HALTON BOROUGH COUNCIL

Executive Board

Thursday, 15 October 2020 2.00 p.m.
To be held remotely (please contact below for access)

David W R

Chief Executive

**ITEMS TO BE DEALT WITH
IN THE PRESENCE OF THE PRESS AND PUBLIC**

PART 1

2. **DECLARATION OF INTEREST**

Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.

3. **LEADER'S PORTFOLIO**

Please contact Gill Ferguson - 0151 511 8059
gill.ferguson@halton.gov.uk or Ann Jones - 0151 511 8287
ann.jones@halton.gov.uk for further information.
The next meeting of the Committee is on Thursday, 19 November 2020

Item	Page No

6. SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

PART II

In this case the Board has a discretion to exclude the press and public and, in view of the nature of the business to be transacted, it is **RECOMMENDED** that under Section 100A(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following item(s) of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.

7. COMMUNITY & SPORT, HEALTH & WELLBEING, PHYSICAL ENVIRONMENT AND RESOURCES PORTFOLIOS

In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

EXECUTIVE BOARD

At a meeting of the Executive Board on Thursday, 17 September 2020 via remote access

Present: Councillors Polhill (Chair), D. Cargill, Harris, R. Hignett, S. Hill, Jones, T. McInerney, Nelson, Wharton and Wright

Apologies for Absence: None

Absence declared on Council business: None

Officers present: G. Cook, D. Parr, I. Leivesley, M. Vasic, M. Reaney, E. Dawson, A. Jones, S. McDonald and H. Moir

Also in attendance: One member of the press and 5 members of the public

**ITEMS DEALT WITH
UNDER POWERS AND DUTIES
EXERCISABLE BY THE BOARD**

Action

EXB10   MINUTES

The Minutes of the meeting held on 30 July 2020 were taken as read and signed as a correct record.

EXB11   COVID-19 UPDATE

The Executive Board received an update and presentation on the most recent COVID-19 Coronavirus figures for Halton.

This included how the Halton outbreak support team were working within the contain framework to successfully identify and manage local outbreaks using information from NHS Test and Trace and how this worked with the Cheshire Hub. It also detailed the most recent information on Halton's testing approach in the community and for schools.

RESOLVED: That the presentation and update be noted.

LEADER'S PORTFOLIO

EXB12   URGENT DECISIONS

The Executive Board received a report from the Chief Executive, which provided the urgent decisions taken since

the last meeting of the Board and during the COVID-19 Pandemic.

It was noted that the Council's constitution gave authority to the Chief Executive to take urgent decisions, in consultation with the Leader of the Council and the Operational Director Finance and/or the Operational Director Legal and Democratic Services, where necessary. As Council meetings were suspended for some time during the Coronavirus outbreak, a number of urgent decisions had been necessary.

A list of these decisions were provided to Members in the report and full details were published on the Council's website.

RESOLVED: That the urgent decisions taken since the last meeting of the Executive Board be noted.

CHILDREN, EDUCATION AND SOCIAL CARE PORTFOLIO

EXB13 FINANCIAL SUPPORT TO CARE PROVIDERS DURING THE PANDEMIC

The Board was presented with an update from the Strategic Director – People, on the current financial support available to care providers to support additional cost pressures related to COVID-19.

It was agreed that COVID-19 had been one of the greatest challenges for care providers nationally; in relation to ensuring the health and wellbeing of their residents and service users, and the additional financial impact of the virus. It was noted that the levels of expenditure in this area were significant and essential to reduce the impact of the virus on vulnerable individuals, who relied on the providers to keep them safe and well.

As Members were aware, it was important to note that the care market was fragile prior to the impact of COVID-19 with ongoing challenges in relation to sustainability and quality of care.

The report discussed the emergency funding made available to local government and how this had been utilised locally to ensure financial support was available to all contracted care providers within Halton.

Members were presented with a number of options

for consideration in relation to the provision of ongoing financial support to the sector during the Pandemic, as outlined in paragraph 3.10 of the report. It was recommended that the Board agrees to Option 2 – *for the Local Authority to fund only additional PPE costs, once the infection control grant funding ceased* – for the reasons explained in the report.

RESOLVED: That the Executive Board	Director of Adult Social Services

1) notes the contents of the report; and

2) agrees that Option 2 be carried in relation to the provision of ongoing financial support to the sector during the period of the Pandemic.

TRANSPORTATION PORTFOLIO

EXB14   LOCAL BUS CONTRACT TENDERS

The Board received a report from the Strategic Director – Enterprise, Community and Resources, which notified them of the Local Bus Contract Framework coming to an end in March 2021.

Members were advised of a proposal to move from a framework type agreement to a Dynamic Purchasing System (DPS) to cover the period April 2021 to March 2023, with an option to extend the period by a further two years. It was reported that a DPS would allow for flexibility to allow suppliers to join at any time during the lifetime of the DPS once they had satisfied the relevant criteria.

RESOLVED: That the Executive Board	Strategic Director - Enterprise, Community and Resources

1) approves the use of a Dynamic Purchasing System (DPS) agreement for the procurement of supported local bus contracts; and

2) notes that under Procurement Standing Order Part 2.1, the accumulative value of the contracts was projected to be in excess of £1m over the period of the DPS agreement.

EXB15   LOCAL TRANSPORT RESPONSES TO PANDEMIC

The Board considered a report from the Strategic Director – Enterprise, Community and Resources, which updated them on the works undertaken to support the local economy and protect public health during the Pandemic.

It was reported that the guidance issued by the Departments' for Transport and Education on the restart of the transport network formed the basis of the measures implemented. This highlighted the critical importance of walking and cycling, and the allocation of public space to allow people to travel and access services in a way that aided the ongoing need for social distancing.

The report provided information on the acceleration of local measures, to help support the safe and sustainable movement of people in the 'new normal'. For Members information Appendix 1 listed the tranche 1 schemes already in place and tranche 2 schemes still in development.

RESOLVED: That Executive Board

1) notes the interventions taken so far; and

2) receives future updates on developments in this area.

Strategic Director - Enterprise, Community and Resources

Councillors Polhill and Wharton declared a Disclosable Pecuniary Interest in the following item as they are both Non-Executive Directors of the Mersey Gateway Crossings Board and left the meeting for the duration of the item.

EXB16   MERSEY GATEWAY

The Executive Board received a report from the Operational Director – Legal and Democratic Services, which sought approval to a process of consultation, so that the current *Road User Charging Scheme Order* (RUCSO), could be revoked and replaced with an updated Order.

It was reported that this was required due to the imminent reopening of the Silver Jubilee Bridge (SJB) and the changes to the road layout on the Runcorn approach to the SJB associated with the Runcorn Station Quarter regeneration. There was a requirement to update the existing Order to reflect the new road configuration. The draft updated Order was attached to the report in Appendix 1.

In requesting the Board's approval for the above, Members were also requested to consider:

- the approach roads to the SJB and their associated drawings – which need to be updated;
- further exemptions to be applied – following a representation received by the Mersey Gateway Crossings Board, suggesting anomalies in the toll

charging regime and subsequent proposal to add further exceptions to the list of vehicles exempt from toll charges; and

- charges payable – moving the two tables of *Charges Payable* from the actual Order to the Schedule attached to the Order, to enable revision by a variation order rather than the whole Order.

RESOLVED: That the Executive Board

| | Operational Director, Legal and Democratic Services |

1) consult on making an updated RUCSO in the form (or substantially the same form) as that in Appendix 1, on the basis prescribed in the report;

2) give full and proper consideration to any comments received, make the updated RUCSO in the form (or substantially the same form) as that in Appendix 1 and delegate to the Operational Director – Legal and Democratic Services, the authority to make any non-material or consequential amendments as are necessary to give it effect; and

3) authorises the Operational Director – Legal and Democratic Services, to take all necessary steps to bring the RUCSO into effect, provided that any material amendments or considerations shall be considered by the Executive Board before the RUCSO is brought into effect.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB17   ASTMOOR REGENERATION PROGRAMME

The Board received a report from the Strategic Director – Enterprise, Community and Resources, which presented the Astmoor 5-year Regeneration Masterplan and Delivery Strategy and recommended it for adoption.

It was noted that in March 2017, Executive Board approved the *Mersey Gateway Regeneration Plan Plus* (MGRPP), as a way of prioritising resources in respect of the Council's physical and economic regeneration activity. Focussed on eight Regeneration Impact Areas, the Plan set out a cohesive package of development opportunities and identified the key infrastructure and enabling projects needed to complement and support the Borough's economic growth. The Plan identified the former new town industrial estate of Astmoor as one of the eight Regeneration Impact Areas.

Following this an Astmoor Annual Delivery Plan (ADP) was produced to steer the development and implementation of a comprehensive regeneration programme for the area; this was approved by Executive Board in June 2018. Appended to the report was the Astmoor Funding Profile 2020.

The report provided Members with detailed information on:

- the consultation events in March 2019;
- the Discretionary Business Rates Scheme;
- the aims and objectives of the Masterplan and Delivery Strategy;
- progress to date and the next steps;
- the relocation of inappropriate uses on the estate;
- the greening of Astmoor; and
- the way forward.

RESOLVED: That Executive Board

1) adopts the Masterplan and Delivery Strategy for Astmoor;

2) recommends to full Council a variation to the capital programme of £1.5m to cover the costs as outlined in Section 6 of the report; and

3) approves the extension to the Discretionary Business Rates Scheme of one year to March 2025.

ECONOMIC DEVELOPMENT PORTFOLIO

EXB18   BOROUGH OF CULTURE

The Board received an update on the preparations being made to deliver Halton's Borough of Culture year in 2021.

It was noted that although the report sets out a potentially exciting programme of activities, the ongoing uncertainty surrounding the COVID-19 Pandemic and its impact on the Visitor and Cultural Economy could not be underestimated.

It was reported that the Pandemic could have a bearing on the Council's ability to deliver the programme in its entirety. Additionally the breadth of the programme would be influenced by the drawdown of match-funding, the level of commitment from the Borough's partners, as well as

Strategic Director - Enterprise, Community and Resources

the level of human resources that could be made available to support this.

Members were referred to the appendices attached to the report and the Board was requested to approve in principle, the progression of the programme ideas outlined in these:

- The project overview of the proposed Borough of Culture programme to be used for funding applications;
- The timetable summary 2021; and
- The list of proposed events.

RESOLVED: That the Board

1) approves, in principle, the draft programme outlined in the report;

2) acknowledges that the programme may be subject to change; and

3) receives a further progress report in due course.

RESOURCES PORTFOLIO

EXB19   BUSINESS RATES SECTION 44A DISCRETIONARY RATE RELIEF POLICY STATEMENT

The Board considered a report from the Strategic Director – Enterprise, Community and Resources, which sought approval of the Business Rates Section 44A Discretionary Rate Relief Policy Statement, to allow discretionary relief for short term periods for unoccupied or partly unoccupied business premises.

The Business Rates Section 44A Discretionary Rate Relief Policy Statement was presented to Members in Appendix A of the report.

RESOLVED: That the Business Rates Section 44A Discretionary Rate Relief Policy Statement, as presented in Appendix A, be approved.

EXB20   DISCRETIONARY NON-DOMESTIC RATE RELIEF

The Board received a report from the Strategic Director – Enterprise, Community and Resources, which presented an application for discretionary non-domestic rate relief, under Section 47 of the Local Government Finance

Strategic Director - Enterprise, Community and Resources

Strategic Director - Enterprise, Community and Resources

Act 1988, for consideration.

The report outlined details of the application from *Sports Traider*, a registered Charity and a letter detailing the Charity's aims and activities was attached at Appendix 2 of the report.

RESOLVED: That the Executive Board approves the application from *Sports Traider* for the award of 15% discretionary rate relief in respect of Unit 39, Orchard Way, Runcorn Shopping Centre, Runcorn.

Strategic Director - Enterprise, Community and Resources

EXB21 2020/21 REVENUE SPENDING AS AT 30 JUNE 2020

The Board received a report from the Operational Director – Finance, which presented the Council's overall revenue net spending position as at 30 June 2020, together with a forecast outturn position. It also advised Members on the financial impact of Covid-19 and summarised Government funding made available to the Council to date.

The following appendices were attached:

- A summary of spending against the operational revenue budget up to 30 June 2020 – Appendix 1;
- Detailed figures for each individual department – Appendix 2; and
- Capital Programme spending – Appendix 3.

It was reported that as at 30 June 2020 total spending was £770,000 above budget and in overall terms the outturn forecast for the year showed that net spend would be over budget by £6.951m, unless corrective action was taken. It was noted that this was inclusive of additional costs and loss of income incurred as a result of Covid-19 as explained in paragraph 3.2.

RESOLVED: That

Strategic Director - Enterprise, Community and Resources

1) all spending continued to be limited to only absolutely essential items;

2) Departments seek to implement those approved budget savings proposals which currently remained to be actioned;

3) Strategic Directors take urgent action to identify areas where spending could be reduced or suspended for the remainder of the current financial year;

4) the write off debts as set out in paragraph 3.19 be approved; and

5) Council be requested to approve the revisions to the Capital Programme as set out in paragraph 3.17.

EXB22 ORGANISATIONAL DEVELOPMENT STRATEGY 2020-2023

The Board received an overview of the new one page Organisational Development (OD) Strategy 2020-23, from the Strategic Director – Enterprise, Community and Resources.

It was noted that a contemporary approach had been adopted in the development of the Strategy and it was no longer appropriate to have lengthy and time consuming strategies that few employees had the time or inclination to read. The factors taken into account for the new design and content were explained in the report and the *Organisational Development Strategy – Unlocking our Potential 2020-23* was appended to the report.

RESOLVED: That the Executive Board note the Organisational Strategy 2020-23.

EXB23 CORPORATE SECURITY CONTRACT

The Board considered a report from the Strategic Director – Enterprise, Community and Resources, which notified Members of the intention to go out to tender with regards to procuring a new corporate security contract in line with the Council's procurement strategy.

Members noted that the existing contract was due to expire on 28 February 2021, so the new contact would commence on 1 March 2021 and be for a 3 year period with the option to extend it for a further 12 months, subject to satisfactory performance.

RESOLVED: That the Board notes the intention to go out to tender via the Chest, in respect of procuring a new corporate security contract.

Strategic Director - Enterprise, Community and Resources

MINUTES ISSUED: 23 September 2020

CALL-IN: 30 September 2020 at 5.00 pm

Any matter decided by the Executive Board may be called in no later than 5.00pm on 30 September 2020.

Meeting ended at 3.20 p.m.

REPORT TO:	Executive Board
DATE:	15 October 2020
REPORTING OFFICER:	Chief Executive
PORTFOLIO:	Leader
SUBJECT:	Urgent Decisions
WARDS:	Borough Wide

1.0   PURPOSE OF THE REPORT

1.1   To bring to the attention of Executive Board urgent decisions taken since the last meeting.

2.0   RECOMMENDATION:

2.1   That the report is noted.

3.0   SUPPORTING INFORMATION

3.1   The Council's Constitution gives authority to the Chief Executive to take urgent decisions which are required before the next formal meeting of Executive Board.

These must be made in consultation with the Leader of the Council where practicable, and with the Operational Director – Finance and/or Operational Director – Legal and Democratic Services where necessary. They must also be reported for information to the next practically available meeting of the Board.

3.2   The absence of meetings of Executive Board during the COVID19 crisis has meant that a number of urgent decisions have been necessary. More information on each can be found on the Council's website here:

http://councillors.halton.gov.uk/mgDelegatedDecisions.aspx?bcr=1

3.3   The urgent decisions taken since the last meeting of Executive Board:

Date Decision taken	Decision details
2 September 2020	Cronton College - to approve proposed demolition, refurbishment and extension to two areas to provide two 24 classrooms, one tutorial room, 3 staff rooms, general store, male and female changing facilities, student WC's, staff WC and shower room, remodelled circulation spaces including new stairs and lifts and enhancements to external elevations including replacement of windows and doors.

| 24 September 2020 | HBC Field Disposal – authority given to sell 7.4 acres to CDP in addition to the 27.4 acres already approved by Executive Board on 12 December 2019. |

4.0 POLICY IMPLICATIONS

4.1 There are none other than the constitutional requirement to report urgent decisions for information.

5.0 OTHER IMPLICATIONS

5.1 None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 **Children and Young People in Halton**

None.

6.2 **Employment, Learning and Skills in Halton**

None.

6.3 **A Healthy Halton**

None.

6.4 **A Safer Halton**

None.

6.5 **Halton's Urban Renewal**

None.

7.0 RISK ANALYSIS

7.1 The report is for information, and there are no risk issues arising from it.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

9.1 No background papers have been used in the preparation of this report. Further information on the decisions taken is available from the link in paragraph 3.2.

REPORT TO:	Executive Board
DATE:	15th October 2020
REPORTING OFFICER:	Chief Executive
PORTFOLIO:	Leader
SUBJECT:	Local Trust Community Wealth Alliance
WARDS:	Appleton, Grange, Halton Brook, Halton Castle, Halton Lea, Hough Green, Norton South, Mersey

1.0 PURPOSE OF THE REPORT

1.1   To inform Executive Board on the Community Wealth Fund Alliance campaign supported by Local Trust.

2.0 RECOMMENDED: That

1) **the report be noted; and**
2) **the Board approves the Council signing up to the Community Wealth Fund Alliance**

3.0 SUPPORTING INFORMATION

3.1   Local Trust is the body responsible for delivering the Lottery's Big Local programme; there are 150 Big Local areas in England, in Halton Windmill Hill estate is a Big Local area. Local Trust are a place based funder who invest in communities facilitating and enabling those communities to have a key role in transforming and improving their lives and where they live.

3.2   Local Trust in collaboration with Oxford Consultants for Social Inclusion published a report in September 2019 on 'Left Behind' areas. The report details post industrialist places in the north of England and coastal areas in the South, identifying 206 areas deemed to be left behind.   Fifty-two of these are in the North West, the largest percentage out of the regions.   The report considered a range of characteristics for the areas identified such as:-

Assets, Civic/Sports/Cultural/Green Spaces
Job Density
Educational achievement
Households with no car
Travel time to key services by public transport
People living alone
Broadband speed

Voter turnout
Registered Charities
Lottery Funding
Grants
SME Lending
Local relationships (Community Life Survey)
Leisure & Culture Participation

Information was drawn from the Index of Multiple Deprivation (IMD) and Community Needs Index (CNI). The report identifies eight wards in Halton as 'left behind' areas **Appleton, Grange, Halton Brook, Halton Castle, Halton Lea, Hough Green, Norton South and Mersey**.

The report made **three** key recommendations to government:-

1. To dedicate the estimated £2bn in dormant assets from stocks, bonds, shares, pension and insurance funds that will soon become available to the proposed Community Wealth Fund to support the development of civic assets, connection and community engagement in the most left-behind neighbourhoods.

2. To dedicate an appropriate portion of the £3.6bn Stronger Towns Fund and the proposed Shared Prosperity Fund to support community economic development in these neighbourhoods.

3. To establish a joint, cross-government/civil society task force to consider evidence about and develop recommendations for how left-behind areas might be levelled up.

The full report can be accessed via the link:-
https://localtrust.org.uk/wp-content/uploads/2019/08/local_trust_ocsi_left_behind_research_august_2019.pdf

3.3   Local Trust commenced the Community Wealth Alliance (CWFA) to formalise the call for a Community Wealth Fund. Currently, a group of nearly 250 civil society, public and private sector organisations have signed up to be part of the call to government. Membership thus far includes national organisations such as Salvation Army, Groundwork, New Local Government Network, Joseph Rowntree Foundation and umbrella organisations National Council for Voluntary Services (NCVO), Association of Chief Executives of Voluntary Organisations (ACEVO), Charities Aid Foundation (CAF) and UK Communities Foundation (UKCF). Recently several Local Authorities have added their names to the CWFA; **the request is that Halton Council also commits to being a Community Wealth Alliance member. There is no resource or financial implication on the Council for doing so, it is to add strength to the growing swell of organisations in supporting the campaign to government for releasing funds to 'left behind' areas.** The process is very straight forward, it's

registering on a website with a name, email and organisation details. You can view the information following this link.

The CWFA is lobbying government to release dormant funds. The Dormant Assets Commission report, published in March 2017, recommended expanding the existing dormant assets distribution scheme beyond dormant bank and building society accounts to include insurance policies, pensions, stocks, shares and bonds. Dedicating the next wave of dormant assets to a Community Wealth Fund would enable government to use the expansion of the scheme to continue to invest money with a strong strategic intent to the issues and places that need it most. A briefing note on the CWFA is appended to the report (appendix one).

The ask from the Alliance to government is to dedicate the next wave of dormant assets (coming from bonds, stocks, shares, insurance & pension funds) an estimated value of £2bn with a possibility of this being matched by FTSE companies to double the fund to create a permanent endowment. This fund would be used to support:-

- provision of long-term funding (10 -15 years)
- investment at the hyper-local level (directly to communities of c.3,000 – 10,000 residents)
- resident-led decision making
- appropriate support provided to build community confidence and capacity

The CWFA also argues that an appropriate portion of new funds like the Towns Fund and the proposed UK Shared Prosperity Fund (the UK replacement for European Structural and Investment Funds) should be dedicated to community economic development and spent at the   neighbourhood level.

3.4   An All Parliamentary Party Group (APPG) has also been established in response with cross party Membership of 40 MP's & Peers. It is committed to improving social and economic outcomes for residents living in 'left behind' neighbourhoods, through the development and advocacy of neighbourhood initiatives and policies. To inform the work of the APPG a data drive report was published in July 2020 to understand the impacts of Covid on the left behind areas. The report details how these areas are at risk of being the hardest hit, evidence already shows these areas have had the least share of financial support in Covid receiving about a third of average levels of grant. Recovery is a key concern for these areas already having less resilience with a worry they will fall even further behind. The full report, Communities at Risk is attached (appendix two).

4.0   POLICY IMPLICATIONS
There are no direct policy implications.

5.0 FINANCIAL IMPLICATIONS
There are no financial implications.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 **Children and Young People in Halton**
The Wealth Community Fund, if realised would support Children and Young People from the eight wards identified tackling child poverty, raising aspirations and educational achievement.

6.2 **Employment, Learning and Skills in Halton**
There is potential for investment (again if the fund is realised) to support initiatives which increase skills and employability and employment opportunities.

6.3 **A Healthy Halton**
It is widely evidenced and acknowledged that more deprived, and excluded areas experience the poorest health outcomes. Any additional investment into these neighbourhoods & communities that supports increased resilience will positively impact on health outcomes longer term.

6.4 **A Safer Halton**
Investment to lift an area's community and physical environment will support communities building resilience and being better connected thus improving safe neighbourhoods.

6.5 **Halton's Urban Renewal**
If the Community Wealth Fund can be realised there is potential to secure investment into Halton's eight wards identified which can contribute to improving the physical environment.

7.0 RISK ANALYSIS
There are no identified risks.

8.0 EQUALITY AND DIVERSITY ISSUES
None.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None under the meaning of the Act.

Appendix One – Briefing Note on Community Wealth Fund Alliance
Appendix Two – Data Drive on Covid Impacts

Community Wealth Fund

The Community Wealth Fund Alliance (CWFA) is calling on government to release dormant assets for the creation of a new independent endowment - The Community Wealth Fund. This would provide long term investment, putting 'left behind' communities in charge of the spend and enabling them to build the social capital and civic infrastructure that they need to 'level up' their areas and enable them to prosper. We believe this funding will be vital in the medium-to-long term response to COVID-19 since research shows that the pandemic is likely to exacerbate existing social and economic problems in 'left behind' neighbourhoods.

The Fund could be financed by the next wave of dormant assets coming on stream (from bonds, stocks, shares and insurance funds), estimated at valuing £2bn. This could be matched by FTSE 350 companies to create a £4bn fund.

'Left Behind' areas

Research commissioned by Local Trust from OCSI identifies 225 'wards across England which are likely to be the most 'left behind'. These are amongst the 10% most deprived on the Index of Multiple Deprivation (IMD). They are also the 10% of areas that have the greatest community need on a new index which looks at three factors:

- **Social infrastructure**: the absence of key community, civic, educational and cultural assets in or near the area.

- **Connectedness:** a lack of connectivity to key services, digital infrastructure, high rates of loneliness and isolation and a weak jobs market.

- **Active and engaged community:** the absence of civic organisations and community participation as well as barriers to participation.

The people living in these 225 'left behind' wards have much worse socio-economic outcomes than those living in other similarly deprived areas. This suggests the vital importance of social infrastructure, connectedness and an active and engaged community.

Principles of the fund

- Long-term, patient funding (10-15 years)

- Investment at the hyper-local level (directly to communities of c 3,000-10,000 residents)

- Resident-led decision making

- Appropriate support provided to build community confidence and capacity

Distribution according to these principles, which are based on the learning from current and past programmes and initatives, will help to shift the dial in these areas.

Nearly 250 civil society, public and private sector organisations - the Community Wealth Fund Alliance – support the proposal for a new independent endowment to support 'left-behind' neighbourhoods.

The Big Local programme, which operates in 150 neighbourhoods across England, provides an indication of what is possible. It shows that, with appropriate support, residents can develop and deliver the activities, services and facilities needed to improve their areas.

The CWFA argues that an appropriate portion of new funds like the Towns Fund and the proposed UK Shared Prosperity Fund (the UK replacement for European Structural and Investment Funds) should be dedicated to community economic development and spent at the neighbourhood level. The principles outlined above should also guide the distribution of the top slice.

Why is a Community Wealth Fund needed?

- A large proportion of people living in 'left behind' neighbourhoods suffer from life limiting illness – 24% compared to 20% in other similarly deprived areas.

- There are just over 50 jobs in these areas per 100 working age adults, compared to more than 88 per 100 in other similarly deprived areas.

- The pandemic has highlighted the vital role community mobilisation can play in responding to local needs. It is clear that areas that did not have the capacity and infrastructure to respond quickly and effectively to the pandemic were disadvantaged; the Community Wealth Fund would place those communities at the heart of its work.

You can read more about the proposal in our report *'Strong resouceful communities: the case for a Community Wealth Fund'*.

Dormant assets

The Dormant Assets Commission (DAC) report, published in March 2017, recommended expanding the existing dormant assets distribution scheme, beyond dormant bank and building society accounts, to include insurance policies, pensions, stocks, shares and bonds.

Dedicating the next wave of dormant assets to the CWF would enable government to use the expansion of the scheme to continue to invest money with a strong strategic intent to the issues and places that need it most.

The Community Wealth Fund Alliance

The CWFA is a group of nearly 250 civil society, public and private sector organisations supporting the call for a Community Wealth Fund.

Membership includes major national organisations, such as the Salvation Army, Groundwork and the New Local Government Network, independent funders like the Joseph Rowntree Foundation, and the main civil society umbrella organisations including NCVO, ACEVO, CAF, UKCF and Locality. Recently, several local authorities also added their names to the Alliance. The proposal also has the support of around 40 MPs and Peers who are members of the new APPG for 'left behind' neighbourhoods.

Sign up to the Alliance here: bit.ly/CommunityWealthFund

For more information contact: Sophie Page,
Community Wealth Fund Campaign Manager
0203 588 0576 / sophie.page@localtrust.org.uk

Nearly 250 civil society, public and private sector organisations - the Community Wealth Fund Alliance – support the proposal for a new independent endowment to support 'left-behind' neighbourhoods.

Communities at risk:
the early impact of COVID-19
on 'left behind' neighbourhoods

A 'data dive' for the All-Party Parliamentary
Group for 'left behind' neighbourhoods

About this version

This data dive explores the early impact of COVID-19 on 'left behind' neighbourhoods and was produced to inform the work of the All-Party Parliamentary Group for 'left behind' neighbourhoods. It builds on the data and analysis from *Left behind? Understanding communities on the edge* released in September 2019 by Local Trust.

Communities at risk: the early impact of COVID-19 on 'left behind' neighbourhoods was researched by Oxford Consultants for Social Inclusion (OCSI) and published by Local Trust in July 2020.

Local Trust is registered in England and Wales, charity number 1147511, company number 07833396.

localtrust.org.uk

creative commons

COMMUNITY FUND

Cover photo: Elthorne Pride Big Local
Photo credit: Zute Lightfoot / Local Trust

About the All-Party Parliamentary Group for 'left behind' neighbourhoods

The All-Party Parliamentary Group for 'left behind' neighbourhoods is a cross party group of MPs and Peers. It is committed to improving social and economic outcomes for residents living in 'left behind' neighbourhoods, through the development and advocacy of neighbourhood initiatives and policies.

appg-leftbehindneighbourhoods.org.uk
@appgleftbehind

About Local Trust

Local Trust is a place-based funder supporting communities to transform and improve their lives and the places where they live. We believe there is a need to put more power, resources and decision-making into the hands of local people. Our aims are to demonstrate the value of long term, unconditional, resident-led funding through our work supporting local communities to make their areas better places to live, and to draw on the learning from our work to promote a wider transformation in the way policy makers, funders and others engage with communities and place.

localtrust.org.uk
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About OCSI

Oxford Consultants for Social Inclusion (OCSI) work with public and community organisations to improve services. We turn complex datasets into engaging stories, and make data, information and analysis accessible for communities and decision-makers. A spin-out from Oxford University, we have helped hundreds of public and community sector organisations to make their services more efficient and effective.

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Chair's foreword

This report, produced for the All-Party Parliamentary Group for 'left behind' neighbourhoods, is a timely and urgent reminder that the impact of COVID-19 has not been felt equally across our country, just as the impact of many other past challenges has not been equally felt.

Representing a constituency that is home to several 'left behind' neighbourhoods, I am acutely aware of the issues faced by residents living in areas that all too often have felt forgotten, neglected and overlooked. That's why I am very pleased to have set-up this new APPG, supported by colleagues from across the Houses of Parliament, to provide a genuine cross-party voice in Westminster to speak up for 'left behind' neighbourhoods.

It's so important that the voice of these communities, home to just under 2.4 million people - 4.3% of the population of England - is listened to. They've seen themselves become increasingly disconnected, both physically and digitally, from the areas around them and a world that is increasingly moving online. They've seen community assets, the places and spaces that are often at the heart of civic and social life in their area disappear or shut up shop, and local community and voluntary sector organisations struggle to flourish. This has left many residents feeling disempowered, and in turn, disengaged.

Now, as a result of the impact of COVID-19, communities that before were already 'left behind' have found themselves exposed to additional stress and facing significant challenges.

As this report makes clear, 'left behind' neighbourhoods are at risk of potentially being hardest-hit economically by the effects of the pandemic and the subsequent lockdown and they're at greatest clinical risk and vulnerability from future peaks or waves of the virus. Home to greater numbers of people susceptible to worsened economic, social and wellbeing outcomes as a consequence of the pandemic, 'left behind' neighbourhoods are at real risk of serious, long-term damage.

How communities respond to the challenges they face in rebuilding will be instrumental to their future prospects. What is perhaps most striking from this deep dive into the latest data is that 'left behind' neighbourhoods have also fared the worst financially in terms of the COVID-related grants received to date. Organisations in these areas have received about a third of the average levels of COVID-specific grant funding across England as a whole. When we know that a strong response from the community is likely to be key to recovery and to mitigating the worst impacts of the virus, this risks undermining already weakened communities with the very real prospect of them falling even further behind.

As Chair of the APPG, I am under no illusion as to the nature of the challenges our communities face. The report points to the very low levels of self-help mutual aid groups set up in 'left behind' neighbourhoods in response to COVID-19, illustrating the extent of the crisis in community capacity, and highlighting the sort of long-term, patient support and investment at the hyper-local level that is needed.

That's why the work of this APPG is so important. Over the next year we will be looking at the key issues 'left behind' neighbourhoods face, hearing from those involved at the front line of policy and practice, and from local residents themselves. We'll be learning about what works – and what hasn't worked, and exploring what sort of new interventions will be needed to 'shift the dial' in improving the prospects of 'left behind' neighbourhoods and securing better outcomes for the people that live there.

COVID-19 and its repercussions has made this work more urgent and more necessary than ever. This report shows why.

Paul Howell MP
Chair of the All-Party Parliamentary Group for 'left behind' neighbourhoods

Foreword

Local Trust was established by the National Lottery Community Fund in 2012 to run the largest experiment in hyperlocal devolution ever trialled in England, the Big Local programme. Over the fifteen years of the programme, Big Local provides £1.1m each to 150 neighbourhoods - typically, places that had missed out in the past from both lottery and other public funding, despite being economically deprived.

Big Local funding can be spent in any way and at whatever pace residents in the area decide – it is up to local people to make choices and plan how the money is spent to improve their areas. Local Trust acts as a critical friend, providing support, training and advice where needed, with the aim of building the skills and capabilities of the community through the course of the programme. The aim is not just to leave the legacy of an improved local neighbourhood, but also a more confident and capable local community, able to continue to make a difference in the long term.

Through its work, Local Trust has gained direct and unique experience of the challenges faced by people trying to make a difference in their communities. We have seen how residents prioritise particular types of projects, how they hold each other accountable, how they celebrate success and overcome adversity.

Half-way through the programme, it has become clear that those areas that are more able to thrive are the ones able to establish a strong foundation of social infrastructure. This includes places for people to meet; a strong culture of community action and organisation – the vibrant neighbourhood-based activity that helps build relationships and give areas their identity; and good connectivity, both physical and digital. Some neighbourhoods were blessed with those good foundations from the beginning, whilst others have had to rebuild them from scratch. One thing that has been clear from the outset is that where areas lack the basic building blocks of community, it is much harder to get things going and turn them around.

In September last year, Local Trust published research identifying wards across England that had lower levels of those crucial elements of social infrastructure. We found that, when combined with deprivation, this was a predictor of significantly worse socio-economic outcomes for residents. Compared to areas that are similarly deprived on the Index of Multiple Deprivation, the neighbourhoods identified had lower educational attainment and participation in higher education, higher levels of poverty and worklessness, and significantly higher levels of long-term life limiting illness. We argued that these places – often located on the periphery of our towns and cities – might be classed as the most 'left behind' and called for both social and economic policy interventions to enable them to 'level up' over the long term.

