

PROCEEDINGS

A remote meeting of the Lancaster City Council was held in public via Teams Live Events, at 6.00 p.m. on Wednesday, 24 June 2020, when the following Members were present:-

Tony Anderson	Paul Anderton
Richard Austen-Baker	Mandy Bannon
Stephie Barber	Alan Biddulph
Phillip Black	Victoria Boyd-Power
Dave Brookes	Abbott Bryning
Roger Cleet	Tim Dant
Roger Dennison	Gina Dowding
Adrian Duggan	Merv Evans
Jason Firth	Kevin Frea
Andrew Gardiner	Jake Goodwin
Mike Greenall	June Greenwell
Mel Guilding	Tim Hamilton-Cox
Janice Hanson	Colin Hartley
Tricia Heath	Caroline Jackson
Joan Jackson	Debbie Jenkins
Mandy King	Geoff Knight
Sarah Knight	Erica Lewis
Cary Matthews	Abi Mills
Jack O'Dwyer-Henry	Jean Parr
Faye Penny	Joyce Pritchard
Robert Redfern	John Reynolds
Oliver Robinson	Stewart Scothern
Alistair Sinclair	Paul Stubbins
Malcolm Thomas	Sandra Thornberry
Katie Whearty	David Whitaker
Anne Whitehead	David Whitworth
John Wild	Jason Wood
Peter Yates	Joanna Young

18 APOLOGIES FOR ABSENCE

The meeting commenced at 6pm but immediately adjourned to allow Councillors experiencing problems accessing the remote meeting time to receive assistance from ICT officers.

(The meeting adjourned at 6.01pm and reconvened at 6.12pm)

Apologies for absence were received from Councillors Lucie Carrington, Darren Clifford and Michael Mumford.

19 MINUTES

It was proposed by Councillor Wood, seconded by Councillor O'Dwyer-Henry and agreed unanimously that the minutes of the meeting held on 18 May 2020 be accepted as a correct record.

It was noted that the minutes would be signed by the Mayor when the minute book was available.

20 DECLARATIONS OF INTEREST

No declarations of interest were made.

The Democratic Services Manager reported that the public speaker, Ms Geraldine Onek, was online and could see and hear the meeting only. ICT officers were assisting to enable microphone access. In view of this, the Mayor called for another short adjournment.

(The meeting adjourned at 6.16pm and reconvened at 6.23pm)

Upon reconvening, it had not proved possible to enable the public speaker to address the meeting. The Mayor informed Councillors he would take item 7, the Leader's report, before item 6, whilst officers arranged for the public speaker to address council using a temporary telephone link up. Councillors would then return to item 6 to hear the address and question from Ms Onek.

21 LEADER'S REPORT

The Leader presented her report updating Members on various issues since her last report to Council. She then responded to a number of questions from Councillors.

Resolved:

That the report be noted.

22 QUESTIONS FROM THE PUBLIC UNDER COUNCIL PROCEDURE RULE 11, PETITIONS AND ADDRESSES (Pages 11 - 12)

One question and an address had been received from a member of the public in accordance with Council Procedure Rules 11 and 13 in the Constitution. The Mayor reported that the public speaker was now audible via a telephone link up. He invited Ms Geraldine Onek to deliver her speech and question to the Council.

A copy of Ms Onek's speech about slave trading in Lancaster in the eighteenth century and her question, about what steps the Council would take to bring the past to light and honour those who lost their lives, had been included with the agenda.

Councillor Sinclair, Cabinet Member for Communities and Social Justice and Councillor Parr, Cabinet Member for Arts, Culture, Leisure and Tourism, responded to the question raised by Ms Onek. Full details of the question and responses are appended to the minutes.

The Mayor thanked Ms Onek for raising these important issues with her address and question.

23 CONSTITUTION - JOINT COMMITTEE WITH BARROW BOROUGH AND SOUTH LAKELAND DISTRICT COUNCILS

Cabinet had submitted a report to enable Council to authorise the Monitoring Officer to amend the Constitution at Part 2 Section 6. This was to reflect the delegations and joint arrangement for the new Joint Committee with Barrow Borough and South Lakeland District Councils established by Cabinet on 9 June 2020.

Councillor Lewis and the Monitoring Officer responded to questions from Councillors before Councillor Lewis proposed the recommendation set out in the report, seconded by Councillor Wood.

There was no debate, however it was indicated that there would be votes against the proposition, therefore a roll call vote was taken. The proposition was clearly carried.

