

Lancashire County Council

Preston Three Tier Forum

Monday, 8th September, 2014 at 6.00 pm in Cabinet Room 'C' - The Duke of Lancaster Room, County Hall, Preston

Agenda

No.	Item	
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|------------|--|-----------------|
| 1. | Appointment of Chair | |
| 2. | Appointment of Deputy Chair | |
| 3. | Membership and Terms of Reference | (Pages 1 - 4) |
| 4. | Apologies | |
| 5. | Note of the meeting held 14 April 2014 | (Pages 5 - 10) |
| 6. | Action sheet update from meeting held 14 April 2014 | (Pages 11 - 16) |
| 7. | 2014/15 Quarter 1 Environment Directorate Performance Dashboard | (Pages 17 - 18) |
| | The Dashboard details the performance of the Directorate between April and June 2014 in relation to delivery of the approved Preston Commissioning Plan for 2014/15. | |
| 8. | Developing the Three Tier Forums - feedback on the review | (Pages 19 - 40) |
| | A copy of the report presented to the County Council's Cabinet on 8 May 2014, together with an extract of the minutes from that meeting, are attached. | |
| 9. | Transport and Asset Management Plan (TAMP) | (Pages 41 - 44) |
| | Guide to the Transport Asset Management Plan attached. Main document attached at end of agenda for publishing purposes. | |
| 10. | Events on the Highway - policy and procedures for highway management | (Pages 45 - 80) |
| 11. | Planning Application Case Study - as requested at the last meeting of the Preston Three Tier Forum | (Pages 81 - 82) |

12. School Performance and Pupil Premium - oral report

13. Items Raised by Members of the Forum (Pages 83 - 90)

- a) Preston Bus Station - update on Dashboard
- b) Cycle Casualty Figures - briefing note attached
- c) Preston Station Cycle Link - update on Dashboard
- d) The decline of the retail sector and a strategy to reinvigorate it – a presentation will be provided at the meeting
- e) An update on the Lancashire Growth Bid – briefing note attached
- f) Collaborative agreements between the City Council and the County Council – response included as part of item 8 (developing the Three Tier Forums)
- g) Preston Tramway – briefing note attached

14. Themes for Future Meetings

To be submitted to the Chair and Mark Wardale,
Localities Officer, Environment Directorate: Strategy
and Policy, Mobile 07919 227424
mark.wardale@lancashire.gov.uk

15. Urgent Business

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency.

16. Date of Next Forum

The next scheduled meeting will be held at 6:00pm on 2 December 2014 in Cabinet Room C – The Duke of Lancaster Room, County Hall, Preston.

Transport Asset Management Plan (TAMP) attached here for publishing purposes

I Young
County Secretary and Solicitor

County Hall, Preston

Preston Three Tier Forum Terms of Reference September 2014

Membership

The Preston 3 Tier Forum consists of all County Councillors with an Electoral Division within the District, together with an equal number of Borough Councillors and a Parish Councillor representing the Parish and Town Councils within the District.

The current membership of the Forum is as follows.

Lancashire County Council

County Councillor C Crompton
County Councillor F De Molfetta
County Councillor G Driver
County Councillor K Ellard
County Councillor D Borrow
County Councillor J Mein
County Councillor Y Motala
County Councillor K Sedgewick
County Councillor G Wilkins
County Councillor B Winlow

Preston City Council

Councillor N Cartwright
Councillor J Collins
Councillor Z Coupland
Councillor P Crowe
Councillor A Faruki
Councillor D Hammond
Councillor B Patel
Councillor J Potter
Councillor B Rollo
Councillor D Walker

The Parish and Town Councils representative on the Forum is Councillor Eileen Murray from Grimsargh Parish Council.

- The Forum is a joint business meeting of County, District, and Town and Parish Councillors, open to the public.
- The membership of the Forum will be all local County Councillors with an Electoral Division within the District and an equal number of District Councillors appointed by the District Council, and one Parish/Town Council representative nominated from the Parish Councils within the District area. District Councils and the Parish/Town Councils can nominate deputies or replacements in accordance with their own procedures. The officer(s) supporting the meeting must be notified of any changes prior to a meeting. Political balance rules do not apply to the Three Tier Forum, although districts may follow these for their nominations.
- The Forum will discuss issues that are of joint interest across the three levels of local government in the area. Agenda items will focus on strategic issues relating to all local councils in the area.
- Any member of the Forum can request that an item is considered at a future meeting of the Forum. The Chair is responsible for agreeing the agenda and deciding whether an issue raised by a member will appear on an agenda. Where

issues are raised that do not fall within the remit of the Forum these will be dealt with via the appropriate mechanism.

- The Forum will make provision for public speaking, The Preston Three Tier Forum allows public speaking on the following basis:

On each agenda item (up to 3 minutes per person at discretion of the chair)

- The Chair of the meeting is responsible for managing the debate at the Forum. The Chair's ruling on any aspect of a member of the committee's right to speak will be final. Members who persistently ignore the ruling of the Chair may, after being warned, be asked to leave the room for the duration of the meeting.
- Decisions of the Forum should be by consensus wherever possible. In the event that a consensus cannot be reached, decisions are by simple 'show of hands' majority with the chair having a casting vote.
- The Forum is not a formal committee of the County, District or Parish Councils, therefore Access to Information provisions do not apply. However, as it is a public meeting, agendas and minutes will be available on the County Council's website and by request can be obtained in person at County Hall, Preston.
- The Chair and Deputy will be elected at the Annual Meeting from amongst the membership of the Forum. Should a vacancy arise during the year, a new Chair or Deputy will be elected. A Chair or Deputy may be removed from their position by a vote of the Forum.
- The Forum will meet 3 times a year, one of which will be the Annual Meeting. The Forum does not have the authority to establish sub groups or working groups. From April 2014, the Annual Meeting will be the first meeting of the Forum after the County Council's AGM.
- Urgent business is allowed, with the consent of the Chair. Any member wishing to raise a matter of urgent business should advise the Chair via the officer support for the Forum as soon as possible.
- The "Protocol on Public Speaking at Three Tier Forums" applies.

Protocol for Public Speaking at Three Tier Forums

For the purpose of this protocol, "members of the public" includes members of the press and parish and district councillors who are not members of the Forum. It does not include officers of county or district authorities who are in attendance to support and advise the meeting.

Each Forum will agree at what points of the meeting members of the public will be entitled to speak.

Each Forum may also set a maximum length of time for any individual speech from a member of the public.

Public speaking must be on topics included on the agenda for the meeting

Whilst a member of the public is speaking, no interruption shall be allowed from either a member of the Forum or another member of the public.

However, the Chair of the meeting may intervene in the speech of a member of the public. This includes the right of the Chair to terminate a speech if it is felt appropriate to do so. The Chair's judgement will be informed by the following provision:

Members of the public must not

- Speak at a point in the meeting other than those specified
- Interrupt another speaker
- Speak for longer than the allotted time
- Reveal personal information about another individual
- Make a personal complaint about a service provided by County, District or Town / Parish Councils in the area
- Make individual or personal complaints against any member of the authority
- Reveal information which they know or believe to be confidential
- Use offensive, abusive or threatening language
- Ignore the ruling of the Chair of the meeting

Members of the public who breach these guidelines may, following a warning, be asked to leave the meeting. If a person refuses to leave the room, the chair shall adjourn the meeting for a short period of time and if necessary to a later date

Speeches by members of the public are not expected to be the subject of a debate, nor are any questions raised expected to be answered. The Chair may, at his or her discretion, invite a response or comment from an appropriate officer or Forum member, but it is anticipated that this will be the exception rather than the rule.

The contents of any speech by a member of the public will be noted by officers supporting the Forum and will be dealt with via the appropriate mechanism.