Recently, OCSI updated that analysis using the 2019 iteration of the IMD. The number of wards that we describe as the most 'left behind' in the country has increased from 206 to 225. The research highlights that, in some neighbourhoods, the situation has worsened over recent years. And, the data outlined in this report – a deep dive into the early impact of COVID-19 in these areas - suggests that this decline is likely to be exacerbated by the long-term effects of the pandemic.

Over the last few months, we have seen communities across the country react quickly – coming together to protect the most vulnerable from the worst effects of the pandemic. The most robust responses – many of them in Big Local areas - have come from those neighbourhoods and communities with popular community centres, a strong network of existing civic activity, and good engagement with local public and private sector partners. As suggested in this report, in those neighbourhoods that lack the same robust foundation of social infrastructure, the reality can be different and the challenge more severe.

The research finds that, although it is early days and results are provisional, COVID-19 is likely to have a long-term negative impact on the most 'left behind', particularly in relation to employment and health.

Concern about 'left behind' neighbourhoods bridges political divides. We are very pleased to be providing the secretariat to the All-Party Parliamentary Group (APPG) for 'left behind' neighbourhoods, and to be launching it with a discussion of this research. We look forward to working with APPG members and peer organisations in the social, public and private sectors to better understand the needs and aspirations of the residents of 'left behind' areas and to design practical policy solutions to deliver sustainable change and improve their prospects.

Matt Leach,
Chief Executive of Local Trust, secretariat to the All-Party Parliamentary Group for 'left behind' neighbourhoods

Executive summary

This research report uses the latest socio-economic data to identify the high level challenges faced by 'left behind' neighbourhoods as a result of the COVID-19 pandemic so far. It explores these challenges in terms of:

a) inequalities in health impacts and higher levels of clinical vulnerability

b) damaging economic impacts

c) the presence of vulnerable groups and their greater exposure to risk

d) the community response in 'left behind' neighbourhoods

The British Red Cross Vulnerability Index has identified that 'left behind' areas are more vulnerable to the impacts of the pandemic than are other similarly deprived areas. The potential implications of this are that 'left behind' neighbourhoods risk a considerable exacerbation of existing inequalities and vulnerabilities.

Although the current mortality rate from COVID-19 is lower in 'left behind' neighbourhoods, this largely reflects the younger age profile in these communities, and because age-standardised mortality rates have not yet been published it is not yet possible to accurately compare the relative risk levels of contracting and dying from COVID-19 between 'left-behind' neighbourhoods and other areas.

However, by drawing on a wider range of data looking at the prevalence of underlying health and wider risk factors wit is possible to determine the likely health impacts of current and potential future waves of the virus. There is considerable evidence to suggest that the pandemic potentially poses a far greater risk to health in 'left behind' neighbourhoods for a number of important reasons:

- 'left behind' neighbourhoods have higher proportions of people with long-term illness or disabilities

- 'left behind' neighbourhoods have higher proportions of people with high risk health conditions including cancer (especially lung cancer), obesity, asthma, chronic kidney disease, diabetes and coronary heart diseases

- people in 'left behind' neighbourhoods are more likely to work in health and social care sectors and have higher exposure to the virus.

As well as clinical impacts, 'left behind' neighbourhoods are also experiencing notable economic consequences arising from the pandemic and the subsequent lockdown.

Unemployment has risen sharply, with 'left behind' neighbourhoods experiencing a faster rise in unemployment between March and April than elsewhere in the country. More than one-in-ten working-age adults (10.6%) are now unemployed across 'left behind' neighbourhoods, compared to 6.5% across England as a whole, and of those still in employment, one-in-four are currently furloughed, in line with the rest of the country.

Of course, it is important to be cautious when attempting to draw clear conclusions from the economic data in terms of the longer-term labour market, particularly given the rapidly changing economic picture and the scale and spatial distribution of rises in unemployment. Whilst it may be too early to ascertain the extent to which 'left behind' neighbourhoods will be impacted by unemployment rises relative to other areas, they are particularly vulnerable to economic stresses.

A relatively high proportion of people living in 'left behind' neighbourhoods are employed in 'at risk' sectors such as retail, for example, and as a result of these economic pressures, 'left behind' neighbourhoods have been identified as being at a higher risk of financial hardship and food vulnerability.

'Left behind' neighbourhoods also have a relatively high proportion of vulnerable residents who are likely to require additional support, including high numbers of people with mental health or learning disability challenges who will need help and assistance from health and social care services. There are also relatively large numbers of lone parents and pensioners living on their own who may be at greater risk of social isolation, and a higher proportion of people providing unpaid care.

In general, residents of 'left behind' neighbourhoods have been less impacted by challenges in their living environment during lockdown, with lower levels of overcrowding and higher proportions of people with access to private gardens than the national average.

Despite the higher clinical risk levels, the potentially large economic impacts and the higher concentration of vulnerable groups in 'left behind' neighbourhoods, there is less evidence of a strong response from the voluntary and community sector. There have been lower levels of charitable grants awarded by UK foundations in response to the pandemic to organisations operating in these areas, and relatively fewer local self-help mutual aid groups established.

This is at one level unsurprising, as they have been identified as 'left behind' in part due to the relative lack of community assets, social infrastructure and a less well-developed civil society sector. However, it highlights the additional issues these communities face in responding to the social, economic and clinical challenges posed by the pandemic, and how - as areas 'left behind' before the impact of COVID-19 - they risk falling even further behind without additional support and investment.

Introduction

This report brings together a range of socio-economic data to provide an understanding of the early impacts of COVID-19 on 'left behind' neighbourhoods. The analysis explores the effects of the pandemic and subsequent lockdown both in terms of clinical impact and risk, as well as wider risk factors associated with the economy and the mental, physical and social health of local residents.

There is a growing body of evidence showing that the pandemic has not impacted on all communities equally, with evidence that deprived communities are being more greatly affected both in terms of exposure to the virus[1] and the economic and social impacts arising from the pandemic and the measures introduced to contain it.[2]

The British Red Cross have produced a COVID-19 Vulnerability Index[3] which aims to capture some of these likely impacts.

It brings together data on clinical vulnerability, demographic vulnerability, social vulnerability and health inequalities to identify neighbourhoods 'at risk' from the effects of COVID-19.

The chart below compares the COVID-19 vulnerability index in 'left behind' areas, other deprived areas and England as whole. The data presented is a score, with higher scores indicating an area has higher levels of vulnerability.

COVID-19 Vulnerability Index
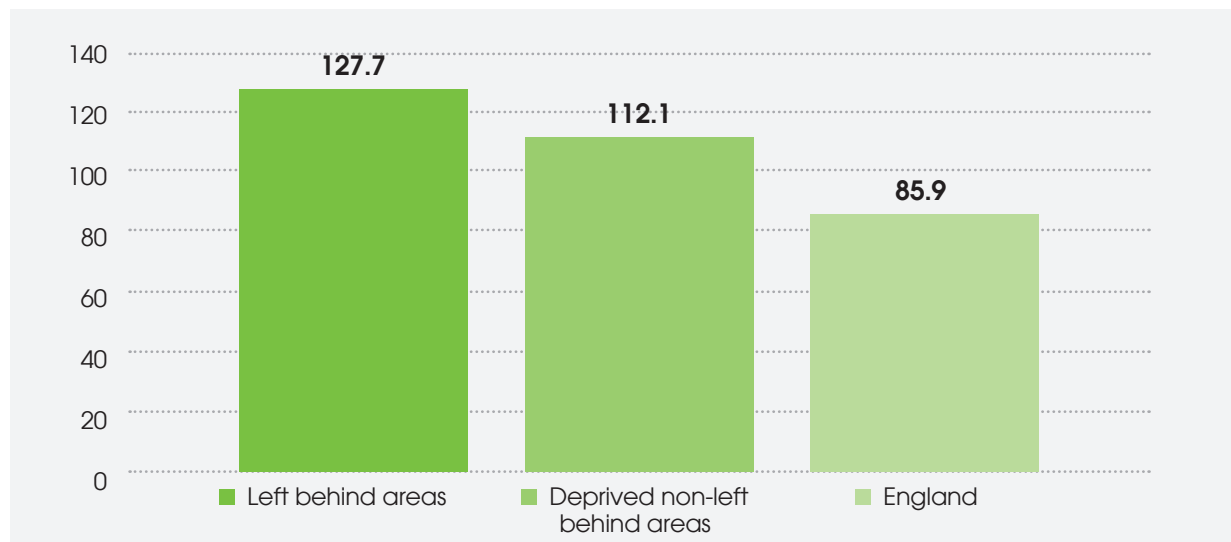
Source: British Red Cross 2020

[1] See ONS https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsinvolvingCOVID19bylocalareasanddeprivation/deathsoccurringbetween1marchand31may2020#english-index-of-multiple-deprivation

[2] https://www.improvementservice.org.uk/__data/assets/pdf_file/0013/16402/Poverty-inequality-and-COVID19-briefing.pdf

[3] See Appendix A for details of the indicators included in the Index. For more details see https://docs.google.com/document/d/1aWpzgvLKGEF5Ay_xVps17nnbT1zlEki7RGIIJXL5APo/edit#

As can be seen in the chart – 'left behind' neighbourhoods are identified as more 'vulnerable' to the impacts of COVID-19 when compared with other similarly deprived areas and England as a whole.

This report examines the underlying issues of vulnerability captured in the Vulnerability Index in greater detail. It seeks to determine the extent to which 'left behind' neighbourhoods are particularly 'at risk' or require specific support in addressing the clinical, economic, social and community challenges arising from the pandemic. Data on the following themes is explored:

1) **Health impact:** current mortality and clinical vulnerability, including exploration of the prevalence of disability and underlying health conditions which increase the health risks for those contracting the virus, eg cancer, obesity, respiratory illness, diabetes.

2) **Economic impact:** including exploration of changes in unemployment, 'at risk' economic sectors and furloughed workers.

3) **Vulnerable groups:** exploring the presence of vulnerable groups requiring additional support and identifying groups who may have struggled in the lockdown due to social and environmental factors.

4) **Community response:** looking at the level of grant spending and establishment of mutual aid organisations in response to the pandemic, and whether the social impacts in 'left behind' neighbourhoods are being met with a strong community response.

A note about geographies and data used in this report

Throughout the report, the performance of 'left behind' neighbourhoods on key indicators are benchmarked against England as a whole and against other deprived areas. (These are areas ranked among the most deprived 10% on the Index of Multiple Deprivation 2019 but which do not feature in the 10% of areas with the highest needs as measured on the 2019 Community Needs Index.)

Each of the datasets are aggregated from standard statistical geographies (Output Areas, Lower Layer Super Output Areas to 'left behind' neighbourhoods and other deprived areas. The Output Area to Ward 2017 look-up table is used to apportion and aggregate data to these geographies.[4]

All of the indicators used in the report are published at 'neighbourhood' level (Grid reference, Postcode Output Areas, Lower Layer Super Output Areas and Wards) to enable aggregation to 'left behind' neighbourhoods and other deprived areas.

For more details about the indicators included in the paper please see Appendix A.

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[4] https://geoportal.statistics.gov.uk/datasets/output-area-to-ward-to-local-authority-district-december-2017-lookup-in-england-and-walesd/1aWpzgvLKGEF5Ay_xVps17nnbT1zlEki7RGIlJXL5APo/edit#

Map of 225 'left behind' neighbourhoods in England
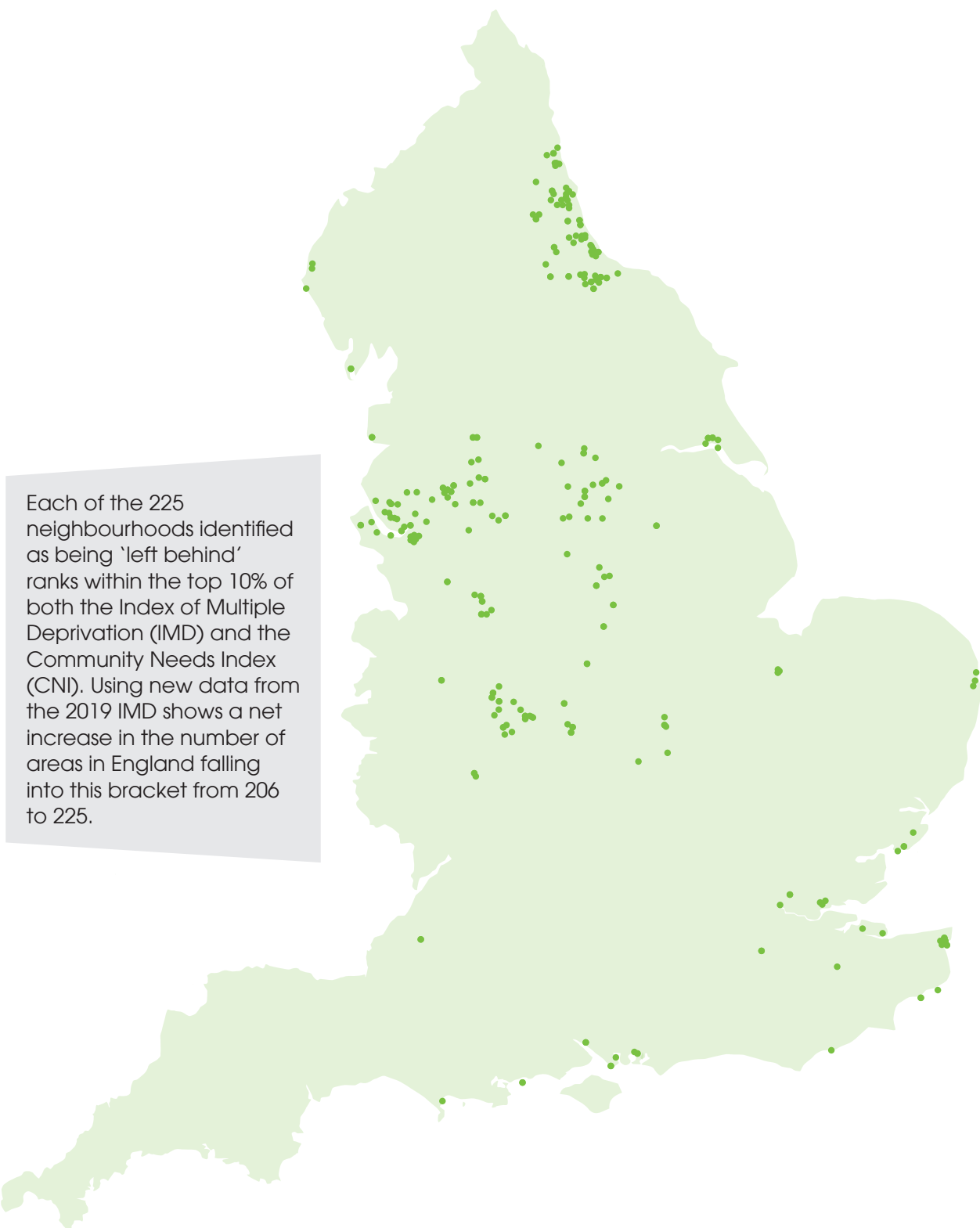
Each of the 225 neighbourhoods identified as being 'left behind' ranks within the top 10% of both the Index of Multiple Deprivation (IMD) and the Community Needs Index (CNI). Using new data from the 2019 IMD shows a net increase in the number of areas in England falling into this bracket from 206 to 225.

Health impacts and underlying risk factors in 'left behind' neighbourhoods

This section looks at current mortality from COVID-19 as well as exploring levels of morbidity within 'left behind' neighbourhoods to identify the relative levels of risk from the virus arising from underlying health conditions.

Because age-standardised mortality rates have not yet been published, it is not possible to accurately compare the relative risk levels of contracting and dying from COVID-19 across 'left behind' neighbourhoods compared with other areas in England. It is necessary to draw on a wider range of data looking at the prevalence of underlying health and wider risk factors to determine the likely health impacts of the current and potential future waves of COVID-19.

There is also limited granular information on the number of people who have contracted COVID-19, so it is not possible to estimate the infection rate in 'left behind' neighbourhoods. However, small area data has been published on the number of COVID-19 related deaths, which can be used to provide an indication of geographical variations in the spread of the disease.

Key facts and figures

The current mortality rate from COVID-19 is lower in 'left behind' neighbourhoods (70.5 per 100,000) than across England as a whole (79.2), though higher than in other deprived areas (66.8).

This likely reflects the younger age profile in these areas – with 15.8% aged 65+, compared with 18.2% across England.

However, 'left behind' neighbourhoods have a higher proportion of people in 'high risk' health groups, with a higher proportion of people with a limiting long-term illness (23.8%) than other deprived areas, (21.3%) and England as a whole (17.6%). The proportion of people receiving Disability Benefits (10.6%) is also notably higher than in other deprived areas (9.1%) and England as a whole (5.6%).

There is a higher prevalence of key 'high risk' health conditions including cancer, obesity, asthma, coronary heart disease, chronic kidney disease and COPD in 'left behind' neighbourhoods than in deprived non-'left behind' areas and England as a whole.

People in 'left behind' neighbourhoods are also more likely to be working in the health and social care sector (14.5% of workers) than across other deprived areas (14%) and England as a whole (12.4%), leading to increased exposure to the virus.

The overall mortality rate from COVID-19 is lower in 'left behind' neighbourhoods…

The chart below compares the crude mortality rate in 'left behind' neighbourhoods, other deprived areas and England as a whole – based on recorded deaths between March and May 2020 – where COVID-19 was recorded on the death certificate. This figure includes deaths in all settings including hospitals, care homes and the community based on place of residence and is a crude death rate (number of deaths per 100,000 population).

Surprisingly, the chart shows that the death rate in deprived areas is lower than the national average – with 'left behind' neighbourhoods experiencing a death rate of 70.5 per 100,000, compared with 66.8 in other deprived areas and 79.2 across England as a whole.

COVID-19 Crude death rate per 100,000 population
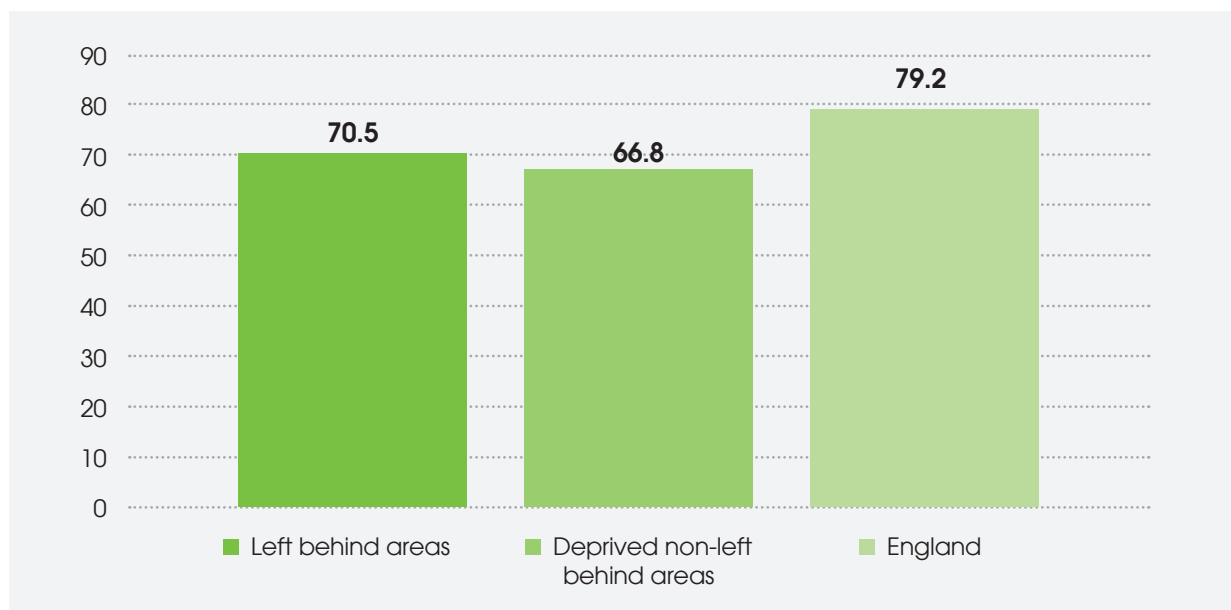
Office for National Statistics (March 2020-May 2020 combined)

…this largely reflects the younger age profile of these areas

Age is a key predictor of COVID-19 mortality (with 89% of deaths among people aged 65 and over) therefore any differences in age profile are likely to impact on the variations in mortality between 'left behind' neighbourhoods and comparator areas. [5] The table below shows the proportion of people aged 65 and over by five year age bands.

The table shows that 'left behind' neighbourhoods have on average an older age profile than other deprived areas and a younger age profile than England as a whole, with the relationship holding across all age ranges.

Unfortunately, in the absence of neighbourhood level data on the age profile of COVID-19 related deaths, it is not possible to construct age-standardised mortality rates which take into account these variations in the age profile of 'left behind' neighbourhoods and their comparators – so it is not possible to measure relative levels of mortality 'risk' from this dataset.

[5] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/articles/coronavirusCOVID19roundup/2020-03-26#:~:text=The%20majority%20of%20deaths%20involving,aged%2085%20years%20and%20over.

Age	'Left behind' areas		Other deprived areas		England	
	No.	%	No.	%	No.	%
Aged 65 to 69	110,987	4.7	165,252	4.0	2,822,596	5.0
Aged 70 to 74	99,515	4.2	142,121	3.4	2,724,796	4.9
Aged 75 to 79	68,762	2.9	101,398	2.4	1,863,117	3.3
Aged 80 to 84	51,031	2.1	76,366	1.8	1,403,755	2.5
Aged 85 to 89	30,518	1.3	44,773	1.1	865,695	1.5
Age 90 and over	16,098	0.7	24,741	0.6	499,263	0.9

However, the small area mortality data can be used to identify particular 'left behind' neighbourhoods which have experienced high levels of mortality from COVID-19. The table below shows the 10 'left behind' neighbourhoods with the highest mortality rates from COVID-19.[6]

The 'left behind' neighbourhoods with the highest mortality rates from COVID-19 are predominantly located in North East England: in Sunderland, Middlesbrough and County Durham – though the highest recorded rate is in Tendring (Walton in Clacton-on-Sea).

Because age-standardised mortality rates have not yet been published, it is necessary to draw on a wider range of data looking at the prevalence of underlying health and wider risk factors to determine the likely health impacts of the current and potential future waves of COVID-19.

| Neighbourhood	Local Authority	Region	Crude mortality rate per 100,000
Walton	Tendring	East	353.4
Southwick	Sunderland	North East	334.5
Hemlington	Middlesbrough	North East	331.3
Stanley	County Durham	North East	327.4
Peterlee East	County Durham	North East	268.1
Blackhalls	County Durham	North East	239.6
Halton Lea	Halton	North West	233.1
St Anne's	Sunderland	North East	227.5
Berwick Hills & Pallister	Middlesbrough	North East	225.9
Little Hulton	Salford	North West	223.0

[6] Please note, data has been apportioned from 2011 Middle Layer Super Output Area to 2011 Output Area and then aggregated to 2017 Ward level

People in 'left behind' neighbourhoods are more likely to be clinically vulnerable – with a higher proportion experiencing long-term health problems or disabilities

People with disabilities and long-term health conditions are at increased risk during the COVID-19 pandemic – both in terms of clinical outcomes (where aspects of their disability or health condition put them in a higher risk category should they contract the virus), and also in terms of the pressures on the health and social care services impacting on their ability to provide the support they require.[7]

The chart below compares the proportion of people who have self-reported that they have a long-term health condition or disability in 'left behind' neighbourhoods, other deprived areas and England as a whole.

People with a limiting long-term illness(LLTI) in 'left behind' areas and comparators
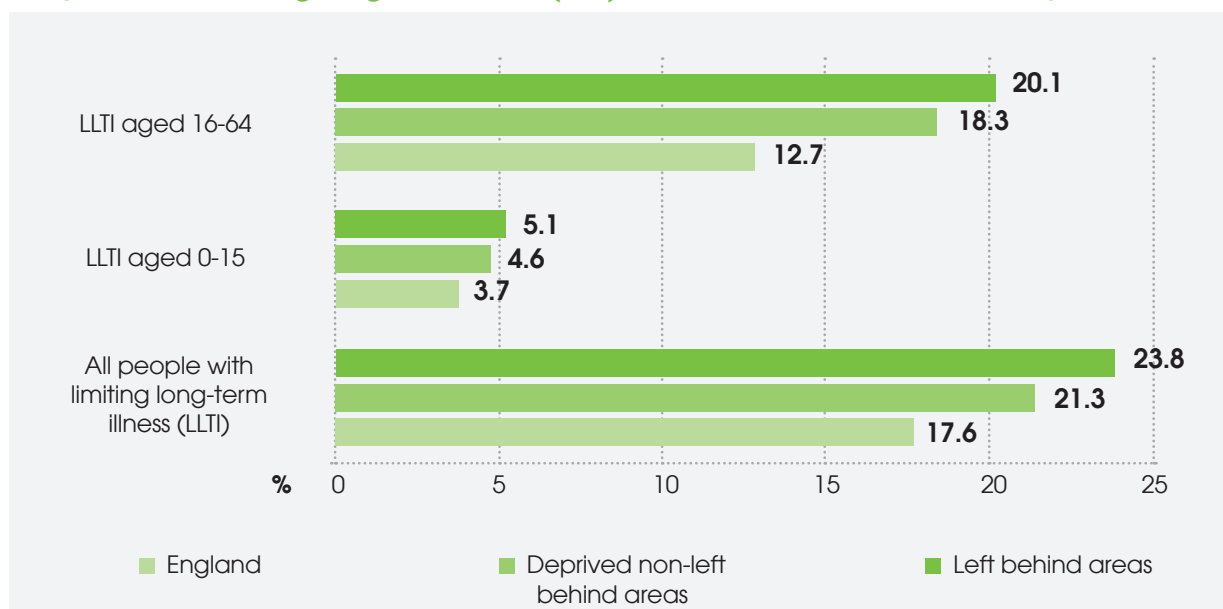
Source: Census 2011

The chart shows that approximately one-in-four people (23.8%) in 'left behind' neighbourhoods have a limiting long-term health condition or disability – higher than in other deprived areas (21.3%) and England as a whole (17.6%). This relationship holds across all age groups, with a higher proportion of children (5.1%) and working age adults (20.1%) experiencing a limiting long-term illness than other deprived areas and England as a whole.

Residents of 'left behind' neighbourhoods are also more likely to be in receipt of benefits because they have long-term health conditions. The chart below shows the proportion of working age people in 'left behind' neighbourhoods receiving benefits because of long-term health and disability: Disability Living Allowance, Personal Independence Payment and Universal Credit claimants (whose long-term health issues mean that they are not obliged to actively seek work).

[7] See for example https://www.apa.org/topics/COVID-19/research-disabilities

People receiving benefits for poor health and disability in 'left behind' neighbourhoods and comparators
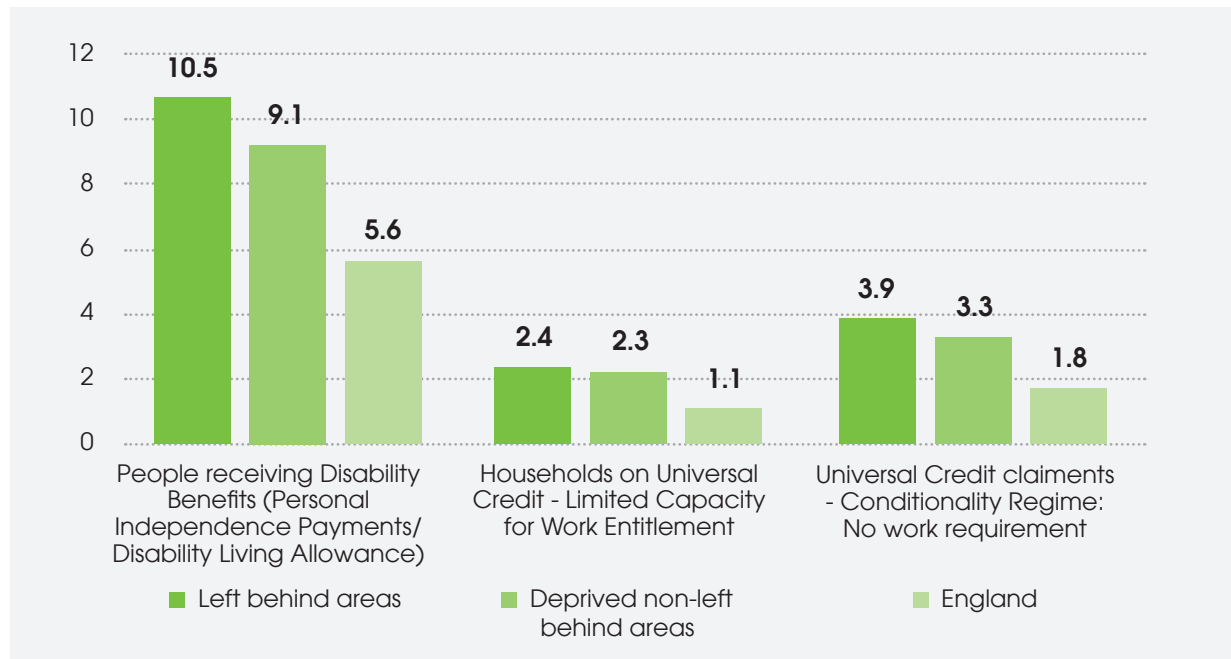
Source: Department for Work and Pensions (DWP) – Personal Independence Payments and Disability living Allowance – 2019, Universal Credit Limited Capability for Work Entitlement (November 2019), Universal Credit – no work requirements (February 2020)

More than one-in-ten working age adults in 'left behind' neighbourhoods are in receipt of disability benefits to support their social care needs – this is higher than in other deprived areas (9.1%) and nearly double the level across England as a whole (5.6%). People in 'left behind' neighbourhoods are also more than twice as likely to be in receipt of Universal Credit with no or limited requirements to seek work as a result of their disabling condition than the national average.

The table below shows the 10 'left behind' neighbourhoods with the highest proportions of people receiving Disability Benefits (Personal Independence Payments/ Disability Living Allowance).

Neighbourhood	Local Authority	Region	Personal Independence Payments/Disability Living Allowance (2019)
Oak Tree	Mansfield	East Midlands	18.5
Golf Green	Tendring	East	16.7
Shirebrook North West	Bolsover	East Midlands	16.3
Bidston and St James	Wirral	North West	16.0
Horden	County Durham	North East	15.9
Halton Lea	Halton	North West	15.9
Belle Vale	Liverpool	North West	15.9
Peterlee East	County Durham	North East	15.7
Northwood	Knowsley	North West	15.7
Halton Castle	Halton	North West	15.6

People in 'left behind' neighbourhoods are also more likely to have 'high risk' health conditions…

NHS England has identified a series of health conditions which make people 'clinically vulnerable' or 'clinically extremely vulnerable' to COVID-19:[8]

Risk level	Condition
People at high risk (clinically extremely vulnerable)	• have had an organ transplant • are having chemotherapy or antibody treatment for cancer, including immunotherapy • are having an intense course of radiotherapy (radical radiotherapy) for lung cancer • are having targeted cancer treatments that can affect the immune system (such as protein kinase inhibitors or PARP inhibitors) • have blood or bone marrow cancer (such as leukaemia, lymphoma or myeloma) • have had a bone marrow or stem cell transplant in the past 6 months, or are still taking immunosuppressant medicine • have been told by a doctor they have a severe lung condition (such as cystic fibrosis, severe asthma or severe COPD) • have a condition that means they have a very high risk of getting infections (such as SCID or sickle cell) • are taking medicine that makes them much more likely to get infections (such as high doses of steroids or immunosuppressant medicine) • have a serious heart condition and are pregnant
People at moderate risk (clinically vulnerable)	• are 70 or older • have a lung condition that's not severe (such as asthma, COPD, emphysema or bronchitis) • have heart disease (such as heart failure) • have diabetes • have chronic kidney disease • have liver disease (such as hepatitis) • have a condition affecting the brain or nerves (such as Parkinson's disease, motor neurone disease, multiple sclerosis or cerebral palsy) • have a condition that means they have a high risk of getting infections • are taking medicine that can affect the immune system (such as low doses of steroids) • are very obese (a BMI of 40 or above) • are pregnant

[8] https://www.nhs.uk/conditions/coronavirus-COVID-19/people-at-higher-risk/whos-at-higher-risk-from-coronavirus/

This section explores variations in the prevalence of some of these conditions in 'left behind' neighbourhoods, other deprived areas and England as a whole.[9]

The chart below looks at the estimated proportion of people by selected health condition in 'left behind' neighbourhoods and comparators based on the number of people listed on GP registers who are recorded as having the relevant health conditions.