Resolved:

- (1) That Council authorises the Monitoring Officer to amend the Constitution at Part 2, Section 6 to reflect the delegations and joint arrangement for the new Joint Committee with Barrow Borough and South Lakeland District Councils.

24 MOTION ON NOTICE - AREA-WIDE DEFAULT 20MPH SPEED LIMIT FOR LANCASTER

Councillor Stubbins proposed the following motion having given the required notice to the Chief Executive in accordance with Council Procedure Rule 15:-

" Full Council notes that:

- 1) In the light of the current Covid-19 situation, local authorities including Lancashire County Council have been asked by Government to act swiftly to reallocate road space to encourage cycling and walking and to enable social distancing
- 2) Specifically, the Transport Traffic Management Act 2004: network management in response to COVID-19, published 9 May 2020 requires local authorities to make 'significant changes to their road layouts to give more space for cyclists and pedestrians' and includes adopting 20mph speed limits in built up areas as a measure to be considered.
- 3) The Secretary of State for Transport has made available a £2billion fund and fast tracked statutory guidance that would enable Lancashire County Council to change the regulation of sections of its road system quickly.

- 4) The Covid-19 crisis has led to a significant reduction in the volume of traffic through and around the City of Lancaster. The effect has been to produce a noticeable improvement in air quality and on many roads a more pleasant environment for pedestrians and cyclists.
- 5) With reduced motor traffic however, there has also been higher speeds than usual seen on the A6 and it has been widely reported that the number of speeding drivers caught by traffic police has risen sharply. Cyclist fatalities since 23 March have been revealed to be running at more than double the average for the time of year, with 14 cyclists in Great Britain and one in Northern Ireland losing their lives in road traffic incidents in the month that followed lockdown.
- 6) The A6 through Lancaster is constantly near the top of the table for serious accidents, according to the Road Safety Foundation, and monitoring of data every year from 2014 to 2019 has shown a consistent high level of killed or seriously injured cyclists to maintain that position.
- 7) The improvements in safety for pedestrians and cyclists of reducing motor vehicle speeds from 30mph to 20mph, in terms of risk of serious injury, is widely accepted. Already more than 20 urban authorities in the UK have a policy of setting 20mph as the default for all their streets. Since 2011, Lancashire County Council has implemented a 20mph speed limit on many residential streets and outside schools, with a significant number of 20 mph zones created within Lancaster, however A roads have previously been excluded.
- 8) A consistent level of support for 20mph limits has been shown by the British Social Attitudes Survey, who further point to evidence that support for 20mph limits increases after they have been implemented.
- 9) Evidence of the impact of 20mph Speed Limits produced for the Scottish Government shows that (i) on urban streets in the UK, a 1mph reduction in vehicle speeds typically produces a 5% reduction in collisions (ii) that the profile of car speeds on roads with a 20mph speed limit and roads with a 30mph limit are quite different, e.g. 49% of cars using roads with a 20mph speed limit in free flow conditions travel at 24mph or less, compared with 12% of cars using roads with a 30mph limit; (iii) that City-wide 20mph speed limits generally reduce road collision casualties, although some smaller schemes have not reduced casualty numbers, (iv) that the imposition of 20mph speed limits on roads previously subject to a 30mph limit can produce small increases in modal share for walking and cycling and (v) that 20mph speed limits generally have no significant impact on journey times.
- 10) According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling, which corresponds with the occurrence of severe congestion in Lancaster being in the city centre and the key radial approaches of up to 2 miles in both peak periods, as reported in the Local Plan Transport Assessment December 2018.
- 11) This latest government advice follows immediately after Decarbonising Transport: Setting the Challenge in March 2020, which calls for bold and ambitious policies and plans to achieve net zero emissions across every single mode of transport by 2050. Accelerating modal shift to public and active transport and local management of transport solutions to reduce vehicle emissions are key parts of this strategy,
- 12) An Air Quality Management Area was declared in central Lancaster in 2007, due primarily to exhaust emissions from road traffic, with pollution levels well above air

quality objective levels at certain positions around the gyratory system. Reduced speeds in the city centre could help traffic to flow smoothly at peak times, reducing acceleration, deceleration, and braking, all of which have been shown to increase air pollution.

- 13) A potential scope for an area wide 20mph speed limit in Lancaster has been already been provided to Lancashire County Council. This defines limits which include all of the gyratory and the key radial approaches of up to 2 miles. In consideration of implementation, the area minimises the number of points of entry to just 12, using the natural boundaries of canal and railway crossings and the motorway, and was designed to avoid opportunity for rat runs outside of its boundaries.

