A valid enhanced Disclosure and Barring Service DBS certificate and evidence of sign up to the DBS online update system
- A satisfactory medical to the DVLA Group 2 medical standard
- A pass certificate in respect of a practical driving assessment from an approved assessor organisation
- Satisfactorily pass the Lancaster City Council taxi driver knowledge test

- Satisfactorily pass the Btec Level 2 qualification recently replaced by the City and Guilds Level 2 qualification in Introduction to the Role of the Professional Taxi and Private Hire Driver
- 1.3 If all the above listed at para 1.2 are provided and meet the Councils Policy requirements, new private hire and hackney carriage drivers licences are issued by officers. If officers are satisfied that the applicant is not a fit and proper person to hold a licence the licence will be refused.
- 1.4 In the case of an application to renew a hackney carriage/ private hire drivers licence applicants are required to submit the following
- A completed application form including if appropriate right to work in the UK (for applicants who have previously shown limited leave to remain in the uk)
 - Provide a satisfactory medical to the DVLA Group 2 medical standard in line with the requirements of the Council guidelines
 - Provide for officers to access the DBS online update system to identify whether there has been any change to the status of the enhanced DBS certificate. If a change is indicated the renewal applicant will be required to submit a new enhanced DBS disclosure
- 1.5 Where a driver renewal application meets Council policies the licence is issued by officers, where the renewal application does not meet all the required standards it is referred to the Committee for determination.
- 1.6 Where a driver allows his/ her hackney carriage/ private hire driver licence to expire it cannot normally be treated as a renewal, although special consideration has been given to situations in the past where the renewal application has been delayed due to specific circumstances for a very short period of time. Generally, drivers who wish to reapply for a hackney carriage/ private hire drivers licence following expiry of the previous licence are treated as a new applicant and are required to resit the practical driving assessment and re take the driver knowledge test.

2.0 Proposal Details

- 2.1 It is proposed that the Council introduces a “fast track” new application procedure for drivers whose previous Lancaster City Council hackney carriage/ private hire drivers licence has expired within two years of the completed submission of their new application.
- 2.2 The “fast track” new application process would to all intents and purposes mirror the driver renewal process, with fast track applicants not being required to resit the knowledge test or the practical driving assessment. Fast track applicants would be required to provide the following
- A completed application form and evidence of right to work in the UK
 - A satisfactory medical to the DVLA Group 2 medical standard
 - Provide for officers to access the DBS online update system to identify whether there has been any change to the status of the enhanced DBS certificate. If a change is indicated the fast track new applicant will be required to submit a new enhanced DBS disclosure or if the online update service has not been maintained whilst the applicant was unlicensed. A new enhanced DBS certificate will be required together with evidence of sign up to the DBS online update system
 - Completion of any training requirements introduced as mandatory requirements

since the expiry of their previous hackney carriage/ private hire drivers licence

3.0 Officer comments

- 3.1 It is recognised that the impact of the pandemic on the taxi trade has been huge. To all intents and purposes, the night time economy has effectively been closed down for 4 months and many vulnerable/ elderly persons who may normally rely on taxi services to get take then to doctors, hairdressers, and shopping have been forced to “shield” at home. A large percentage of licensed drivers have not worked during this time and may decide not to re-enter the taxi trade until circumstances return to similar to pre pandemic. This proposal allows licenced drivers not to renew their hackney carriage/private hire driver’s licences at expiry but to apply at a later date (within 2 years of expiry) as a fast track new applicant
- 3.2 The two year period from expiry of a previous drivers licence is suggested in respect of fast track new driver application, as this is deemed to be a reasonable time in which the topography of the area and its landmarks will not have undergone significant change. It is recognised that some businesses will no longer be trading and other enterprises will have opened up, but the degree of this change is thought to be something that would not have a material impact on a drivers knowledge of the area/ routes and local landmarks most commonly associated with taxi journeys.
- 3.3. The proposal offers all the safeguarding protections in terms of criminality and medical checks that are associated with the standard driver renewal process.
- 3.3 The proposal does not apply to licensed vehicle renewals. The renewal application process for a private hire vehicle is identical to the new application process and therefore there is no additional expense associated with relicensing a private hire vehicle at a later date.
- 3.4 Lancaster City Council currently limits the number of hackney carriage vehicle licences issued. As indicated by Mr James Button in his book *Button on Taxis Licensing Law and Practice* (page 366) “In areas where a limit is maintained hackney carriage vehicle licences have a value”. In the event that a person fails to renew their hackney carriage vehicle licence, there is a potential for a third party to apply for the vehicle licence that has not been issued, and therefore the licence may not be available to the original licence holder at a later date . There is however further consideration based on a High Court case from 2011 *Exeter City Council v Sandle* which addressed the issue of Could a hackney carriage proprietors’ licence be renewed after it has expired? Held yes it could provided the application was made within a short time of expiry and there was a good reason for the delay in applying.