People with 'at risk' health conditions in 'left behind neighbourhoods' and comparators
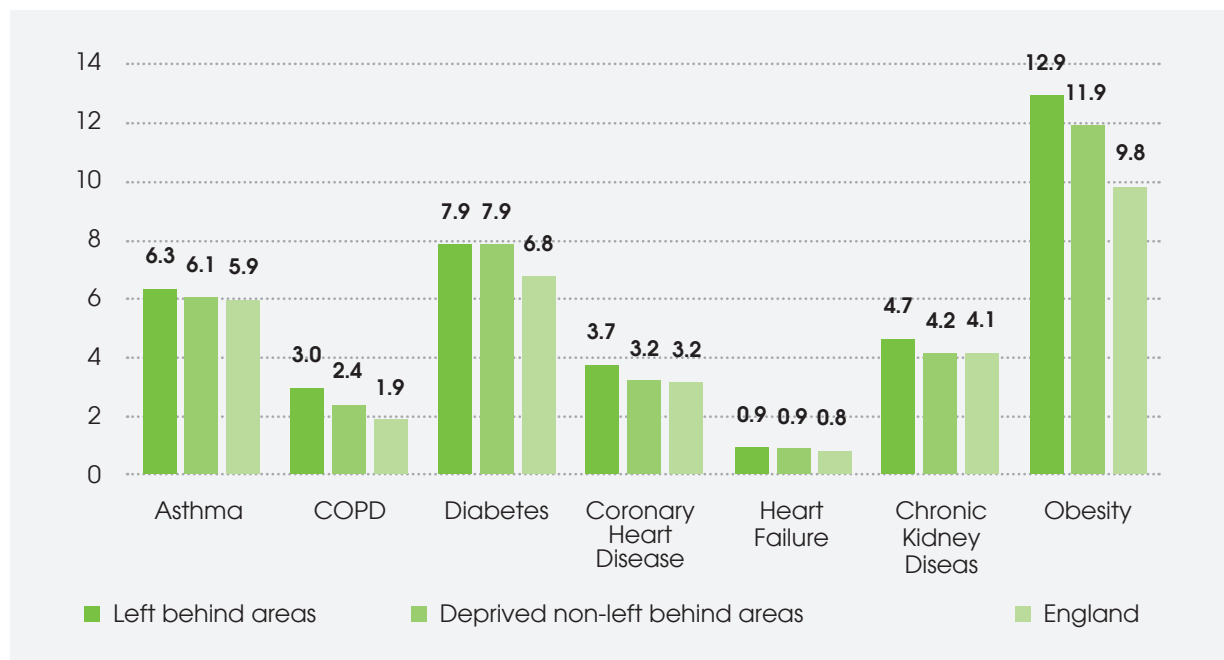
Source: NHS Digital – from GP registers 2017/18

The chart shows that those living in 'left behind' neighbourhoods have a higher prevalence of 'at risk' health conditions than the national average, with notably higher levels of obesity (12.9% compared with 9.8% across England as a whole), diabetes (7.9% - compared with 6.8% across England) and chronic kidney disease (4.7%, compared with 4.1% across England).

'Left behind' neighbourhoods also generally have a higher prevalence of 'at risk' health conditions than in other deprived areas - with the exception of prevalence of diabetes and heart failure which are similar across 'left behind' areas and other deprived areas. However, it is important to note that this data is not age standardised and some of these variations may reflect the slightly older age profile of 'left behind' neighbourhoods compared with *other deprived areas*.

However, health inequalities are also evident when looking at indicators that are directly age and sex standardised (ie. indicators that take into account the variations in age profile).

| ⁹ We are constrained by data availability for key health conditions at neighbourhood level

The chart below looks at variations in incidence of cancer (with breakdowns for the most common forms of cancer). The data is presented as an incidence ratio (ratio of observed incidence vs expected incidence given the age profile of the population).

The chart shows that once the age and sex profile of the population is considered, people living in 'left behind' neighbourhoods are more likely to have cancer than similarly deprived non-'left behind' areas and England as a whole. 'Left behind' neighbourhoods show a particularly high incidence of lung cancer (identified as one of the 'high risk' conditions for people contracting COVID-19).

Incidence of cancer in 'left behind' neighbourhoods and comparators

If an area is above 100, there is higher incidences of cancer than had been expected. If it is below 100, there is a lower incidence of cancer than expected.
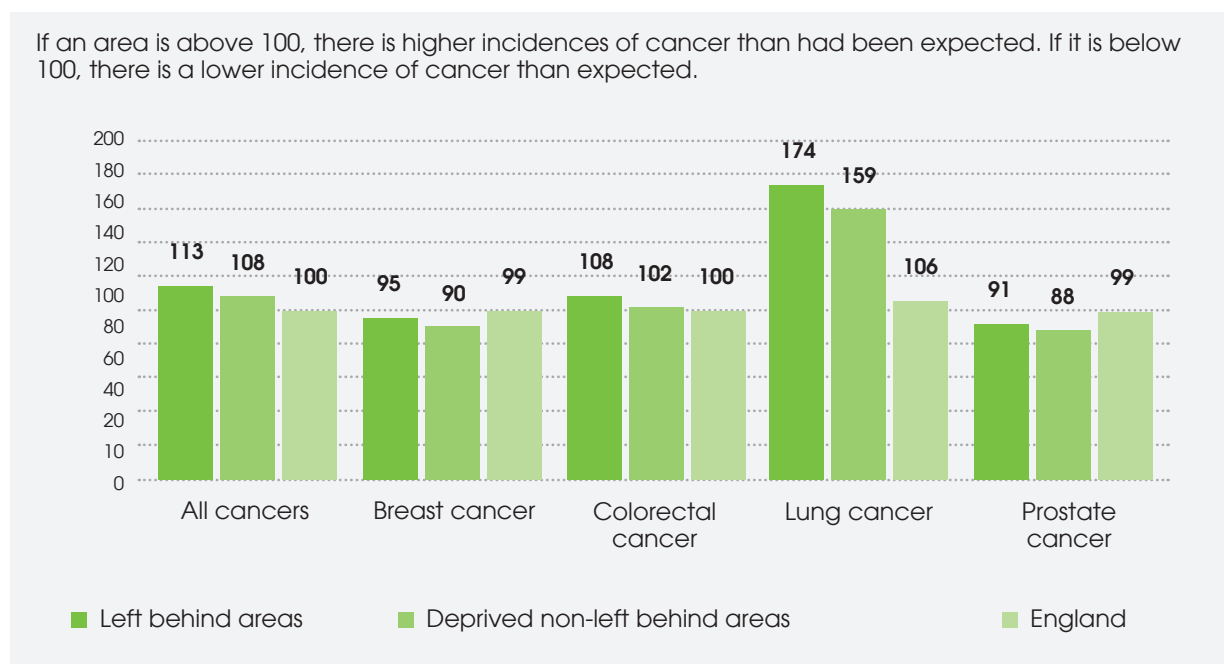
Office for National Statistics 2012-2018

...and a higher proportion of people exposed through working in health-related occupations

In addition to long-term health conditions, exposure to COVID-19 can impact on the prevalence and severity of the condition.[10]

The chart below shows the proportion of employees and jobs in the health sector (where employees are likely to have come into closer contact with people with COVID-19). The figure shows the proportion of employee jobs (based on where people work) and the proportion of people employed (based on where people live) in health-based roles.

[10] See for example: Risk of COVID-19 among frontline healthcare workers and the general community: a prospective cohort study

Long H. Nguyen, David Alden Drew, Amit D. Joshi, Chuan-Guo Guo, Wenjie Ma, Raaj S. Mehta, Daniel R. Sikavi, Chun-Han Lo, Sohee Kwon, Mingyang Song, Lorelei A. Mucci, Meir Stampfer, Walter C. Willett, A. Heather Eliassen, Jaime Hart, Jorge E. Chavarro, Janet Rich-Edwards, Richard Davies, Joan Capdevila, Karla A. Lee, Mary Ni Lochlainn, Thomas Varsavsky, Mark Graham, Carol H. Sudre, M. Jorge Cardoso, Jonathan Wolf, Sebastien Ourselin, Claire Steves, Timothy Spector, Andrew T. Chan medRxiv 2020.04.29.20084111; doi: https://doi.org/10.1101/2020.04.29.2008411 https://www.medrxiv.org/content/10.1101/2020.04.29.20084111v6

All-Party Parliamentary Group for 'left behind' neighbourhoods

Employment in health-related occupations
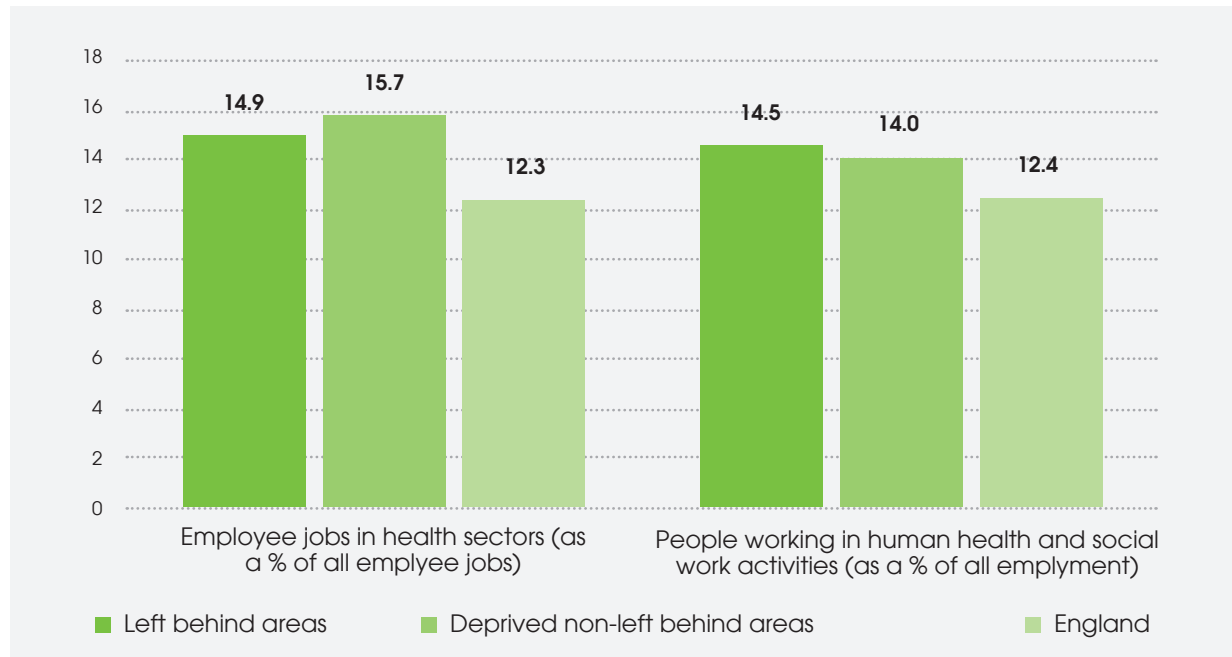
Source: Employee jobs – Business Register and Employment Survey 2018, People working in human health and social work activities – Census 2011

The chart shows that employment in health sectors is more concentrated in deprived areas than the average for England as a whole. People living in 'left behind' neighbourhoods are also more likely to be working in health-related sectors (14.5%) than people living in other deprived areas (14.0%).

Economic impact of COVID-19 and lockdown on 'left behind' neighbourhoods

Key facts and figures

There have been large rises in unemployment across all areas since March 2020, with unemployment rising faster in 'left behind' neighbourhoods (by 4.1 percentage points) than the national average (3.4 percentage points over the March-May period).

More than one-in-ten (10.6%) of working age people living in 'left behind' neighbourhoods are now identified as unemployed, compared with 6.5% across England as a whole.

In addition, approximately one-in-four jobs have been furloughed in 'left behind' neighbourhoods – in line with the national average.

There have been sharp rises in unemployment across all areas of England

The unemployment claimant count data provides a strong indication of the potential early economic impacts of COVID-19. The claimant data refer to the number and proportion of working-age people receiving benefits payable to those who are unemployed (economically active but out of work) – Jobseeker's Allowance and Universal Credit for those who are out of work and actively seeking work.

Two months of unemployment claimant count data have been released since the lockdown was implemented in March 2020 (for April and May 2020). The chart below compares the percentage point change between 12th March 2020 (the last reference period before the UK went into lockdown), 9th April (the first post-lockdown claimant count) and the 14th May 2020 (the most recent reference period).[11]

It is important to be cautious when trying to draw clear conclusions from the data in terms of longer term labour market implications, given that there are only two data points to draw from.

[11] For guidance regarding interpretation of percentage point please see https://sciencing.com/difference-between-percent-percentage-point-8409115.html

Unemployment claimant rate: March, April and May 2020
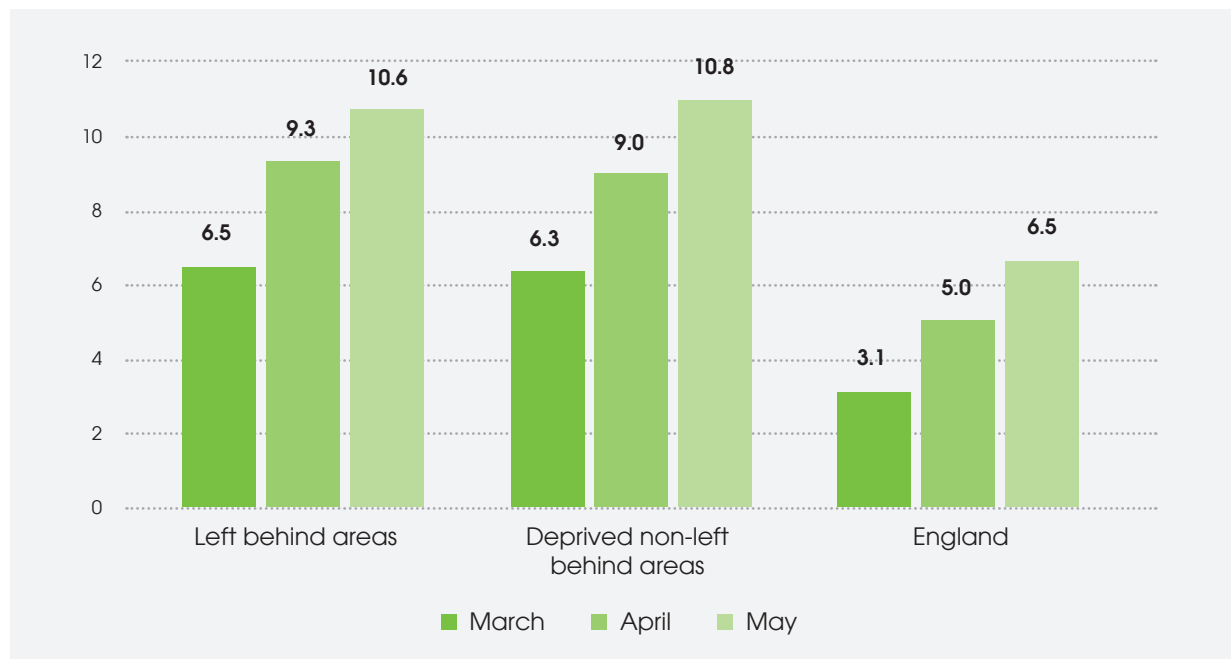
Department for Work and Pensions (DWP)

'Left behind' neighbourhoods saw sharper rises in the first month of lockdown, while increases have been slower than elsewhere between April and May

The chart shows that there has been a notable increase in unemployment in 'left behind' neighbourhoods, deprived non-'left behind' areas and England alike between March and May 2020. However, there is some evidence of the gap increasing between deprived areas and the rest of England, with larger increases in absolute terms in areas ranked among the most deprived 10% on the Indices of Deprivation (a 4.1 percentage point increase for 'left behind' neighbourhoods and 4.5 percentage point increase for other deprived areas – compared with an average percentage point increase of 3.4 percentage points over the period).

The picture on a month-to-month basis is slightly more complex. 'Left behind' neighbourhoods experienced a slightly larger increase (2.8 percentage points) between March and April, than in other deprived areas (2.7) and England (2.0).

However, between April and May – the unemployment increase was smaller in 'left behind' neighbourhoods (1.3%) than in other deprived areas (1.8%) and England as a whole (1.5%). This has led to the most recent unemployment claimant figures showing the unemployment rate is now slightly lower in 'left behind' neighbourhoods than other deprived areas (having been slightly higher prior to the lockdown). However, given the rapidly-changing month to month picture, it is difficult to confidently predict longer term changes to the overall unemployment rate.

The table below shows the 10 'left behind' neighbourhoods with the largest percentage point increases in unemployment between March and May 2020.

Neighbourhood	Local Authority	Region	Percentage point increase in unemployment claimant rate – March to May 2020
Bloomfield	Blackpool	North West	7.1
St Osyth and Point Clear	Tendring	East	6.9
Cliftonville West	Thanet	South East	6.5
Becontree	Barking and Dagenham	London	6.5
Eastcliff	Thanet	South East	6.5
North Ormesby	Middlesbrough	North East	6.0
Miles Platting and Newton Heath	Manchester	North West	5.9
Kings Heath	Northampton	East Midlands	5.9
Kingswood & Hazel Leys	Corby	East Midlands	5.8
Warren Park	Havant	South East	5.6

The largest increases are found in coastal areas in Blackpool, Clacton and Margate.

There are wider labour market impacts, with approximately one-in-four workers furloughed

While areas are already experiencing a notable rise in unemployment, a more widespread impact on the labour market is the number of people who are furloughed. While some of these roles are likely to return as the lockdown eases and businesses are able to reopen – not all businesses will survive the recession that is forecast and a number of these jobs are likely to be lost in the future. Understanding variations in furloughing data can help us to anticipate future shocks in the labour market and risk of unemployment.

HM Revenue and Customs have produced data on the number of employees who are furloughed and supported by the Coronavirus Job Retention Scheme (CJRS). These statistics are not sufficiently granular to provide accurate estimates of the numbers and proportion of people furloughed in 'left behind' neighbourhoods; however, they can give a sense of the scale of the scheme. As of June 2020 – there were nearly three times as many people furloughed and subject to the CJRS (6,445,800 employees) than there were people unemployed and receiving Universal Credit or Jobseeker's Allowance (2,277,190) across England as a whole.

We have taken ONS data on furloughing to produce modelled estimates of jobs 'at risk' at a more granular level to provide an estimate of the extent of risk in 'left behind' areas and their comparators. We have used furloughing data for each major industry sector[12] and matched these against the jobs profile for each LSOA in England to estimate furloughing rates in 'left behind' areas.[13]

[12] https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/furloughingofworkersacrossukbusinesses/23march2020to5april2020

[13] See https://ocsi.uk/2020/04/29/which-local-labour-markets-are-most-at-risk/ for detailed methodology

Furloughed jobs and employees
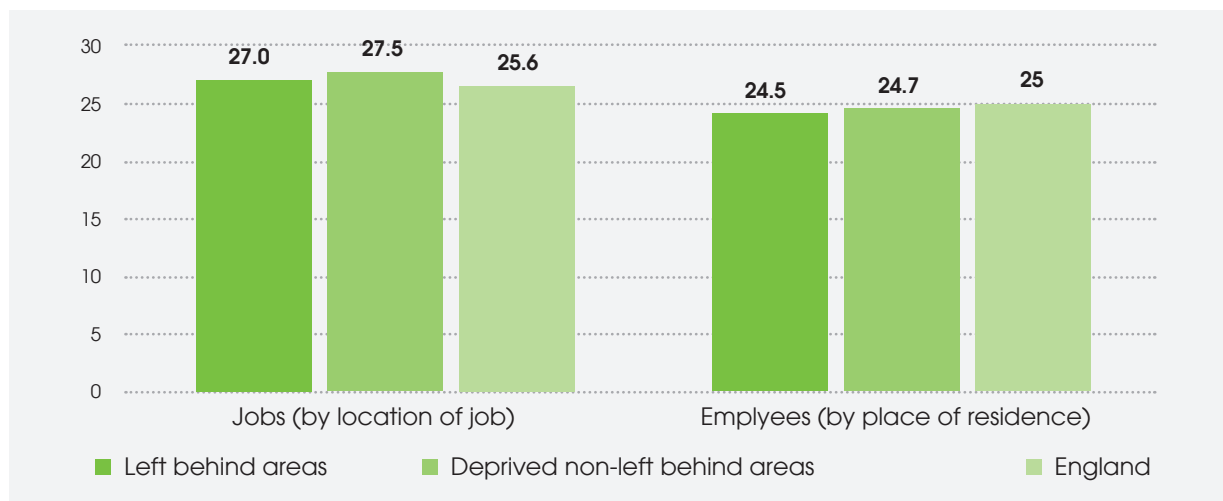
Source: Jobs data taken from Business Register and Employment Survey 2018, Employee data taken from 2011 Census. Both counts were adjusted using furloughing rates by industry – published as part of Wave 2 of the ONS Business Impact of Coronavirus Survey (BICS)

The chart shows that there are no strong differences in furloughing levels between 'left behind' neighbourhoods and the national average. A slightly higher proportion of jobs located in 'left behind' neighbourhoods have been subject to furlough (27% of all jobs) compared with 25% across England as a whole. By contrast, a slightly lower proportion of employees living in 'left behind' areas have been furloughed (24.5%), compared with the national average (25%).

People in 'left behind' neighbourhoods are more likely to be working in the 'at risk' retail sector

Drilling down to look at specific jobs 'at risk', the table below shows the number of people, jobs and businesses in the three sectors most 'at risk' of furloughing on 'left behind' neighbourhoods and comparators.

'Left behind' neighbourhoods have a higher proportion of people employed in retail (18.5%) than other deprived areas (18.3%) and England as a whole (15.9%). However, there are a smaller proportion of jobs and businesses located in the vulnerable sectors of accommodation, retail and arts and entertainment than *other deprived areas*.

	Left behind areas			Deprived non-'Left behind' areas			England		
	Jobs (%)	Employees (%)	Businesses (%)	Jobs (%)	Employees (%)	Businesses (%)	Jobs (%)	Employees (%)	Businesses (%)
Accommodation, food and hospitality	4.9	5.9	7.4	6.0	7.3	7.9	7.2	5.6	6.3
Retail	10.2	18.5	12.0	11.5	18.3	14.3	9.0	15.9	9.5
Arts and entertainment	3.5		6.1	4.4		6.5	4.3		6.4

As a result of economic pressures, people in 'left behind' areas are at a higher risk of financial hardship

The increase in unemployment and widespread furloughing are leading to increasing levels of economic stress. In response to this, British Red Cross have pulled together two bespoke Indices aimed at identifying areas 'at risk' of financial hardship. The Hardship Fund Index aims to target the most economically vulnerable areas, according to eligibility criteria developed for the British Red Cross's Hardship Fund.[14] The Food Vulnerability Index measures risk of food insecurity across neighbourhoods in England.[15] For both indices, results are presented as a score with higher values indicating higher levels of vulnerability.

Hardship Fund Index and Food Vulnerability Index
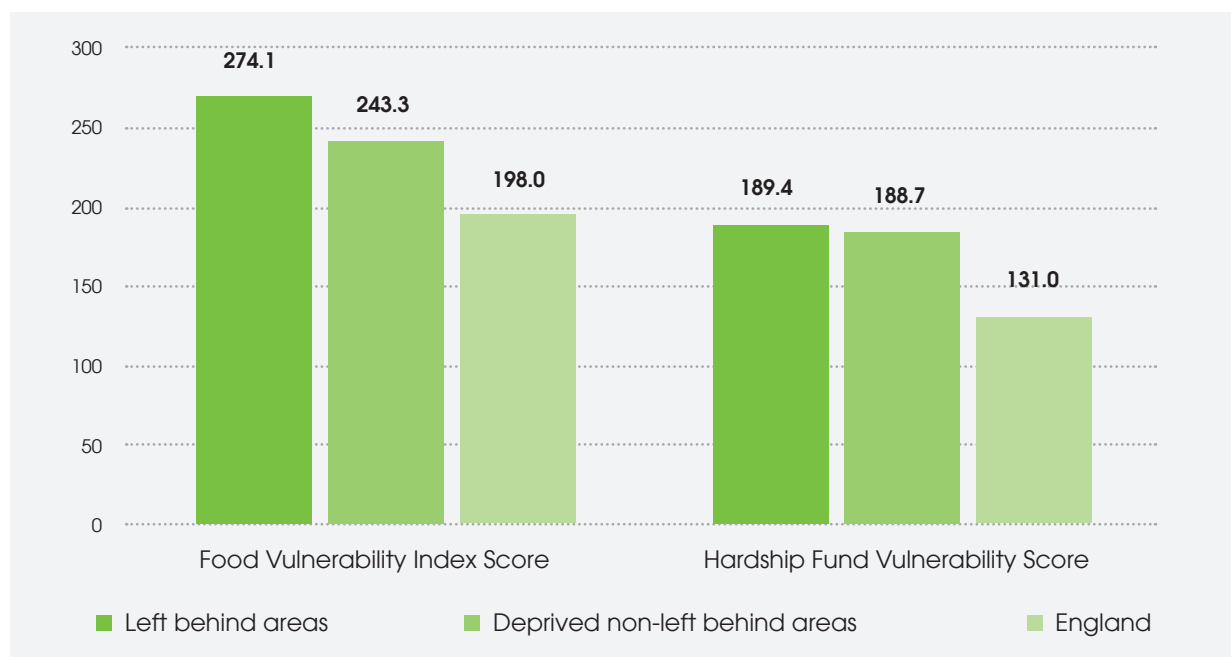
Source: British Red Cross 2020

The chart shows that 'left behind' neighbourhoods exhibit higher levels of financial hardship and food insecurity than other deprived areas and the England average.

The table below shows the 'left behind' neighbourhoods with the highest levels of Hardship Vulnerability.

[14] See https://docs.google.com/document/d/1aWpzgvLKGEF5Ay_xVps17nnbT1zlEki7RGIIJXL5APo/ edit#heading=h.6576u7dtopmw for details of how the index is constructed and component indicators
[15] See https://docs.google.com/document/d/1aWpzgvLKGEF5Ay_xVps17nnbT1zlEki7RGIIJXL5APo/ edit#heading=h.6576u7dtopmw for details of how the index is constructed and component indicators

Neighbourhood	Local Authority	Region	Hardship Vulnerability Index score
Bloomfield	Blackpool	North West	331.2
St Andrew's	Kingston upon Hull, City of	Yorkshire/Humber	293.4
West Middleton	Rochdale	North West	290.2
Golf Green	Tendring	East	289.8
Bransholme West	Kingston upon Hull, City of	Yorkshire/Humber	271.3
Nelson	Great Yarmouth	East	266.3
Orchard Park and Greenwood	Kingston upon Hull, City of	Yorkshire/Humber	263.3
Kingstanding	Birmingham	West Midlands	260.6
Berwick Hills & Pallister	Middlesbrough	North East	258.5
Roseworth	Stockton-on-Tees	North East	257.0

Bloomfield in Blackpool is identified as the 'left behind' neighbourhood with the highest vulnerability – this neighbourhood has also seen the largest increases in unemployment since March. Three of the ten 'left behind' neighbourhoods with the highest hardship vulnerability scores are located in Kingston upon Hull.

Vulnerable groups

Key facts and figures

There are higher concentrations of vulnerable people in 'left behind' neighbourhoods than other deprived areas and England as a whole:

- 'left behind' areas have a Small Area Mental Health Index (SAMHI) score of 88.9, compared with 74.4 in other deprived areas and 42.6 across England as a whole

- 0.65% have a learning disability, compared with 0.62% in other deprived areas and 0.49% across England as a whole

- 12.9% of all households in 'left behind' neighbourhoods are comprised of one person aged 65 and over, compared with 11.7% in other deprived areas and 12.4% in England as a whole

- 11.9% of households in 'left behind' neighbourhoods are headed by a lone parent - compared with 11.0% in other deprived areas and 7.1% across England as a whole

- 10.7% of people provide unpaid care - compared with 9.9% in other deprived areas and 10.2% in England as a whole

Communities with specific needs and challenges are at increased risk of negative outcomes and are likely to require additional support in response to the impacts of the pandemic. This section compares the presence of key vulnerable groups across 'left behind' areas and their comparators.

The following groups are explored:

- people with mental health challenges

- people living alone

- households with no car

- people who cannot speak English

- people with learning disabilities

- lone parents

- people providing informal care

- people living in overcrowded conditions

- people with no access to private green spaces

'Left behind' neighbourhoods have a higher prevalence of the selected vulnerable groups than the national average – except for those with language barriers

The table below explores the relative prevalence of selected vulnerable groups in 'left behind' neighbourhoods and comparators.

Age	'Left behind' neighbourhoods		Other deprived areas		England	
	No.	Score	No.	Score	No.	Score
Small Area Mental Health Index (SAMHI)		88.9		74.4		42.6
People living alone (%)	330,246	33.6	557,880	34.6	6,666,493	30.2
Households with no car (%)	390,233	39.7	687,584	42.6	5,691,251	25.8
No people in household have English as a main language (%)	24,647	2.5	117,018	7.3	980,303	4.4
Learning disabilities prevalence (%)		0.65		0.62		0.49
Lone parents (with dependent children) (%)	117,317	11.9	177,980	11.0	1,573,255	7.1

Source: Small Area Mental Health Index (Place-Based Longitudinal Data Resource (PLDR) https://pldr.org/dataset/2noyv/small-area-mental-health-index-samhi), People living alone, Households with no car, No people in household have English as a main language, Lone parents (with dependent children) (Census 2011), Learning disabilities prevalence (NHS England GP Registrations data 2017/18)

People in 'left behind' neighbourhoods are more likely to have mental health needs than other similarly deprived areas

The Small Area Mental Health Index (SAMHI) – compares relative levels of mental health prevalence based on GP prescriptions, mental health related hospital attendances, self-reported responses from the GP Patient Survey, antidepressants prescribing data and health related benefits – with a higher score indicating an area has higher levels of mental health issues.

'Left behind' neighbourhoods have a notably higher SAHMI score than the national average and a higher SAHMI score than other deprived areas – indicating that these areas are at greater risk of experiencing notable mental health related challenges. This group is likely to be more impacted by the stress and anxiety caused by the pandemic and therefore need additional health and social care support.[16]

[16] See for example https://blogs.ucl.ac.uk/mental-health/2020/03/30/the-impact-of-COVID-19-on-people-with-severe-and-complex-mental-health-problems-concerted-action-needed-urgently/ https://www.thelancet.com/pdfs/journals/lanpsy/PIIS2215-0366(20)30171-1.pdf, https://arc-w.nihr.ac.uk/Wordpress/wp-content/uploads/2020/04/COVID-19-Rapid-Review-COVID-and-Mental-Health-FINAL.pdf

The table below shows the 10 'left behind' neighbourhoods with the highest levels of mental health needs.

Neighbourhood	Local Authority	Region	Small Area Mental Health Index score
Bloomfield	Blackpool	North West	169.4
Rock Ferry	Wirral	North West	165.9
Bidston and St James	Wirral	North West	163.0
Horden	County Durham	North East	161.6
Golf Green	Tendring	East	157.3
Northwood	Knowsley	North West	153.4
Seacombe	Wirral	North West	152.8
Parr	St. Helens	North West	151.4
Peterlee East	County Durham	North East	149.5
Pier	Tendring	East	145.6

Neighbourhoods in the North West feature predominantly among the 'left behind' areas with the highest mental health needs, with Bloomfield in Blackpool again being ranked as the neighbourhood with the highest levels of need.

People with learning difficulties are also likely to need additional support from social care services. Evidence from GP prescription data suggests that there is also a higher prevalence of people with learning disabilities in 'left behind' neighbourhoods (0.65%) than other deprived areas (0.62%) or England as a whole (0.49%).

More than two-in-five households in 'left behind' neighbourhoods contain only one lone adult – leading to increased risks of social isolation

'Left behind' neighbourhoods have a higher proportion of one-person households (33.6%) – than the national average (30.6%), though slightly below the average in other deprived areas (34.6%).

However, a higher proportion of those living alone in 'left behind' neighbourhoods are older - 12.9% of all households in 'left behind' areas are comprised of one person aged 65 and over, compared with 11.7% in other deprived areas and 12.4% in England as a whole. There is some evidence to suggest that older people living alone are at increased risk of mental health issues[17] and that issues of social isolation have increased for older people living alone since the pandemic.[18]

[17] See for example https://www.apa.org/news/apa/2020/03/COVID-19-danger-physical-health

[18] A survey commissioned by Elder found that older people living alone are three times more likely to fear being left alone than the average and more than 10x more fearful than people who have someone in the house with them https://www.elder.org/the-elder/survey-on-elderly-loneliness/

A higher proportion of households in 'left behind' areas are headed by a lone parent - 11.9% (compared with 11.0% in other deprived areas and 7.1% across England as a whole). Lone parents are likely to be at greater risk of isolation and managing childcare and household responsibilities without the external support during the various stages of lockdown.[19]

Two-in-five households have no access to a car – increasing the risk of exposure to COVID-19

The proportion of households with no access to a car is notably higher in 'left behind' neighbourhoods (39.7%) than across England as a whole (25.8%). This group are likely to be more reliant on public transport to access food, employment and recreation. People living in 'left behind'

neighbourhoods are more likely to travel to work by bus (7.2% of all in employment) than other deprived areas (7%) and England as a whole (4.9%)[20]. There is some evidence to suggest that traveling on enclosed public transport increases the risk of airborne viruses.[21] In addition, those reliant on public transport are less able to access health services and testing centres - particularly as 'left behind' neighbourhoods are typically located in more peripheral locations away from key services.[22]

People living in 'left behind' neighbourhoods are also more likely to be providing care for others

The chart below looks at levels of informal care in 'left behind' neighbourhoods and comparator areas.