Full Council believes that:

- 1) There is clear evidence that reducing speeds where vulnerable road users and vehicles mix is vital to reduce road traffic deaths and injuries, as well as having a beneficial impact on air quality and climate change.
- 2) The A6 through Lancaster consistently records a high level of killed or seriously injured cyclists and therefore the focus on reducing speeds must be on a 20mph default which includes these A roads.
- 3) The adoption of an area wide 20mph speed limit, together with giving more space to cyclists and pedestrians, will help to enable social distancing, prevent the overwhelming of public transport in Lancaster and make for a safer and more pleasant environment for pedestrians and cyclists.
- 4) A 20mph speed limit in Lancaster City will also discourage drivers from simply passing through the City to somewhere else, will show local car drivers that cycling is as quick and will encourage more people to walk and cycle around the City. An area wide speed limit also presents a significant opportunity for marketing Lancaster as a destination that is a safe place for walking and cycling across the city.
- 5) Consideration should also be given to how the urban centres of Heysham, Morecambe and Carnforth, as well as rural locations, could also benefit from reduced speed limits. This resolution does not preclude schemes also being requested in these areas.
- 6) Lancashire County Council has previously shown leadership as an early adapter of the 20mph road safety strategy on residential streets. It should now respond positively to the challenges and opportunities of the current Covid-19 situation.

Full Council resolves that:

- 1) Lancaster City Council calls on Lancashire County Council, through its Leader and Officers, to introduce an area wide 20mph speed limit in Lancaster which includes the A roads through the centre of our city.
- 2) The CEO write to the Leader of Lancashire County Council and Deputy Leader and Cabinet Member for Highways and Transport to urge them to act swiftly and to offer them any support that is needed.
- 3) City Council officer time is made available to give the necessary technical support to County officers in identifying the details of the scope and boundaries of the 20 mph area, to include the gyratory system and the A roads through the centre of our city.”

An officer briefing note was included with the agenda.

Councillor Frea seconded Councillor Stubbins' motion.

There were a number of questions from Councillors which Councillor Stubbins responded to, followed by a lengthy debate about the motion.

At the conclusion of the debate a roll call vote was taken. With many voting for, few against and a number of abstentions, the motion was clearly carried.

Resolved:-

Full Council notes that:

- 1) In the light of the current Covid-19 situation, local authorities including Lancashire County Council have been asked by Government to act swiftly to reallocate road space to encourage cycling and walking and to enable social distancing
- 2) Specifically, the Transport Traffic Management Act 2004: network management in response to COVID-19, published 9 May 2020 requires local authorities to make 'significant changes to their road layouts to give more space for cyclists and pedestrians' and includes adopting 20mph speed limits in built up areas as a measure to be considered.
- 3) The Secretary of State for Transport has made available a £2billion fund and fast tracked statutory guidance that would enable Lancashire County Council to change the regulation of sections of its road system quickly.
- 4) The Covid-19 crisis has led to a significant reduction in the volume of traffic through and around the City of Lancaster. The effect has been to produce a noticeable improvement in air quality and on many roads a more pleasant environment for pedestrians and cyclists.
- 5) With reduced motor traffic however, there has also been higher speeds than usual seen on the A6 and it has been widely reported that the number of speeding drivers caught by traffic police has risen sharply. Cyclist fatalities since 23 March have been revealed to be running at more than double the average for the time of year, with 14 cyclists in Great Britain and one in Northern Ireland losing their lives in road traffic incidents in the month that followed lockdown.
- 6) The A6 through Lancaster is constantly near the top of the table for serious accidents, according to the Road Safety Foundation, and monitoring of data every year from 2014 to 2019 has shown a consistent high level of killed or seriously injured cyclists to maintain that position.
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- 8) A consistent level of support for 20mph limits has been shown by the British Social Attitudes Survey, who further point to evidence that support for 20mph limits increases after they have been implemented.
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shows that (i) on urban streets in the UK, a 1mph reduction in vehicle speeds typically produces a 5% reduction in collisions (ii) that the profile of car speeds on roads with a 20mph speed limit and roads with a 30mph limit are quite different, e.g. 49% of cars using roads with a 20mph speed limit in free flow conditions travel at 24mph or less, compared with 12% of cars using roads with a 30mph limit; (iii) that City-wide 20mph speed limits generally reduce road collision casualties, although some smaller schemes have not reduced casualty numbers, (iv) that the imposition of 20mph speed limits on roads previously subject to a 30mph limit can produce small increases in modal share for walking and cycling and (v) that 20mph speed limits generally have no significant impact on journey times.