Any request to relicence a hackney carriage vehicle licence after expiry would have to have regard to the above case law which would suggest that a short delay may be facilitated but that any significant delay in relicensing a hackney carriage vehicle licence would present the opportunity for another person to apply for the vehicle licence that had not been issued at that time .

- 3.5 There has been no formal consultation undertaken regarding this proposal. Officers considered that the matter should be brought to the committee without delay as it provides some flexibility for licensed drivers in respect of any decision to renew their hackney carriage/ private hire drivers licences during the pandemic. Officers have emailed trade representatives who are invited to attend the taxi working group and asked them for their views on this issue. A verbal update on any responses received

will be provided at the committee meeting.

4.0 Officer Preferred Option

4.1 For the Committee to approve the proposal in respect of a fast track driver application process available to persons whose Lancaster City Council hackney carriage/ private hire drivers licence has expired within 2 years of a completed new application being received in respect of the same.

5.0 Conclusion

5.1 The proposal for a fast track new driver application procedure for drivers who have previously (within the last 2 years) been licensed by Lancaster City Council as a hackney carriage/ private hire driver is being recommended so as to offer some flexibility to licensed drivers who due to current circumstances may not wish to renew their drivers licence, but as the economic situation changes may wish to re-enter the licensed trade without incurring any additional costs to those associated with the renewal process..

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

The proposed fast track new application process, if approved would apply to all persons whose previous hackney carriage/ private hire drivers licence had expired within the previous 2 years. There would be no adverse impact on public safety

LEGAL IMPLICATIONS

The proposal would be complaint with the legal framework

FINANCIAL IMPLICATIONS

The only financial implication would be the potential for a financial saving for fast track new applicants who would not be required to retake the local taxi driver knowledge test or the practical driving assessment. As well as any financial saving the fast track new application process may facilitate a quicker return to work as applicants would not be waiting for knowledge test/ practical driving test dates and results

BACKGROUND PAPERS

Contact Officer: Jenette Hicks
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LICENSING COMMITTEE**Update on licensing work plan 2020
2 July 2020****Report of Licensing Manager****PURPOSE OF REPORT**

To update the Committee in respect of progress regarding the Licensing 2020 work plan approved by the Committee at its meeting 28 November 2019

The report is public

RECOMMENDATIONS**(1) That the Committee note the report****1.0 Introduction**

- 1.1 At its meeting in November 2019 the Committee approved a licensing workplan. The workplan provided an overview of planned project work for the year 2020. The work plan did not deal with the day to day routine activities of the team which takes priority over planned reviews and developments.
- 1.2 The Committee were advised that the permanent Licensing Manager is currently on Maternity leave and the temporary licensing manager is working a reduced week, 3 days per week.
- 1.3 This report now provides an update on progress with the workplan, together with an overview of other work undertaken as a result of covid 19 pandemic.

2.0 Details

- 2.1 Attached at **Appendix 1** is a copy of the approved workplan with an additional column added on the right hand side of the document showing the updated position as at July 2020.
- 2.2 There has been some progress made with the workplan, but this has been hampered by the pandemic and reduced staff resources during January/February 2020.
- 2.3 The pandemic has seen a huge reduction in the public demand for taxis including private hire. The night time economy to all intents and purposes has been closed down and vulnerable people who often used taxis for journeys to medical appointments, hairdressers and shopping have been told to stay at home. The impact on the taxi trade has been extremely severe, a large sector of the trade have not worked during the pandemic, one private operator estimated that trade had reduced by 80-90% In

view of the very unique circumstances of the pandemic it may be appropriate to defer some of the planned projects in particular the review of taxi licensing conditions.