Preston Three Tier Forum

Note of the Meeting held on Monday, 14th April, 2014 at 6.00 pm in Town Hall, Preston

Present:

Chair

County Councillor Frank De Molfetta

Forum Members

County Councillor David Borrow
County Councillor Kevin Ellard
County Councillor Jennifer Mein
County Councillor Yousuf Motala
County Councillor Keith Sedgewick
County Councillor Bill Winlow
Councillor NH Cartwright, Preston City Council
Councillor JV Collins, Preston City Council
Councillor D Hammond, Preston City Council
Councillor T Hart, Preston City Council
Councillor JT Hull, Preston City Council
Councillor J Iqbal, Preston City Council
Councillor B Rollo, Preston City Council
Councillor D Walker, Preston City Council
Parish Councillor Eileen Murray

Also in attendance:

Debbie Thompson - Environment Directorate, Lancashire County Council
Janet Mulligan – Democratic Services, Lancashire County Council

1. Apologies

Apologies for absence were presented on behalf of County Councillor G Driver and G Wilkins and Councillor P Crowe.

2. Protocol on public speaking

The protocol on public speaking, which had previously been agreed by the Forum was presented for information.

3. Note of the meeting held 2 December 2013

The note of the meeting held on 2 December 2013 was presented and agreed.

4. Action sheet update from meeting held 2 December 2013

Members received an update on the action taken in response to issues raised at the previous meeting.

In receiving the update members raised the following points:

Fishergate Central Gateway Project – An update on the progress of discussions with Network Rail about improvements to the station approach was requested.

Highway between the Saddle Inn and the Smiths Arms – It was noted that the highway had now re-opened, however further repairs were still necessary on Darkinson Lane.

School Performance Figures – There was concern that Jonathan Hewitt, Head of Quality and Continuous Improvement, was not able to attend this meeting for a second time. The Forum had requested his attendance in order to have a discussion about school performance figures; it was not sufficient to simply submit questions for him to answer. The Chairman gave an assurance that Jonathan would attend a future meeting

5. 2013/14 Quarter 3 Environment Directorate Performance Dashboard

The Environment Directorate's "dashboard" performance for the third quarter of 2013/14 was presented.

In considering the "dashboard" members of the Forum made the following comments:

Preston Station Cycle Link – the Dashboard indicated that this long-awaited link for cyclists would be completed in Quarter 4. As Quarter 4 had now passed. Members requested an update.

Shared Pedestrian and Cycle Routes (Guild Wheel) – there was ongoing concern about the shared use of some routes and the dangers presented to older pedestrians in particular. It was suggested that as the number of cyclists would increase with the onset of longer / finer days it might be helpful to encourage cycling organisations to urge their members to be more considerate to pedestrians.

Preston – East Lancashire Transport Corridor Study – a briefing about the reinstatement of the Colne to Skipton railway line was requested.

Central Lancashire Highways and Transport Master Plan – It was noted that the schemes shown on the dashboard all related to the South Ribble area and detail relating to Preston was requested.

6. 2014/15 Environment Capital Programme Plan for Preston

The 2014/15 Capital Programme for Preston was noted.

7. Minimum Unit Pricing for Alcohol in Lancashire

It was noted that minimum unit pricing of alcohol had been a matter of national debate for some time, but now appeared to be on the 'back burner' in central Government.

There was some discussion about whether it was realistic or sensible for Lancashire to try to tackle this issue locally. Some members felt strongly that education about the dangers of alcohol was a more appropriate way forward.

It was acknowledged that there was a need to work with all partners, including the NHS to educate people, but there was also a need for legislation – the affects of alcohol resulted in a significant cost to the public purse and there needed to be a shift in approach.

The County Council had in July 2013 passed a notice of motion to work with its 12 district councils, Blackpool, Blackburn with Darwen and partners in the health and third sectors to lobby Lancashire MPs and government to introduce a minimum price of alcohol. It was hoped that raising this issue through the Forums and also the Lancashire Leaders' Group would encourage Lancashire authorities to work collaboratively to lobby central government and thus achieve a national approach.

8. Tour de France 2014

Details of the route and arrangements to manage traffic during the course of this event were noted.

9. School Performance and Pupil Premium

Jonathan Hewitt, Head of Quality and Continuous Improvement, was unable to attend the meeting, however members had been invited to submit any questions to him via Mark Wardale, Localities Officer. Jonathan would be invited to attend the next meeting of this Forum.

10. Items raised by Members of the Forum

10a Preston Bus Station

The Forum had requested an update on plans for the Bus Station.

It was explained that it was expected to be a modern gateway into the City which would be capable of delivering a range of modern, high quality services.

The County Council had established a Programme Board to plan and implement the Project. The Board would be responsible for the delivery of key elements within the overall Project. Preston City Council was represented by Lorraine Norris.

The County Council was now working through the following transitional matters:

- Developing proposals to remodel the Bus Station and Multi Storey Car Park
- Defining the type/mix of public services to be delivered from the property
- Defining the scale and nature of the proposed Youth facility to be built within the property
- Refining the ongoing process of managing the overall facility

It was acknowledged that the overall Bus Station was far larger than necessary for modern bus/coach based requirements. In addition, the attractiveness and quality of the car park required improvement. Consequently, the County Council was now in the process of

developing detailed plans to remodel both elements of the property. These would inform decisions about the most suitable long term solutions.

The County Council's Children and Young Peoples Directorate and Building Design and Construction Office were working together to understand the County Council's service based requirements from a Central Preston Youth facility.

The Forum would be kept informed about progress

10b Cycle Paths

The briefing note had been provided in response to questions raised at the last meeting. A technical paper looking at cycle casualty figures across Lancashire was currently being prepared and would be circulated.

10c City Deal

In noting the update of the Preston, South Ribble and Lancashire City Deal members raised the following points:

Preston Western Distributor – there was concern among residents that the East-West spine road would not be finished before housing developments were started and this could result in heavy, construction vehicles moving on existing roads.

New Hall Lane Gateway – An update about when improvements would be started was requested.

Tramway – No progress had been made owing to lack of detail, including the impact on traffic flow, from the provider. This was despite considerable effort from officers at the County Council.

10d Plans to Commemorate World War I

A summary of events around the county to commemorate World War I was presented.

Members were encouraged to visit the 'Marketing Lancashire' website for up-to-date information about events across the county.

It was noted that Armed Forces Day was to be commemorated on the flag market on 28 June. It was suggested that the diversity of the armed forces should be recognised as many were from the Commonwealth. The 'pals' conscription in 1916 was also an important event for Preston to remember.

10e Planning Decisions

The briefing note sought to explain why it was necessary for certain discussions to be held in private. Whilst some of the explanation was accepted some was considered to be less clear and persuasive.

It was considered very important for members of the public to understand why a decision had been reached, especially so if they had battled for years for or against an application. It was suggested that an illustrative case study be provided to clearly explain why the public may not hear the discussion in certain circumstances.

11. Review of Three Tier Forums

It was reported that a number of Forums had opened up to the public and that two, Lancaster and Chorley, had made suggestions and were developing in a different way; they would run as a pilots for the next 6-12 months.

It was considered necessary to develop more joint working and it was hoped that Districts would bring more services to the table.

There was some concern that not all Forums had yet opened their meetings to the public.

The review of the Three Tier Forums was now being taking forward as part of a wider governance review. A report would be considered by the Cabinet on 8 May after which further information would be shared with all Districts.

12. Themes for future meetings

Members of the Forum were invited to submit any suggested items for the next Preston 3 Tier Forum to Mark Wardale mark.wardale@lancashire.gov.uk. Any suggestions would need to be cleared with the Chair.

The following suggestions put forward at the meeting:

- The decline of the retail sector and a strategy to reinvigorate it.
- An update on the Growth bid (It was suggested that a recent county council Task Group report 'Local Growth and Business Support' be shared with the Forum)
- Collaborative agreements between the city and county councils
- Preston Tramway

13. Urgent Business

There was no urgent business.