- 10) According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling, which corresponds with the occurrence of severe congestion in Lancaster being in the city centre and the key radial approaches of up to 2 miles in both peak periods, as reported in the Local Plan Transport Assessment December 2018.
- 11) This latest government advice follows immediately after Decarbonising Transport: Setting the Challenge in March 2020, which calls for bold and ambitious policies and plans to achieve net zero emissions across every single mode of transport by 2050. Accelerating modal shift to public and active transport and local management of transport solutions to reduce vehicle emissions are key parts of this strategy,
- 12) An Air Quality Management Area was declared in central Lancaster in 2007, due primarily to exhaust emissions from road traffic, with pollution levels well above air quality objective levels at certain positions around the gyratory system. Reduced speeds in the city centre could help traffic to flow smoothly at peak times, reducing acceleration, deceleration, and braking, all of which have been shown to increase air pollution.
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speed limit also presents a significant opportunity for marketing Lancaster as a destination that is a safe place for walking and cycling across the city.

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- 1) Lancaster City Council calls on Lancashire County Council, through its Leader and Officers, to introduce an area wide 20mph speed limit in Lancaster which includes the A roads through the centre of our city.
- 2) The CEO write to the Leader of Lancashire County Council and Deputy Leader and Cabinet Member for Highways and Transport to urge them to act swiftly and to offer them any support that is needed.
- 3) City Council officer time is made available to give the necessary technical support to County officers in identifying the details of the scope and boundaries of the 20 mph area, to include the gyratory system and the A roads through the centre of our city.

25 APPOINTMENT TO THE LANCASHIRE POLICE AND CRIME PANEL

Council considered a report of the Democratic Services Manager to enable Council to make an appropriate nomination for a member, and substitute member, of the Lancashire Police and Crime Panel to Blackburn-with-Darwen Council, administrators to the Panel.

The Democratic Services Manager responded to a question regarding the administration of the Panel, which was required to be politically balanced across the Lancashire police area.

Councillor O'Dwyer-Henry moved, seconded by Councillor Hartley:

- “(1) That Councillor Sinclair, portfolio holder for Communities and Social Justice, be nominated for the Lancaster District seat on the Lancashire Police and Crime Panel for the municipal year 2020/21.
- (2) That Councillor Wood be nominated as named substitute for the Panel.”

There were no further nominations. With no one indicating that they wished to speak or vote against the motion, the Mayor declared the proposition clearly carried.

Resolved:

- (1) That Councillor Sinclair, portfolio holder for Communities and Social Justice, be nominated for the Lancaster District seat on the Lancashire Police and Crime Panel for the municipal year 2020/21.
- (2) That Councillor Wood be nominated as named substitute for the Panel.

26 EXECUTIVE ARRANGEMENTS (Page 13)

The Director of Corporate Services submitted a report informing Council of changes made by the Leader to Cabinet portfolios (details of the revised portfolios are appended to the minutes) and a COVID policy for spending delegations.

The report to Council was required by Paragraph 4(b) of Section 2 of Part 3 of the Council's Constitution and was simply for noting.

Resolved:

That the report be noted.

27 APPOINTMENT TO PATROL (PARKING AND TRAFFIC REGULATIONS OUTSIDE LONDON) ADJUDICATION JOINT COMMITTEE

Members considered a report of the Democratic Services Manager regarding an appointment to the PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee. Information about the role and remit of PATROL was provided with the report.

Councillor Wood was nominated for appointment by Councillor O'Dwyer-Henry, seconded by Councillor Hartley.

There were no further nominations and the Mayor declared Councillor Wood appointed.

Resolved:

That Councillor Wood be appointed to the PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee, to represent the City Council.

28 APPOINTMENTS AND CHANGES TO COMMITTEE MEMBERSHIP

The Mayor informed Councillors that he had been notified of a number of appointments to Committees in advance of the meeting. These were:-

Councillors Lewis, Robinson and Whitehead to be appointed to the Chief Executive Recruitment Committee.

Councillor Lewis to replace Councillor Hanson on the Personnel Committee.

Councillor Whearty to replace Councillor Frea on the Appeals Committee.

Councillor Whitehead to replace councillor Biddulph on the Audit Committee.

Councillor Whitehead to replace councillor King on the Budget and Performance Panel.

Councillor King to replace Councillor Wood on the Overview and Scrutiny Committee.