- 2.4 Since March the licensing service has adapted to operate in a way which is compliant with covid 19 restrictions. New procedures have been put in place regarding driver medicals, vehicle testing and application processes. Officers work remotely and in Morecambe Town Hall. There has been a minimum of 2 licensing officers at Morecambe Town Hall at any one time, phone calls, emails and complaints have all been dealt with in a timely manner. The Council website has been utilised to provide relevant update regarding covid 19 issues
- 2.5 At the start of the pandemic the service was busy dealing with enquiries from businesses looking to operate legitimately, but differently to “business as usual”. Off sales and delivery sales of alcohol from pubs was an option explored by many businesses, licensing requirements for sales of alcohol via a third party app was also something that we hadn’t previous experience of.
- 2.6 In terms of taxis there was some initial debate as to whether taxis services could continue to operate. However, advice from the Department for Transport made it clear that they could operate but were under no obligation to do so. A number of enquiries were received regarding the use of screens/ partitions in taxis, this was a national issue and the only Govt advice was that this was a matter for local authorities to determine. The Council reviewed all available information and developed a position statement on the use of such screens, this was dealt with by means of an urgent decision and reported to the Licensing Committee on 6 June.
- 2.7 Prior to the pandemic an application for a review of a premises licence was received from Lancashire Police. The application related to a late-night takeaway in Lancaster City Centre found operating in breach of the premises licence conditions. The Licensing team made a representation supporting the police led review, and this was based on the lack of management control at the premises. The review hearing was originally scheduled for the beginning of April but was adjourned due to covid restrictions, a revised date was then arranged for the end of May, with all the arrangements in place for a remote sub committee hearing. The licence holder surrendered the premises licence the day before the review hearing, so no hearing took place. The preparation for the hearing however took a considerable amount of police and local authority time.
- 2.8 In terms of moving forward it is difficult to estimate the amount of officer resources available to undertake planned project work. The re-opening of the hospitality sector is expected to present a number of challenges. At the time of drafting this report the Prime Minister has stated an intention to try and relax the rules around hospitality but there has not been any detail as to whether this relates to any or all of the following planning, licensing or pavement café requirements. It may be that a verbal update can be provided at the meeting.
- 2.9 In recent weeks there has been a steady increase in the number of taxi related applications and enquiries, vehicle testing has been reintroduced and complaints are being investigated. New driver training programmes have not been recommenced, this is dependent upon Lancaster and Morecambe College providing the training programmes, as such the Council is not processing any new driver applications (unless the applicant has completed all stages of the application process. Driver renewal applications are being processed and licences/ ID badges issued via the postal system

3.0 Conclusion

3.1 The report provides an overview of progress on the 2020 Licensing workplan. The progress of the workplan has been hampered by the impact and changes brought about by the covid19 pandemic. The report also provides members with an overview of the key licensing issues arising from the pandemic

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

The work plan identifies a number of policy reviews which will be subject to impact assessments as appropriate

LEGAL IMPLICATIONS

Each policy review will be conducted within the appropriate legal framework and compliance with best practice guidance where appropriate

FINANCIAL IMPLICATIONS

Any financial implications arising from individual elements of the work plan will be detailed in the specific reports

BACKGROUND PAPERS

Contact Officer: Jenette Hicks
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Licensing team

July update project workplan 2020

Project	Scope	Reason	Risks	Timeline	Update July 2020
<p>To produce model Licensing conditions for use with Licensing Act applications, variations and reviews</p>	<ul style="list-style-type: none"> • To assist applicants, responsible authorities, Committee and other persons in proposing licensing conditions relevant to individual licensing applications, variations and reviews. • The availability of a pool of conditions which all parties have access to will promote consistency and will assist enforcement. To produce a pool of Licensing conditions which are clear, appropriate and enforceable • A draft document will be produced for the Committee with a request for the committee to agree consultation prior to consideration of proposals and consultation responses received 	<ul style="list-style-type: none"> • Efficiency • Consistency • Support for Licensing Direct commercial service 	<p>None identified. Use of model standards would not prevent use of bespoke conditions if required</p>	<p>January to May 2020 *</p>	<ul style="list-style-type: none"> • A draft set of model licence conditions has been produced and is currently with licensing enforcement officers for their comment. • It is intended that the draft model conditions be brought to the Licensing committee seeking approval for a formal consultation process