14. Date of next Forum and future timetable

It was noted that the next meeting of the Forum would be held at 6.00 pm on Monday 8 September 2014 in the Duke of Lancaster Room, County Hall, Preston. Future meetings had been scheduled for 6.00pm on 2 December 2014 and 31 March 2015.

Ian Fisher
County Secretary and Solicitor

County Hall
Preston

Preston Three Tier Forum: Action Sheet

Meeting Date: 14th April 2014

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
Smart ticketing ; An update is required when NOW Card agreed with Bus companies	Chris Anslow LCC	Negotiations are still ongoing with the bus companies and an update will be provided to members of the forum when available
Fishergate Central Gateway Project ; Pavement Works – An update was requested on the scheme and in particular an update on discussions with Network Rail about improvements to the Station approach	Phil Wilson LCC	<p>The Fishergate Central Gateway Project is now projected to be completed in October 2014 (please see Dashboard)</p> <p>In regard to the Station approach; Over the past 12 months we have held meetings with Virgin and Network Rail in relation to the development of the Station forecourt area, which would create a better arrival and departure experience into the City Centre, and to mirror the quality of the environment the Fishergate Central Gateway project will deliver.</p> <p>To date outline design / plans have been agreed for the area with Virgin and Network Rail representatives, who are fully supportive of the development and keen to see this come forward.</p> <p>The next step required to progress the development is to gain the necessary formal permissions from Network Rail, via a Station Change protocol, which Virgin are currently preparing to submit.</p> <p>The ideal timescales to undertake the development would be Summer this year, which would coincide with the completion of the Fishergate scheme, however this would be dependent on the outcome and timings of the Station Change process.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<ul style="list-style-type: none"> Central Lancashire Highways and Transport Master Plan; the schemes on the dashboard all related to South Ribble and members would wish to see more Preston information 	Dave Colbert/Commissioning Team/Mark Wardale LCC	<p>Connectivity Study, which is tasked with examining whether or how the rail network can contribute towards a transformational change in East Lancashire's economic fortunes, in particular, the importance of enhanced connectivity between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester including Manchester Airport, and Leeds. The study will also identify how best to achieve this enhanced connectivity if there is demonstrable evidence that investment will deliver significant wider economic benefits for East Lancashire. This could include addressing gaps in the network, either physical and/or service patterns. The study's principal objective is to develop a 'Conditional Output Statement' setting out what East Lancashire requires of the rail industry in support of growing its economy, but accepting that realisation of each output will be subject to an affordable and value for money solution. It is due for completion by the end of this year.</p> <p>We will ensure future briefings do contain more Preston information</p>
Preston Bus Station ; regular updates to the Forum were requested	Andrew Barrow LCC	Further updates will be provided to the Forum (Please see Dashboard for the most up to date position)
Cycle casualty figures ; Paper to be shared when available	Paul Binks LCC	This paper will be provided to the Forum when available (Attached as part of the agenda)
City Deal ; <ul style="list-style-type: none"> Preston West Distributor, the Forum encourages the ideal that the 	Sarah Parry LCC	Every effort is being made to construct these roads as soon as possible within the constraints of the statutory processes i.e.

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p>East/West spine road is finished before work on housing developments were started</p> <ul style="list-style-type: none"> New Hall Lane Gateway; An update on when improvements would be started was requested 		<p>2017/18 and 2016/17 starts on site respectively. It is not possible to preclude developers from starting on site without the roads being in place if they submit planning applications with numbers of houses which can be accommodated within the existing highway network (with some alteration).</p> <p>The Infrastructure Delivery Plan identifies that during 2014/15 we will be developing plans for each of the corridors identified within the Masterplan to be implemented at a time appropriate with the changes/additions to the highway network.</p>
<p>Planning Decisions;</p> <p>It was suggested that in order to explain why cases sometimes cannot be heard in public an illustrative case should be provided to the forum</p>	Preston City Council Planning	<p>Chris Hayward the City Council Planning Officer is meeting with the City Council's planning solicitor David Haley to see if they can come up with a possible scenario which is not Preston or site specific and could be sent or presented to the next meeting. (attached as part of the agenda)</p>
<p>Future Agenda Items;</p> <ul style="list-style-type: none"> The decline of the retail sector and a strategy to reinvigorate it An update on the Growth bid (it was suggested that a recent county council Task Group report "Local Growth and Business Support" be shared with the Forum) Collaborative agreements between the city and county council Preston Tramway School Performance Figures (requested that Jonathan Hewitt attend the next Forum meeting) 		<p>Briefing paper on the Growth Bid attached as part of the agenda. Task Group report to be presented to the Scrutiny Committee on 12 September after which agreed recommendations will be shared with the Forum.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
Parish Council Matters raised; <ul style="list-style-type: none"> Planning Decisions; It was suggested that in order to explain why cases sometimes cannot be heard in public an illustrative case should be provided to the forum (see above) 		See Above Planning Decisions

Summary: Environment Directorate progress against delivery of the Commissioning Plan for Preston in the first quarter of 2014/15
Assistant Director of Commissioning: Joanne Reed

✉: joanne.reed@lancashire.gov.uk

☎: 01772 530897

CAPITAL PROGRAMME UPDATE

8 out of 8 capital schemes, due for delivery in quarter 1, have either been completed or are progressing as planned, and are detailed below.

PROGRESS AS EXPECTED

2014/15 Capital schemes programmed for delivery in quarter 1

Footways

- **Footway inlay works have been carried out in the following locations** - Barry Avenue from Dunbar Road to Cresswell Avenue (Preston West); Browning Road from Ribbleton Avenue to House Number 4 (Preston South East); and Rydal Road from Ribbleton Avenue to the end (Preston South East).

Local Priorities Response Fund

- **Footway improvement works have been carried out in the following locations** - Basil Street from Harewood Road to the end (Preston Central North); West Park Avenue from Cottam Lane to West Park Lane (Preston North West) and St Vincent's Road from the school entrance to Merton Avenue (Preston Central North).

Capital schemes carried over from previous quarters for delivery in quarter 1 2014/15

Flood Risk Management and Drainage

- **Highway Drainage Improvements (Preston Central North/South)** - works are complete and have included drainage improvements at Plungington Road and Ripon Street among other locations.

Bridges

- **Fishergate Railway Bridge (Preston Central North)** - this project will assess the load carrying capacity of the bridge. The bridge is owned by Network Rail and LCC are contributing to the assessment as Highway Authority. Network Rail are working with a company called Hyder to carry out the assessment which is 50% complete. The bridge is a complicated structure and has been modified heavily over the years. The progress of the assessment will be reviewed again during quarter 2 2014/15.

Preston Bus Station

A structural survey has been completed and is currently under review. The brief for a Conservation Management Plan (CMP) for the building is being drafted. Once finalised, and following consultation with English Heritage, the plan will be prepared by the county council. Feasibility and conceptual design work both for the building and its environment are continuing with a view to this helping formulate a final brief for the development.

Environment and Community Projects

Preston Guild Wheel - Designs were drawn up for initial residents' consultation at problem spots along Garstang Road and Riverside. Work started with anti-erosion and "bike-calming" measures at Boilton Wood. A bid has been submitted by Guild Wheel partners for an extensive landscaping project in the Sherwood Parks area.

Grange Park, Ribbleton - A draft design proposal for the redevelopment of Grange Park has been widely consulted on and the results will be used to produce the final plan proposal.

Preston Western Distributor

Design of a new dual carriageway road between the M55 near Bartle and the A583/A584 near Lea Gate to support delivery of the North West Preston strategic housing location and improve access to the Strategic Road Network from the Enterprise Zone at Warton is being developed. The road will also include a new full junction along the M55 between junction 1 and 3. Public consultation for the preferred route has been completed and an assessment of the responses is currently being undertaken.