Informal care profile
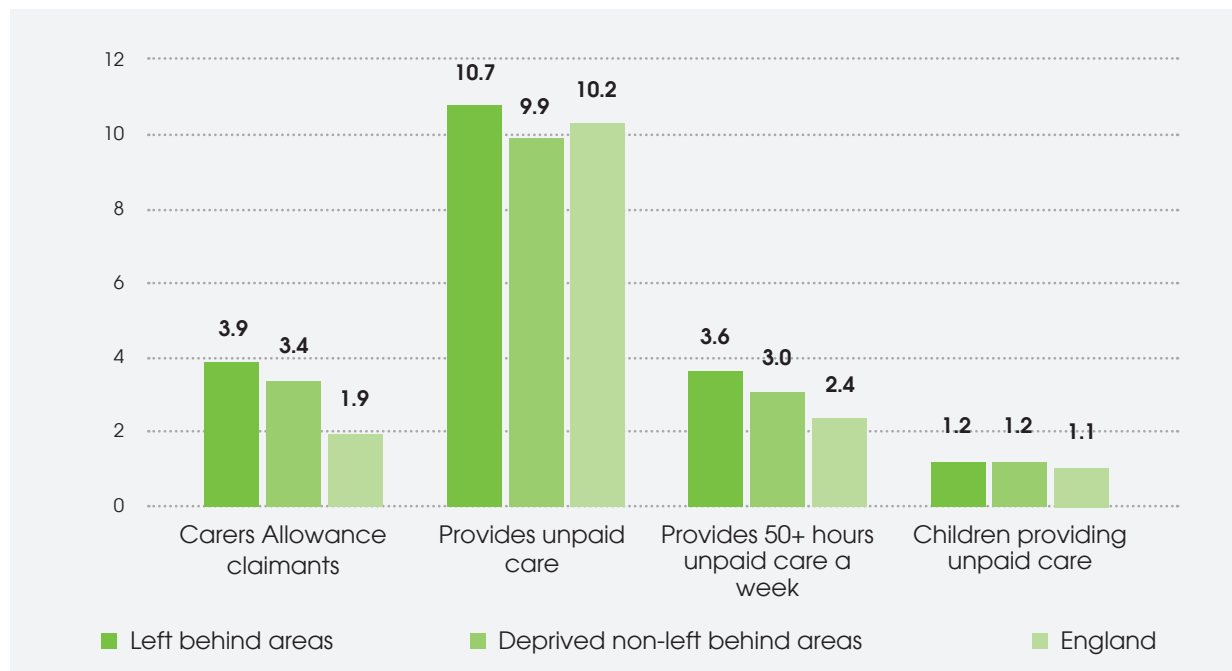
Source: Carers Allowance (Department for Work and Pensions: November 2019), Unpaid care (Census 2011)

[19] https://discoversociety.org/2020/04/18/the-hidden-impact-of-COVID-19-on-single-motherhood/
[20] Source: Method of Travel to work statistics from Census 2011
[21] https://ehjournal.biomedcentral.com/articles/10.1186/s12940-018-0427-5
[22] See https://localtrust.org.uk/insights/research/left behind-understanding-communities-on-the-edge/

People living in 'left behind' neighbourhoods are more likely to be carers for people who have health conditions in their household, with 10.7% providing unpaid care - compared with 9.9% in other deprived areas and 10.2% in England as a whole. They are also more likely to provide intensive unpaid care – with 3.6% providing more than 50 hours a week and 3.9% of working age adults unable to work due to caring responsibilities and receiving Carers Allowance – compared with 3.0% and 3.4% in other deprived areas and 2.4% and 1.9% respectively across England as a whole. This is likely to be linked to a higher prevalence of people with poor health conditions in 'left behind' neighbourhoods. Carers are more likely to be self-isolating to shield the person they are providing care for and less able to access additional health care support than under normal circumstances.

The table below shows the 10 'left behind' neighbourhoods with the highest proportion of people providing unpaid care.

Golf Green (covering part of Jaywick in Essex) has the highest proportion of people providing unpaid care (likely to be linked to the high proportion of people with disabilities in the area – see *Health impacts and underlying risk factors in 'left behind'* neighbourhoods section above).

A Neighbourhood	Local Authority	Region	Providing unpaid care (%)
Golf Green	Tendring	East	15.7
St Osyth and Point Clear	Tendring	East	14.4
Shirebrook North West	Bolsover	East Midlands	13.9
Halton Lea	Halton	North West	13.5
Halton Castle	Halton	North West	13.5
Horden	County Durham	North East	13.0
Walton	Tendring	East	12.9
Rother	Chesterfield	East Midlands	12.8
Monk Bretton	Barnsley	Yorkshire/Humber	12.8
Northwood	Thanet	South East	12.7

Living conditions
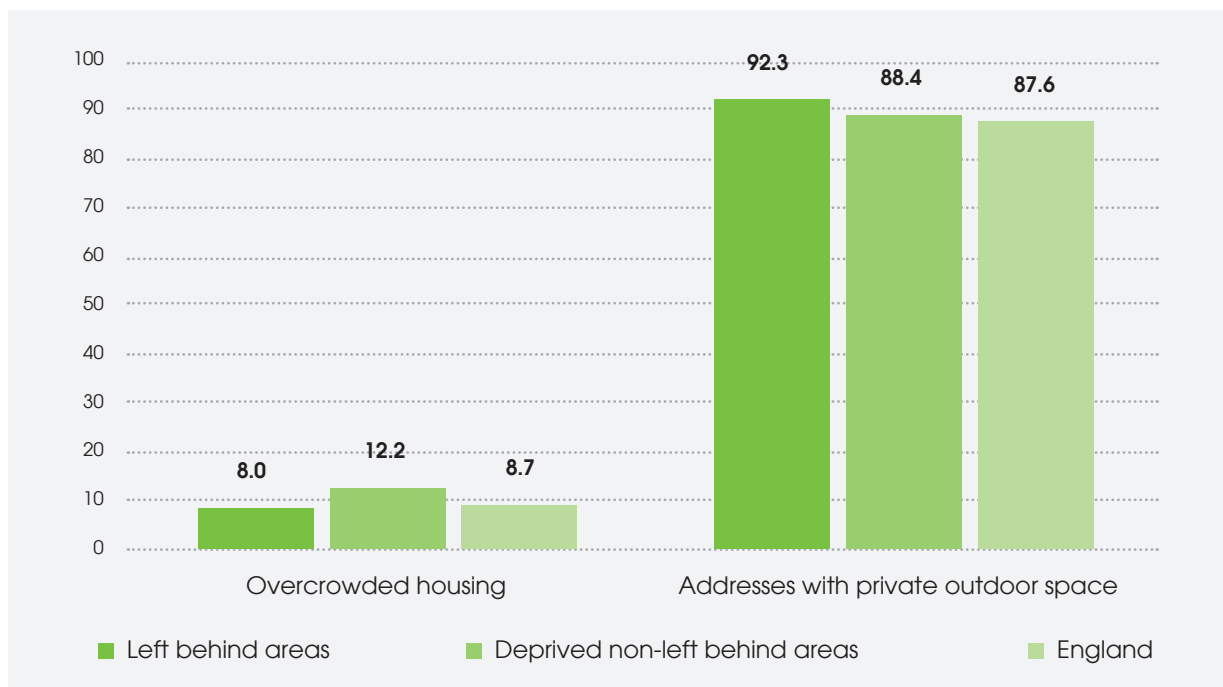
Source: Private outdoor space (Ordnance Survey 2020), Overcrowded housing (Census 2011)

People in 'left behind' neighbourhoods are less likely to be affected by difficult living conditions during lockdown, with lower levels of overcrowding and a higher proportion of households being able to access private outdoor space

The chart below shows the proportion of households living in overcrowded conditions and the proportion of dwellings with access to private outdoor spaces in 'left behind' neighbourhoods and comparators.

The chart shows that on average, there are a lower proportion of people living in overcrowded conditions in 'left behind' neighbourhoods (8.7%) than other deprived areas (12.2%) and England as whole (8.7%). This partly reflects the location of these areas away from inner cities where population density levels are higher and housing pressures are more acute. Similarly, a higher proportion of households in 'left behind' neighbourhoods had access to a private outdoor space – allowing them to go outside during lockdown – with less than 8% of households lacking access to private outdoor spaces in 'left behind' neighbourhoods (compared with more than 12% across England as a whole).

However, there is some variation in 'left behind' neighbourhoods. The table below lists the 10 'left behind' neighbourhoods with the highest levels of overcrowding:

Neighbourhood	Local Authority	Region	Living in overcrowded households (%)
Boscombe West	Bournemouth	South West	34.5
Cliftonville West	Thanet	South East	21.5
Folkestone Central	Shepway	South East	20.1
Becontree	Barking and Dagenham	London	18.6
Fieldway	Croydon	London	18.0
Bloomfield	Blackpool	North West	17.8
Nelson	Great Yarmouth	East	16.3
Kings Heath	Northampton	East Midlands	15.4
Pier	Tendring	East	14.8
Fenside	Boston	East Midlands	14.5

Community response

A strong community characterised by the presence of civic assets, a vibrant third sector, local networks, good physical and digital connectivity and an engaged local population is likely to be key to supporting the recovery and mitigating and alleviating some of the social, economic and health impacts of COVID-19 in local areas.

The absence of these community strengths, assets and civic infrastructure is a primary reason why areas have been identified as 'left behind'. Therefore, we would expect that 'left behind' neighbourhoods will be less resilient to some of the negative changes brought about by the pandemic.

This section explores the extent to which there is evidence of inequities in terms of early community response to the pandemic in 'left behind' neighbourhoods compared with other deprived areas and England as a whole.

'Left behind' neighbourhoods have received lower levels of COVID-19 related grant funding than other deprived areas and England as a whole

360Giving have pulled together a list of grants in response to the COVID-19 pandemic from UK foundations (who have submitted grants using the 360Giving Data Standard). Grants are included if the use of the terms "COVID", "coronavirus", "pandemic" or "cv19" are somewhere in the grant description, title, classification or grant programme and we have only included grants that we have been able to geocode. The chart below shows the value of these COVID-19 related grants (per 100,000 population) in 'left behind' neighbourhoods and comparators.

COVID-19 charitable grants per 100,000 population
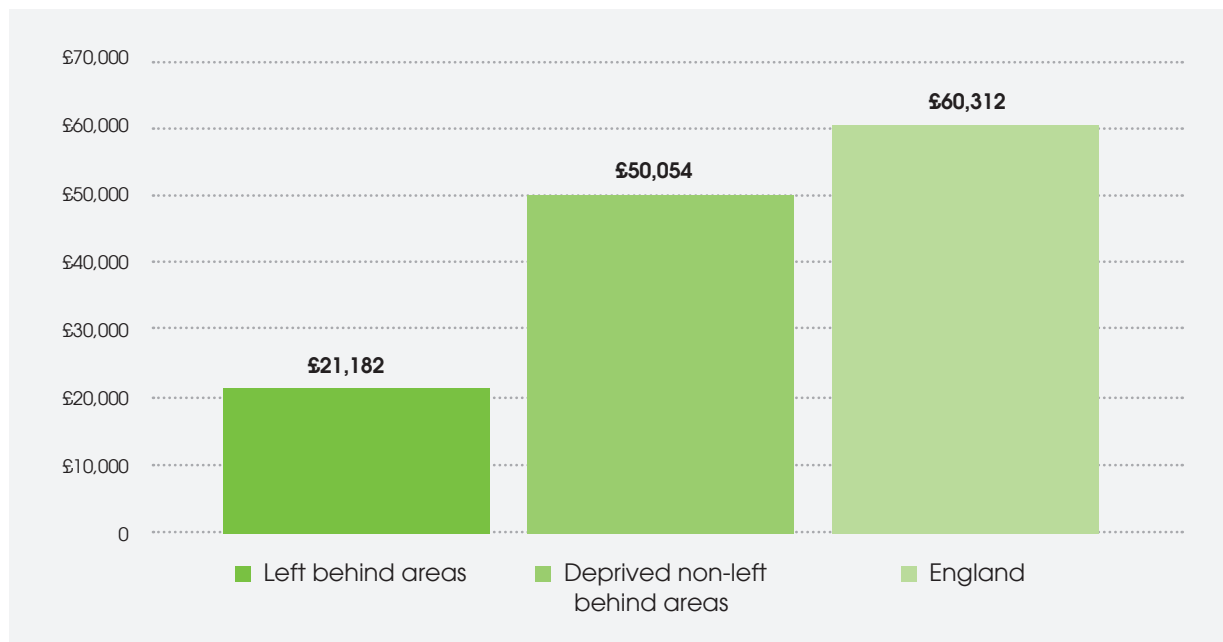
Source: 360 Giving Grant Nav https://COVIDtracker.threesixtygiving.org/ 2020

This data shows that more than half a million (£505,034) has been given in grants to organisations based in 'left behind' areas – the equivalent of £21,182 in spending per 100,000 population. Organisations in 'left behind' neighbourhoods have received less than half the funding per head received by other deprived areas and approximately one-third of the average levels of funding across England as a whole.

Fewer mutual aid groups have been established in 'left behind' neighbourhoods

The BBC have pulled together a list of mutual aid groups that have been set up to provide assistance to members of the community in response to COVID-19. We have mapped this data to identify the relative levels of density of these groups in 'left behind' neighbourhoods and their comparators. The chart below shows the number of mutual aid groups per 100,000 population.

Number of mutual aid groups per 100,000 population
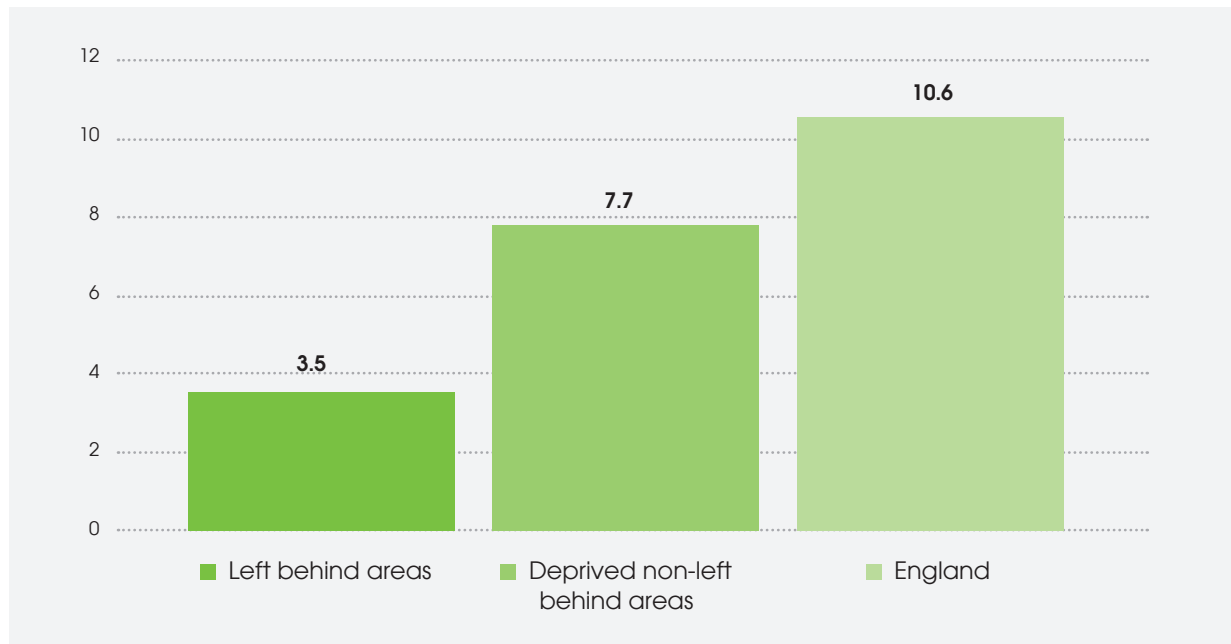
Source: BBC/Facebook April 2020

The chart shows that there are lower concentrations of mutual aid groups in 'left behind' neighbourhoods – with 83 groups set up, 3.5 per 100,000 population, compared with 7.7 per 100,000 in other deprived areas and 10.6 per 100,000 across England as a whole.

Conclusion

COVID-19 has not impacted all communities equally. Spatial data published in the immediate aftermath of the pandemic suggests that 'left behind' neighbourhoods are both at greater risk due to higher concentrations of people who are clinically vulnerable and more likely to suffer from financial hardship due to a poor relative labour market position. This is because of high and rising unemployment and a relatively high concentration of people employed in sectors adversely impacted by the lockdown, such as retail.

Moreover, there are higher concentrations of vulnerable groups in these communities that will need additional support in managing the social, health and economic fallout of the pandemic.

This is exacerbated by a relatively under-developed voluntary and community sector in these areas, with fewer networks and community assets present. Consequently, 'left behind' neighbourhoods are likely to be less well equipped to support their communities through the pandemic. Early evidence suggests that these neighbourhoods are receiving fewer grants and have less civil society activity, resources and support to access and draw upon than other areas with less acute needs and challenges.

Appendix A:
Indicators used in this report

Indicator name	Indicator details
COVID-19 vulnerability index	The COVID-19 vulnerability index combines multiple sources of (mostly) open data to identify vulnerable areas and groups within Local Authorities and neighbourhoods (MSOAs). The Index currently maps clinical vulnerability (underlying health conditions), demographic vulnerability (over-70s, people seeking asylum), social vulnerability (barriers to housing and services, poor living environment, living in "left behind" areas, loneliness, digital exclusion), and health inequalities. Other vulnerabilities which will be added include: Mental health, Economic vulnerability, Social isolation and Physical isolation from supermarkets, pharmacies. The data presented is a score calculated from the overall ranks of MSOAs in England, apportioned down to Output Area using population weighted apportioning techniques. For detailed information about the methodological approach taken, please see https://docs.google.com/document/d/1aWpzgvLKGEF5Ay_xVps17nnbT1zlEki7RGIIJXL5APo/edit# British Red Cross (https://www.redcross.org.uk/), 2020
People aged 65+	Shows the proportion of the total population aged 65+. These population figures are taken from the Office for National Statistics (ONS) Mid Year Estimates.
Rate calculated as = (Population aged 65+)/(Total population)*100	Shows the proportion of the total population aged 65+. These population figures are taken from the Office for National Statistics (ONS) Mid Year Estimates. Rate calculated as = (Population aged 65+)/(Total population)*100 Office for National Statistics (ONS) (https://www.ons.gov.uk/peoplepopulationandcom, 2018
People receiving Disability Benefits (Personal Independence Payment/Disability Living Allowance)	Shows the proportion of people receiving Disability Living Allowance or Personal Independence Payment (PIP). PIP helps with some of the extra costs caused by long-term disability, ill-health or terminal ill-health. From 8th April 2013 DWP started to replace Disability Living Allowance (DLA) for working age people with PIP. DLA is payable to children and adults who become disabled before the age of 65, who need help with personal care or have walking difficulties because they are physically or mentally disabled. People can receive DLA whether they are in or out of work. It is non-means tested and is unaffected by income or savings of the claimant. DLA provides support for paying with additional care or mobility requirements associated with a disability. Rate calculated as = (Personal Independence Payment (PIP) claims in payment + Disability Living Allowance (DLA) claims in payment)/(Total population)*100. Department for Work and Pensions 2019

Indicator name	Indicator details
Households on Universal Credit - Limited Capability for Work Entitlement	Shows the proportion of households on Universal Credit containing household members who have limited capacity to work due to poor mental or physical health conditions. The work capability assessment determines whether an individual has limited capability for work based upon mental and physical health. For those assessed to have limited capability for work there are two levels - limited capability for work element and the limited capability for work and work related activity element. An individual cannot get both elements; they can only get one or the other. If more than one person in the household has limited capability for work/work related activity, the award will only include one element. Rate calculated as = (Universal Credit households with Limited Capability for Work Entitlement)/(Total households)*100. Shows the proportion of households on Universal Credit containing household members who have limited capacity to work due to poor mental or physical health conditions. The work capability assessment determines whether an individual has limited capability for work based upon mental and physical health. For those assessed to have limited capability for work there are two levels - limited capability for work element and the limited capability for work and work related activity element. An individual cannot get both elements; they can only get one or the other. If more than one person in the household has limited capability for work/work related activity, the award will only include one element. Rate calculated as = (Universal Credit households with Limited Capability for Work Entitlement)/(Total households)*100. Shows the proportion of households on Universal Credit containing household members who have limited capacity to work due to poor mental or physical health conditions. The work capability assessment determines whether an individual has limited capability for work based upon mental and physical health. For those assessed to have limited capability for work there are two levels - limited capability for work element and the limited capability for work and work related activity element. An individual cannot get both elements; they can only get one or the other. If more than one person in the household has limited capability for work/work related activity, the award will only include one element. Rate calculated as = (Universal Credit households with Limited Capability for Work Entitlement)/(Total households)*100. Department for Work and Pensions: November 2019
Universal Credit claimants - Conditionality Regime: No work requirements	Shows the proportion of people receiving Universal Credit who are not expected to work at present. Health or caring responsibility prevents claimant from working or preparing for work. Conditionality means work-related things an eligible adult will have to do in order to get full entitlement to Universal Credit. Each eligible adult will fall into one of six conditionality regimes based on their capability and circumstances. Different members of a household can be subject to the same or different requirements. As circumstances change claimants will also transition between different levels of conditionality. Rate calculated as = (Universal Credit claimants with no work requirements)/(Total population aged 16-64)*100. Department for Work and Pensions: March 2020

Indicator name	Indicator details
COVID-19 deaths	Shows the Covid-19 crude death rate per 100,000 population. Figures are taken from the number of registered deaths where there is any mention of COVID-19 on the death certificate. This includes deaths at home and deaths in care homes, hospitals and other communal establishments. Data is based on provisional counts of the number of deaths involving the coronavirus (COVID-19) between 1 March and 17 April 2020 in England and Wales. Rate is calculated as the number of deaths (with mention of COVID-19 on the death certificate) / Mid Year Estimate Total Population 2018 * 100,000 Office for National Statistics (ONS) March 2020 to May 2020
Cancer incidence	Shows the number of cases of cancer. Figures are presented as indirectly age-sex standardised registration ratios (number of new cases as a percentage of expected new cases), calculated relative to England. National Cancer Registration and Analysis Service and Office for National Statistics (ONS) (http://www.localhealth.org.uk/): 2012-2016
Incidence of breast cancer	Shows the number of new cases of breast cancer. Figures are presented as indirectly age-sex standardised registration ratios (number of new cases as a percentage of expected new cases), calculated relative to England. National Cancer Registration and Analysis Service and Office for National Statistics (ONS) (http://www.localhealth.org.uk/): 2012-2016
Incidence of colorectal cancer	Shows the number of new cases of colorectal cancer. Figures are presented as indirectly age-sex standardised registration ratios (number of new cases as a percentage of expected new cases), calculated relative to England. National Cancer Registration and Analysis Service and Office for National Statistics (ONS) (http://www.localhealth.org.uk/): 2012-2016
Incidence of lung cancer	Shows the number of new cases of lung cancer. Figures are presented as indirectly age-sex standardised registration ratios (number of new cases as a percentage of expected new cases), calculated relative to England. National Cancer Registration and Analysis Service and Office for National Statistics (ONS) (http://www.localhealth.org.uk/): 2012-2016

Indicator name	Indicator details
Incidence of prostate cancer	Shows the estimated percentage of Atrial Fibrillation prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details.
	House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Cancer prevalence	Shows the estimated percentage of Cancer prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition.
	For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details.
	House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Cardiovascular Disease prevalence	Shows the estimated percentage of Cardiovascular Disease prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition.
	For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details.
	House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18

Indicator name	Indicator details
COPD prevalence	Shows the estimated percentage of COPD prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details. House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Diabetes prevalence	Shows the estimated percentage of Diabetes prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details. House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Coronary Heart Disease prevalence	Shows the estimated percentage of Heart Failure prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details. House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18

Indicator name	Indicator details
High Blood Pressure prevalence	Shows the estimated percentage of High Blood Pressure prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details. House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Chronic Kidney Disease prevalence	Shows the estimated percentage of Chronic Kidney Disease prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details. House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Obesity prevalence	Shows the estimated percentage of Obesity prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition. For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details. House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18

Indicator name	Indicator details
Unemployment benefit (JSA and Universal Credit)	Shows the proportion of people receiving benefits payable to people who are unemployed receiving either Jobseekers Allowance (JSA) or Universal Credit for those who are out of work. This has replaced the number of people claiming Jobseeker's Allowance as the headline indicator of the number of people claiming benefits principally for the reason of being unemployed and is sometimes referred to as the monthly claimant count. JSA is payable to people under pensionable age who are out of work and available for, and actively seeking, work of at least 40 hours a week. Department for Work and Pensions (DWP): March to May 2020
Jobs in arts, entertainment, recreation and other services	Shows the proportion of all employee jobs in arts, entertainment, recreation and other services . Data is taken from the Business Register and Employment Survey (BRES) of approximately 80,000 businesses and weighted to represent all sectors of the UK economy. The BRES definition of an employee is anyone working on the BRES reference date who is aged 16 years or over that the contributor directly pays from its payroll(s), in return for carrying out a full-time or part-time job or being on a training scheme. Figures are broken down by broad industry group, with industry groups classified to the 2007 revision to the Standard Industrial Classification (SIC). Rate calculated as = (Employment in Mining, quarrying & utilities)/(Total employment)*100 Business Register and Employment Survey (BRES) 2018
Jobs in accommodation and food services (hospitality)	Shows the proportion of all employee jobs in accommodation and food services (hospitality) . Data is taken from the Business Register and Employment Survey (BRES) of approximately 80,000 businesses and weighted to represent all sectors of the UK economy. The BRES definition of an employee is anyone working on the BRES reference date who is aged 16 years or over that the contributor directly pays from its payroll(s), in return for carrying out a full-time or part-time job or being on a training scheme. Figures are broken down by broad industry group, with industry groups classified to the 2007 revision to the Standard Industrial Classification (SIC). Rate calculated as = (Employment in Health)/(Total employment)*100 Business Register and Employment Survey (BRES) 2018
Jobs in retail	Shows the proportion of all employee jobs in retail . Data is taken from the Business Register and Employment Survey (BRES) of approximately 80,000 businesses and weighted to represent all sectors of the UK economy. The BRES definition of an employee is anyone working on the BRES reference date who is aged 16 years or over that the contributor directly pays from its payroll(s), in return for carrying out a full-time or part-time job or being on a training scheme. Figures are broken down by broad industry group, with industry groups classified to the 2007 revision to the Standard Industrial Classification (SIC). Rate calculated as = (Employment in Retail)/(Total employment)*100 Business Register and Employment Survey (BRES) 2018

Indicator name	Indicator details
At risk employees (as a result of COVID-19) by employee residence	Shows the proportion of employees that are at risk of losing their jobs following the outbreak of COVID-19 - calculated based on the latest furloughing data from the ONS and the employee profile for each local authority. The data is derived from Wave 2 of the ONS Business Impact of Coronavirus Survey (BICS) which contains data on the furloughing of workers across UK businesses between March 23 to April 5, 2020 see https://www.ons.gov.uk/generator?uri=/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/ furloughingofworkersacrossukbusinesses/23march-2020to5april2020/574ca854&format=csv for details. This data includes responses from businesses that were either still trading or had temporarily paused trading. This has been mapped against the industrial composition of employee jobs at OA, LSOA, MSOA and Local Authority level to estimate which are most exposed to labour market risks associated with the Covid-19. The industrial composition of employee jobs is based on the employee place of residence rather than where they work. The data on the industrial composition of local areas comes from the 2011 Census Industrial classification, which is publicly accessible via NOMIS. The methodology is adapted from the RSA at-risk Local Authorities publication - https://www.thersa.org/about-us/media/2020/one-in-three-jobs-in-parts-of-britain-at-risk-due-to-covid-19-local-data-reveals This approach calculates the total number of employees at risk in each local area by identifying the number of employees in each industry in that area (based on employee residence) multiplied by the estimated percentage of those that have been furloughed on the Government's Coronavirus Job Retention Scheme (CJRS). The CRJS was set up by the Government specifically to prevent growing unemployment and the National Institute for Economic and Social Research (NIESR) has described furloughed workers as technically unemployed. It therefore looks to be the best available data with which to calculate medium-term employment risk as a result of Covid-19. This is then divided by the total number of employees in each local area (by place of residence) to calculate the percentage of employees at risk of losing their jobs. Note, employees in industry sectors which were not recorded in the ONS Business Impact of Coronavirus Survey (BICS) due to inadequate sample size have not been included in the numerator or denominator for this dataset - these include Agriculture, forestry and fishing, Mining and quarrying, Electricity, gas, steam and air conditioning supply, Financial and insurance activities, Real estate activities. Public administration and defence; compulsory social security and activities of households as employers; undifferentiated goods - and services - producing activities of households for own use.
	Oxford Consultants for Social Inclusions (OCSI)/Office for National Statistics(ONS)/Census 2011 (using methodology developed by RSA)

Indicator name	Indicator details
At risk jobs (as a result of COVID-19) by location of job	Shows the proportion of jobs that are at risk following the outbreak of COVID-19 - calculated based on the latest furloughing data from the ONS and the jobs profile for each local area. The data is derived from Wave 2 of the ONS Business Impact of Coronavirus Survey (BICS) which contains data on the furloughing of workers across UK businesses between March 23 to April 5, 2020 see https://www.ons.gov.uk/generator?uri=/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/furloughingofworkersacrossukbusinesses/23march2020to5april2020/574ca854&format=csv for details. This data includes responses from businesses that were either still trading or had temporarily paused trading. This has been mapped against the industrial composition of LSOAs, MSOAs and Local Authorities to estimate which are most exposed to labour market risks associated with the Covid-19. The data on the industrial composition of local areas comes from the Business Register and Employment Survey (BRES) 2018, which is publicly accessible via NOMIS. The methodology is adapted from the RSA at-risk Local Authorities publication - https://www.thersa.org/about-us/media/2020/one-in-three-jobs-in-parts-of-britain-at-risk-due-to-covid-19-local-data-reveals
	This approach calculates the total number of jobs at risk in each local area by identifying the number of jobs in each industry in that area multiplied by the estimated percentage of those that have been furloughed on the Government's Coronavirus Job Retention Scheme (CJRS). The CRJS was set up by the Government specifically to prevent growing unemployment and the National Institute for Economic and Social Research (NIESR) has described furloughed workers as technically unemployed. It therefore looks to be the best available data with which to calculate medium-term employment risk as a result of Covid-19. This is then divided by the total number of jobs in each local area to calculate the percentage of jobs at risk. Note, jobs in industry sectors which were not recorded in the ONS Business Impact of Coronavirus Survey (BICS) due to inadequate sample size have not been included in the numerator or denominator for this dataset - these include Agriculture, forestry and fishing, Mining and quarrying, Electricity, gas, steam and air conditioning supply, Financial and insurance activities, Real estate activities. Public administration and defence; compulsory social security and activities of households as employers; undifferentiated goods - and services - producing activities of households for own use.
	Oxford Consultants for Social Inclusions (OCSI)/Office for National Statistics(ONS)/Census 2011 (using methodology developed by RSA)
Industry: Retail	Shows the proportion of people in employment aged 16-74 working in the Wholesale and retail trade; repair of motor vehicles and motor cycles industrial sector. The main industrial sector they are working in is taken from responses to the occupation questions in the 2011 Census.
	Rate calculated as = (Wholesale and retail trade; repair of motor vehicles and motor cycles (census KS605))/(All usual residents aged 16 to 74 in employment the week before the census (census KS605))*100
	Census 2011

Indicator name	Indicator details
Industry: Accommodation and food service activities	Shows the proportion of all local business units that are based in the arts, entertainment, recreation and other services industry sector. Local business units a business enterprise or part of a business enterprise (e.g. a workshop, factory, warehouse, office, mine or depot) situated in a geographically identified place (e.g. where the business is located rather than the legal head office). The count of VAT registered local business units taken from the Inter-Departmental Business Register (IDBR) and categorised by 16 broad industry groups derived from the Standard Industrial Classification (UKSIC(2003)). The IDBR, which is the comprehensive list of UK businesses that is used by government for statistical purposes is fully compliant with the European Union of Regulation on Harmonisation of Business Registers for Statistical purposes. It provides the main sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity. Rate calculated as = (VAT based local units in arts, entertainment, recreation and other services)/(All VAT based local units)*100 Census 2011
VAT based local units in arts, entertainment, recreation and other services	Shows the proportion of all local business units that are based in the arts, entertainment, recreation and other services industry sector. Local business units a business enterprise or part of a business enterprise (e.g. a workshop, factory, warehouse, office, mine or depot) situated in a geographically identified place (e.g. where the business is located rather than the legal head office). The count of VAT registered local business units taken from the Inter-Departmental Business Register (IDBR) and categorised by 16 broad industry groups derived from the Standard Industrial Classification (UKSIC(2003)). The IDBR, which is the comprehensive list of UK businesses that is used by government for statistical purposes is fully compliant with the European Union of Regulation on Harmonisation of Business Registers for Statistical purposes. It provides the main sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity. Rate calculated as = (VAT based local units in arts, entertainment, recreation and other services)/(All VAT based local units)*100 Office for National Statistics (ONS) (https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=49) 2019
VAT based local units in accommodation and food services	Shows the proportion of all local business units that are based in the accommodation and food services industry sector. Local business units a business enterprise or part of a business enterprise (e.g. a workshop, factory, warehouse, office, mine or depot) situated in a geographically identified place (e.g. where the business is located rather than the legal head office). The count of VAT registered local business units taken from the Inter-Departmental Business Register (IDBR) and categorised by 16 broad industry groups derived from the Standard Industrial Classification (UKSIC(2003)). The IDBR, which is the comprehensive list of UK businesses that is used by government for statistical purposes is fully compliant with the European Union of Regulation on Harmonisation of Business Registers for Statistical purposes. It provides the main sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity. Rate calculated as = (VAT based local units in accommodation and food services)/(All VAT based local units)*100 Office for National Statistics (ONS) (https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=49) 2019

Indicator name	Indicator details
VAT based local units in the retail industry	Shows the proportion of all local business units that are based in the retail industry sector. Local business units a business enterprise or part of a business enterprise (e.g. a workshop, factory, warehouse, office, mine or depot) situated in a geographically identified place (e.g. where the business is located rather than the legal head office). The count of VAT registered local business units taken from the Inter-Departmental Business Register (IDBR) and categorised by 16 broad industry groups derived from the Standard Industrial Classification (UKSIC(2003)). The IDBR, which is the comprehensive list of UK businesses that is used by government for statistical purposes is fully compliant with the European Union of Regulation on Harmonisation of Business Registers for Statistical purposes. It provides the main sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity. Rate calculated as = (VAT based local units in the retail industry)/(All VAT based local units)*100 Office for National Statistics (ONS) (https://www.nomisweb.co.uk/query/select/getdatasetbytheme.asp?theme=49) 2019
Food Vulnerability Index Score	Shows the food vulnerability index score, where higher is more vulnerable. Food insecurity has been identified as a massive immediate vulnerability. Studies of food insecurity in the UK (e.g. Smith et al. 2018) model this using a combination of benefits claims and household-level insecurity (e.g. living alone as an older person or person with low income, especially with dependent children). For this bespoke Food Vulnerability Index, Redcross have combined these indicators with others that are relevant to food insecurity during Covid-19. These include: Frailty, Living alone, Distance to services, Digital exclusion, Income deprivation, Income Support families, Income-based Jobseeker's Allowance families, Income-based Employment and Support Allowance families, Pension Credit (Guarantee) families, Working Tax Credit and Child Tax Credit families not already counted, Universal Credit families where no adult is in 'Working - no requirements' conditionality regime, Asylum seekers in England in receipt of subsistence support, accommodation support, or both. For more information on the Redcross COVID-19 Vulnerability Index and scores, see https://docs.google.com/document/d/1aWpzgvLKGEF5Ay_xVps17nnbT1zlEki7RGIIJXL5APo/edit#heading=h.6576u7dtopmw British Red Cross (https://www.redcross.org.uk/) 2020