<p>To undertake an hackney carriage unmet demand survey</p>	<ul style="list-style-type: none"> • The Council to commission an unmet demand survey that complies with the requirements detailed in the Departments for Transport Best Practice Guidance (survey commissioned Oct 19) • For members to review the findings from the unmet demand survey • Development and Implementation of any policy related matters that may arise from the unmet demand survey 	<ul style="list-style-type: none"> • To maintain a cap on the number of Licensed Hackneys evidence is required to support this. • Opportunity to consider availability and suitability of wheel chair accessible vehicles 	<p>None Identified.</p>	<p>Oct 2019- April 2020 *</p>	<ul style="list-style-type: none"> • A company was commissioned to undertake an unmet demand survey, rank observations have been completed. • In terms of information gathering, we still need to undertake consultation with the taxi trade this is normally undertaken by means of a questionnaire , this work will be undertaken once covid restrictions are relaxed
<p>To commence investigations regarding transitioning the Licensed fleet to low emission vehicles</p>	<ul style="list-style-type: none"> • Officers to explore the range of low emission vehicle suitable for licensing as hackney carriages or private hire vehicles • Officers to explore any grants/ financial assistance that may be available and associated with the purchase of low emission vehicles 	<ul style="list-style-type: none"> • Air quality within the City Centre fails to meet minimum standards in places. • Council has declared a Climate 	<ul style="list-style-type: none"> • The cost to owners and operators will be high • Charge points need to be accessible 	<p>Jan – March 2020</p>	<ul style="list-style-type: none"> • Significant work has progressed to establish public charge points across the District. • The additional 4 charge points exclusively for taxi use have not yet been installed and

	<ul style="list-style-type: none"> • Officers to explore any opportunities available through local dealerships to assist in the purchase of low emission vehicles • Officers to arrange fact finding visit to Blackpool (Licensing team and operator of electric Taxis) • To propose a timetable for full transition to low emission vehicles • To report strategy to Committee for consideration and agreement 	<p>Emergency and this will support the Council's Commitment to tackling climate change</p> <ul style="list-style-type: none"> • Government has already made a commitment to low emission vehicles and the initiative will help local drivers and operators transition • Assistance to drivers and operators may help them establish a more sustainable business long term • By switching to fully electric vehicles now will help to encourage general public to follow 	<ul style="list-style-type: none"> • Vehicles need suitable range on single charge which means only newer cars would be suitable • If the Council imposes a very tight timescale to switch, this could encourage owners/operators to get vehicles licensed elsewhere but still operate in Lancaster – no overall benefit and lost income generation. 	<p>will be delayed. Installation expected before the end of the year</p> <ul style="list-style-type: none"> • Initial Discussions have taken place with colleagues to discuss potential to use LCC fleet arrangements to provide or subsidise electric taxi provision
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<p>Review of private hire / hackney carriage licence conditions</p>	<ul style="list-style-type: none"> • Review existing licence conditions to ensure they reflect best practice and current standards • Review existing licence conditions to ensure conditions are reasonable necessary to provide appropriate levels of public safety • That the taxi working group be involved in the initial review of licence conditions • That proposals are brought to the committee for approval for formal consultation • That following consultation proposals are brought back to committee for consideration and final approval/ adoption 	<ul style="list-style-type: none"> • To help ensure a well regulator fleet working to appropriate standards • Improved clarity for owners and operators • More robust regulation 	<p>None Identified</p>	<p>April-September 2020</p> <p>(this timescale will allow for any issues from unmet demand and low emission vehicle projects to be considered as part of the review of licence conditions</p>	<ul style="list-style-type: none"> • No work has commenced in respect of this project. • The project was to be informed by the unmet demand survey results and the low emission vehicle project which are still ongoing. • In addition the taxi trade has been hugely affected by the impact of corona virus and it is considered that more constructive dialogue will be achieved once covid restrictions have been relaxed
<p>Review of street trading Policy</p>	<ul style="list-style-type: none"> • To liaise with colleagues in Economic Development regarding potential improvements to the current street trading policy in respect of consent/ licence and prohibited streets for street trading 	<ul style="list-style-type: none"> • The current policy does not take account of where on permitted streets trading can take place 	<ul style="list-style-type: none"> • Some mobile traders may lose income and become unsustainable 	<p>April-September 2020*</p>	<ul style="list-style-type: none"> • It has taken some time to establish who if anyone has responsibility for managing the consent scheme.