Broughton Bypass

The Compulsory Purchase Order and Side Roads Order advertisement periods have now closed. Objections to the proposals have been received and we are currently awaiting a response from the National Transport Casework Team (NTCT), as copies of the objections have not been provided as yet, as the NTCT are seeking the permission of objectors to release the details. A date for the expected inquiry is also awaited, but is anticipated to be January 2015 at the earliest depending on the availability of an inspector. In the meantime an outline business case has been commissioned from Jacobs to support our application for £15m from Transport for Lancashire/Lancashire Enterprise Partnership.

Fishergate Central Gateway

Works are progressing well and new trees have been planted giving a good indication of what the scheme will look like once completed. They will help to provide a pleasant environment along with new benches and pedestrian signs. We are currently preparing the legal orders to deter footway parking and erecting the signing for the loading only bays. There has been a delay in the delivery and erection of the newly sited bus shelters causing a delay in progressing the footway works around the current bus stop locations and the scheme is currently programmed for completion in October 2014.

Preston Railway Station Forecourt - We have been working closely with Virgin Trains and Network Rail and we will be improving the forecourt at the front of the Railway Station to match the materials in the new shared space which will improve first impression of those arriving into Preston by train. Works are due to start on site early September, lasting approximately 8 weeks, and will be completed well in advance of the busy Christmas period.

SERVICE UPDATE

Road and Street Maintenance Repair

2014/15	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	13/14 Target
Preston													
Monthly % of defects filled within 20 working days	98%	98%											90%
Cumulative % of defects filled within 20 working days		98%											
Lancashire													
Cumulative % of defects filled within 20 working days	94%	95%											90%

Between April and May 2014/15, a total of 1,174 highway defects were identified by regular Highway Safety Inspections (HSI) or reported by the public in Preston. 98% of these defects were repaired within 20 working days.

Trading Standards

Hajj Project - Hajj falls between 1 and 7 October this year. Trading Standards are aware that some travellers pay money over to operators who then fail to deliver on bookings or acceptable travel and accommodation arrangements. This year the service is working with councillors, the community, the police and reputable businesses to ensure that those undertaking the Hajj have access to information which will help them make the best choices and avoid the pitfalls and problems we have seen in previous years. Leaflets and posters have been produced and will be distributed to shops and mosques in the Preston area, a press release has been sent with more publicity planned, and arrangements to speak to the community at events and on the radio are being organised.

Local Sustainable Transport Fund

- **Cyclist and pedestrian improvements on the gateway of London Road to encourage joint use** - three toucan crossings at the junctions of Clitheroe Street, Primrose Hill and Queen Street have been completed including footway/cycleway widening on Queen Street along with some sign rationalisation work. Design work is continuing on three sections, Frenchwood Avenue to Queen Street; Queen Street to North Road; and North Road to Marsh Lane.
- **North Road/Ringway junction modernisation** - design work for the modernisation of the North Road/Ringway and have started. The works will include improvements to the signals and crossings at the junction, and will be finished with high quality granite paving complementing the materials used at the junction of Corporation Street and Friargate.
- **Preston Rail Station cycle link, Preston rail station** - we are working with Network Rail to provide a link for cyclists through to Avenham Park. The negotiations are to agree the replacement of the existing Bailey Bridge and complete the cycle path through to the Fishergate Centre and Railway station.
- **Preston, South Ribble cycle signing** - Signing of the network of cycle paths linking Preston and South Ribble is being improved. The first phase of the scheme has been implemented. The remaining signs will be erected as new cycle paths are open. All signs should be erected by the end of 2014/5.

Community Rail Partnership (CRP) Programme Improvements

Preston is the focus of 3 of Lancashire's Community Rail Partnerships. The Community Rail in the City event took place at Preston station on Wednesday 21 May and was very successful.

Cabinet - 8 May 2014

Report of the Interim Executive Director for Environment

Electoral Division affected: None

Developing the Three Tier Forums (Appendix 'A' refers)

Contact for further information:
Steve Browne, (01772) 534112, Environment Directorate,
steve.browne@lancashire.gov.uk

Executive Summary

Three Tier Forums were developed in 2011, following the disestablishment of the Lancashire Local Committees. Three Tier Forums were designed to be informal business meetings where all local county councillors; an equal number of district councillors and a parish and town council representative are able to discuss and influence issues at a strategic level that are of importance to their district across the three tiers of local government.

A key priority of the County Council is to review and develop the current Three Tier Forums with an early action being to encourage Forums to open up to the public. This review, which commenced in July/August 2013 and involved wide consultation, has clear links to the significant transformation that the County Council is undertaking in response to budget reductions. It also relates very closely to the review of the Authority's political governance structure; which is to investigate options for any change in political management structure and make recommendations to Full Council on a future governance structure in December 2014.

Within the review of Three Tier Forums, proposals received from Lancaster and Chorley have the potential to provide a valuable opportunity to test out models, as the organisation undergoes this significant transformation and considers, as part of this, what model of local governance, if any, at a local level might be appropriate.

Given the significance of the reviews of both organisational and political management structures, it would be appropriate to include the development of Three Tier forums in these processes.

This report gives some further background to the Three Tier Forums; provides a summary so far of the review, including the details of the Lancaster and Chorley pilot models; sets out the organisational context within which it is now taking place and makes a number of proposals.

Recommendations

Cabinet is recommended to;

- (i) Agree the development of two test models, one in Lancaster and the other in Chorley, subject to proposals for the Chorley model outlined in section 6.2.a) in the report; and that any decision to continue with either of these should form part of the review of the future political governance structure for the County Council;
- (ii) Agree that work to link the Three Tier Forum in Rossendale with the Neighbourhood Forums continues to develop;
- (iii) Agree that the County Council's preferred position is that the current Forums will meet in public; and that where this is not the case there will be no extra officer attendance from the County Council, beyond that currently in place, and no devolution of decision making power or budget by the County Council should be considered in those forums not meeting in public, and
- (iv) Agree to maintain the status quo in relation to parish and town council representation on the Forums outside of the Chorley test model.

1. Background and Advice

Three Tier Forums were first piloted in three districts, Burnley, Wyre and South Ribble in 2010. Following this it was agreed, in August 2011, to roll out the Three Tier Forums to the remaining nine districts and this roll out was completed by January 2012.

They were developed following the disestablishment of the previous model of Lancashire Local Committees. These were formally constituted bodies with shaping, influencing and decision making powers.

The Three Tier Forums were set up to provide an informal mechanism that enables councillors from the three tiers of local government, on a district footprint, to come together to discuss strategic issues of importance to their district. They were designed to be different from the formally constituted Lancashire Locals and currently operate as informal business meetings. They also provided a place around the table, with equal status, for a representative from the Parish and Town Councils in a district.

They currently do not have any specific shaping, influencing or decision making powers. However it was made clear from the outset that significant weight would be given to any views of the Three Tier Forum in relation to service priorities. Councillors from all three tiers of local government have therefore been able to

influence and shape the work; particularly of the Environment Directorate through their involvement in the development of the District Commissioning Plans.

The intention has always been to broaden out the focus of the Forums to consider the full range of services delivered on a district footprint by all three tiers of government. In some cases this has started to develop, particularly in relation to the health agenda, and it is intended that this work continue, where appropriate, following the review.

2. Review of Three Tier Forums

One of the County Council's priorities is a review of Three Tier Forums. The parameters of the review have been flexible in that the Leader of the County Council, in consulting on the future of three tier forums has made it clear that one size does not need to fit all. However it has been clearly stated that any arrangements need to be two/three way and benefit all parties. In a letter from the Leader of the County Council to District Leaders she states *'the importance of all parties having a shared view and ownership of arrangements, and a commitment to wanting to develop arrangements that were felt to be worthwhile that added value and that were genuinely owned'*. This has enabled the Forums, districts, and other partners, to make a wide range of suggestions. It has also provided an opportunity for districts to consider very different proposals which range from a formal joint committee to a more consultative forum.