Indicator name	Indicator details
Hardship fund vulnerability score	Shows the hardship fund vulnerability index score, where higher is more vulnerable. This analysis aimed to target the most economically vulnerable Local Authorities, according to eligibility criteria developed for the British Red Cross's Hardship Fund. Using the following underlying indicators: People working in arts, entertainment, recreation and other services, accommodation and food services (hospitality), retail; Adults and children in Income Support families, Adults and children in income-based Jobseeker's Allowance families, Adults and children in income-based Employment and Support Allowance families, Adults and children in Pension Credit (Guarantee) families, Adults and children in Working Tax Credit and Child Tax Credit families not already counted, Adults and children in Universal Credit families where no adult is in 'Working - no requirements' conditionality regime, Asylum seekers in England in receipt of subsistence support, accommodation support, or both, Proportion of people aged 70+, Homelessness (measured as rate of acceptances for housing assistance under the homelessness provisions of the 1996 Housing Act), People living alone (as a proxy for social isolation, in the absence of more specific isolation measures), Asylum seekers are included in the 'income deprivation' indicator, CACI Financial Vulnerability score. The bespoke measure of vulnerability was calculated using the same method as the overall Vulnerability Index, see https://docs.google.com/document/d/1aWpzgvLKGEF5Ay_ xVps17nnbT1zlEki7RGIIJXL5APo/edit#heading=h.6576u7dtopmw British Red Cross (https://www.redcross.org.uk/) 2020
Carers Allowance claimants	Shows the proportion of working age people receiving DWP benefits due to caring responsibilities. Figures are derived from 100% sample of administrative records from the Work and Pensions Longitudinal Study (WPLS), with all clients receiving more than one benefit counted only by their primary reason for interacting with the benefits system (to avoid double counting). The majority of those receiving benefits will be eligible for Income Support or Carer Allowance. Rate calculated as = (Working-age DWP benefit claimants, Carer)/(Population aged 16-64)*100 Department for Work and Pensions (DWP) (https://www_gov_uk/government/ organisations/department-for-work-pensions/about/statistics): November 2019
Provides unpaid care	Shows the proportion of people providing unpaid care. Figures are based on self reported responses to the 2011 Census. A person is a provider of unpaid care if they give any help or support to family members, friends, neighbours or others because of long-term physical or mental health or disability, or problems related to old age. The figures include all people of all ages providing unpaid care. Rate calculated as = (Provides no unpaid care (census KS301))/(All usual residents (census KS301))*100 Census 2011

Indicator name	Indicator details
Overcrowded housing	Households are classified as overcrowded if there is at least one room fewer than needed for household requirements using standard definitions. Figures are based on responses to Census questions on the number of rooms and numbers of persons in a household.
	Rate calculated as = (Occupancy rating (rooms) of -1 or less (census KS403))/ (All households (census KS403))*100
	Census 2011
Addresses with private outdoor space	Addresses with private outdoor space based on Analysis of Ordnance Survey (OS) data on access to private gardens, public parks and playing fields in Great Britain, available by country, region, Local Authority and Middle Layer Super Output Area. https:// www.ons.gov.uk/economy/environmentalaccounts/datasets/ accesstogardensandpublicgreenspaceingreatbritain
	Ordnance Survey https://www.ons.gov.uk/economy/environmentalaccounts/ datasets/accesstogardensandpublicgreenspaceingreatbritain
Households with no car	Shows the proportion of households who do not have a car or van. Figures are based on responses to the 2011 Census car ownership question which asks information on the number of cars or vans owned, or available for use, by one or more members of a household. It includes company cars and vans available for private use. The count of cars or vans in an area is based on details for private households only. Cars or vans used by residents of communal establishments are not counted.
	Rate calculated as = (No cars or vans in household (census KS404))/(All households)*100
	Census 2011
Pensioner living alone	Shows the proportion of households that are comprised of one person aged 65+ living alone. Figures are self-reported and taken from the household composition questions in the 2011 census.
	Rate calculated as = (One person household: Aged 65 and over (census KS105))/(All households (census KS105))*100
	Census 2011
Living alone (aged under 65)	Shows the proportion of households that are comprised of one person aged under 65 living alone. Figures are self-reported and taken from the household composition questions in the 2011 census.
	Rate calculated as = (One person household: Other (census KS105))/(All households (census KS105))*100
	Census 2011

Indicator name	Indicator details
No people in household have English as a main language	This indicator shows the proportion of households where no people in the household have English as a main language. This information was created from responses to the languages spoken question in the 2011 Census which aims to classify households by the combination of adults and children within a household that have English (English,) as a main language question. The question covers all people aged 16+ usually resident in the area.
	Rate calculated as = (No people in household have English as a main language (English or Welsh in Wales) (census KS206))/(All households (census KS206))*100
	Census 2011
Learning Disabilities prevalence	Shows the estimated percentage of Learning Disabilities prevalence. The estimate is calculated based on the number of people listed on GP registers in 2017/18, and the number of people recorded as having the relevant health conditions. The data from England's GP practices was published by NHS digital. Please note that these are only estimates and that they are sensitive to the accuracy of GP data reporting. For some conditions (e.g. obesity and dementia), GP-recorded prevalence is lower than the proportion of people living with the condition.
	For full notes, methodology, and limitations, please see https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area/ for more details.
	House of Commons Library (https://commonslibrary.parliament.uk/social-policy/health/diseases/constituency-data-how-healthy-is-your-area): 2017/18
Small Area Mental Health Index	Small Area Mental Health Index. The SAMHI is a composite annual measure of population mental health for each Lower Super Output Area (LSOA) in England. The SAMHI combines data on mental health from multiple sources (NHS-Mental health related hospital attendances, GP Patient Survey â€" Q34 Best describe your own health state today, Prescribing data â€" Antidepressants, QOF - depression, and DWP - Incapacity benefit and Employment support allowance for mental illness) into a single index. A higher score indicates that an area is experiencing high levels of mental health need. For more details see: https://pldr.org/dataset/2noyv/small-area-mental-health-index-samhi
	Place-Based Longitudinal Data Resource (PLDR) https://pldr.org/dataset/2noyv/small-area-mental-health-index-samhi 2017

Appendix B:
Left behind neighbourhoods

Ward Name	Local Authority
Becontree	Barking and Dagenham
Fieldway	Croydon
Breightmet	Bolton
Farnworth	Bolton
Harper Green	Bolton
Charlestown	Manchester
Harpurhey	Manchester
Miles Platting and Newton Heath	Manchester
Woodhouse Park	Manchester
Balderstone and Kirkholt	Rochdale
Smallbridge and Firgrove	Rochdale
West Heywood	Rochdale
West Middleton	Rochdale
Little Hulton	Salford
Hyde Godley	Tameside
Longdendale	Tameside
Atherton	Wigan
Leigh West	Wigan
Pemberton	Wigan
Belle Vale	Liverpool
Norris Green	Liverpool
Speke-Garston	Liverpool
Yew Tree	Liverpool
Parr	St. Helens
St Oswald	Sefton
Bidston and St James	Wirral
Rock Ferry	Wirral
Seacombe	Wirral
Dearne North	Barnsley
Dearne South	Barnsley
Monk Bretton	Barnsley

Ward Name	Local Authority
St Helens	Barnsley
Maltby	Rotherham
Valley	Rotherham
Wingfield	Rotherham
Windy Nook and Whitehills	Gateshead
Byker	Newcastle upon Tyne
Walker	Newcastle upon Tyne
Woolsington	Newcastle upon Tyne
Bede	South Tyneside
Biddick and All Saints	South Tyneside
Simonside and Rekendyke	South Tyneside
Whiteleas	South Tyneside
Castle	Sunderland
Hendon	Sunderland
Hetton	Sunderland
Redhill	Sunderland
St Anne's	Sunderland
Sandhill	Sunderland
Southwick	Sunderland
Washington North	Sunderland
Bartley Green	Birmingham
Hodge Hill	Birmingham
Kings Norton	Birmingham
Kingstanding	Birmingham
Longbridge	Birmingham
Shard End	Birmingham
Stechford and Yardley North	Birmingham
Stockland Green	Birmingham
Weoley	Birmingham
Binley and Willenhall	Coventry
Henley	Coventry
Longford	Coventry

Ward Name	Local Authority
Hateley Heath	Sandwell
Langley	Sandwell
Princes End	Sandwell
Kingshurst and Fordbridge	Solihull
Smith's Wood	Solihull
Bloxwich West	Walsall
Darlaston South	Walsall
Bilston East	Wolverhampton
East Park	Wolverhampton
Tong	Bradford
Middleton Park	Leeds
Airedale and Ferry Fryston	Wakefield
Hemsworth	Wakefield
Knottingley	Wakefield
South Elmsall and South Kirkby	Wakefield
Wakefield East	Wakefield
Eston	Redcar and Cleveland
Grangetown	Redcar and Cleveland
Kirkleatham	Redcar and Cleveland
Hardwick and Salters Lane	Stockton-on-Tees
Mandale and Victoria	Stockton-on-Tees
Norton South	Stockton-on-Tees
Roseworth	Stockton-on-Tees
Stainsby Hill	Stockton-on-Tees
Stockton Town Centre	Stockton-on-Tees
Appleton	Halton
Halton Castle	Halton
Grange	Halton
Halton Brook	Halton
Halton Lea	Halton
Hough Green	Halton
Mersey	Halton
Norton South	Halton
Bloomfield	Blackpool
Bransholme East	Kingston upon Hull, City of
Bransholme West	Kingston upon Hull, City of
Longhill	Kingston upon Hull, City of

Ward Name	Local Authority
Marfleet	Kingston upon Hull, City of
Orchard Park and Greenwood	Kingston upon Hull, City of
St Andrew's	Kingston upon Hull, City of
Southcoates East	Kingston upon Hull, City of
Southcoates West	Kingston upon Hull, City of
Bestwood	Nottingham
Clifton South	Nottingham
Boscombe West	Bournemouth
Paulsgrove	Portsmouth
Bitterne	Southampton
Moorclose	Allerdale
Moss Bay	Allerdale
Barrow Island	Barrow-in-Furness
Sandwith	Copeland
Shirebrook North West	Bolsover
Loundsley Green	Chesterfield
Rother	Chesterfield
Littlemoor	Weymouth and Portland
Sidley	Rother
Lee Chapel North	Basildon
Pitsea North West	Basildon
Pitsea South East	Basildon
Vange	Basildon
Alton Park	Tendring
Golf Green	Tendring
Harwich East	Tendring
Pier	Tendring
Rush Green	Tendring
St Marys	Tendring
St Osyth and Point Clear	Tendring
Walton	Tendring
Grange	Gosport
Bondfields	Havant
Warren Park	Havant
Town and Pier	Dover
Shepway South	Maidstone

All-Party Parliamentary Group for 'left behind' neighbourhoods

Ward Name	Local Authority
Cliftonville West	Thanet
Dane Valley	Thanet
Eastcliff	Thanet
Newington	Thanet
Northwood	Thanet
Brunshaw	Burnley
Gawthorpe	Burnley
Clover Hill	Pendle
Irwell	Rossendale
Stacksteads	Rossendale
Moorside	West Lancashire
Magdalen	Great Yarmouth
Nelson	Great Yarmouth
Yarmouth North	Great Yarmouth
Avondale Grange	Kettering
Camp Hill	Nuneaton and Bedworth
Gorse Hill	Worcester
Warndon	Worcester
Crewe St Barnabas	Cheshire East
Abbey Hulton and Townsend	Stoke-on-Trent
Bentilee and Ubberley	Stoke-on-Trent
Blurton West and Newstead	Stoke-on-Trent
Meir North	Stoke-on-Trent
Meir South	Stoke-on-Trent
Tunstall	Stoke-on-Trent
Kings Heath	Northampton
Talavera	Northampton
Newgate	Mansfield
Oak Tree	Mansfield
De Bruce	Hartlepool
Headland and Harbour	Hartlepool
Jesmond	Hartlepool
Manor House	Hartlepool
Annfield Plain	County Durham
Aycliffe West	County Durham
Blackhalls	County Durham
Coundon	County Durham
Craghead and South Moor	County Durham

Ward Name	Local Authority
Deneside	County Durham
Easington	County Durham
Ferryhill	County Durham
Horden	County Durham
Peterlee East	County Durham
Peterlee West	County Durham
Shildon and Dene Valley	County Durham
Shotton and South Hetton	County Durham
Stanley	County Durham
Trimdon and Thornley	County Durham
Woodhouse Close	County Durham
Choppington	Northumberland
College	Northumberland
Cowpen	Northumberland
Isabella	Northumberland
Kitty Brewster	Northumberland
Newbiggin Central and East	Northumberland
Clarkson	Fenland
Staithe	Fenland
Waterlees Village	Fenland
Sheerness	Swale
Sheppey East	Swale
Fenside	Boston
Gainsborough East	West Lindsey
Berwick Hills & Pallister	Middlesbrough
Brambles & Thorntree	Middlesbrough
Hemlington	Middlesbrough
North Ormesby	Middlesbrough
Park End & Beckfield	Middlesbrough
Brookside	Telford and Wrekin
Folkestone Central	Shepway
Queensway	Wellingborough
Greenhill	North West Leicestershire
Kingswood & Hazel Leys	Corby
Gamesley	High Peak
Central & New Cross	Ashfield
Adwick le Street & Carcroft	Doncaster

Ward Name	Local Authority
Balby South	Doncaster
Bentley	Doncaster
Mexborough	Doncaster
Stainforth & Barnby Dun	Doncaster
Southey	Sheffield
Hartcliffe and Withywood	Bristol, City of
Cherryfield	Knowsley
Halewood South	Knowsley
Northwood	Knowsley
Page Moss	Knowsley
Shevington	Knowsley
St Michaels	Knowsley
Stockbridge	Knowsley
Poplars and Hulme	Warrington

REPORT TO: Executive Board

DATE: 15 October 2020

REPORTING OFFICER: Strategic Director Enterprise, Community & Resources

PORTFOLIO: Economic Development

SUBJECT: DWP Kickstart Programme

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

The purpose of the report is to:
- provide information to MT/Executive Board regarding the introduction of the Government's Kickstart job creation scheme;
- Seek approval to apply to the Department for Work and Pensions (DWP) for Halton Borough Council's Employment, Learning & Skills Division to become an 'Intermediary' for the programme, thereby supporting local businesses and young people;
- Request authority to accept Kickstart funding into the Council.

2.0 RECOMMENDATION: That

1) **the report be noted;**
2) **approval is given for the ELS Division to act as a Kickstart Programme Intermediary; and**
3) **authority be delegated to the Strategic Director Enterprise, Community and Resources to enter into a contract with the Department for Work and Pensions (DWP) relating to the role of being an Intermediary.**

3.0 SUPPORTING INFORMATION

Scale of programme

3.1 The Government has recently launched its job creation scheme for young people aged 16 – 24. The new scheme, called Kickstart, aims to provide wage subsidies to employers that create new 6-month work experience placements.

3.2 If approval is agreed for the ELS Division to act as an Intermediary for the programme, the forecast number of 6-month placements estimated to be administered between November 2020 and December 2021 is 100. The programme is scheduled to end in Dec 2021, with final placements that will run for 6 months to June 2022.

3.3   Processing this number of placements would result in c. £719,367 being administered through the Division (dependent on the age of the participants), with £80,000 being retained as income to staff the delivery of the programme

Introduction to Kickstart

3.4   Launched on 2 September 2020, the Kickstart Scheme provides funding to employers to create new 6-month job placements for young people, aged 16-24, who are currently on Universal Credit and at risk of long-term unemployment.

3.5   Kickstart forms part of the wider Government Plan for Jobs, in response to the economic impact of the Covid 19 pandemic. The first placements are likely to be available from October/November 2020 and the scheme will run to December 2021. Young people will be referred to the opportunities via their Jobcentre Plus (JCP) Work Coach.

3.6   Funding will cover, for each job placement:

- 100% of the relevant National Minimum Wage for 25 hours employment a week
- the associated employer National Insurance contributions
- employer minimum automatic enrolment contributions

3.7   There will also be extra funding to support Kickstart young people in building their experience and helping them move into sustained employment after they have completed their Kickstart funded job. This is up to £1500 and could be used e.g. to fund training or provide "wrap around support" to help with pre-employment activity and interview arrangements.

3.8   Employers need to have 30 new job opportunities to be able to apply directly to DWP for funding. For those employers with less than 30 Kickstart placements, they will need to work with an "Intermediary" organisation to make an application for funding (once 30 opportunities are arrived at). The intermediary will need to act on behalf of the organisations, liaising with DWP/JCP, and processing wage payments. The Intermediary will receive £300 per Kickstart placement for administration costs.

Local approach

3.9   DWP has opened up the possibility to become Intermediaries to local and national organisations. The ELS Division and the other local authority employment and skills teams across the Liverpool City Region area, wish to become Intermediaries to support local businesses (particularly smaller businesses) in accessing the scheme, using their well-established employer networks and services to local unemployed residents.

3.10   The intention is for the Division to offer the "wraparound support" required for the young people participating in the programme. This would include e.g.

careers advice and guidance, support with CVs, application forms and interviews, help with job search, and appropriate training. As part of the offer, the employers would also be supported by the Intermediary with all relevant recruitment and on-programme processes, as well as the administration of the programme e.g. initial application, liaison with JCP, processing of wage payments, support with claim documentation and the like.

3.11 The ELS Division will also engage with HBC's Learning and Development and HR Teams to ensure that any HBC job roles that are being created during the period of the programme could benefit from the Kickstart funding, as appropriate, and would be coordinated through the Intermediary arrangement.

Becoming an Intermediary

3.12 In order to become an Intermediary, the ELS Division would need to make an online application to DWP, including details of the businesses that have signed up and the specific placements on offer (minimum of 30). The first placements are due to start October/November 2020. Approval is sought to undertake this application process at the earliest opportunity.

Resources

3.13 As an Intermediary, the ELS Division would receive £300 per placement to cover activities such as processing employer applications, liaison with DWP as the approving body, liaison with JCP to receive referrals of applicants and the processing of the wage payments to each of the successful businesses providing placements.

3.14 In order to process the wage subsidy payments, the Division would also receive all of the wages into Council finances (before being reimbursed to the employers, including NI and auto enrolment contributions), plus the additional £1500 towards set up costs per placement. In summary, each Kickstart placement will generate £1800 plus the national minimum wage amount.

3.15 It is the intention to pass on £1000 per placement to the employer, and retain £500 for the provision of the "wraparound support". The Intermediary would also receive the £300 admin fee per placement.

3.16 Approval is sought to accept these monies into Council finances.

3.17 Staffing to deliver the programme will come from within the existing ELS Division. The retained £300 per placement will fund staffing costs.

4.0 POLICY IMPLICATIONS

4.1 Employment, Learning & Skills is one of Halton Borough Council's key strategic priorities. The ELS Division ensures its activities align with key Combined Authority and national DWP/government strategies and policies.

4.2 A number of other key policies are embedded in the work of the Division including supporting people on Universal Credit to gain employment, ensuring adults achieve level two qualifications and that employability provision meets the needs of employers. The Division works closely with many employers already on similar schemes such as the Intermediate Labour Market scheme (ILMs) so acting as an Intermediary for local businesses aligns very well with existing arrangements and reputation.

5.0 FINANCIAL IMPLICATIONS

5.1 The agreement with DWP would result in wage subsidies, on costs, additional set up costs and an administration fee, for each placement that is approved, being channelled through the ELS Division.

5.2 Wages will be paid at National Minimum Wage for the age of the participant for 25 hours employment per week for 26 weeks. £800 of each payment would be retained by the Division to cover admin costs and provision of wraparound support.

5.3 The maximum amount (based on participants aged 21-24) that could be provided per placement would be £8,196.

	From DWP	Retained by HBC	Paid to employer
NMW age 21-24 p/h	£8.20		
On costs: Pension and National Insurance contributions at 20%	£1.64		
Per hour total	£9.84		
X 25 hours per week	£246		
X 26 weeks	£6396		
+ set up costs	£1500	£500	
+ admin fee	£300	£300	
Total	£8,196	£800	£7,396

5.4 The Team forecasts processing 100 placements over the period of the programme, which are likely to comprise participants from a range of ages 16-24. However, we do expect there to be a big take up from employers and a further application for additional placements may be required at a later date. An indicative table is shown here for the initial 100:

Age (NMW)	%split	Nos	From DWP	Retained by HBC	Paid to employer
16-17	20	20	£109,928.40	£16,000	£93,928.40
18-20	40	40	£281,599.20	£32,000	£249,599.20
21-24	40	40	£327,840	£32,000	£295,840
	100%	100	£719,367.60	**80,000**	£639,637.60

5.5 Based on the forecasted number of placements, the <u>maximum</u> amount that would be received from DWP, if <u>all</u> participants were aged 21-24, would be £719,367.60 (with £800 of each payment being retained (£80,000) to cover costs of staffing to deliver the programme).

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES <u>(click here for list of priorities)</u>

6.1 **Children and Young People in Halton**
The Kickstart programme would support Halton unemployed young people aged 16-18 in gaining paid employment locally.

6.2 **Employment, Learning and Skills in Halton**
The Kickstart programme aligns very well with the wide range of employment, learning and skills programmes already being delivered through the Division. The excellent existing links with local employers would place the Division in a strong position to act as an Intermediary in Halton and our reputation would ensure that those individuals placed on the programme are well prepared and supported prior to commencement.

6.3 **A Healthy Halton**
In Halton high levels of unemployment and poor skills continue to be a negative factor, which acts as a drag on the potential of the local economy. 7.4% of residents are on Universal CreditThe economic activity rate in Halton (higher than the NW and England figures). Halton has a high proportion of residents with no qualifications. 71% of residents have a Level 2 qualification compared to a UK average of 74.6%. The impact of Covid 19 and the subsequent job losses will further contribute to this negative picture.

6.4 There is clearly a need to support residents to improve their skills and support them into employment. The Kickstart programme delivered through the ELS Division will offer individualised support to local young unemployed people to help them maximise the potential of the work experience placement, and achieve transferable skills, as well as supporting them to seek a sustainable job. The overall aim will be to help reduce worklessness, poverty and deprivation in Halton's most deprived communities and wards.

6.5 **A Safer Halton**
None

6.6 **Halton's Urban Renewal**
None

7.0 RISK ANALYSIS

7.1 The scheme is based upon employers paying the National Minimum Wage. HBC however, supports the Liverpool City Region Fair Employment Charter and the payment of the Real Living Wage. The difference here is £1.10 per hour for those aged 21-24, and £2.85 per hour for those aged 18-20. The Division will work with employers to encourage adoption of the Real Living

Wage, where possible, and will encourage employers to use the additional £1000 set up costs to support the young person to reduce any barriers such as travel, work clothes, training etc.

7.2 ELS Divisional staff have contributed towards the development of a set of Good Practice measures ('What Good Looks Like' - Appendix 1) that aim to support local and national discussions on the design, commissioning and delivery of Kickstart. This work has been produced by the Labour Market, Employment and Skills Task and Finish Group, which is part of the Local Economic Recovery Working Group (ERWG). The Division will adopt, support and implement the good practice measures, and this is being supported via the Liverpool City Region Combined Authority Employment and Skills Team.

7.3 The Team already operates a wage subsidy programme, Intermediate Labour Market (ILM), and has employer processes, audit systems, and compliance measures in place. Staff are in place to operate the scheme as soon as approval is received.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The impact of Covid on job losses has been huge, and another 450,000 redundancies in the UK are forecast in the next quarter, according to recent research (*Institute of Employment Studies).* Young people are expected to be disproportionately affected due to the types of jobs and sectors they tend to work in (retail, hospitality etc.) and their general lack of experience, due to age.

8.2 The Kickstart programme targets young people aged 16-24, claiming Universal Credit, and at risk of becoming long term unemployed. Creation of these roles will go some way to supporting young people and contributing to reducing NEET figures.

8.3 The Team will use its CRM system and links with communities, as well as good working relationships with JCP colleagues, to target priority groups including BAME, care leavers, ex-offenders, people with disabilities and health conditions.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None under the meaning of the Act.

Kickstart: what good looks like
September 2020

This paper aims to support local and national discussions on the design, commissioning and delivery of Kickstart. It has been produced by the Labour Market, Employment and Skills Task and Finish Group which is part of the Local Economic Recovery Working Group (ERWG).

1. *Kickstart: what good looks like for young people…*

Need a clear post 16 local offer. Kickstart is one of several initiatives (youth offer, sector-based work academies, apprenticeships, T levels, traineeships). To mitigate risks of falling through gaps and / or duplicated offers, young people need access to a coordinated picture of what is available locally – what each initiative is, what it leads to, how it aligns with other activity (existing/new, national/local) building on councils' statutory duties and impartial, local careers advice and guidance. The Youth Hubs are a step towards achieving this. Where they are not established, JCP should co-commission its flexible support funds to replicate the intentions of the Youth Hubs.

Need choice in the Kickstart job. Ideally, they should be able to apply for the opportunity that is right for them e.g. via job matching by local intermediaries / brokerage, local jobs fairs, with careers advice to support them though their decision. If relevant jobs are not viable / available, effective local careers support is needed to help find an alternative. If DWP decides young people will be placed into jobs, a clear process is needed to make it feel like a job rather than a short-term scheme.

Outreach and engagement activities. We need to engage young people who can progress onto the programme to ensure they are aware of Kickstart and how to access it. This is important if access is via JCP and participants need to be on UC as many do not claim benefits. More flexibility on eligibility is required, including to reach 'inactive' young people and ensure 16-17 year old NEETS have an effective route in.

A quality customer journey. It should have built into it a clear route into sustainable work and training opportunities to support next steps for those on the scheme.

Wraparound support is essential. Every young person has unique circumstances so their needs will vary, but all of them need to be in a good place to give Kickstart their best shot including those most in need / furthest from the labour market. Some may have personal or financial challenges – physical or mental health issues, care leavers, caring responsibilities, low skills, loss of confidence, debt, housing unhealthy lifestyles problems etc. Wraparound support must be built into the Kickstart funding to give the best chance of sustained success. It should not be the young person's responsibility to join up the dots for support.

Understanding support needs early on. An initial assessment is needed (including to identify wider needs) for instance skills and training, pre-employment support, wraparound. From there an action plan can be developed. Local and combined authorities and their local partners know which services and support should be delivered alongside the placement.

Support before, during and after the placement. A case worker is essential to help young people stay in work by helping them make changes from benefits to wages, deal with issues at work, make changes at home so they turn up on time, help them find work once Kickstart has finished. Ongoing support which is intensified at month four (CV update sessions, interview practice and job search) is vital where the job isn't being made permanent. This role should not be underestimated if young people are to transition into more permanent jobs. This needs to be funded. In previous programmes, these functions were fulfilled by councils, that were funded to do this role.

A record of achievement and a bankable transferable skill. Every Kickstart participant should receive a standardised recognisable record of achievement, and in line with best practice from local intermediate labour market programmes, employers should ensure they come away with a bankable transferable skill (e.g. health and safety qualifications, industry safety cards IT, driving).

2. *Kickstart: what good looks like for employers …*

Need clear, concise, jargon-free, guidance. Employers' Kickstart roles and responsibilities before, during and after the placement should be clearly set out. This should cover equality and diversity expectations, pay, reward and recognition, minimum standards for what constitutes a quality job (induction, health and safety, safeguarding, line manager and peer support, minimum levels of training, good pay). There should be no grey areas.

Alignment with other programmes and incentives. This is a challenging time for all employers. Most are concerned about retaining current staffing levels, let alone recruiting. They need support to identify vacancies or opportunities and develop their capacity to support new and existing work placement programmes. Employers are asked to consider a range of Government work placement (traineeships, apprenticeships, T levels etc). These have different functions, eligibility and incentives so it may be confusing for an employer to know which to support. To navigate the system, alongside guidance, the Government should set out what each initiative is, and what the progression routes are from one to another. This should also align with upskilling programmes, particularly for digital skills.

Support must be local. SMEs make up 99 per cent of all businesses and have limited internal HR support to navigate these programmes. Many struggle with national call centres / digital only approaches with no local fall back. They need a straightforward and seamless system with a named local lead / team who can help them work through the detail, and address issues arising with wiring hidden around payment and monitoring. In the same way that in-work support is needed for young people, the employer will need similar.

The right incentives?
- There are no incentives for an employer to take on a young person with an ECHP through Supported Internship programme, or other cohorts including ESOL learners, offenders and care leavers. Could the Government work with us to explore how incentives can be enhanced?
- Some areas predict a near 70 per cent fall in 16-18 year old apprenticeship starts come September 2020. Financial incentives are higher for Kickstart than for apprenticeships. The Government should consider incentivising retention by allowing employers to get the Apprenticeship incentive if the young person transitions from Kickstart.

3. *Kickstart: what good looks like for the local economy …*

A strong local economy through local commissioning and delivery. National recovery initiatives will help stimulate the local economy, yet if not coordinated effectively, they risk creating a turbulent jobs market. We need to join up Kickstart and other schemes for individuals and local employers, which Skills Advisory Panel (or equivalent) have been set up to do. This needs strong local leadership with simple, clear, local messaging, delivered by those closest to the real, local economy. If national funding were invested and commissioned locally rather than via national contracting, we could re-build much needed capacity working with our local provider base.

Local links and social value. Through the crisis, local government has been trusted to distribute grants to local businesses, which has been vital to their survival. This has resulted in stronger connections and a real sense of the value of 'place'. These links should be used

going forward, as many businesses are keen to support the local economy. Kickstart is an opportunity to do that and local government is in a good position to start those conversations.

Employer confidence through trusted local networks. There is an abundance of local employers that DWP could tap into – through redundancy / recovery taskforces, local authority business teams, growth and skills hubs, business networks (e.g. CBI, Chambers), community and voluntary sector organisations – that would enable local partners to work with employers to create opportunities and make those opportunities available as Kickstart places in phases. Councils would provide the business wraparound support through Local Growth Hubs. Through networks and intermediaries, employers could support one another, generate confidence and expertise in employing young people (including practical support such as Job description writing, conducting an effective interview etc). Funding is needed to do this.

Local intermediaries are needed to connect local businesses, especially SMEs, to Kickstart. Their role should include: interface with JCP; warm handover for the young person between employers and JCP; practical HR support; in-work support; and linking up training providers to explore learning opportunities. Intermediaries could be councils, LEPs, Growth Hubs etc. Whoever fulfil this function, they must work through local and combined authorities.

Create in-demand jobs delivering social and economic value, and where possible deliver community benefit, add social and environmental value to recovery, and address local priorities. These could include health and care, housing, the low carbon economy, logistics, agritech, AI/Tech and digital, cultural and creative jobs. Local intelligence can spot current and pipeline opportunities (e.g. preparing for retrofitting), working with employers and providers across a functional economic area. The Government should tap into this expertise for Kickstart and further job creation programmes.

Plan for disruption. With the risk of further lockdowns and disruption hindering employer confidence, especially SMEs which make up 99 per cent of all businesses and have the least internal HR support or capacity to navigate government programmes or find out how they can take part., **local 'training agency' models** could be established / scaled up to help businesses' recruitment needs and move more young people into the workplace.

4. Kickstart: what good looks like for Government…

The Government should make clear the benefits to employers and young people of engaging on these schemes. It should not see Kickstart as a one-off initiative to engage local employers for a six-month placement. It should explain how Kickstart fits with other programmes which will in turn help local employers see how they can play a more strategic role in contributions to national and local economic recovery. The Government launched Kickstart on 2 September. It should now work with representative bodies for local and combined authorities and key partners to consider on the detail. This should include:

- timescales and funding envelope
- eligibility criteria
- referral mechanisms
- employer engagement routes
- minimum standards including provisions for training and entry/exit procedures
- roles of Jobcentre, Youth Hubs, and local and regional partners
- commissioning and delivery routes as well as oversight.

MCAs/GLA will act as a co-ordinating body in their local areas. Depending upon local circumstances, they may also offer to act as accountable bodies for local delivery. Similar co-ordinating roles can be undertaken by councils (who are already accountable bodies) and LEPs in non devolved areas, and Government should welcome proposals from such bodies.

Several local areas have told us that capacity is an issue in large rural and coastal areas, where JCP tends to be in the larger towns, so local government and sub-contractors are relied on to carry out activity. JCP should have flexibility on how it commissions and refers locally. A support funding package, mirroring Flexible Support Funding for capacity, but administered by local not national teams would be useful.

5. *A local Kickstart offer: what good looks like…*

Kickstart will work best for young people, businesses and communities if it is planned and delivered in partnership. It needs to be local to maximise links with local services that young people and businesses rely on. A dedicated team, which would require funding to full these tasks would:

Stage 1: Identify, engage and recruit
- *Young people*. Local employment and skills boards, or similar, include among others the council, JCP, schools, colleges, National Careers Service (NCS) and the voluntary sector – the very organisations that area best placed to refer young people to Kickstart.
- *Business engagement*. Local partners will tap into networks from local authority business teams and recovery taskforces to JCP, Growth Hub, LEP, CBI, Chamber and use local data to understand the jobs needed and help to generate these vacancies.
- *Local co-ordination* of support and the provision of vacancies, to ensure that there is a suitable flow to meet the expected demand from young people.

Stage 2: Assessment and support for
- Each young person is assessed including for wider needs (mental health, transport issues etc) with an action plan to support skills and training via local programmes, pre-employment support, and wraparound support, all of which is vital to sustain placements. This could be drawn from a range of local interventions funded through AEB, traineeships, ESF, NCS
- Employers will also be assessed for their support needs (HR, payroll, staff training/support, reasonable adjustments).