	<ul style="list-style-type: none"> • Ensure that permitted street traders are subject to appropriate public safety checks • Formal consultation regarding any proposed changes 	<ul style="list-style-type: none"> • To help ensure a balanced and level playing field approach between high street businesses and mobile street traders • To help avoid mobile traders locating outside inappropriate locations e.g. schools • Could introduce a charging policy and increase revenue 			<ul style="list-style-type: none"> • Now established that other than a small number of city centre traders, the scheme is not proactively managed • Work now started to explore options. • Current Covid emergency may lead to delay in completing the review.
Review of hackney carriage rank provision	<ul style="list-style-type: none"> • It is understood that Lancashire County Council intend to conduct a review of hackney carriage rank provision across the County. The Council welcomes this and would seek to work in partnership with the County Council and Lancaster Councils hackney carriage trade • That the hackney carriage trade be invited to provide written proposals regarding hackney 	<ul style="list-style-type: none"> • To improve availability of Hackney carriages to the public 	None Identified	<p>Jan- Feb (Comments invited from hackney carriage trade)</p> <p>Remainder of timetable outside the scope of Lancaster City</p>	<ul style="list-style-type: none"> • No work has commenced on this project however there has not been any pressure from the trade to push this forward.

	<p>carriage rank provision at the earliest opportunity so that these can form part of the first stage of the review</p>			<p>Council to be led by Lancashire County Council</p>	
<p>Review mechanism for assessing Hackney Carriage fares and annual uplift/change</p>	<ul style="list-style-type: none"> The current arrangement of applying an annual uplift based on RPI has previously been subject to scrutiny and review over the last few years to try and identify the most suitable mechanism The adoption of RPI was an attempt to rationalise the approach because of the lack of National consistency or guidance An opportunity has arisen to work closely with Institute of Licensing to explore option for a more appropriate mechanism that could be used as a model approach 	<ul style="list-style-type: none"> The current arrangement may not necessarily reflect the true cost of operating a Hackney carriage If a model approach can be agreed with the Institute of Licensing this could be adopted by other Licensing Authorities to help ensure level playing field This approach will help defend any future challenge that might be received 	<ul style="list-style-type: none"> The outcome could conclude that there is no ideal model approach to adopt that is any better than the current model Review could conclude that the current tariff is actually too high and may conclude that the fares should reduce. This would cause concern with the trade and may result in judicial review. 	<p>April 2020</p>	<ul style="list-style-type: none"> Lancaster City Council were invited to be part of a working group facilitated by the Institute of Licensing (IOL) looking to identify good practice/ a model for the setting of hackney carriage fares. The first meeting took place in Oldham in February 2020 and included representatives of the taxi trade, legal and licensing officers and administered by the Institute of Licensing A model based on that adopted by Guildford Council

					<p>was identified as a starting point for good practice.</p> <ul style="list-style-type: none"> • Further work has been hampered by workload demand caused by the pandemic. No timescale has been set by the IOL for the completion of the review. • The IOL work does provide the potential for an agreed methodology and it is recommended that LCC continues to support the work and report back progress to Committee
Local Authority registration with the National Anti Fraud Network (NAFN)	<ul style="list-style-type: none"> • The Council to review relevant permissions and contractual requirements required to sign up to the NAFN NR3 • The NRS register is the National Register of Taxi and private hire Revocations and Refusals 	<ul style="list-style-type: none"> • To help improve sharing information between Licensing Authorities on unsuitable drivers/operators 	None Identified	Jan 2020	<ul style="list-style-type: none"> • A report was considered and approved by the Licensing Committee at its meeting in January 2020. This was recommending to

					the Executive that the NR3 be adopted by the Council. A report has been prepared for the Executive Members consideration
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*Denotes timescale extended due to the requirement to consult as part of the project

Colour coding Key (priority)

	Lowest Priority
	Medium Priority
	Highest Priority

Colour coding Key (Progress)

	On track or completed
	Behind schedule but progressing ok
	Significantly behind schedule, delayed, at risk or no progress

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of the Local Government Act 1972.

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