The review took place during the late summer and autumn of 2013. Forums, districts and parish council representative bodies were asked to share their views on how they would like to see their meetings develop. The review was undertaken in two parts; firstly all members of the Three Tier Forums were asked for their views on how they wish to see the Forum in their district develop and secondly District Leaders and Parish Representative Bodies were asked for their views.

One of the key principles set out in the review was the desire to increase openness and transparency by opening meetings up to the public. This has already happened in eight of the twelve districts with Fylde, Ribble Valley, South Ribble and Wyre currently preferring to maintain the status quo and not open meetings to the public. This can be reviewed at any time.

3. Summary of the review

It is clear from the responses to this review that there is not a consensus of opinion across all twelve Forums or districts. As such it does not seem likely, at this point, that a joint position with a standard model would meet the requirements of each Forum or district.

All twelve Three Tier Forums provided information for the review, outlining how they would like to see the Forums develop. Five district leaders from Chorley, Fylde, Hyndburn, Lancaster and South Ribble provided formal responses to the Leader of the County Council's letter. Another five responses, from Burnley, Pendle, Preston, Ribble Valley and Rossendale, came from the district leaders via discussions with

officers, whilst West Lancashire and Wyre chose not to provide a formal or informal response from their district leaders.

Out of these responses formal proposals have been received from Lancaster City Council and Chorley Borough Council. Following meetings with both authorities, work has been taking place to develop these proposals and the current draft Terms of Reference (ToR) are included at Appendix 'A'.

These proposals represent two different approaches and as such they present an opportunity to test different models of governance at a local level. This may prove useful as the County Council undergoes significant transformation over the next eighteen months and looks to develop approaches to working at a locality level.

The Lancaster model focuses on developing a joint committee, with the potential for devolved budgets and decision making. This has the potential to provide a locality based governance model that would provide a platform for exploring how we could work differently with the City Council.

The Chorley model is designed to be a consultative forum and does not currently involve decision making or devolution of budgets. The focus is a forum where neighbourhood issues of a strategic nature, across the 3 tiers, can be discussed. It presents the borough with an opportunity to bring a different focus to working jointly with the parishes in Chorley.

Rossendale Borough Council has more recently submitted a proposal and we have been working with officers to develop this further. Early indications are that it will represent little change in terms of resource implications or structure of meetings, the proposal centres on linking neighbourhood forum issues into the agenda setting for the meetings, where this is appropriate. It also presents the Borough Council with a mechanism for channelling neighbourhood issues when they change how they provide support to the four Neighbourhood Forums at the end of March 2014. As such it is proposed that these changes are noted and that work to develop the links to the Neighbourhood Forums continues.

Outlined in the table below is a summary of the main themes emerging from the review, beyond the formal proposals.

Summary table of themes emerging from review

Theme	Theme supported by Forum	Theme supported by District
Interest in devolution/decisions making	Burnley, Hyndburn, Pendle	Burnley, Hyndburn
Interest shown in broadening scope of areas/topics considered by forum	Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Rossendale, Wyre	Burnley, Chorley, Fylde, Lancaster, Rossendale

Preference for maintaining status quo with public element	Preston	Preston
Preference for maintaining status quo without public element	Fylde, South Ribble, Ribble Valley, Wyre	South Ribble, Fylde
Suggested increase in Parish and Town Council representation	West Lancashire, Chorley, Pendle, Wyre	Chorley (as part of formal proposal)
Suggested increase in frequency of meetings (Burnley, Chorley, Hyndburn and Lancaster suggest increase to 4, Pendle suggest 6/8 weekly)	Burnley, Hyndburn, Pendle	Chorley and Lancaster (as part of formal proposals)

Specific issues highlighted by districts

- a. Fylde Borough Council has requested more senior officer and senior political representation at the Forums, to make them more effective. It is unlikely that the level of senior officer support requested is practical when considered against our current arrangements at other forums and bearing in mind resource implications; currently officer support is provided through attendance of Locality Officers at each meeting, plus governance support from a Democratic Services officer. Cabinet Members may choose to attend Forum meetings for a specific reason, an example being the budget item that went to the November meetings. However it is not intended that Cabinet Members will attend Forum meetings on a regular basis. Where Cabinet Members do attend regularly this is in their role as a district county councillor on the Forum outside of their role as a cabinet member on the County Council.
- b. Hyndburn Borough Council have recently submitted a response from the group leaders via the Leader of the Borough Council, which requests that the Forum be given some form of delegated budget responsibility; to enable it to make decisions at a local level. As set out in the recommendations this issue should be considered as part of the wider review of the future political governance structures for the County Council.
- c. South Ribble Borough Council have requested that rather than make any changes to the Three Tier Forum they would prefer to look at opportunities to work together with the County Council more efficiently and effectively. This work is being developed outside the scope of the review by the County Council's District Lead Senior Officer, supported by the Locality Officer.

4. Organisational Context

As this review commenced last year consideration of these proposals now needs to be aligned to the major process of organisational transformation that the County Council is undergoing. This includes the options and necessary actions being explored for the political governance system for the authority.

The transformation process will create a new organisation aligned to its key priorities and to substantially reduced future resources. An entirely new officer structure will be created by 2016.

The ongoing review and developments for Three Tier Forums, as now reported, will reflect and be considered as part of the broader process of organisational transformation and it is also suggested, will naturally form part of the review of political governance structures which will include governance arrangements for any area body structure. This review will be reporting back to the County Council's Full Council in December 2014. This will mean that any current or future developments, including work to develop the two test models in Lancaster and Chorley may be affected by the outcome of this review.

5. Resource Implications

Aligned to this is the recognition that any developments need to be considered against the officer resource available to support them. A number of proposals acknowledge this and make suggestions as to how Forums could be supported jointly by county and district officers. This suggestion was included in the proposals from Lancaster and Chorley and is part of the development of the proposals. It is felt that with this joint approach it would be possible to support the current proposals; but the position would need to be reviewed should other Forums wish to develop further proposals.

Future resourcing will be a significant factor of the broader transformational change programme and resource capacity will continue to be a key consideration of the development of Three Tier Forums in each district.

6. Proposals

Following the review and the issues highlighted; and bearing in mind the wider organisational context within which this review is now taking place it is proposed that:

1. the test models in Lancaster and Chorley continue to be developed with the respective city and borough councils providing an opportunity to test out different models at a local level; being conscious that the outcome of the review of political governance structures may affect whether these fit within the overall governance structure that may be agreed.
 - a) The ToR developed for the Chorley test model be agreed on the understanding that beyond the Locality Officer there will not be regular officer attendance from the County Council, other than when issues are of such strategic importance that officer attendance is required to move the

issue forward; and that the issue of how the Forum deals with the public question time will be decided by the chair once elected; that Cabinet agrees the proposal to rename the Forum to Chorley 3 Tier Liaison Meeting.

- b) That the draft ToR for Lancaster continues to be developed.
 - c) That work continues to develop links to Neighbourhood Forums in Rossendale as proposed as this represents little change to the structure of the Forum or the resources required.
2. the County Council's preference is for the current Forums to meet in public; and where this is not the case there will be no extra officer attendance from the County Council, beyond that currently in place, and no devolution of decision making power or budget by the County Council should be considered in those forums not meeting in public.
 3. that the status quo is maintained in respect of Parish and Town Council representation on the Forums outside of the Chorley pilot model which will provide us with experience of wider parish engagement.

Consultations

As set out in the report.