Stage 3: Brokerage (Placement / Support)
- Employer states in EOI how many jobs it can create and will be supported to develop an outline job description for each role.
- The young person could go to an open day to hear employers introduce their organisation / jobs, and indicate which jobs they are interested in. As above, if the Government decides young people will be placed into jobs, there must be a clear process built in which makes it feel like a job rather than a short term scheme.
- An interview process would then be managed.
- Employers sign an agreement and are paid monthly on production of payslips.

Stage 4: Support before, during and after the placement.
- Support for young person and employer including visits, particularly for SMEs
- Kickstart should be dovetailed with local support so if the young person is not offered a permanent job by the host employer, they can be moved onto alternative support. This would only be possible if there is a robust local partnership to anticipate what support offer would be needed among partners.
- Needs quality assurance, to ensure training and or/job search element.
- Progression will be either sustained employment or further learning / support
- Participants need a record of achievement, employer reference and an exit interview.
- Participant and employer should complete a satisfaction questionnaire.

Stage 5: Tracking and Evaluation
Ends.

REPORT TO:	Executive Board
DATE:	15th October 2020
REPORTING OFFICER:	Operational Director, Finance
PORTFOLIO:	Resources
SUBJECT:	Determination of Council Tax Base 2021/22
WARD(S):	Borough-wide

1.0 PURPOSE OF REPORT

1.1 The Council is required to determine annually the Council Tax Base for its area and also the Council Tax Base for each of the Parishes.

1.2 The Council is required to notify the Council Tax Base figure to the Cheshire Fire Authority, the Cheshire Police & Crime Commissioner, Liverpool City Region Combined Authority and the Environment Agency by 31st January 2021. The Council is also required to calculate and advise if requested, the Parish Councils of their relevant Council Tax Bases.

2.0 RECOMMENDED: That

(1) **Council set the 2021/22 Council Tax Base at 35,154 for the Borough, and that the Cheshire Fire Authority, the Cheshire Police & Crime Commissioner, Liverpool City Region Combined Authority and the Environment Agency be so notified; and**

(2) **Council set the Council Tax Base for each of the Parishes as follows:**

Parish	Tax Base
Hale	655
Halebank	520
Daresbury	179
Moore	323
Preston Brook	357
Sandymoor	1,316

3.0   SUPPORTING INFORMATION

3.1   The Council Tax Base is the measure used for calculating Council Tax and is used by both the billing authority (the Council) and the major precepting authorities (Cheshire Fire Authority, Cheshire Police & Crime Commissioner and Liverpool City Region Combined Authority), in the calculation of their Council Tax requirements.

3.2   The Council Tax Base figure is arrived at in accordance with a prescribed formula, and represents the estimated full year number of chargeable dwellings in the Borough, expressed in terms of the equivalent of Band 'D' dwellings.

3.3   The Council Tax Base is calculated using the number of dwellings included in the Valuation List, as provided by the Valuation Office Agency, as at 23 September 2020. Adjustments are then made to take into account the estimated number of discounts, voids, additions and demolitions during the period 24 September 2020 to 31 March 2021.

3.4   The tax base calculation has included an element for the Council Tax Reduction Scheme (the replacement for Council Tax Benefit). The estimated amount of Council Tax Support payable for 2021/22 is converted into the equivalent number of whole properties which are deducted from the total.

3.5   The tax base calculation will include an element for Care Leavers Discretionary Discount. The estimated amount of Care Leavers Discount payable for 2021/22 is converted into the equivalent number of whole properties which are deducted from the total.

3.6   The tax base calculation will include an element for Foster Carers Discretionary Discount. The estimated amount of Foster Carers Discount payable for 2021/22 is converted into the equivalent number of whole properties which are deducted from the total.

3.7   An estimated percentage collection rate is then applied to the product of the above calculation to arrive at the Council Tax Base for the year.

3.8   Taking account of all the relevant information and applying a 96.0% collection rate, the calculation for 2021/22 provides a tax base figure of **35,154** for the Borough as a whole.

3.9 Taking account of all the relevant information and applying a 96.0% collection rate, the appropriate Council Tax Base figure for each of the Parishes is as follows

Parish	Tax Base
Hale	655
Halebank	520
Daresbury	179
Moore	323
Preston Brook	357
Sandymoor	1,316

4.0 POLICY IMPLICATIONS

4.1 None.

5.0 FINANCIAL IMPLICATIONS

5.1 The Council Tax Base will enable the Council to set the level of Council Tax to be charged for 2021/22.

6.0 IMPLICATIONS FOR THE COUNCILS PRIORITIES

6.1 **Children and Young People in Halton**
None.

6.2 **Employment, Learning and Skills in Halton**
None.

6.3 **A Healthy Halton**
None.

6.4 **A Safer Halton**
None.

6.5 **Halton's Urban Renewal**
None.

7.0 RISK ANALYSIS

7.1 There would be significant loss of income to the Council if the Council Tax Base were not agreed, as it would not be possible to set the level of Council Tax to be charged for 2021/22.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None.

**9.0   LIST OF BACKGROUND PAPERS UNDER SECTION 100D
OF THE LOCAL GOVERNMENT ACT 1972**

Document	Place of Inspection	Contact Officer
Working Papers	Halton Stadium	Stephen Baker

REPORT: Executive Board

DATE: 15 October 2020

REPORTING OFFICER: Strategic Director Enterprise, Community and Resources

PORTFOLIO: Resources

SUBJECT: Additional Hackney Carriage Stands near Runcorn Station

WARDS: Borough-wide

1.   PURPOSE OF REPORT

To receive a report from the Regulatory Committee at their meeting on 2 September 2020 recommending that the Executive Board create two additional Hackney Carriage Stands near Runcorn Station as part of the Runcorn Station Quarter project.

2.   RECOMMENDED

2.1 The proposals set out in Appendix A and Appendix B of this report relating to the creation of 2 additional Hackney Carriage stands near Runcorn Station be approved subject to the Executive Board considering any representations which may be made in respect thereof

2.2 The Operational Director, Legal and Democratic Services, be authorised to fulfil all procedural requirements in accordance with Section 63 Local Government (Miscellaneous Provisions) Act 1976 and to make the taxi stands order accordingly unless there are any objections received.

2.3 In the event of objections being received the matter will be brought back to the Executive Board.

3.   SUPPORTING INFORMATION

3.1   Appendix 1 to this report shows the location of the proposed northerly stand in Shaw Street Runcorn. Appendix 2 to this report shows the proposed southerly stand in Shaw Street Runcorn.

3.2   The proposed stands will replace the current private rank at Runcorn Station. They will be public ranks and shall be open 24 hours per day.

3.2   The proposed stands are recommended by the Regulatory

Committee and have been the subject of a consultation exercise with the Taxi Consultative Group and various discussions with the Council's Highways section.

3.3   The proposed stands are required to be advertised in accordance with Section 63 Local Government (Miscellaneous Provisions) Act 1976 following the Executive Board meeting. Should representations be received following the advertisement they would have to be considered at the next available meeting of the Executive Board before the stands order is made.

4.0 Policy Implications

4.1   There are no policy implications other than noting that the proposed taxi ranks are consistent with the Councils policy regarding the development of the Runcorn Station Quarter.

5.0 Other Implications

5.1   There are no other implications arising out of this report

6.0   IMPLICATIONS FOR THE COUNCILS PRIORITIES

6.1   Children and Young People in Halton
There are no new implications arising out of this report

6.2   Employment Learning and Skills in Halton
There are no new implications arising out of this report

6.3   A Healthy Halton
There are no new implications arising out of this report

6.4   A Safer Halton
There are no new implications arising out of this report

6.5   Halton's Urban Renewal
There are no new implications arising out of this report

7.   RISK ANALYSIS

N/a

8.   EQUALITY AND DIVERSITY ISSUES

N/a

9.   LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None

APPENDIX A & B
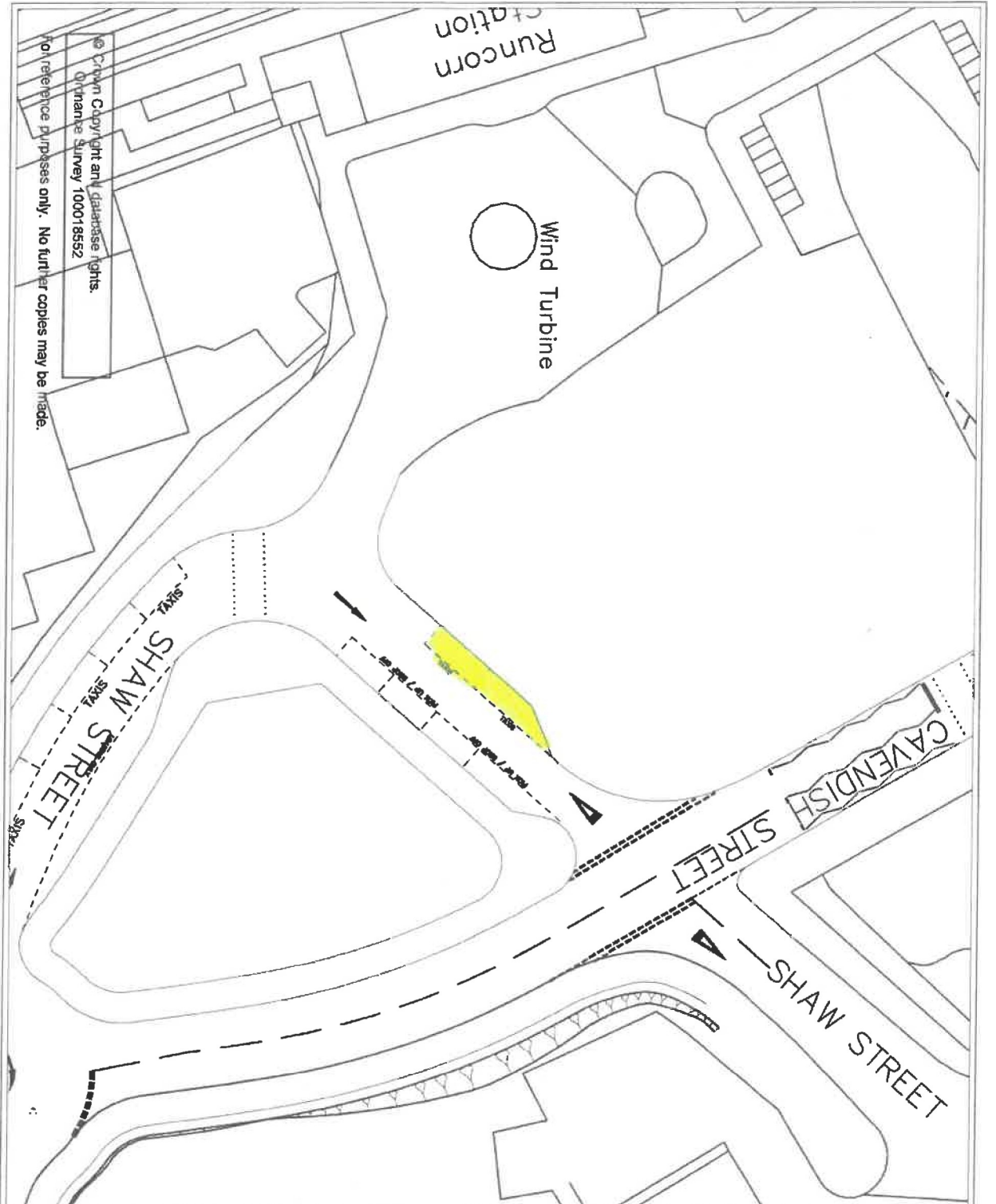
Runcorn Station

Wind Turbine

SHAW STREET

TAXIS

CAVENDISH STREET

SHAW STREET

HALTON BOROUGH COUNCIL

POLICY, PLANNING &
TRANSPORTATION DEPARTMENT

T.Gibbs BSc Dip.Surv MRTPI MRICS
Operational Director
Municipal Building, Kingsway
Widnes, WA8 7QF. Tel: 0303 333 4300

SHAW STREET
(RUNCORN STATION)

TAXI RANK

Scale: 1:500	Date: 06/2020
Drawn by: JLB	Checked by:
Plan No:	Rev:

HCS 21

Notes:
21
MAX. VEHICLES - 2
ANY TIME

Runcorn Station

Multistorey Car Park

Wind Turbine

SHAW STREET

TAXIS

TAXIS

TAXIS

Runcorn

HALTON
BOROUGH COUNCIL
POLICY, PLANNING
&
TRANSPORTATION DEPARTMENT

T.Gibbs BSc MSc Dip.Surv MRTPI MRICS
Operational Director
Municipal Building, Kingsway
Widnes, WA8 7QF. Tel: 0303 333 4300

SHAW STREET
(RUNCORN STATION
FEEDER)
TAXI RANK

Notes:		Date:	
Scale: 1-500		06/2020	
Drawn by: JLB		Checked by:	
Plan No:			Rev:

HCS 22

Notes:
22
MAX. VEHICLES - 5
ANY TIME

REVISIONS

REPORT TO:	Executive Board
DATE:	15 October 2020
REPORTING OFFICER:	Strategic Director Enterprise, Community and Resources
PORTFOLIO:	Resources
SUBJECT:	Policy changes relating to Taxi Licensing Conditions
WARDS:	Boroughwide

1. PURPOSE OF REPORT

To receive a report from the Regulatory Committee (2 September 2020) recommending that the Executive Board

(1) Adopt, as Council Policy in respect of the Councils taxi and private hire jurisdiction, the Assessment of Previous Convictions provisions in the Statutory Taxi and Private Hire Vehicle Standards (July 2020) and

(2) Revoke all existing Relevance of Convictions Policies.

2. RECOMMENDED:

2.1 The Assessment of Previous Convictions provisions in the Statutory Taxi and Private Hire Vehicle Standards (July 2020) be adopted as Council policy in respect of Taxi and Private Hire jurisdiction and

2.2 All existing Relevance of Convictions policies be revoked.

3. SUPPORTING INFORMATION

3.1 In February 2019 the Department for Transport issued a consultation draft version of a document entitled 'Taxi and Private Hire Licensing: Protecting Users'. The final version of the document was issued in July 2020 and was entitled 'Statutory Taxi & Private Hire Standards'.

3.2 The 2020 Standards have been issued under section 177 Policing and Crime Act 2017. This means that the Council is required to have regard to the document when exercising its taxi and private hire licensing functions.

3.3 Part of the document issued in July 2020 contained an Annex regarding Assessment of Previous Convictions. This document is shown as Appendix A to

this item (which was shown as Appendix 2 to the Regulatory Committee agenda dated 2 September 2020).

3.4 A draft version of the July 2020 document was issued in February 2019 and since that time the Regulatory Committee have been applying the Assessment of Previous Convictions on a case by case basis. It is now appropriate to formalise this position by creating a formal policy.

3.5 Previously the Council has used the Relevance of Convictions Policy which was set out in the Home office Circular 13 of 1992 and the Department for Transport Circular 2 of 1992. This policy has now been superseded.

3.6 The proposed new 'Assessment of Previous Convictions' appears to be clearer than the previous Relevance of Convictions Policy and places passenger safety as a priority whilst enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain or retain a licence.

4. ISSUES FOR THE COUNCIL TO DETERMINE

4.1 The Assessment of Previous Convictions document is exactly as set out as recommended by the Department for Transport. The document should be adopted as Council policy unless material considerations dictate otherwise. No such consideration have been identified.

5. POLICY IMPLICATIONS

5.1 The subject matter of this report is to adopt policy changes

6 OTHER IMPLICATIONS

6.1   There are no other implications

7 IMPLICATIONS FOR THE COUNCILS PRIORITIES

7.1 Children and Young People in Halton

N/A

7.2 Employment Learning and Skills in Halton

N/A

7.3 A healthy Halton

N/A

7.4 A Safer Halton

N/A

7.5 Halton's Urban Renewal

N/A

8   RISK ANALYSIS

N/A

9   EQUALITY AND DIVERSITY ISSUES

N/A

10.   LIST OF BACKGROUND PAPERS UNDER SECTION 100D LOCAL GOVERNMENT ACT 1972

APPENDIX A

APPENDIX 2

Annex – Assessment of Previous Convictions

Legislation specifically identifies offences involving dishonesty, indecency or violence as a concern when assessing whether an individual is 'fit and proper' to hold a taxi or private hire vehicle licence. The following recommendations to licensing authorities on previous convictions reflect this.
Authorities must consider each case on its own merits, and applicants/licensees are entitled to a fair and impartial consideration of their application. Where a period is given below, it should be taken to be a minimum in considering whether a licence should be granted or renewed in most cases. The Department's view is that this places passenger safety as the priority while enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain or retain a licence.

Crimes resulting in death

Where an applicant or licensee has been convicted of a crime which resulted in the death of another person or was intended to cause the death or serious injury of another person they will not be licensed.

Exploitation

Where an applicant or licensee has been convicted of a crime involving, related to, or has any connection with abuse, exploitation, use or treatment of another individual irrespective of whether the victim or victims were adults or children, they will not be licensed. This includes slavery, child sexual abuse, exploitation, grooming, psychological, emotional or financial abuse, but this is not an exhaustive list.

Offences involving violence against the person

Where an applicant has a conviction for an offence of violence against the person, or connected with any offence of violence, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.

Possession of a weapon

Where an applicant has a conviction for possession of a weapon or any other weapon related offence, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

Sexual offences

Where an applicant has a conviction for any offence involving or connected with illegal sexual activity, **a licence will not be granted**.
In addition to the above, the licensing authority will not grant a licence to any applicant who is currently on the Sex Offenders Register or on any barred list.

Dishonesty

Where an applicant has a conviction for any offence where dishonesty is an element of the offence, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

Drugs

Where an applicant has any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.
Where an applicant has a conviction for possession of drugs, or related to the possession of drugs, a licence will not be granted until at least five years have elapsed since the completion of any sentence imposed. In these circumstances, any applicant may also have to undergo drugs testing for a period at their own expense to demonstrate that they are not using controlled drugs.

Discrimination

Where an applicant has a conviction involving or connected with discrimination in any form, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

Motoring convictions

Hackney carriage and private hire drivers are professional drivers charged with the responsibility of carrying the public. It is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence would not prohibit the granting of a licence. However, applicants with multiple motoring convictions may indicate that an applicant does not exhibit the behaviours of a safe road user and one that is suitable to drive professionally.
Any motoring conviction while a licensed driver demonstrates that the licensee may not take their professional responsibilities seriously. However, it is accepted that offences can

be committed unintentionally, and a single occurrence of a minor traffic offence may not necessitate the revocation of a taxi or private hire vehicle driver licence providing the authority considers that the licensee remains a fit and proper person to retain a licence.

Drink driving/driving under the influence of drugs

Where an applicant has a conviction for drink driving or driving under the influence of drugs, a licence will not be granted until at least seven years have elapsed since the completion of any sentence or driving ban imposed. In the case of driving under the influence of drugs, any applicant may also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.

Using a hand-held device whilst driving

Where an applicant has a conviction for using a held-hand mobile telephone or a hand-held device whilst driving, a licence will not be granted until at least five years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.

Agenda Item 5d

REPORT TO: Executive Board

DATE: 15 October 2020

REPORTING OFFICER: Strategic Director Enterprise, Community and Resources

PORTFOLIO: Resources

SUBJECT: Policy changes relating to the Restriction on Hackney Carriage
                        Vehicle Numbers in the Borough

WARDS: Boroughwide

1. PURPOSE OF REPORT

To receive a report from the Regulatory Committee recommending that the Executive Board adopt / readopt as Council policy a limit on the number of Hackney Carriage Vehicles licensed within the Borough.

2.   RECOMMENDED:

2.1   The policy change as recommended by Regulatory Committee (Minute Number REG 13) in that the Council maintains it current policy of limiting to 267 the number of Hackney Carriage Vehicles licensed in the Borough and as detailed in the Regulatory Committee Agenda be adopted as Council Policy.

3.   SUPPORTING INFORMATION

3.1   The Regulatory Committee at its meeting held on 2 September 2020 considered the Council's policy on limiting the number of Hackney Carriage Vehicles within the Borough in the context of a re-hearing of an application which had been made by an individual to be issued with additional Hackney Carriage Vehicle licenses above the number in existing Council policy. The application was refused.

3.2   The re-hearing followed an earlier hearing at which the Regulatory Committee also refused the application. The applicant had appealed to the Crown Court against that refusal.

3.3   The Court ordered that an unmet demand survey be carried out and that the application be re-heard. The result of the survey demonstrated that the Regulatory Committee was completely correct in concluding that there was no significant unmet demand.

3.4   It is now appropriate for the Council's policy on limiting the number of Hackney Carriage Vehicles be re-considered. As a policy matter this is for the Executive Board to consider.

3.5   The unmet demand survey is attached at Appendix 1. The methodology and conclusions are clearly set out in the survey.

4.   ISSUES FOR THE COUNCIL TO DETERMINE

4.1   The issue for the Executive Board to consider is whether or not to continue with the policy of limiting the number of Hackney Carriages in the Borough as recommended by the Regulatory Committee. This would confirm the policy that the limit should be 267 vehicles. Any decision other

than that recommended by the Regulatory Committee would involve a round of extensive consultation.

5.   POLICY IMPLICATIONS

5.1   The subject matter of this report is to adopt policy changes

6   OTHER IMPLICATIONS

6.1   There are no other implications

7   IMPLICATIONS FOR THE COUNCILS PRIORITIES

    7.1   Children and Young People in Halton

       N/A

    7.2   Employment Learning and Skills in Halton

       N/A

    7.3   A healthy Halton

       N/A

    7.4   A Safer Halton

       N/A

    7.5   Halton's Urban Renewal

       N/A

8   RISK ANALYSIS

   N/A

9   EQUALITY AND DIVERSITY ISSUES

   N/A

10   LIST OF BACKGROUND PAPERS UNDER SECTION 100D LOCAL GOVERNMENT ACT 1972

   None under the meaning of the Act.

APPENDIX 1

Jacobs

Halton Hackney Unmet Demand Study

Final Report

1 | 0

14th April 2020

Halton Borough Council

Halton Hackney Unmet Demand Study

Project No:	Project Number
Document Title:	Final Report
Document No.:	1
Revision:	1
Document Status:	Final
Date:	14 April 2020
Client Name:	Halton Borough Council
Client No:	
Project Manager:	Project Manager
Author:	Liz Richardson
File Name:	

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	14.04.20	Final report	EP	LR	LR	LR

1

Contents

Appendix 1. Taxi Ranks

Appendix 2. Rank Observations

Executive Summary

This study has been conducted by Jacobs on behalf of Halton Borough Council. Halton Borough Council wishes to undertake an unmet demand study of Hackney Carriage provision in the borough. The purpose of the survey is to:

☐ determine whether or not there is a significant unmet demand for Hackney Carriage services within Halton as defined in Section 16 of the Transport Act 1985; and

☐ recommend how many additional taxis are required to eliminate any significant unmet demand.

In terms of the licensing of hackney carriages and private hire vehicles, Halton Borough Council operates a policy of limitation. The authority limits the number of hackney carriage vehicles at 267.
The 2019 study has identified that there is NO evidence of significant unmet demand for taxis in Halton. This conclusion is based on an assessment of the implications of case law that has emerged since 2000, and the results of Jacobs's analysis.

Public perception of the service was obtained through the undertaking of an online survey. Overall the public were generally satisfied with the service – key points included:

☐ 88% of respondents have used a taxi in Halton in the last 3 months;

☐ Over half (58%) of these journeys were obtained via booking over the telephone;

☐ Generally, respondents were satisfied with the promptness of their taxi arrival in Halton (77%), obtaining a taxi at a rank had the greatest level of satisfaction (95%) and by telephone was the least (69%);

☐ 56% of respondents believe there are enough taxis in Halton and 36% believe there isn't;

Our 2019 study has identified that there is NO evidence of significant demand in Halton. This conclusion covers both patent and latent/suppressed demand and is based on an assessment of the implications of case law that has emerged since 2000, and the results of our analysis.

On this basis the authority has the discretion in its taxi licensing policy and may either:

☐ Maintain its current policy of limiting to 267 hackneys ;

☐ Issue any number of additional plates as it sees fit, either in one allocation or a series of allocations; or ▪

Remove the numerical restriction on licences.

1. Introduction

This study has been conducted by Jacobs on behalf of Halton Borough Council. Halton Borough Council wishes to undertake an unmet demand study of Hackney Carriage provision in the borough. The purpose of the survey is to:

- determine whether or not there is a significant unmet demand for Hackney Carriage services within Halton as defined in Section 16 of the Transport Act 1985; and

- recommend how many additional taxis are required to eliminate any significant unmet demand.

In 2010 the Department for Transport (DfT) re issued Best Practice Guidance for Taxi and Private Hire licensing. The Guidance restates the DFT's position regarding quantity restrictions. Essentially, the DfT stated that the assessment of significant unmet demand, as set out in Section 16 of the 1985 Act, is still necessary but not sufficient in itself to justify continued entry control. The Guidance provides local authorities with assistance in local decision making when they are determining the licensing policies for their local area. Guidance is provided on a range of issues including: flexible taxi services, vehicle licensing, driver licensing and training.

An update to this Guidance was put out for consultation in early 2019. Revisions focussed on public safety and improving standards. No further update has been provided about when this guidance will be introduced.

Taxi Licensing has been subject to a number of reforms and reviews over the last few years. The Law Commission produced a report in 2014 which set out a number of recommendations on Taxi and Private Hire reform that have yet to be accepted. In its 2014 report the Law Commission concluded that the ability of local authorities to impose quantity restrictions on licensed taxis should remain, but that there should be controls on the transferability of licence plates in areas introducing new quantity restrictions. Transfers would continue to be permitted in areas where quantity restrictions were already in place.

The Equality Act 2010 provided a cross-cutting legislative framework to protect the rights of individuals and advance equality of opportunity for all; to update, simplify and strengthen the previous legislation; and to deliver a simple, modern and accessible framework of discrimination law which protects individuals from unfair treatment and promotes a fair and more equal society.

Sections 165, 166 and 167 of the Equality Act 2010 are concerned with the provision of wheelchair accessible vehicles and place obligations on drivers of registered vehicles to carry out certain duties unless granted an exemption by the licensing authority on the grounds of medical or physical condition. Section 166 allows taxi drivers to apply to their licensing authority for an exemption from Section 165 of the Equality Act 2010.

2. Background

2.1 General

This section of the report provides a general background to the taxi market in Halton and the relevant legislation governing the market.

2.2 Background

Halton Borough is situated in the North West of England and comprises the towns of Widnes and Runcorn. It has a resident population of 128, 432 (2018 mid year estimate, Office of National Statistics).

In terms of the licensing of hackney carriages and private hire vehicles, Halton Borough Council operates a policy
of limitation. The authority limits the number of hackney carriage vehicles at 267. At the Regulatory Committee, held on 28th November 2018, an application for issuing 15 additional plates was heard. The Committee were requested to consider issuing these additional licences in addition to the current numerical limit. The Committee decoded at this meeting that there was no significant demand for the services of hackney carriages that was unmet and therefore refused the applications.

Following this decision, the limitation policy was the subject of a Crown Court appeal in 2019. The Court suggested that an unmet demand survey be commissioned to 'ascertain definitively whether there is significant

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unmet demand for hackney carriages within the borough. Thereafter, if significant unmet demand is identified, to issue licences in a manner fair to all persons who would wish to be considered for such a licence'.

As of 31st March 2019, there were 267 licensed taxis operating in Halton, of which 54 (20%) were fully wheelchair accessible vehicles[1]. The private hire fleet consists of 113 vehicles, of which 19 (17%) are fully wheelchair accessible. In view of the size of this fleet relative to the taxi fleet, it is evident that taxis are the dominant force in the Halton market.

Many of the hackney carriages working in Halton are also on radio circuits and undertake contracted work on behalf of the local authority.

2.3   Provision of Taxi Stands

There are currently 20 official taxi ranks located throughout the Halton licensing area; the locations and times of operation of each of the ranks are provided in Appendix 1. In addition to these official ranks there are a number of unofficial ranks located at supermarkets across the borough.

Figure 2.1: Morrisons rank, Widnes

[1] In Halton, fully wheelchair accessible vehicles are those vehicles capable of carrying a wheelchair in a folded and stored condition with the wheelchair passenger seated in a standard seat or at the election of the wheelchair passenger capable of carrying the passenger while sitting in the wheelchair and meets the criteria required by Halton Borough Council

Figure 2.2: Albert Road rank, Widnes

2.4   Taxi Fares and Licence Premiums

Taxi fares are regulated by the Local Authority. There are three tariffs. Tariff 1 applies at all times, except where Tariff 2 and Tariff 3 apply. Tariff 2 applies for journeys longer than 6 miles and Tariff 3 applies for journeys between 11pm and 6am, all day on Bank and Public Holidays, Easter Sunday, and between midday to 11pm Christmas Eve and New Year's Eve. Tariff 3 also applies for hiring's between 11pm Christmas Eve and 6am Boxing Day as well as 11pm New Year's Eve and 6am New Year's Day.

The standard charge tariff is made up of two elements: an initial fee (or 'drop') of £2.40 for entering the vehicle, and a fixed price addition of 20p per 220yds, 165yds or 132 yds of distance, plus fixed additions for waiting time. Fixed additional charges are also in place for extra passengers, luggage, additional passengers, fouling and tolls. A standard two-mile daytime fare undertaken by one individual would therefore be £5.20. The tariffs are outlined in detail in the fare card in Figure 2.3 below.

Figure 2.3 – Farecard for Halton. The values were set August 2017

The Private Hire and Taxi Monthly magazine publish monthly league tables of the fares for 365 authorities over a two mile journey. Each journey is ranked with one being the most expensive. The January 2020 table shows Halton rated 316th in the table, indicating that Halton has lower than average fares. Table 2.1 provides a comparison of where a selection of neighbouring authorities rank in terms of fares, showing that fares in Halton are lower than most neighbouring authorities.

Table 2.1 - Comparison of neighbouring authorities in terms of fares (Source Private Hire and Taxi Monthly, January 2020)

Local Authority	Rank
Chester	49
Wirral	189
Liverpool	248
St Helens	304
Halton	**316**
Warrington	322
Knowsley	351

3. Definition, Measurement and Removal of Significant Unmet Demand

3.1 Introduction

Section 3 provides a definition of significant unmet demand derived from experience of over 100 unmet demand studies since 1987. This leads to an objective measure of significant unmet demand that allows clear conclusions regarding the presence or absence of this phenomenon to be drawn. Following this, a description is provided of the SUDSIM model which is a tool developed to determine the number of additional hackney licences required to eliminate significant unmet demand, where such unmet demand is found to exist. This method has been applied to numerous local authorities and has been tested in the courts as a way of determining if there is unmet demand for Hackney Carriages.

3.2 Overview

Significant Unmet Demand (SUD) has two components:

 patent demand – that which is directly observable; and

 "suppressed" demand – that which is released by additional supply.

Patent demand is measured using rank observation data. Suppressed (or latent) demand is assessed using data from the rank observations and public attitude interview survey. Both are brought together in a single measure of unmet demand, ISUD (Index of Significant Unmet Demand).

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3.3 Defining Significant Unmet Demand

The provision of evidence to aid licensing authorities in making decisions about hackney carriage provision requires that surveys of demand be carried out. Results based on observations of activity at hackney ranks have become the generally accepted minimum requirement.

The definition of significant unmet demand is informed by two Court of Appeal judgements:

- R v Great Yarmouth Borough Council ex p Sawyer (1987); and ▪ R v Castle Point Borough Council ex p Maud (2002).

The Sawyer case provides an indication of the way in which an Authority may interpret the findings of survey work. In the case of Sawyer v. Yarmouth City Council, 16 June 1987, Lord Justice Woolf ruled that an Authority is entitled to consider the situation from a temporal point of view as a whole. It does not have to condescend into a detailed consideration as to what may be the position in every limited area of the Authority in relation to the particular time of day. The area is required to give effect to the language used by the Section (Section 16) and can ask itself with regard to the area as a whole whether or not it is satisfied that there is no significant unmet demand.

The term "suppressed" or "latent" demand has caused some confusion over the years. It should be pointed out that following Maud v Castle Point Borough Council, heard in the Court of Appeal in October 2002, the term is now interpreted to relate purely to that demand that is measurable. Following Maud, there are two components to what Lord Justice Keene prefers to refer to as "suppressed demand":

- what can be termed inappropriately met demand. This is current observable demand that is being met by, for example, private hire cars illegally ranking up; and

- that which arises if people are forced to use some less satisfactory method of travel due to the unavailability of a hackney carriage.

If demand remained at a constant level throughout the day and week, the identification and treatment of significant unmet demand would be more straight-forward. If there were more cabs than required to meet the existing demand there would be queues of cabs on ranks throughout the day and night and passenger waiting times would be zero. Conversely, if too few cabs were available there would tend to be queues of passengers throughout the day. In such a case it would, in principle, be a simple matter to estimate the increase in supply of cabs necessary to just eliminate passenger queues.

Demand for hackney carriages varies throughout the day and on different days. The problem, introduced by variable demand, becomes clear when driver earnings are considered. If demand is much higher late at night than it is during the day, an increase in cab supply large enough to eliminate peak delays will have a disproportionate effect on the occupation rate of cabs at all other times. Earnings will fall and fares might have to be increased sharply to sustain the supply of cabs at or near its new level.

The main implication of the present discussion is that it is necessary, when considering whether significant unmet demand exists, to take account of the practicability of improving the standard of service through increasing supply.

3.4 Measuring Patent Significant Unmet Demand

Taking into account the economic, administrative and legal considerations, the identification of this important aspect of significant unmet demand should be treated as a three stage process as follows:

- identify the demand profile;

- estimate passenger and cab delays; and

- compare estimated delays to the demand profile.

The broad interpretation to be given to the results of this comparison are summarised in Table 3.1.

Table 3.1 Existence of Significant Unmet Demand (SUD) Determined by Comparing Demand and Delay Profiles

	Delays during peak only	Delays during peak and other times

Demand is:		
Highly Peaked	No SUD	Possibly a SUD
Not Highly Peaked	Possibly a SUD	Possibly a SUD

It is clear from the content of the table that the simple descriptive approach fails to provide the necessary degree of clarity to support the decision making process in cases where the unambiguous conclusion is not achievable. However, it does provide the basis of a robust assessment of the principal component of significant unmet demand. The analysis is therefore extended to provide a more formal numerical measure of significant unmet demand. This is based on the principles contained in the descriptive approach but provides greater clarity. A description follows.