These Labour group appointments and amendments were formally proposed by Councillor O'Dwyer-Henry.

Councillor Cleet then nominated Councillor Evans for the Chief Executive Recruitment Committee member for the Independent group.

The proposal and nomination were then seconded by Councillor Gardiner, who also asked that he be added as a named substitute member for the Conservative group on the Personnel Committee.

No dissent to any of the proposals was indicated and the Mayor declared the

appointments and changes to appointments, clearly carried.

Resolved:

That the following appointments and changes to committees be approved:

Councillors Evans, Lewis, Robinson and Whitehead to be appointed to the Chief Executive Recruitment Committee.

Councillor Lewis to replace Councillor Hanson on the Personnel Committee.

Councillor Whearty to replace Councillor Frea on the Appeals Committee.

Councillor Whitehead to replace councillor Biddulph on the Audit Committee.

Councillor Whitehead to replace councillor King on the Budget and Performance Panel.

Councillor King to replace Councillor Wood on the Overview and Scrutiny Committee.

Councillor Gardiner to be a named substitute for the Personnel Committee.

29 QUESTIONS UNDER COUNCIL PROCEDURE RULE 12

The Mayor reported that no questions on notice had been received from Councillors.

30 MINUTES OF CABINET

Council considered the Cabinet minutes of the meetings held on 11 February and 30 April 2020.

Resolved:

That the minutes be noted.

Mayor

(The meeting finished at 8.05 p.m.)

**Any queries regarding these minutes,
please contact Debbie Chambers, Democratic Services - telephone (01524) 582057 or email
dchambers@lancaster.gov.uk**

Question from Ms Geraldine Onek:

What steps will Lancaster City Council take to ensure the atrocities committed here in our district are brought to light and how will they honour those who lost their lives?

Councillor Sinclair thanked Ms Onek for her speech and question. He said:

“We are currently reviewing all the statues and portraits and material relating to people involved in the slave trade on council land and council buildings and what we’re doing to highlight their involvement. We’re also gathering wider information about the slave trade in the Lancaster district and I have learned quite a lot recently. We’re engaged with our communities, supporting diversity of community conversations, this is part of the development of Plan 2020-2030 Recovery for a Safe, Sustainable and Socially Just District – recovery starts with honesty – to explore the steps that we will take together, so it’s us, together, to bring our past into the light and honour and name those who lost their lives.

So we will be developing, co-producing with our communities, a Recovering Our Histories workstream, focussed on what we can do to educate, connect, empower and enable communities across the district to an open and honest exploration of our past. We know very few names of slaves today. Two rare exceptions are the grave of ‘Sambo’ at Sunderland Point and Frances Elizabeth Johnson. The grave of the former is an unmarked, unconsecrated burial place of a slave who died in 1736. According to oral histories, he starved to death, either due to depression or as an act of suicide and was buried in a rabbit warren.

Frances Johnson lived with John Satterthwaite’s family on Castle Hill. Following her death, one of her hands was cut off and mummified and it was passed down among the Satterthwaite family until 1997, when it was buried in a memorial garden next to the Priory. We are aware of many eminent names in Lancaster. 23 Lancaster streets have so far been identified with links to slave trade activity and slave traders. 23 streets. We’ve identified 58 prominent Lancaster figures linked to slave trade activity including Miles Barber, Sir Richard Owen, the Gillows, William Lindow, the Rawlinsons, the Satterthwaites. The Robert Gillow Pub, mentioned by Geraldine, in its window today, you can see it when you walk past, says “trading in the unusual since 1720”. You can check out their website for their version of Robert Gillow’s history. There is no mention of the slave trade. John and Thomas Hodgson, from Caton, over their slaving careers, 1763 to 1796, bought 14,099 Africans to sell as slaves. 1,626 people died en route. They used the profit to set up mills in the Caton area. Slavery was the foundation on which the industrial revolution was built and it paid for many of the Georgian buildings of Lancaster and many subsequent Victorian buildings. More names – past Lancaster Mayors and MPs: Thomas Hind (Mayor) John Fenton Cawthorne (MP) Thomas Greene (MP) Samuel Gregson (Mayor and MP) Alderman Thomas Giles (Mayor) portrait in the Town Hall, many portraits in the Town Hall, John Bond (Mayor) George Burrow (Mayor) Abraham Rawlinson, son of Thomas (Mayor) John Taylor Wilson (Mayor) and we’ve also got portraits of John Gregg, James Williamson, Lord Ashton and Thomas and William Storey in the Town Hall. All used American cotton before the abolition of slavery in America in 1865. These people did many philanthropic things whilst they worked hard to erase their pasts, our pasts. They tore down big chunks of our heritage and built monuments to celebrate empire and conquest.