Implications:

This item has the following implications, as indicated:

Risk management

By following the proposals contained in the report the risk of developing this work outside of the significant organisational change currently being undertaken is limited. Not following the proposals may prevent opportunities to test locally focused models of councillor engagement.

Financial

At this stage the proposals set out in this report have no direct financial implications, although there may be implications for the prioritisation of the use of officer resources in order to deliver the pilot work proposed with Chorley and Lancaster.

Looking forward any proposals for the devolution of financial responsibility either to Three Tier Forums or other locality structures and the necessary systems, processes and levels of officer support will need to be reflected both in the review of the County Council's political governance structures and the proposals for the reshaping of the organisation which are currently under development. Given the likely level of resources available to deliver the entirety of the County Council's services there will be a premium on any arrangements reflecting simplicity and delivering added value in some way, potentially through the pooling of resources from different organisations.

List of Background Papers

Paper	Date	Contact/Directorate/Tel
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N/A

Reason for inclusion in Part II, if appropriate

N/A

**Extract from the Minutes of the Lancashire County Council Cabinet
held on the 8th May 2014**

8. Developing the Three Tier Forums

Steve Browne, Interim Executive Director for Environment, presented a report setting out details of the review of Three Tier Forums and details of the proposed pilot models in Lancaster and Chorley.

A range of comments and feedback had been received as part of the review and, as made clear within the parameters of the review, one size did not need to fit all.

The review had generated two substantive proposals, from Lancaster and Chorley. The proposed Lancaster pilot model was on the basis of a joint committee with powers to be delegated to it by both the County Council and City Council, whilst the proposed Chorley pilot model was largely a consultative arrangement. Reference was also made to proposals, still under discussion, around the Rossendale Three Tier Forum which would link to changes to Rossendale's own local forums.

Reference was also made to the engagement of Parish and Town Councils, the preference of a number of Three Tier Forums to meet in private (in contrast to the County Council's view) and the impact of the review of the political governance structure within the County Council which was ongoing. It was noted that the potential for the political make-up of the Three Tier Forums to be based on the political make-up of each District would be considered as part of this wider review of governance.

Resolved: - That:

- (i) The development of two test models, one in Lancaster and the other in Chorley, as set out in the report, now presented, be agreed, subject to proposals for the Chorley model outlined in section 6.2.a) in the report; and that any decision to continue with either of these should form part of the review of the future political governance structure for the County Council;
- (ii) Work to link the Three Tier Forum in Rossendale with the Neighbourhood Forums continues to develop, as set out in the report, now presented, be agreed;
- (iii) The County Council's preferred position, as set out in the report, now presented, is that the current Forums will meet in public; and that where this is not the case there will be no extra officer attendance from the County Council, beyond that currently in place, and no devolution of decision making power or budget by the County Council should be considered in those forums not meeting in public, and
- (iv) The status quo be maintained in relation to parish and town council representation on the Forums outside of the Chorley test model, as set out in the report, now presented.

Appendix 'A'

Lancaster Three Tier Forum – Constitution and Terms of Reference

1) Role and Purpose

The Lancaster District Three Tier Forum is a Joint Committee of the County Council, Lancaster City Council, and the Parish and Town Councils in the Lancaster district, in accordance with Section 101(5) Local Government Act 1972.

The purpose of the Three Tier Forum is to provide a democratically accountable and transparent oversight of the joint working between the tiers of local government in the district.

2) Functions

The key functions of the Lancaster Three Tier Forum are:-

- To exercise those functions delegated to it by the County Council and City Council.
- To explore opportunities for joint working between the County Council and the City Council
- To provide democratic oversight of joint working arrangements and initiatives between the County Council and the City Council

3) Membership

The membership of the Three Tier Forum shall be:

- a) All County Councillors representing divisions in the Lancaster district area.
- b) An equal number of Lancaster City Councillors, appointed by the City Council
- c) One Parish and Town Councillor representative, nominated from the Parish and Town Councils in the area, to be appointed through LALC.

4) Substitutes

- a) No substitutes or replacements are permitted for County Councillors.
- b) Lancaster City Councillors may be substituted or replaced in line with the City Council's rules and procedures.
- c) The Parish and Town Council representative may be substituted or replaced with a nominated replacement, to be provided by LALC.
- d) Any substitutions or replacements must be notified to the clerk prior to the start of the meeting.

5) Appointment of Chair and Deputy Chair

- a) The Chair shall be elected at the annual meeting of the Three Tier Forum.
- b) The Deputy Chair shall be elected at the annual meeting of the Three Tier Forum.
- c) The Chair and Deputy Chair shall, unless he or she resigns the office or ceases to be a member of the Three Tier Forum, continue in office until a successor is appointed at the next annual meeting.
- d) The Chair shall preside at all meetings of the Three Tier Forum. In the absence of the Chair, the Deputy Chair shall preside at the meeting. In the absence of both, the members present shall, as the first item of business, appoint one of their number to be Chair of the meeting.

6) Clerking and Officer Support

- a) A nominated representative of the Chief Executive of the County Council or Lancaster City Council shall act as Clerk to the Lancaster Three Tier Forum and shall be responsible for preparing and circulating agendas for meetings, advising on constitutional matters and for producing the minutes.
- b) Officers from the County Council and the City Council will attend the Three Tier Forum as appropriate to support and advise the Committee.
- c) The Forum cannot require any officer of the County Council or City Council to attend

7) Meetings

- a) The Lancaster Three Tier Forum will meet four times a year.
- b) Meetings shall be held in public other than in the circumstances set out in Standing Order 19
- c) Meetings will be held at an appropriate venue within the Lancaster City Council area, and will commence at 6.15, or such time as agreed by the Chair.
- d) The meeting held in June each year, or if there is no scheduled meeting that month the first meeting after June, shall be the Annual Meeting of the Lancaster Three Tier Forum.
- e) The Chair or in his/her absence the Deputy Chair may call a special meeting of the Lancaster Three Tier Forum to consider a matter that falls within its remit but cannot await the next scheduled meeting.

8) Delegated Powers

- a) The delegated powers mean those powers to be discharged by the Lancaster Three Tier Forum as set out in Appendix A of this Constitution.
- b) The Lancaster Three Tier Forum shall discharge the delegated powers, within the budgetary and policy framework set by the County Council in the case of County functions or by the City Council in the case of its functions.
- c) When discharging the delegated powers the Lancaster Three Tier Forum shall take decisions only after taking into account advice given in writing or orally from relevant Officers of the County Council or of the City Council as appropriate, including legal, financial and policy advice.

9) Executive Decisions

- a) An executive decision means a decision by the Lancaster Three Tier Forum that has been delegated to it by the Executive (or Cabinet) of the County Council or of the City Council.
- b) Any meeting of the Lancaster Three Tier Forum in which an executive decision is to be taken shall be held in public
- c) Standing Order 9) b) does not apply if there would be a disclosure of exempt or confidential information
- d) If the Lancaster Three Tier Forum wishes to hold a meeting at which an executive decision shall be taken in private, it must, at least 28 clear days before a private meeting, make available at County Hall, Preston, and the Town Halls in Lancaster and Morecambe a notice of its intention to hold the meeting in private, and publish that notice on the Councils' websites.
- e) A notice under Standing Order 9) d) must include a statement of the reasons for the meeting to be held in private.
- f) At least five clear working days before a private meeting, the Clerk must make available at County Hall, Preston, and the Town Halls in Lancaster and Morecambe a further notice of its intention to hold the meeting in private, and publish that notice on the Councils' websites.
- g) Such notice must include:
 - i) a statement of the reasons for the meeting to be held in private;
 - ii) details of any representations received by the County Council or City Council about why the meeting should be open to the public; and
 - iii) a statement of response to any such representations.