The measure feeds directly off the results of observations of activity at the ranks. In particular it takes account of:
- case law that suggests an authority should take a broad view of the market;

- the effect of different levels of supply during different periods at the rank on service quality; ▪ the

    need for consistent treatment of different authorities, and the same authority over time.

The Index of Significant Unmet Demand (ISUD) was developed in the early 1990's and is based on the following formula. The SF element was introduced in 2003 and the LDF element was introduced in 2006 to reflect the increased emphasis on latent demand in DfT Guidance.

ISUD = APD x PF x GID x SSP x SF x LDF

Where:

APD = Average Passenger Delay calculated across the entire week in minutes.

PF = Peaking Factor. If passenger demand is highly peaked at night or during the day the factor takes the value of 0.5. If it is not peaked the value is 1. Following case law this provides dispensation for the effects of peaked demand on the ability of the Trade to meet that demand. To identify high peaking we are generally looking for demand at night (at weekends) to be substantially higher than demand at other times. However in some cases it maybe that demand is much higher during the day.

GID = General Incidence of Delay. This is measured as the proportion of passengers who travel in hours where the delay exceeds one minute.

SSP = Steady State Performance. The corollary of providing dispensation during the peaks in demand is that it is necessary to focus on performance during "normal" hours. This is measured by the proportion of hours during weekday daytimes when the market exhibits excess demand conditions (i.e. passenger queues form at ranks).

SF = Seasonality factor. Due to the nature of these surveys it is not possible to collect information throughout an entire year to assess the effects of seasonality. Experience has suggested that hackney demand does exhibit a degree of seasonality and this is allowed for by the inclusion of a seasonality factor. The factor is set at a level to ensure that a marginal decision either way obtained in an "untypical" month will be reversed. This factor takes a value of 1 for surveys conducted in September to November and March to June, i.e. "typical" months. It takes a value of 1.2 for surveys conducted in January and February and the longer school holidays, where low demand the absence of contract work will bias the results in favour of the hackney trade, and a value of 0.8 for surveys conducted in December during the pre Christmas rush of activity. Generally, surveys in these atypical months, and in school holidays, should be avoided.

LDF = Latent Demand Factor. This is derived from the public attitude survey results and provides a measure of the proportion of the public who have given up trying to obtain a hackney carriage at either a rank or by flagdown during the previous three months. It is measured as 1+ proportion giving up waiting. The inclusion of this factor is a tactical response to the latest DfT guidance.

The product of these six measures provides an index value. The index is exponential and values above the 80 mark have been found to indicate significant unmet demand. This benchmark was defined by applying the

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factor to the 25 or so studies that had been conducted at the point it was developed. These earlier studies had used the same principles but in a less structured manner. The highest ISUD value for a study where a conclusion of no significant unmet demand had been found was 72. The threshold was therefore set at 80. The ISUD factor has been applied to over 80 studies by Halcrow and has been adopted by others working in the field. It has proved to be a robust, intuitively appealing and reliable measure.

Suppressed/latent demand is explicitly included in the above analysis by the inclusion of the LDF factor and because any known illegal plying for hire by the private hire trade is included in the rank observation data. This covers both elements of suppressed/latent demand resulting from the Maud case referred to above and is intended to provide a 'belt and braces' approach. A consideration of latent demand is also included where there is a need to increase the number of hackney carriage licences following a finding of significant unmet demand. This is discussed in the next section.

3.5 Determining the Number of New Licences Required to Eliminate Significant Unmet Demand

To provide advice on the increase in licences required to eliminate significant unmet demand, Halcrow has developed a predictive model. SUDSIM is a product of over 20 years' experience of analysing hackney carriage demand. It is a mathematical model, which predicts the number of additional licences required to eliminate significant unmet demand as a function of key market characteristics.

SUDSIM represents a synthesis of a queue simulation work that was previously used (1989 to 2002) to predict the alleviation of significant unmet demand and the ISUD factor described above (hence the term SUDSIM). The benefit of this approach is that it provides a direct relationship between the scale of the ISUD factor and the number of new hackney licences required.

SUDSIM was developed taking the recommendations from 14 previous studies that resulted in an increase in licences, and using these data to calibrate an econometric model. The model provides a relationship between the recommended increase in licences and three key market indicators:

- the population of the licensing Authority;

- the number of hackneys already licensed by the licensing Authority; and ▪ the size of

    the SUD factor.

The main implications of the model are illustrated in Figure 3.1 below. The figure shows that the percentage increase in a hackney fleet required to eliminate significant unmet demand is positively related to the population per hackney (PPH) and the value of the ISUD factor over the expected range of these two variables.

Figure 3-1: Forecast Increase in Hackney Fleet Size as a Function of Population Per Hackney (PPH) and the ISUD Value

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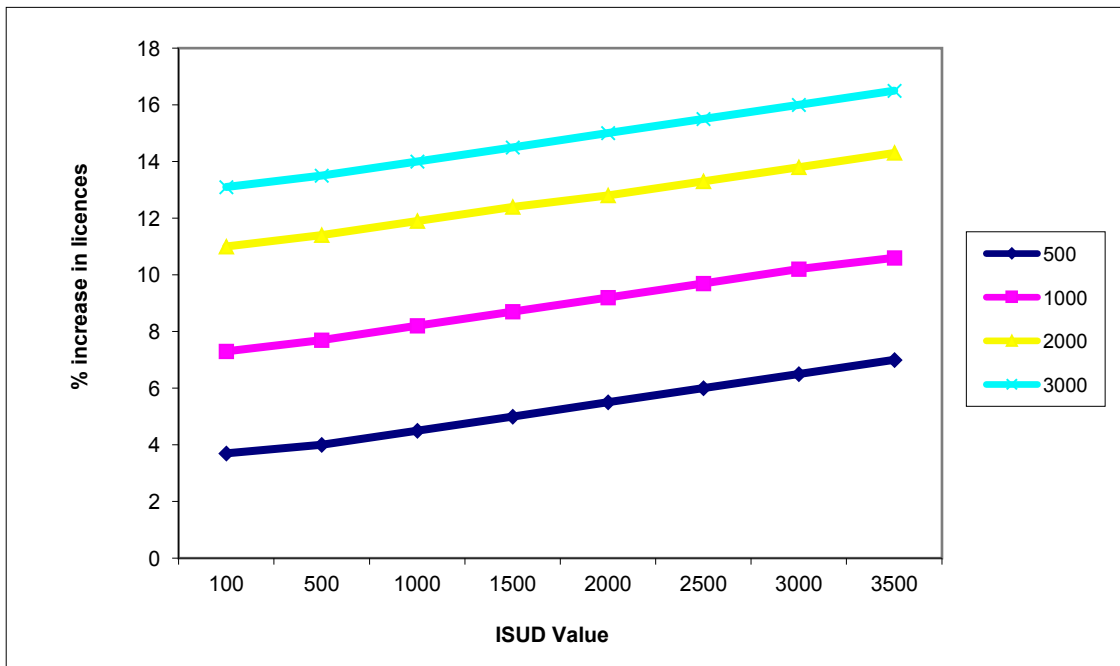
Where significant unmet demand is identified, the recommended increase in licences is therefore determined by the following formula:

New Licences = SUDSIM x Latent Demand Factor

Where:

Latent Demand Factor = (1 + proportion giving up waiting for a hackney at either a rank or via flagdown)

3.6   Note on Scope of Assessing Significant Unmet Demand

It is useful to note the extent to which a licensing authority is required to consider peripheral matters when establishing the existence or otherwise of significant unmet demand. This issue is informed by R v Brighton Borough Council, exp p Bunch 1989[2]. This case set the precedent that it is only those services that are exclusive to hackney carriages that need concern a licensing authority when considering significant unmet demand.

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[2] See Button JH 'Taxis – Licensing Law and Practice' 4th edition Tottel 2017 P379

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Telephone booked trips, trips booked in advance or indeed the provision of bus type services are not exclusive to hackney carriages and have therefore been excluded from consideration.

4. Evidence of Patent Unmet Demand – Rank Observation Results

4.1 Introduction

This section of the report highlights the results of the rank observation survey. The rank observation program covered a period of 232 hours during October 2019 and November 2019, some additional observations were undertake in January 2020. Some 7,645 passengers and 7,102 departures were recorded across twelve ranks. A summary of the rank observation programme is provided in Appendix 2.

☐ The results presented in this section summarise the information and draw out its implications. This is achieved by using five indicators:

☐ The Balance of Supply and Demand – this indicates the proportion of the time that the market exhibits excess demand, equilibrium and excess supply;

☐ Average Delays and Total Demand – this indicates the overall level of passengers and cab delays and provides estimates of total demand;

☐ The Demand/Delay Profile – this provides the key information required to determine the existence or otherwise of significant unmet demand;

☐ The Proportions of Passengers Experiencing Given Levels of Delay – this provides a guide to the generality of passenger delay.

4.2 The Balance of Supply and Demand

The results of the analysis are presented in Table 4.1 below. The predominant market state is one of equilibrium. Excess supply (queues of cabs) was experienced during 3% of the hours observed while excess demand (queues of passengers) was experienced 13% of the hours observed. Conditions are generally favourable to customers at all times of the day, with periods of excess demand occurring during the weekday and weekend daytime and on an evening at a weekend.

Table 4.1 – The balance of supply and demand in the Halton rank-based taxi market (percentage of hours observed)

Period		Excess Demand (Max Passenger Queue ≥ 3)	Equilibrium	Excess Supply (Min Cab Queue ≥ 3)
Weekday *(Monday to Friday daytime)*	Day	**13**	75	12
	Night	11	89	0

Weekend (Saturday day and Friday and Saturday night)	Day	14	84	2
	Night	19	81	0
Sunday	Day	7	93	0
Total 2019		**13**	**84**	**3**

NB – Excess Demand = Maximum passenger queue ≥3. Excess Supply = Minimum Cab Queue ≥3 – values derived over 12 time periods within an hour.

4.3   Average Delays and Total Demand

The following estimates of average delays and throughput were produced for each selected rank in Halton (Table 4.2).

The survey suggests some 7,645 passenger departures occur per week from ranks in Halton involving some 7,102 cab departures. The taxi trade is concentrated at the rank at ASDA in Widnes, accounting for 30.4% of the total passenger departures. On average cabs wait 8.51 minutes for a passenger. On average passengers wait 0.91 minutes for a cab.   At many of the ranks, hackney carriages were observed leaving without a passenger, presumably having taken a booking via a radio circuit.

Observations were also undertaken at Public Hall Street in Runcorn, and the two ranks by High Street Chambers but were removed from the analysis as neither the public or trade were using the rank as no passenger or cab departures were observed. The observations did demonstrate that private cars occasionally used it for parking.

Table 4.2 Average Delays and Total Demand (Delays in Minutes)

Rank	Passenger Departures	Cab Departures	Average Passenger Delay in Minutes	Average Cab Delay in Minutes
ASDA, Widnes	2,335	1,824	1.53	6.41
Morrisons , Widnes	1,740	1,500	0.15	10.16
Albert Road, Widnes	284	227	3.67	4.92
Victoria Square, Widnes	27	23	4.17	6.00

Rear of Iceland Supermarket, Widnes	41	92	4.44	9.51
Widnes North Station, Widnes	157	141	0.00	4.25
Runcorn Rail Station, Runcorn	741	953	0.82	11.41
Co op, Runcorn	695	789	0.67	5.33
High Street, Runcorn	725	757	0.80	6.75
Trident Retail park, Runcorn	899	797	0.13	13.33
TOTAL	**7,645**	**7,102**	**0.91**	**8.51**

4.4   The Delay/Demand Profile

Figure 4.1 provides a graphical illustration of passenger demand for the Monday to Saturday period between the hours of 10:00 and 03:00. It shows that demand peaks at 1300 and then reduces as the day progresses .

Figure 4.1 Passenger Demand by Time of Day in 2019 (Monday to Saturday)
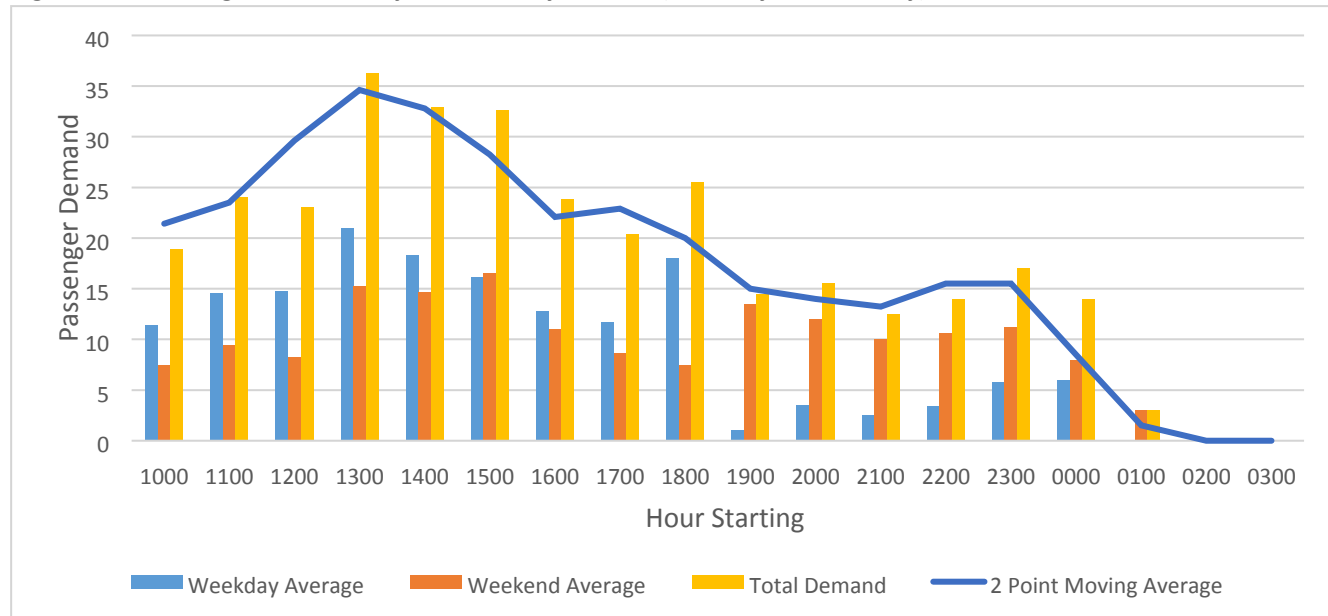
The profile of demand shows a peak at 1300 which is much greater demand that at all other times of day. This has implications for the interpretation of the results and is classed as 'highly peaked' and therefore a factor of 0.5 is assigned to this in the results.

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Figure 4.2   Passenger Delay by Time of Day in 2019 (Monday to Saturday)
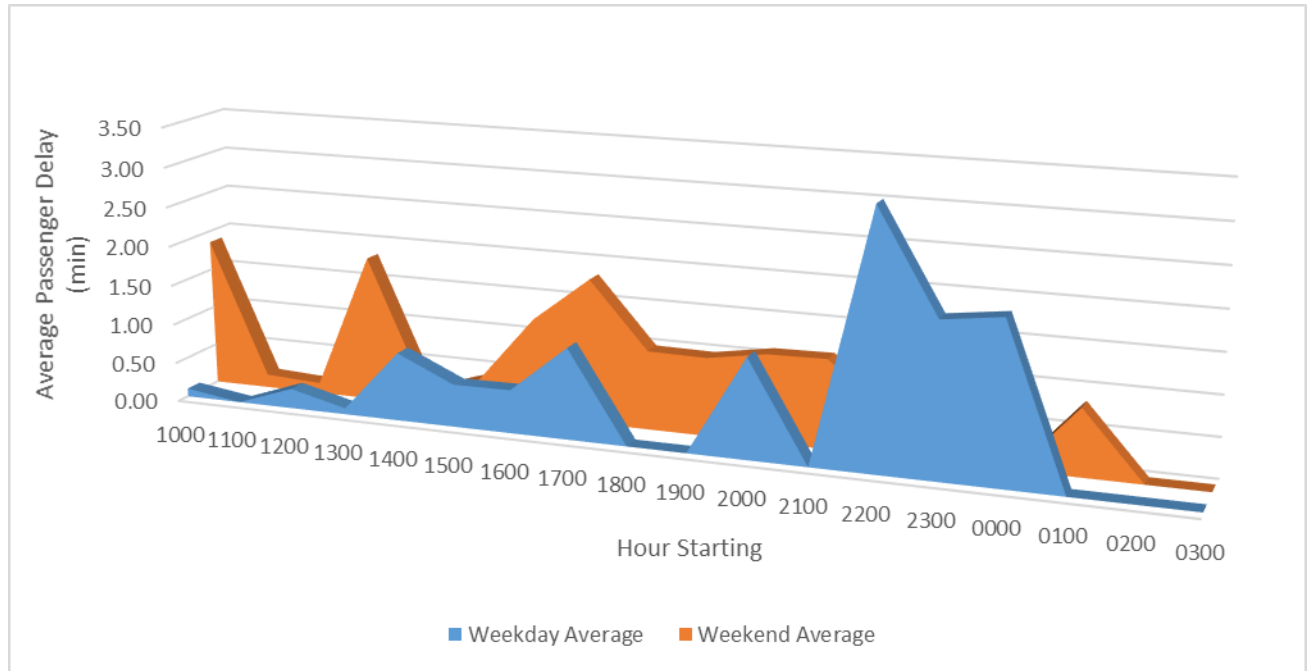
Figure 4.2 provides an illustration of passenger delay by the time of day for the weekday and weekend periods. It shows that delay peaks on weekdays between 1400 and 1700 and at 2200, and 1700 on weekends.

4.5   The General Incidence of Passenger Delay

The rank observations data can be used to provide a simple assessment of the likelihood of passengers encountering delay at ranks. The results are presented in Table 4.3 below.

Table 4.3 – General incidence of passenger delay (percentage of passengers travelling in hours where delay exceeds one minute)

Year	Delay > 0	Delay > 1 min	Delay > 5 min
2019	11.48	*7.17*	0.70

In 2019, 7.17% of passengers are likely to experience more than a minute of delay. It is this proportion (7.17%) that is used within the ISUD as the 'Generality of Passenger Delay'.

5.   Public Consultation

5.1   Introduction

A public attitude survey was designed with the aim of collecting information regarding opinions on the taxi market in Halton.

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The survey was hosted online and promoted via Halton Borough Council's website and the link was emailed to a range of stakeholders. In total, 241 people responded to the survey. Of these, 39 respondents identified themselves as being involved in the taxi trade in Halton, whether that be as a driver, owner or operator of the taxi trade or private hire car trade. This screening question was designed to remove bias, we have discarded their responses meaning that 202 responses were taken forward for analysis, portraying the views of the general public.

It should be noted that in the tables and figures that follow the totals do not always add up to the same amount which is due to one of two reasons. First, not all respondents were required to answer all questions; and second, some respondents failed to answer some questions that were asked.

5.2 General Information

Respondents were asked whether they had made a trip by taxi(hackney carriage or private hire) in the past three months. Figure 5.1 shows that 88% (176) of the survey population that had responded to the question had made a trip by taxi in the last three months and only 12% (24) had not.

Figure 5.1 – Have you made a trip by taxi in the last three months?
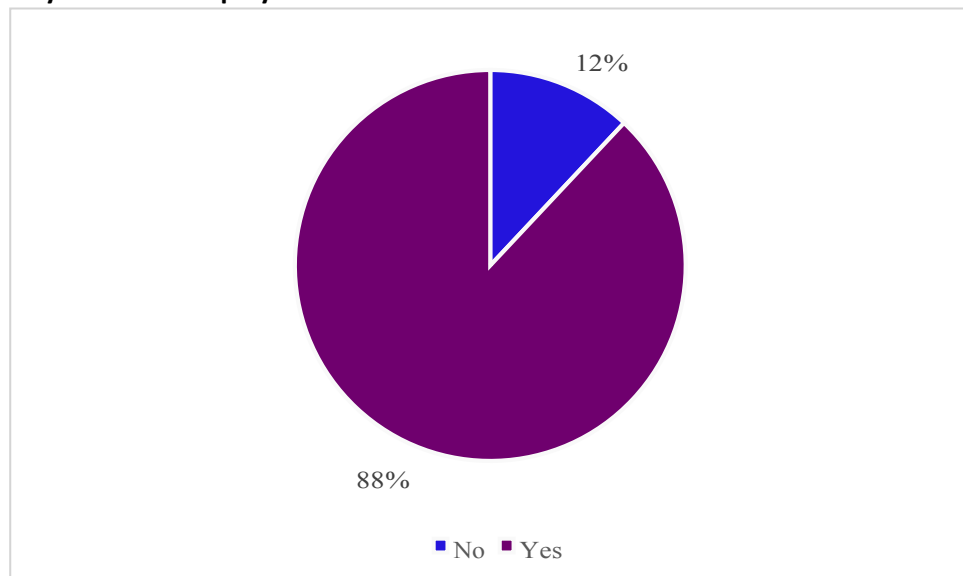
Respondents that had identified themselves as trip makers were asked how they obtained their taxi or private hire vehicle (Figure 5.2). Of the responses, the most common answer (58%) stated that they obtained their taxi by telephone. Some 24% hired their taxi at a rank whereas obtaining it via an app accounted for 16%.
Respondents who used an app (mobile, smartphone or tablet) to obtain their taxi (26 people) were asked which app they used to obtain their taxi – the only response received stated 'Britannia'.

Figure 5.2 – Method of hire for last trip
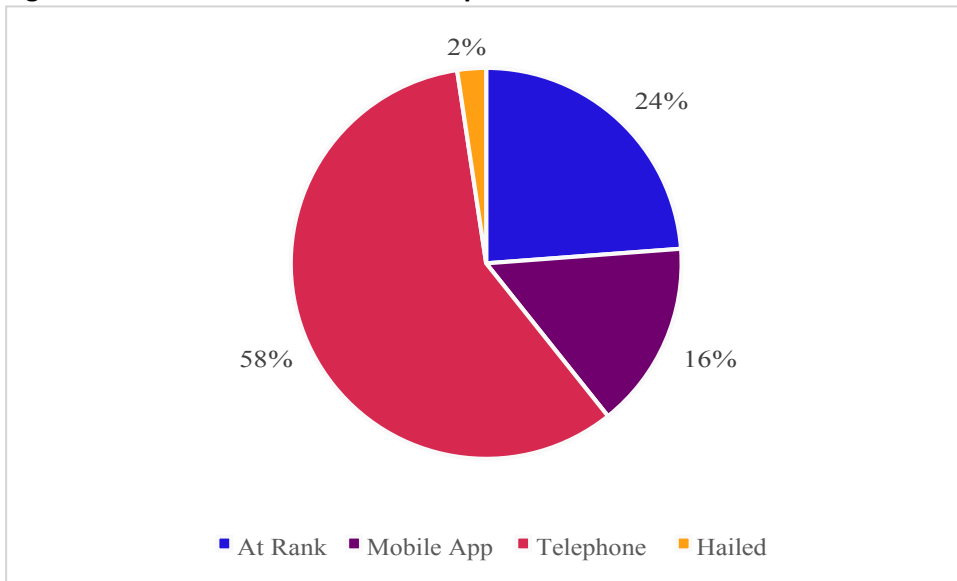
Respondents were asked what type of vehicle they had obtained on their last trip. Some 70% were saloons, and 25% were wheelchair accessible – the remaining 5% were categorised as other and varied from cars to mini busses.

Trip makers were then asked if they were satisfied with the time taken and the promptness of the vehicles arrival. When considering all hiring's, the majority of respondents (77%) were satisfied with the promptness of their last taxi journey. Figure 5.3 looks at the individual methods of hire and how that transpires to the satisfaction (presented as a percentage) with the time taken and promptness of its arrival. Obtaining your taxi at a taxi rank presented the most satisfied respondents (95%) and the least satisfied were those who ordered by telephone (69%).

Figure 5.3 – Satisfaction with the promptness of vehicle arrival, split by method of hire
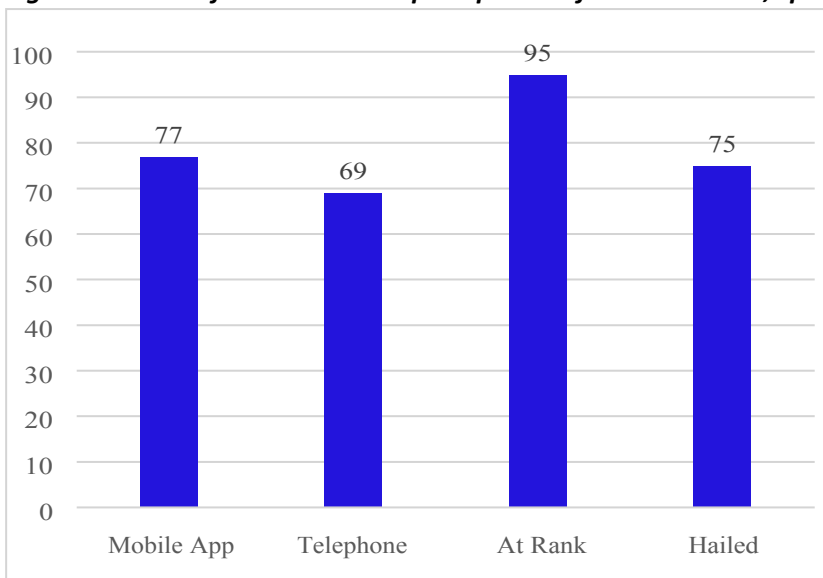
Respondents were also asked at what time of the day they obtained their taxi and on what day of the week it was. The results indicate that the majority (41%) took a taxi in the day time (before 6pm), followed by 39% in the evening (6pm-10pm) and 20% at night time (after 10pm). Figure 5.4 shows what day of the week respondents obtained a taxi (as a percentage). Saturday was the most popular, with 31% of respondents journeys occurring on this day, followed by 16% happening on a Friday. Tuesday was the least popular day, with only 9% of journeys occurring; generally, the main demand for Taxi's came between Wednesday and Saturday.

Figure 5.4 – Day of the week respondents obtained a taxi
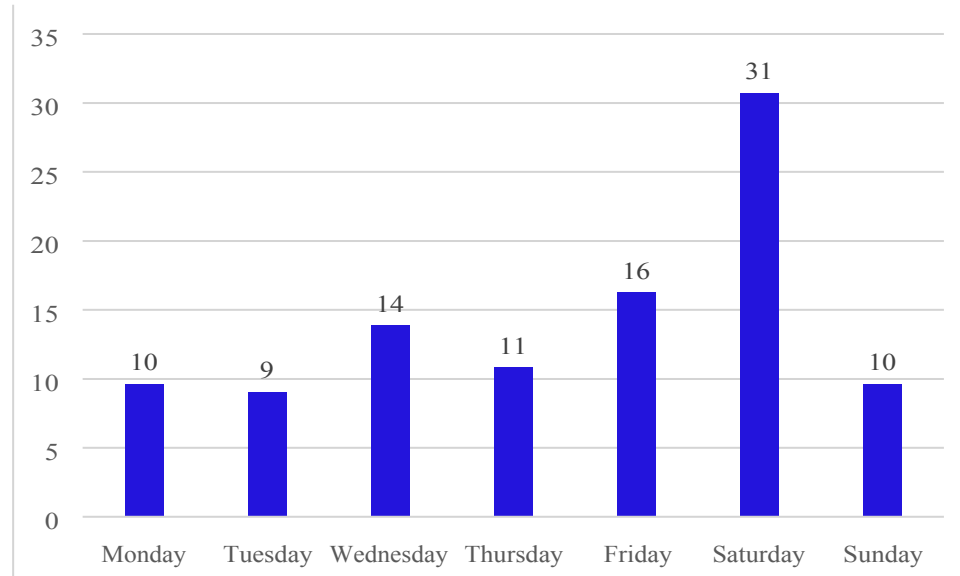
Respondents were asked to rate five elements from their last taxi journey in Halton from very poor to very good.
The results in Figure 5.5 show that most elements were generally very good, apart from price which was good. When poor ratings were given respondents were asked to provide a reason for their rating. Negative ratings included reasons such as:

 Communication issues between booking the taxi and the taxi arriving;

 Prices too high/expensive;

 Dissatisfaction with the car being travelled in; and,

 Driver incompetency regarding local road knowledge.

Figure 5.5 – Rating of last journey

In order to measure demand suppression, all respondents were asked to identify whether they had given up waiting for a taxi at a rank, on the street, by telephone or through their app in Halton in the last three months. The results are summarised in Figure 5.6, as percentages of respondents that have given up. This indicates that most people gave up waiting for a taxi after ordering it via telephone, followed by waiting for a taxi at a rank. Some 41.7% of respondents had given up trying to obtain a taxi by rank or by flag down - this has implications for the interpretation of the results (see Chapter 8 below).

Figure 5.6 – Latent demand by method of hire – Given up trying to get a taxi?
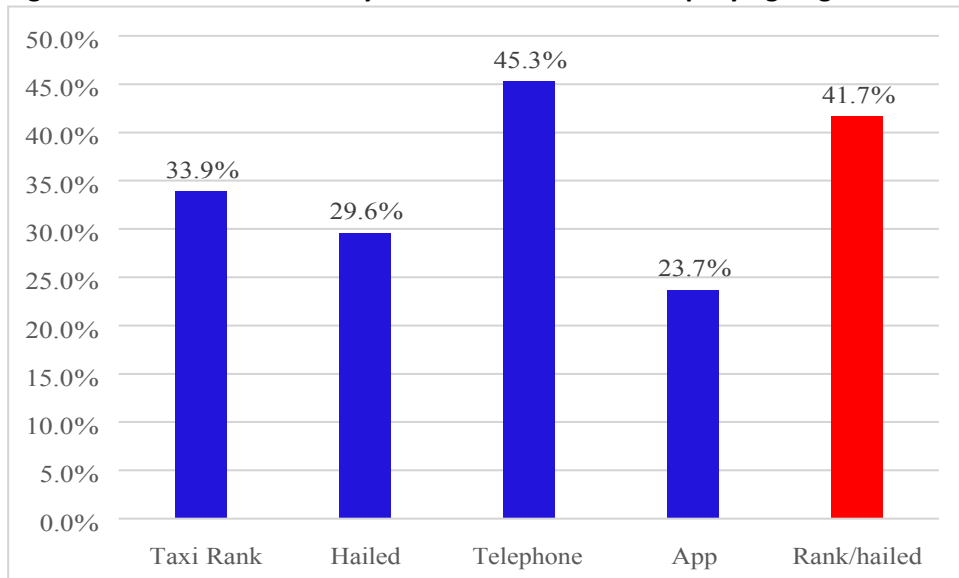
Respondents who had given up trying to obtain a taxi in the last three months were asked the location where they had given up waiting for a taxi. The most common areas respondents gave were various locations throughout Runcorn, particularly the old town centre and Widnes, again, in the town centre and Hough Green train station. In addition, most respondents had given up waiting at night (from 19:00) and into the early hours of the morning (02:00). When

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asked how long they had waited before giving up, the average time was 30 minutes and the maximum recorded time was 45 minutes.

Participants were subsequently asked whether they feel there are enough taxis in Halton at the current time for their personal needs. Some 56% commented that there are enough taxis in Halton (see Figure 5.7).

Figure 5.7 – Do you think there are enough taxis in Halton to suit your needs?
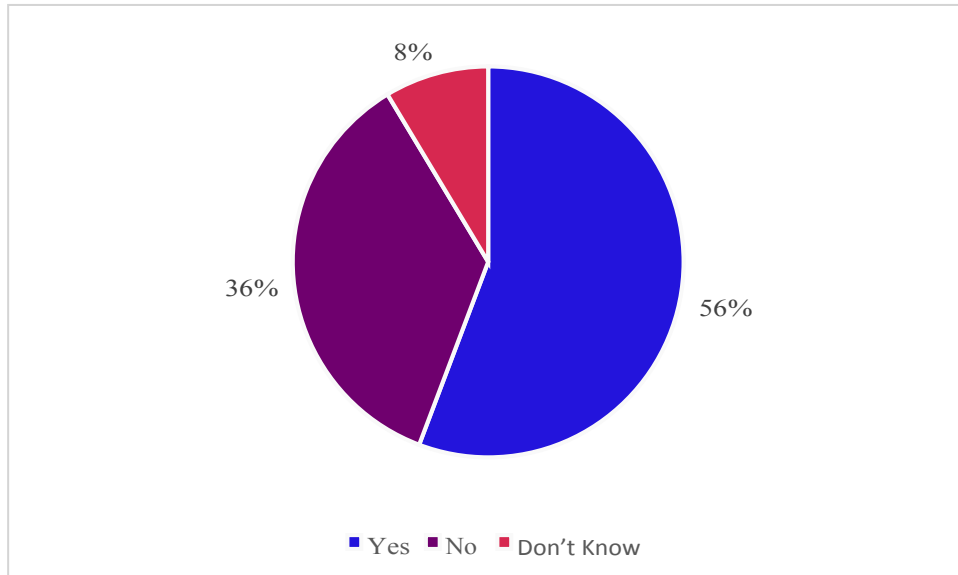
The survey then asked respondents whether taxi services in Halton could be improved. Out of the response, 53% believed that taxi services in Halton could be improved and with 25% feeling that no improvement was needed, the rest (22%) didn't know at the time. Those that believed improvements could be made were asked how they could be improved. Some common suggestions were:

- Cheaper taxis/ more competitive pricing;
- Improved standard of driving;
- More competitive companies i.e. Uber;
- Better maintained taxis;
- Competent and nicer drivers;
- More taxis and especially at night.

Respondents were asked if they felt there was enough provision of taxi ranks in Halton. 55% of respondents felt that there are currently enough ranks in Halton and a quarter of respondents (25%) believe there are not, the remaining (21%) did not know at the time. Suggested improvements from respondents who answered 'no' are listed in Table 5.1.