So today, we, working together, can learn, education, uncover and recover our history.”

Councillor Parr thanked Ms Onek for speaking to Councillors and replied:

“It is telling that the two Councillors responding to this question, like the Council itself, are both white. We can empathise and support you but cannot replicate your experience as a member of the BAME community. But you don’t want hand-wringing, you want action. It’s an

uncomfortable truth that most cities in the UK have a dark past built on the exploitation of the vulnerable; the poor, the weak, the disadvantaged. Those cities with a direct involvement in slavery have a past which is darker than most. Our local heritage must be examined with honest and open eyes and a willingness to tell the true story of Lancaster's dark past in slave trading. This work will begin with a discussion at a meeting of the Arts and Culture Cabinet Advisory Group on the 10th of July at 6pm to which you will be invited. This meeting is looking at the area's heritage in general, but the slavery heritage in the Lancaster area will be an important part of this. It is very important that visitors to the area are just as aware of our slavery past as they are to our relationship with the Pendle witches.

The museums service is uniquely placed to support and examination of the history of slavery in Lancaster. As Councillor Sinclair has said, they are reviewing artefacts and various portraits in the City and Maritime Museums, Judges Lodgings and the Town Hall. These vary, from pieces out of the Lancaster Dinner Service depicting clergy eating the profits of the slave trade to small items belong to slaver families, and the larger portraits in many Council buildings. I must say that the museum officers are very enthusiastic to be involved in this work. For the benefit of those who are unaware there is an exhibition by Lubaina Himid about a slaving voyage called Memorial to Zong which opens in September delayed from the original date of June 5th. Lubaina is the first artist of colour to win the Turner Prize and this event is a major feature in Lancaster's cultural calendar. There is already a slave trail, just updated, which is available from the museum, when it re-opens. The Captured African sculpture on St George's Quay, has been in situ since 2005 but should be given improved prominence. Its location is important but it is a bit off the beaten track and it needs to be highlighted more to visitors to the city. As a city, we cannot change or past but we must not hide from it. It is our mission to inform and educate those who are unaware of the true nature of our history."

Reflecting new ways of working across the council, cabinet members will increasingly work in partnership to deliver outcomes shared across portfolios.

Leader (Erica Lewis)

- Principal spokesperson for the council
 - Communications & Press Office
- Appoint, chair and lead cabinet
- In conjunction with all cabinet members
 - lead on establishment & achievement of council strategy & priorities
 - represent the council at a local, national & international level
- Human Resources
- Governance
- Overall co-ordination of new municipalism agenda, including community wealth building

Deputy (Kevin Frea)

- Overall co-ordination for climate emergency response including modal shift
- AONB, commons, reserves, open spaces, allotments
- Water including rivers, coast, & flooding
- Nature conservation
- Rural communities
- Democratic, civic & mayoral support
- Elections
- Customer & Advice Services
- ICT
- Facilities Management
- Legal services

Communities & Social Justice (Alistair Sinclair)

- Community engagement & development
- Community health & wellbeing
- Community safety & emergency planning
- Community support & resilience
- Council owned community facilities
- Voluntary Sector & Trade Unions
- Equalities & social justice initiatives including age; disability; race; religion or belief; sex, gender or gender identity.

Housing (Caroline Jackson)

- Council Housing
- Homelessness
- Private sector housing
- Social Housing
- Caravan sites
- Traveller sites
- Refugee housing
- Household support & resilience

Sustainable economic prosperity (Tim Hamilton-Cox)

- Sustainable economic prosperity
- Asset & property management
- Skills
- Digital strategy
- Markets

Finance (John Reynolds)

- Strategic control of financial resources
- Treasury management
- Procurement & Fair Trade
- Audit
- Financial Services
- Revenues & Benefits

Environmental Services (Dave Brooks)

- Environmental health & enforcement including air quality
- Waste & recycling
- Street cleansing
- Parks & green spaces

Planning Policy (Janice Hanson)

- Planning including local plan
- Conservation & urban design
- Development & building control
- Compulsory purchase
- Transport policy
- Climate change resilience
- Neighbourhood plans
- Parking

Arts, Culture, Leisure & Tourism (Jean Parr)

- Arts, Culture, Festivals & Events
- Museums
- Tourism & Marketing
- Visitor Information Centres
- Sport & Leisure