- h) Where the date by which a meeting must be held makes compliance with Standing Orders impracticable, the meeting may only be held in private where the Lancaster Three Tier Forum has obtained agreement from:
 - i) the Chair of the relevant Overview and Scrutiny Committee of the authority which has delegated the decision for consideration; or
 - ii) if there is no such person, or if the Chair of the relevant Overview and Scrutiny Committee is unable to act, the Chairman or Mayor of the authority which has delegated the decision for consideration; or
 - iii) where there is no Chairman or of either the relevant Overview and Scrutiny Committee or Chairman or Mayor of the relevant authority, the Vice-Chairman or the Deputy Mayor of the authority which has delegated the decision for consideration,

that the meeting is urgent and cannot reasonably be deferred.

- i) As soon as reasonably practicable after the Lancaster Three Tier Forum has obtained agreement under Standing Order 9) h) to hold a private meeting, it must make available at County Hall, Preston a notice setting out the reasons why the meeting is urgent and cannot reasonably be deferred; and publish that notice on the Council's website.

10) Key Decisions

- a) A key decision is a decision which meets the definition of a key decision as defined in the constitution of the County Council (in the case of decisions delegated by the County Council) or the City Council (in the case of decisions delegated by the City Council)
- b) Key decisions may only be taken in accordance with the rules set out in relation to the taking of key decisions in the constitution of the County Council (in the case of decisions delegated by the County Council) or the City Council (in the case of decisions delegated by the City Council)

11) Overview and Scrutiny

- a) Executive decisions made by the Lancaster Three Tier Forum are subject to scrutiny by the County Council's or the City Council's relevant Overview and Scrutiny Committee (depending on which authority delegated the particular function), including an Overview and Scrutiny Committee's right under the Local Government Act 2000 to request that an Executive Decision made but not implemented be reconsidered by the decision-taker (often referred to as 'call-in').
- b) The processes and procedures for the exercise by the relevant Overview and Scrutiny Committee of their 'call-in' function shall be in accordance with the Constitutions of the County Council or the City Council depending on which Authority delegated the executive decision in question.

- c) An Overview and Scrutiny Committee shall not exercise the 'call-in' function in respect of an executive decision by the Lancaster Three Tier Forum where that decision has been designated by the Lancaster Three Tier Forum as being urgent in that any delay in its implementation could adversely affect the efficient execution of their responsibilities on behalf of the County Council or the City Council, and provided that the designation and the reasons for it are recorded in the Minutes.
- d) Executive decisions made by the Lancaster Three Tier Forum shall be implemented by the County Council or the City Council as appropriate, in accordance with their respective Constitutions.

12) Access to Information

Items of business may not be considered at a meeting of the Lancaster Three Tier Forum unless a copy of the item has been open to inspection by members of the public for at least five working days before the meeting (or where the meeting is convened at shorter notice, from the time the meeting is convened). However an item that has not been open to inspection may be considered where, by reason of special circumstances which shall be specified in the Minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency.

13) Agendas and Minutes

- a) Agendas for meetings of the Lancaster Three Tier Forum shall be dispatched by the Clerk at least five clear working days in advance of a meeting, and will be published on the both councils' websites. The Agenda will be available for public inspection, on request, from County Hall, Preston or from Lancaster and Morecambe Town Halls.
- b) The minutes of a meeting shall be published on both councils' websites as soon as is reasonably practicable, and wherever possible within three clear working days after a meeting at which an executive decision has been made.

14) Quorum

The quorum for any meeting shall be one quarter of the total membership including at least 2 representatives from each of the County Council and the City Council. If there is not a quorum of Members, the meeting shall be adjourned for 15 minutes. If after that time there is still no quorum the meeting shall be adjourned until a date and time to be fixed by the Chair

15) Members Code of Conduct

Members are bound by the Code of Conduct of the authority which appointed them to the Three Tier Forum.

16) Voting

All members are entitled to vote and voting shall be by show of hands, and in the case of an equality of votes the Chair of the meeting shall have a second or casting vote.

17) Members of the public

The "Protocol for Public Speaking" at Appendix B applies.

18) Other speakers

- a) The Lancaster Three Tier Forum may invite any person or organisation with an interest in services in the district area to attend a meeting of the committee where appropriate. Any such person shall be entitled to speak at the meeting, but shall not vote
- b) Lancaster City Councillors who are not members of the Three Tier Forum are entitled to attend meetings of the Three Tier Forum and speak, but not vote.
- c) Parish and Town Councillors who are not members of the Forum are entitled to attend meetings of the Three Tier Forum and speak, but not vote.

19) Exclusion of the Press and Public

The Lancaster Three Tier Forum may, by resolution, exclude the press and public from a meeting during an item of business wherever it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during that item there would be disclosure of Exempt or Confidential information as defined by the Local Government Act 1972 and the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000.

20) Urgent Business Procedure

- a) The County Secretary and Solicitor may in consultation with the Chief Executive of the City Council, and with the Chair and Deputy Chair of the Lancaster Three Tier Forum, deal with matters of urgency which cannot await the next meeting and which do not in the view of the Chair and Deputy Chair warrant a special meeting being convened.
- b) Any decision taken under the Urgent Business Procedure shall be reported to the next meeting of the Forum.

21) Conduct at Meetings

The conduct of meetings and the interpretation of these Standing Orders are at all times a matter for the Chair of the meeting whose ruling is final.

Appendix A – Delegated Matters

(To be agreed)

DRAFT

Appendix B – Protocol on Public Speaking

For the purpose of this protocol, "members of the public" includes members of the press. It does not include officers of county or district authorities who are in attendance to support and advise the meeting.

The Lancaster Three Tier Forum will allow up to 20 minutes for public contributions at the beginning of each meeting. Members of the Public may also speak on any item on the agenda.

Public speaking must be on topics included on the agenda for the meeting.

Whilst a member of the public is speaking, no interruption shall be allowed from either a member of the Forum or another member of the public.

At all times, permission of the public to speak is subject to the discretion of the Chair of the meeting. This includes the right of the Chair to terminate a speech if it is felt appropriate to do so. The Chair's judgement will be informed by the following provision:

Members of the public must not

- Speak at a point in the meeting other than those specified
- Interrupt another speaker
- Speak for longer than the allotted time
- Reveal personal information about another individual
- Make a personal complaint about a service provided by County, District or Town / Parish Councils in the area
- Make individual or personal complaints against any member or officer of the authority, or against any other individual
- Reveal information which they know or believe to be confidential
- Use offensive, abusive or threatening language
- Ignore the ruling of the Chair of the meeting

Members of the public who breach these guidelines may, following a warning, be asked to leave the meeting. If a person refuses to leave the room, the chair shall adjourn the meeting for a short period of time and if necessary to a later date

Speeches by members of the public are not expected to be the subject of a debate, nor are any questions raised required to be answered at the meeting. The Chair may, at his or her discretion, invite a response or comment from an appropriate officer or Forum member. Otherwise, comments will be noted and dealt with outside of the meeting, or, if appropriate, be the subject of an agenda item at a future meeting of the Forum.

Chorley Three Tier Forum -Terms of Reference

Role and Purpose

The Chorley Three Tier Forum is a joint meeting of the County Council, Chorley Borough Council, and the Parish and Town Councils in the Chorley district area.

The Forum will be a consultative meeting held in public at which the three tiers of local government in the Chorley area consider issues of shared priority and concern, and through which all three tiers can seek the views of others on strategic issues which impact on the local community.