Table 5.1 – Suggested improvements for taxi ranks in Halton

Suggested Improvement	No. of Responses
Provide information on location of existing	21

Provide new ranks	22
Improve signage of existing ranks	30
Other	10

Some of the other suggested improvements included:
☐ Having sheltered waiting areas at ranks;

☐ Improved reliability of taxis at the ranks.

Respondents were asked if there were any locations in Halton where new ranks were needed. In total, 25% of respondents said that no new ranks were needed in Halton whilst 54% stated they did not know. The remaining 21% of respondents who stated that they would like to see new ranks were asked to provide a location. The most common locations cited included:

☐ Near retail locations (Tesco, Aldi (Green Oaks Way) and B&M);

☐ The Hive;

☐ Hough Green Road.

5.3 Summary

Key points from the public attitude survey can be summarised as:

☐ 202 legitimate responses populated the public consultation section of the Halton taxi demand study report;

☐ 88% of respondents have used a taxi in Halton in the last 3 months;

☐ Over half (58%) of these journeys were obtained via booking over the telephone;

☐ Generally, respondents were satisfied with the promptness of their taxi arrival in Halton (77%), obtaining a taxi at a rank provided the greatest level of satisfaction (95%) and a telephone was the least (69%);

☐ Saturday was the most popular day for a taxi service to be used, across the week, the most popular time and the highest demand for a taxi was in the day time (pre 6pm);

☐ The journey was rated on various factors of satisfaction and price was remarked as the least satisfying aspect of a trip, all other factors were remarked as very good;

☐ Booking a taxi via the telephone had the most latent demand;

☐ 56% of respondents believe there are enough taxis in Halton and 36% believe there isn't;

□ If improvements were to be made, the survey have revealed that the respondents desire cheaper taxis, a better standard of driving and more taxis available at night;

□ 55% of respondents believe that there are enough taxi ranks throughout Halton, however if new ranks were to be made, then retail shops, The Hive and Hough Green Road have been identified as areas that would benefit from having a rank in place.

6. Consultation

6.1   Introduction

Guidelines issues by the Department for Transport state that consultation should be undertaken with the following organisations and stakeholders:

□ All those working in the market;

□ Consumer and passenger (including disabled) groups;

□ Groups which represent those passengers with special needs;

□ The Police;

□ Local interest groups such as hospitals or visitor attractions; and

□ A wide range of transport stakeholders such as rail/bus/coach providers and transport managers.

In order to consult with relevant stakeholders across Halton, written consultation was undertaken.

6.2   Indirect (Written) Consultation

A number of stakeholders were contacted by email. This assured the DfT guidelines were fulfilled and all relevant organisations and bodies were provided with an opportunity to comment.

In accordance with advice issued by the DfT the following organisations were contacted:

□ Halton Borough Council;

□ Trade representatives;

□ User/disability groups representing those passengers with special needs;

□ Local interest groups including hospitals, visitor attractions, entertainment outlets and education establishments; and

□ Rail bus and coach operators.

A summary of the responses received are provided below.

Halton Taxis Ltd

A Director provided the following response:

- There are normally plenty of hackney vehicles available both on the ranks or by phoning a licensed Operator in the area at any time of day or night.

- Halton Council's policy on supply has always been led by demand, and this is monitored and reviewed regularly with the trade. It works well.

- All Private Hire companies in the Halton Borough operate 24/7/265. The public are well serviced.

- All taxis, private hire vehicles and Drivers licensed by Halton Council have to adhere to the criteria specified in regards to dress and age, size and condition of vehicles. The standards here are probably the highest and best monitored in the UK.

- Hackney ranks are mostly well placed and where changes to roads and infrastructure make it necessary, moved.

- The Council and Trade also have agreed part time ranks placed for specific demand at different times of day and night.

- No additional wheelchair access Hackneys are needed. They use the ranks and are available by phone from all Taxi Companies. Most are all custom built vehicles for purpose.

- By agreement, Halton's fare structure applies to all vehicles, Private Hire and Hackney. They are considered to be medium when compared nationally.

- Advertising is mainly down to the individual companies.

- As all hackneys are licensed and controlled by Halton Council. They are as safe as is possible. Any issues can be reported to the Taxi officer.

- Same applies to all locally licensed private hire drivers and vehicles. However, there is a problem with some uncontrolled vehicles and drivers from outside the borough that are not.

- Hackneys are an integral part of the local transport system.

District Taxis

District Taxis provide the following response:

"So for the record you can not get a taxi on the ranks or train stations after 3pm as when all the drivers   Have finished there school contracts they don't work . And on a weekends it's even worse . Also the problem is they have never addressed this fully wheel chair accessible H/C vehicles . People simply can not go out who have disabilities and the council is fully aware of the problem. As the ask the people who complain to ring my office which is in Cheshire West"

7. Deriving the Significant Unmet Demand Index Value

7.1 Introduction

The data provided in the previous chapters can be summarised using Jacobs ISUD factor as described in Chapter 3.

The component parts of the index, their source and their values are given below;

Average Passenger Delay (Table 4.2)	**0.91**
Peak Factor (Figure 4.2)	0.5
General Incidence of Delay (Table 4.3)	7.17
Steady State Performance (Table 4.1)	13
Seasonality Factor (Section 3)	1
Latent Demand Factor (Section 5)	1.417
ISUD (0.91*0.5*7.17*13*1*1.417)	**60**

The cut off level for a significant unmet demand is 80. It is clear that Halton is below this cut off point as the ISUD is 60 indicating that there is NO **significant unmet demand**. This conclusion covers both patent and latent/suppressed demand.

8. Summary and Conclusions

8.1 Introduction

Jacobs has conducted a study of the taxi market on behalf of Halton Borough Council. The present study has been conducted in pursuit of the following objectives. To determine;

☐ Whether or not there is a significant unmet demand for taxi services within Halton as defined in Section 16 of the Transport Act 1985; and

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- How many additional taxis are required to eliminate any significant unmet demand.

This section provides a brief description of the work undertaken and summarises the conclusions.

8.2 Significant Unmet Demand

The 2019 study has identified that there is NO evidence of significant unmet demand for taxis in Halton. This conclusion is based on an assessment of the implications of case law that has emerged since 2000, and the results of Jacobs's analysis.

8.3 Public Perception

Public perception of the service was obtained through the undertaking of an online survey. Overall the public were generally satisfied with the service – key points included:

- 88% of respondents have used a taxi in Halton in the last 3 months;

- Over half (58%) of these journeys were obtained via booking over the telephone;

- Generally, respondents were satisfied with the promptness of their taxi arrival in Halton (77%), obtaining a taxi at a rank had the greatest level of satisfaction (95%) and by telephone was the least (69%); ▪   56% of respondents believe there are enough taxis in Halton and 36% believe there isn't;

8.4 Recommendations

Our 2019 study has identified that there is NO evidence of significant demand in Halton. This conclusion covers both patent and latent/suppressed demand and is based on an assessment of the implications of case law that has emerged since 2000, and the results of our analysis.

On this basis the authority has the discretion in its taxi licensing policy and may either:

- Maintain its current policy of limiting to 267 hackneys ;

- Issue any number of additional plates as it sees fit, either in one allocation or a series of allocations; or ▪   Remove the numerical restriction on licences.

Appendix 1 Rank List

Jacobs

OFFICIAL HACKNEY CARRIAGE STANDS REGULATED BY
HALTON BOROUGH COUNCIL UNDER SECTION 63 OF
THE LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT
1976

WIDNES

Stand Number	Location	Order Plan Number	Permitted Maximum Number of Vehicles	Permitted Times of Use
1	Market Street	HCS 1	7	2100 - 0600
2	Alforde Street	HCS 2	6	2100 - 0600
3	Hale Road	HCS 3	8	Any
4	Upton Lane	HCS 4	3	Any
5	Dickson Street	HCS 5	5	Any
6	Victoria Square	HCS 6	8	2100 - 0600
7	Prescot Road	HCS 7	4	Any
8	Appleton Village	HCS 8	10	0000 - 0800 & 0930 - 1430 & 1630 - 0000
9	Cronton Lane	HCS 9	4	Any
10	Widnes Road	HCS 10	8	2300 - 0600
11	Albert Road (outside Wetherspoons)	HCS 11	3	1800 - 0600
12	Albert Road (feeder rank to Wetherspoons)	HCS 12	3	1800 - 0600
13	Albert Road (outside Imperial)	HCS 13	3	1800 - 0600

RUNCORN

Stand Number	Location	Order Plan Number	Permitted Maximum Number of Vehicles	Permitted Times of Use
14	Public Hall Street	HCS 14	8	Any
15	Shopping City (off Second Avenue)	HCS 15	3	Any
16	High Street (opposite side of road from Chambers)	HCS 16	5	2200 - 0600
17	High Street (in front of Chambers)	HCS 17	5	2200 - 0600
18	Bridge Street (in front of The Wilsons)	HCS 18	4	2200 - 0600
19	High Street (outside Bargain Booze adj Mersey Road)	HCS 19	8	2000 - 0600

20	High Street lay-by immediately east of entrance to Co-op carpark	HCS 20	6	2000 - 0600

Appendix 2 Rank Observations

Rank Observations on subsequent pages

Asda Widnes

Friday   25/10/2019   1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	23	23	0	57	0.00	12.39	0	1	0	1	0
1100-1200	29	26	0	41	0.00	7.88	0	1	0	1	0
1200-1300	34	28	12	33	1.76	5.89	6	0	1	0	0
1300-1400	56	33	3	34	0.27	5.15	2	0	0	1	0
1400-1500	47	25	33	6	3.51	1.20	8	0	1	0	0
1500-1600	48	30	22	7	2.29	1.17	5	0	1	0	0
1600-1700	23	16	15	17	3.26	5.31	5	0	1	0	0
1700-1800	35	24	6	28	0.86	5.83	5	0	1	0	0
Total	295	205	91	223	1.54	5.44			5	3	0

Thursday   24/10/2019   1800-0000

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	18	14	0	25	0.00	8.93	0	1	0	1	0
1900-2000	1	10	0	22	0.00	11.00	0	0	0	1	0
2000-2100	5	8	4	18	4.00	11.25	2	0	0	1	0
2100-2200	1	5	0	6	0.00	6.00	0	0	0	1	0
2200-2300	3	1	12	0	20.00	0.00	3	0	1	0	0
2300-0000	3	2	5	0	8.33	0.00	2	0	0	1	0
Total	31	40	21	71	3.39	8.88			1	5	0

Saturday   26/10/2020   1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	12	11	0	31	0.00	14.09	0	1	0	1	0
1100-1200	16	16	0	33	0.00	10.31	0	2	0	1	0
1200-1300	20	15	0	51	0.00	17.00	0	2	0	1	0
1300-1400	25	23	6	18	1.20	3.91	2	0	0	1	0
1400-1500	33	21	7	47	1.06	11.19	7	0	1	0	0
1500-1600	40	22	6	20	0.75	4.55	4	0	1	0	0
1600-1700	19	14	24	16	6.32	5.71	6	0	1	0	0
1700-1800	16	18	13	18	4.06	5.00	5	0	1	0	0
Total	181	140	56	234	1.55	8.36			4	4	0

Saturday   26/10/2019   1800-0100

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	11	11	1	14	0.45	6.36	1	0	0	1	0
1900-2000	11	8	3	12	1.36	7.50	3	0	1	0	0
2000-2100	4	8	0	6	0.00	3.75	0	0	0	1	0
2100-2200	6	9	0	7	0.00	3.89	0	0	0	1	0
2200-2300	0	0	0	0	0.00	0.00	0	0	0	1	0
Total	32	36	4	39	0.63	5.42			1	4	0

Sunday   27/10/2019   1400-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	12	13	0	21	0.00	8.08	0	0	0	1	0
1300-1400	26	22	4	34	0.77	7.73	4	0	1	0	0
1400-1500	19	16	0	33	0.00	10.31	0	0	0	1	0
1500-1600	19	13	8	25	2.11	9.62	5	0	1	0	0
Total	76	64	12	113	0.79	8.83			2	2	0

Morrions Widnes

Friday   18/09/2019   1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	29	25	0	103	0.00	20.60	0	5	0	0	1
1100-1200	42	31	0	82	0.00	13.23	0	5	0	0	1
1200-1300	39	35	0	4	0.00	0.57	0	4	0	0	1
1300-1400	39	36	0	59	0.00	8.19	0	1	0	1	0
1400-1500	32	28	0	68	0.00	12.14	0	2	0	1	0
1500-1600	29	29	5	46	0.86	7.93	4	0	1	0	0
1600-1700	25	24	0	58	0.00	12.08	0	1	0	1	0
1700-1800	15	12	3	27	1.00	11.25	2	0	0	1	0
Total	250	220	8	447	0.16	10.16			1	4	3

Jacobs

Final Report

Saturday 19/10/2019 1000-1600

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply
1000-1100	15	14	0	57	0.00	20.36	0	2	0	1	0
1100-1200	23	16	0	44	0.00	13.75	0	0	0	1	0
1200-1300	20	17	0	71	0.00	20.88	0	2	0	1	0
1300-1400	42	32	0	42	0.00	6.56	0	1	0	1	0
1400-1500	41	27	0	69	0.00	12.78	0	3	0	0	1
1500-1600	40	23	0	25	0.00	5.43	0	0	0	1	0
1700-1800	26	16	6	19	1.15	5.94	4	0	1	0	0
1800-1900	10	6	0	23	0.00	19.17	0	0	0	1	0
Total	**217**	**151**	**6**	**350**	**0.14**	**11.59**			**1**	**6**	**1**

Sunday 25/03/2018 1400-1800

Cab Queue

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply
1200-1300	11	11	0	11	0.00	5.00	0	0	0	1	0
1300-1400	10	9	0	14	0.00	7.78	0	0	0	1	0
1400-1500	15	12	4	5	1.33	2.08	2	0	0	1	0
1500-1600	4	9	0	32	0.00	17.78	0	1	0	1	0
Total	**40**	**41**	**4**	**62**	**0.50**	**7.56**			**0**	**4**	**0**

Albert Road

Thursday 17/10/2019 2000-0200

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply
2000-2100	3	3	0	5	0.00	8.33	0	0	0	1	0
2100-2200	2	1	0	10	0.00	50.00	0	0	0	1	0
2200-2300	1	1	0	0	0.00	0.00	0	0	0	1	0
2300-0000	10	6	10	1	5.00	0.83	3	0	1	0	0
0000-0100	9	4	18	1	10.00	1.25	5	0	1	0	0
Total	**25**	**15**	**28**	**17**	**5.60**	**5.67**			**2**	**3**	**0**

Saturday 19/10/2019 2000-0000

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply
2000-2100	9	9	2	4	1.11	2.22	2	0	0	1	0
2100-2200	2	6	0	10	0.00	8.33	0	0	0	1	0
2200-2300	2	8	0	10	0.00	6.25	0	0	0	1	0
2300-0000	16	10	0	4	0.00	2.00	0	0	0	1	0
0000-0100	0	0	0	0	0.00	0.00	0	0	0	1	0
Total	**29**	**33**	**2**	**28**	**0.34**	**4.24**			**0**	**5**	**0**

Victoria Square

Thursday 30/01/2020 2200-0200

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply
2200-2300	0	0	0	0	0.00	0.00	0	0	0	1	0
2300-0000	0	0	0	0	0.00	0.00	0	0	0	1	0
0000-0100	0	0	0	0	0.00	0.00	0	0	0	1	0
0100-0200	0	0	0	0	0.00	0.00	0	0	0	1	0
Total	**0**	**0**	**0**	**0**	**0.00**	**0.00**			**0**	**4**	**0**

Saturday 01/02/2020 2200-0200

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply
2200-2300	0	1	0	4	0.00	20.00	0	0	0	1	0
2300-0000	0	2	1	0	0.00	0.00	0	0	0	1	0
0000-0100	0	0	0	0	0.00	0.00	0	0	0	1	0
0100-0200	6	2	4	2	3.33	5.00	3	0	1	0	0
Total	**6**	**5**	**5**	**6**	**4.17**	**6.00**			**1**	**3**	**0**

Rear of Iceland

Friday 18/10/2019 1000-1800

Hour	Rank Throughput Passengers	Cabs	Queue 'Snap-Shot' Totals Passenger Queue	Cab Queue	Service Quality Average Passenger Delay	Average Cab Delay	Queue Extremes Maximum Passenger Queue	Minimum Cab Queue	Market Conditions Excess Demand	Equilibrium	Excess Supply

Jacobs

Hour	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	2	2	0	4	0.00	10.00	0	0	0	1	0
1100-1200	0	2	0	1	0.00	2.50	0	0	0	1	0
1200-1300	0	2	0	10	0.00	25.00	0	0	0	1	0
1300-1400	1	4	0	7	0.00	8.75	0	0	0	1	0
1400-1500	1	3	0	4	0.00	6.67	0	0	0	1	0
1500-1600	0	1	0	2	0.00	10.00	0	0	0	1	0
1600-1700	0	0	3	0	0.00	0.00	1	0	0	1	0
1700-1800	1	0	1	0	5.00	0.00	0	0	0	1	0
Total	**5**	**14**	**4**	**28**	**4.00**	**10.00**			**0**	**8**	**0**

Saturday   19/10/2019   1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	1	4	2	5	10.00	6.25	0	0	0	1	0
1100-1200	1	1	0	0	0.00	0.00	0	0	0	1	0
1200-1300	0	1	0	4	0.00	20.00	0	0	0	1	0
1300-1400	3	2	6	0	10.00	0.00	3	0	1	0	0
1400-1500	0	0	0	4	0.00	0.00	0	0	0	1	0
1500-1600	3	2	1	2	1.67	5.00	1	0	0	1	0
1600-1700	0	0	0	0	0.00	0.00	0	0	0	1	0
1700-1800	3	2	3	1	5.00	2.50	3	0	1	0	0
Total	**11**	**12**	**12**	**16**	**5.45**	**6.67**			**2**	**6**	**0**

Rear of Iceland   Sunday   20/10/2019   1200-1600

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	0	0	0	0	0.00	0.00	0	0	0	1	0
1300-1400	0	0	0	0	0.00	0.00	0	0	0	1	0
1400-1500	0	0	0	0	0.00	0.00	0	0	0	1	0
1500-1600	0	0	0	0	0.00	0.00	0	0	0	1	0
Total	**0**	**0**	**0**	**0**	**0.00**	**0.00**			**0**	**4**	**0**

Widnes Rail Station

Friday   18/10/2019   1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	2	3	0	11	0.00	18.33	0	0	0	1	0
1300-1400	1	1	0	2	0.00	10.00	0	0	0	1	0
1400-1500	0	2	0	2	0.00	5.00	0	0	0	1	0
1500-1600	0	1	0	0	0.00	0.00	0	0	0	1	0
1600-1700	2	1	0	0	0.00	0.00	0	0	0	1	0
1700-1800	2	1	0	0	0.00	0.00	0	0	0	1	0
Total	**7**	**9**	**0**	**15**	**0.00**	**8.33**			**0**	**6**	**0**

Thursday   17/10/2019   1800-2200

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	0	0	0	0	0.00	0.00	0	0	0	1	0
1900-2000	4	2	0	0	0.00	0.00	0	0	0	1	0
2000-2100	0	0	0	0	0.00	0.00	0	0	0	1	0
2100-2200	0	0	0	0	0.00	0.00	0	0	0	1	0
	4	**2**	**0**	**0**	**0.00**	**0.00**			**0**	**4**	**0**

Saturday   19/10/2019   1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	0	1	0	0	0.00	0.00	0	2	0	1	0
1300-1400	1	1	0	0	0.00	0.00	0	0	0	1	0
1400-1500	1	1	0	0	0.00	0.00	0	0	0	1	0
1500-1600	0	1	0	1	0.00	5.00	0	0	0	1	0
1600-1700	0	1	0	1	0.00	5.00	0	0	0	1	0
Total	**2**	**5**	**0**	**2**	**0.00**	**2.00**			**0**	**5**	**0**

Friday   18/10/2019   1800-0000

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	5	2	0	0	0.00	0.00	0	0	0	1	0
1900-2000	6	5	0	1	0.00	1.00	0	0	0	1	0
2000-2100	0	0	0	0	0.00	0.00	0	0	0	1	0
2100-2200	2	2	0	0	0.00	0.00	0	0	0	1	0
2200-2300	2	2	0	0	0.00	0.45	0	0	0	1	0

Final Report

Total	15	11	0	1	0.00	0.45			0	5	0

Sunday 16/06/2019 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	0	0	0	0	0.00	0.00	0	0	0	1	0
1300-1400	0	0	0	0	0.00	0.00	0	0	0	1	0
1400-1500	2	1	6	0	15.00	0.00	2	0	0	1	0
1500-1600	3	2	0	0	0.00	0.00	0	0	0	1	0
Total	5	3	6	0	6.00	0.00			0	4	0

Runcorn Rail Station

Friday 18/10/2019 1200-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	4	11	0	73	0.00	33.18	0	2	0	1	0
1100-1200	4	11	0	30	0.00	13.64	0	0	0	1	0
1200-1300	10	11	0	7	0.00	3.18	0	0	0	1	0
1300-1400	6	9	0	20	0.00	11.11	0	0	0	1	0
1400-1500	11	13	0	32	0.00	12.31	0	0	0	1	0
1500-1600	4	13	0	35	0.00	13.46	0	2	0	1	0
1600-1700	9	11	0	9	0.00	4.09	0	0	0	1	0
1700-1800	9	11	0	20	0.00	9.09	0	0	0	1	0
Total	57	90	0	226	0.00	12.56			0	8	0

Thursday 17/10/2019 2000-0000

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	5	10	1	16	1.00	8.00	1	0	0	1	0
2100-2200	4	7	0	17	0.00	12.14	0	0	0	1	0
2200-2300	6	8	0	12	0.00	7.50	0	0	0	1	0
2300-0000	6	0	0	8	0.00	0.00	0	0	0	1	0
Total	21	25	1	53	0.24	10.60			0	4	0

Saturday 19/10/2019 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	0	4	0	28	0.00	35.00	0	1	0	1	0
1100-1200	1	7	0	29	0.00	20.71	0	1	0	1	0
1200-1300	3	8	0	17	0.00	10.63	0	0	0	1	0
1300-1400	5	7	0	29	0.00	20.71	0	1	0	1	0
1400-1500	6	9	0	26	0.00	14.44	0	0	0	1	0
1500-1600	1	6	0	27	0.00	22.50	0	1	0	1	0
1600-1700	5	6	0	24	0.00	20.00	0	1	0	1	0
1700-1800	9	8	0	9	0.00	5.63	0	0	0	1	0
Total	30	55	0	189	0.00	17.18			0	8	0

Saturday 19/10/2019 1800-0200

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1800-1900	4	7	2	23	2.50	16.43	0	0	0	1	0
1900-2000	16	13	5	9	1.56	3.46	3	0	1	0	0
2000-2100	18	13	3	6	0.83	2.31	0	0	0	1	0
2100-2200	13	16	11	19	4.23	5.94	5	0	1	0	0
2200-2300	35	20	29	28	4.14	7.00	10	0	1	0	0
2300-0000	0	1	0	1	0.00	5.00	0	0	0	1	0
0000-0100	0	0	0	0	0.00	0.00	0	0	0	1	0
0100-0200	0	0	0	0	0.00	0.00	0	0	0	1	0
	86	70	50	86	2.91	6.14			3	5	0

Sunday 20/10/2019 1200-1600

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	0	0	0	0	0.00	0.00	0	0	0	1	0
1300-1400	2	1	0	8	0.00	40.00	0	0	0	1	0
1400-1500	0	0	0	0	0.00	0.00	0	0	0	1	0
1500-1600	0	0	0	1	0.00	0.00	0	0	0	1	0
Total	2	1	0	9	0.00	45.00			0	4	0

Co op Runcorn

Thursday 18/10/2019 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	7	11	1	22	0.71	10.00	1	0	0	1	0
1100-1200	16	15	0	16	0.00	5.33	0	0	0	1	0
1200-1300	6	9	0	10	0.00	5.56	0	0	0	1	0
1300-1400	18	18	1	16	0.28	4.44	1	0	0	1	0
1400-1500	14	13	7	5	2.50	1.92	3	0	1	0	0
1500-1600	17	17	2	15	0.59	4.41	1	0	0	1	0
Total	78	83	11	84	0.71	5.06			1	5	0

Saturday 19/10/2019 1200-1600

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	13	16	3	14	1.15	4.38	1	0	0	1	0
1100-1200	14	16	0	13	0.00	4.06	0	0	0	1	0
1200-1300	4	8	0	27	0.00	16.88	0	1	0	1	0
1300-1400	8	14	1	12	0.63	4.29	1	0	0	1	0
Total	39	54	4	66	0.51	6.11			0	4	0

Sunday 20/09/2019 1200-1600

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	3	3	0	3	0.00	5.00	0	0	0	1	0
1300-1400	3	5	1	5	1.67	5.00	1	0	0	1	0
1400-1500	3	6	0	9	0.00	7.50	0	0	0	1	0
1500-1600	1	6	0	11	0.00	9.17	0	0	0	1	0
Total	10	20	1	28	0.50	7.00			0	4	0

High Sreet, Runcorn

Thursday 17/10/2019 2000 - 0100

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	1	3	0	1	0.00	1.67	0	0	0	1	0
2100 -2200	3	4	0	17	0.00	21.25	0	0	0	1	0
2200-2300	7	8	3	7	2.14	4.38	2	0	0	1	0
2300-0000	10	14	0	24	0.00	8.57	0	0	0	1	0
0000-0100	9	13	0	16	0.00	6.15	0	0	0	1	0
	30	42	3	65	0.50	7.74			0	5	0

Saturday 19/10/2019 2000-0100

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
2000-2100	17	15	12	13	3.53	4.33	5	0	1	0	0
2100-2200	19	15	5	18	1.32	6.00	3	0	1	0	0
2200-2300	16	16	0	28	0.00	8.75	0	0	0	1	0
2300-0000	29	27	4	34	0.69	6.30	0	1	0	1	0
0000-0100	32	28	0	30	0.00	5.36	0	0	0	1	0
	113	101	21	123	0.93	6.09			1	3	0

Trident Retail Park

Friday 18/10/2019 1000-1800

Hour	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	13	12	0	46	0.00	19.17	0	3	0	0	1
1100-1200	11	12	0	35	0.00	14.58	0	1	0	1	0
1200-1300	14	14	0	64	0.00	22.86	0	3	0	0	1
1300-1400	26	21	0	50	0.00	11.90	0	2	0	1	0
1400-1500	22	16	0	47	0.00	14.69	0	3	0	0	1
1500-1600	15	13	0	19	0.00	7.31	0	1	0	1	0
1600-1700	20	14	0	29	0.00	10.36	0	0	0	1	0
1700-1800	9	13	0	28	0.00	10.77	0	0	0	1	0
Total	130	115	0	318	0.00	13.83			0	5	3

Saturday 19/10/2019 1000-1800

	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		

Jacobs

Final Report

Hour	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1000-1100	10	7	0	23	0.00	16.43	0	1	0	1	0
1100-1200	10	8	2	28	1.00	17.50	2	0	0	1	0
1200-1300	11	14	2	27	0.91	9.64	1	0	0	1	0
1300-1400	21	12	4	22	0.95	9.17	2	0	0	1	0
1400-1500	8	7	0	20	0.00	14.29	0	0	0	1	0
1500-1600	12	10	0	23	0.00	11.50	0	0	0	1	0
1600-1700	16	14	0	24	0.00	8.57	0	0	0	1	0
1700-1800	11	7	0	0	0.00	0.00	0	0	0	1	0
Total	**99**	**79**	**8**	**167**	**0.40**	**10.57**			**0**	**8**	**0**

Sunday   20/09/2019   1200-1600

	Rank Throughput		Queue 'Snap-Shot' Totals		Service Quality		Queue Extremes		Market Conditions		
Hour	Passengers	Cabs	Passenger Queue	Cab Queue	Average Passenger Delay	Average Cab Delay	Maximum Passenger Queue	Minimum Cab Queue	Excess Demand	Equilibrium	Excess Supply
1200-1300	5	7	0	20	0.00	14.29	0	0	0	1	0
1300-1400	7	7	5	1	3.57	0.71	1	0	0	1	0
1400-1500	6	5	1	12	0.83	12.00	1	0	0	1	0
1500-1600	7	8	0	32	0.00	20.00	0	1	0	1	0
Total	**25**	**27**	**6**	**65**	**1.20**	**12.04**			**0**	**4**	**0**

REPORT TO:	Executive Board
DATE:	15 October 2020
REPORTING OFFICER:	Strategic Director – Enterprise, Community and Resources
PORTFOLIO:	Resources
SUBJECT:	Policy For Managing Rental Arrears for Council Owned Property
WARD(S)	Borough-wide

1.0 PURPOSE OF THE REPORT

1.1   The purpose of this report is to set out a policy and some options for how the Council manages rent arrears on its property (land and buildings).

2.0 RECOMMENDATION: That the Board approves option 5 outlined in section 3.7 of the report.

3.0 SUPPORTING INFORMATION

3.1   COVID-19 has presented significant challenges for the Council as a Landlord, but the Council also acknowledges the impact that the pandemic has had on its tenants. As soon as the 'lockdown' was announced, the Council adopted a pragmatic approach to the management of rents and immediately introduced a three-month rental holiday for the vast majority of its tenants. This included market traders.

3.2   However, for the vast majority of its tenants, the rent holiday that the Council provided, ended in June 2020 and the Council continues to face challenges in respect of the payment of rents. It is estimated that 73% of our tenants are paying in full, 27% of tenants are in arrears.

3.3   The Council is also mindful of the fact that some of our tenants provide a wider community service to the residents of the borough. At the same time, the Council wishes to maintain an open and honest dialogue with its tenants, and where possible it has signposted them to funding packages provided by government, or has sought to be flexible in working with tenants to manage arrears. Unfortunately, despite the Council's best efforts, some of our tenants have gone out of business.

3.4   The effects of COVID-19 will have a long-lasting negative effect on the borough's economy; this will have a bearing on the income of most of our tenants, and in turn, the income of the Council.

3.5   As a result, MT/Executive Board is now asked to consider a number of options that are aimed at enabling the Council to formulate a longer-term policy on how it manages its (income generating) property portfolio.

3.6   The potential options are as follows:

3.7   1. The Council adopts a purely commercial approach when engaging with its tenants; it seeks to charge full rent, and vigorously pursues any arrears on payments, potentially resulting in legal action for those tenants that do not keep up with payments.

                The advantage of adopting this approach would be that the Council's strategy is clear and, therefore, both tenant and property owner will understand each other's respective roles and responsibilities. This could lead to potentially less officer time being required to renegotiate rents and lease/licence arrangements.

                There would be the advantage to the tenant in that it would remove any uncertainty regarding how the Council would pursue rent arrears. This could help the organisation or the business to reach a quicker decision on its future operations.

                However, a 'one model fits all' approach does not take into account that the individual circumstances of tenants may be different, and, similarly, for the reasons outlined above, the relationship between the Council and the organisation may be more complex than that of a landlord/tenant.

            2. Do Nothing - the Council adopts a 'laissez-faire' approach and does not seek to manage any potential arrears allowing 'the market to prevail'. The Council would repossess a property at the point an organisation would cease operating. The advantage of this approach is that the Council offers the maximum flexibility to its tenants. On the other hand, this would make it difficult to forecast with any certainty, projected income levels. A concern for the Council would be that tenants may feel less inclined to pay rents, if they do not anticipate that the Council would pursue their arrears

            3. The Council introduces incentives such as a temporary, or even a permanent reduced rents policy. One advantage of this option sees the Council taking a proactive approach to supporting its tenants. A major disadvantage of this approach

is that there would be significant costs to the Council. For example, the three-month rental holiday that the Council agreed resulted in the loss of income estimated to be £220,000. A 10% reduction on all rents would cost the Council £88,000 per year. However, it could be the lifeline that some tenants need and in the longer-term keeping an organisation or business operating could safeguard a future revenue stream. It could also reduce any building maintenance costs that the Council would have on an empty building.

4. Another option could be that the Council adopts a 'case by case' approach in the way in which it works with its tenants. This approach provides a more bespoke approach to how the Council works with tenants to reduce debt arrears. However, it is more open to challenge, as it is difficult to maintain a level of consistency. Furthermore, it could result in a subjective, rather than a commercial decision being taken.

5. This option – the preferred option would propose a combination of option 3 and 4. The Council would provide temporary and permanent reduced rent options, but they would be capped at three months and 10% respectively. Businesses and organisations would need to demonstrate that they had been significantly adversely affected by COVID-19.

    The procedures and requirements that the Council introduced to manage its Discretionary Grant Fund for Businesses would be applied.

4.0 **POLICY IMPLICATIONS**

4.1 The report proposes a future policy for how the Council would manage the rents for its tenants

It is possible that Businesses will already be receiving some form of support through Government funded business rate relief, small businesses, retail, hospitality. Therefore, the Council would need to consider the appropriateness of a rent exemption to be applied alongside this

Business could also potentially apply for discretionary rate relief funded by the Council. Consequently, there would need to be a cross reference between systems before an award is made.

Using similar principles that were applied to the Discretionary Grants Fund, evidence of hardship would be required before an award is made. For example, information regarding turnover, and cost forecasts would be required.

5.0 **FINANCIAL IMPLICATIONS**

5.1 If the policy outlined in section 3 of the report were to be adopted, then in the short-term a 10% reduction in rental income could cost the Council approximately £88,000 in lost revenue. This figure could be higher if the Council chose not to intervene and subsequently relied on 'market forces' to determine its future rental income yield.

There would be a requirement to identify how such a reduction would be funded, whether this is through budget contingency or a one-off reserve pot, would need further discussion

On the other hand, not having such a policy may lead to further costs/ loss of income to the Council (security, utilities, and business rates).

6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 The implications for the Council's policies relate to the level of income that property rentals provide and how this is reinvested in supporting Council services.

7.0 **RISK ANALYSIS**

7.1 There are no further risks, other than the financial risks outlined in section 5.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 There are no equality and diversity issues identified.

9.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

9.1 None within the meaning of the Act.

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

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