Functions

The key functions of the Chorley Three Tier Forum are:-

- To allow elected representatives to have an overview of Borough and County strategic priorities
- To enable Parish and Town Councils to engage with the County and Borough Council on issues of strategic importance which impact on the local community within the Chorley borough area.
- To provide a forum for significant issue facing all three tiers of government to be raised and debated in advance of decisions being made

Membership

The membership of the Chorley Three Tier Forum shall be

- All seven Chorley County Councillors.
- One Borough Councillor from each of the eight Neighbourhood Areas.
- One additional Borough Councillor to represent Chorley town area
- One Parish/Town Councillor from each of the 22 Parish/Town Councils in Chorley Borough

Any County Council or Borough Council Executive Member may attend and speak at any meeting of the Forum, at the invitation of the Chair.

The officer(s) supporting the meeting must be notified of any changes in membership, prior to a meeting. Political balance rules do not apply to the Three Tier Forum

Meetings

The Chorley Three Tier Forum shall meet four times a year at Chorley Town Hall, unless otherwise agreed by the Chair of the Forum.

Agendas

- The Forum will discuss issues that are of joint interest across the three levels of local government in the area. Agenda items will focus on strategic matters that impact on the local community.

- Any member of the Forum can request that an item is considered at a future meeting of the Forum. The Chair and Deputy Chair are jointly responsible for agreeing the agenda and deciding whether an issue raised by a member will appear on an agenda. Where an issue raised does not fall within the remit of the Forum these will be dealt with via the appropriate mechanism and the member advised accordingly.
- Urgent business is allowed in exceptional circumstances and with the consent of the Chair and Deputy Chair. Any member wishing to raise a matter of urgent business should advise the Chair via the officer support for the Forum as soon as possible.

Officer Support

Secretarial support to the Chorley Three Tier Forum will be provided by an officer nominated by the Chief Executive of Chorley Borough Council.

Officers of the County Council and the Borough Council may attend the Forum if appropriate.

Public Speaking

The Protocol for Public Speaking at Appendix A applies.

Debate

The Chair of the meeting is responsible for managing the debate at the Forum. The Chair's ruling on any aspect of a member of the committee's right to speak will be final. Members who persistently ignore the ruling of the Chair may be asked to leave the meeting.

Voting

As a Consultative Forum it is expected that decisions will be taken mainly by consensus, however where a vote is required, decisions are by simple 'show of hands' majority with the chair having a casting vote.

Access to Information

The Forum is not a formal committee of the County, District or Parish Councils, therefore Access to Information provisions do not apply. However, as it is a public meeting, agendas and minutes will be available on the website of the County Council and the Borough Council and by request can be obtained in person at County Hall, Preston and Chorley Town Hall.

Chair and Deputy Chair

The Chair and Deputy Chair will be elected at the first meeting in the Council year from amongst the membership of the Forum. Should a vacancy arise during the year, a new Chair or Deputy will be elected. A Chair or Deputy may be removed from their position by a vote of the Forum.

The Chair shall alternate each year between the County Council and the Borough Council. The Deputy Chair will always be from the County or Borough Council not represented by the Chair.

The Chair shall preside at all meetings of the Forum. In the absence of the Chair, the Deputy Chair shall preside. In the absence of both the Chair and Deputy, the members present, as the first item of business, appoint one of their number to be Chair of the meeting.

Protocol for Public Speaking at Three Tier Forums

In order to allow members of the Forum and members of the public to raise issues of local concern, a period of 20 minutes has been set aside at the beginning of the meeting.

For the purpose of this protocol, "members of the public" includes members of the press and parish and district councillors who are not members of the Forum. It does not include officers of county or district authorities who are in attendance to support and advise the meeting.

A member of the public may speak for no more than 3 minutes. Members of the public are not required to give notice of the issue they intend to raise, although it is expected in the case of service issues that the appropriate mechanisms for resolving the issue have been explored. Where a question is raised which cannot be answered at the Forum, a record will be kept by officers supporting the Forum and it will be responded to via the appropriate mechanism.

Whilst a member of the public is speaking, no interruption shall be allowed from either a member of the Forum or another member of the public.

However, the Chair of the meeting may intervene in the speech of a member of the public. This includes the right of the Chair to terminate a speech if it is felt appropriate to do so. The Chair's judgement will be informed by the following provision:

Members of the public must not

- Speak at a point in the meeting other than those specified
- Interrupt another speaker
- Speak for longer than the allotted time
- Reveal personal information about another individual
- Make a personal complaint about a service provided by County, District or Town / Parish Councils in the area
- Make individual or personal complaints against any member of the authority
- Reveal information which they know or believe to be confidential
- Use offensive, abusive or threatening language
- Ignore the ruling of the Chair of the meeting

Members of the public who breach these guidelines may, following a warning, be asked to leave.

Agenda Item 9

Guide for Three Tier Forums on the county council's Transport Asset Management Plan (TAMP)

What is the TAMP?

- It is the county council's approved Transport Asset Management Plan and investment strategy that identifies the key strategic priorities of Lancashire County Council as highway authority during the period 2015-2030.
- It is a fundamental change from tackling, 'worst first' to one aligned to the Department for Transport's philosophy that, 'prevention is better than cure'. It recommends that resources are used to reduce key maintenance backlogs through preventative methods.
- It sets out the principles and approach that the county council will use to determine the priorities for allocating capital resources to highways and transport assets.

What does the TAMP say?

- The analysis indicates that the county council requires approximately £35m per annum to maintain all its transport assets at their 2013 levels. The direct allocation likely to be received from central government, via the Department for Transport is £25m per annum. This funding shortfall provides a real challenge to do more, or even the same, with less.
- In the last few years we have experienced a number of severe weather events (long, very cold winters and flood events) which have had an impact on the network and accelerated the deterioration of our assets.
- Preventative intervention works are proposed to reduce our maintenance backlogs. Such works involve treatments that are generally carried out at an earlier critical stage in an asset's life-cycle and are usually less expensive and less intrusive.
- Key maintenance backlogs will be reduced over a ten to fifteen year period, the effect of which will be that the level of available funding broadly matches the amount we need to maintain all our assets.
- It is not possible within the amount of resources that are likely to be available in future years to improve the condition of all transport asset types at the same time. A phased approach, based on the county council's priorities and affordability is therefore required.
- The A, B and C roads and the footway network will be prioritised. The intention during this period is to maintain other transport assets as close to their 2013 condition as resources will allow.
- In respect of those assets scheduled for later phases the primary focus will be to slow down their rate of deterioration as far as possible.

So what will change?

Assets will be managed on a holistic, county wide basis and funding will be prioritised between different parts of the transport asset network, based on need, as measured by engineering analysis.

- Service standards for each asset grouping will be used to set priorities and guide investment levels to reduce maintenance backlogs, make the best use of available resources, and ensure transparency and accountability.
- Investment in each district will be targeted to priority needs in each district annually. Surface dressing will be the main treatment used for preventative maintenance.
- Preventative intervention at the right point will reduce the cost of treatment overall by a factor of 3.
- The public's expectation is that the highway network should be maintained to the highest standard. However, given the current financial constraints the county council will have to prioritise its resources to maximise their effectiveness. We will have to explain this new approach and help the public understand the rationale behind it.
- The TAMP provides a better defence against claims.

Timescales and Priorities

- The TAMP covers the period 2015-2030.
- The efficiency of highway maintenance programmes will only be increased if planned resources are invested for at least a 5 year period. Therefore, it contains three implementation periods of 5 years, with a phased approach to funding priorities:
 - 2015-2020 A, B and C roads and footways
 - 2021-2025 rural unclassified and residential roads
 - 2026-2030 priority structures and street lighting

Phase 1:

- £8m p.a. for A, B and C roads. This comprises;
 - £4m of structural patching to bring red and amber roads up to a condition that they can be surface dressed (approx 47km roads)
 - £4m of surface dressing (approx 200km roads)
- £3m p.a. for footways to tackle defects and reduce claims
- There is some funding for rural unclassified and residential roads in phase 1. Adopting the same structural patching and surface dressing approach will address 100km a year
- Other assets will be supported at 2013/14 levels where possible

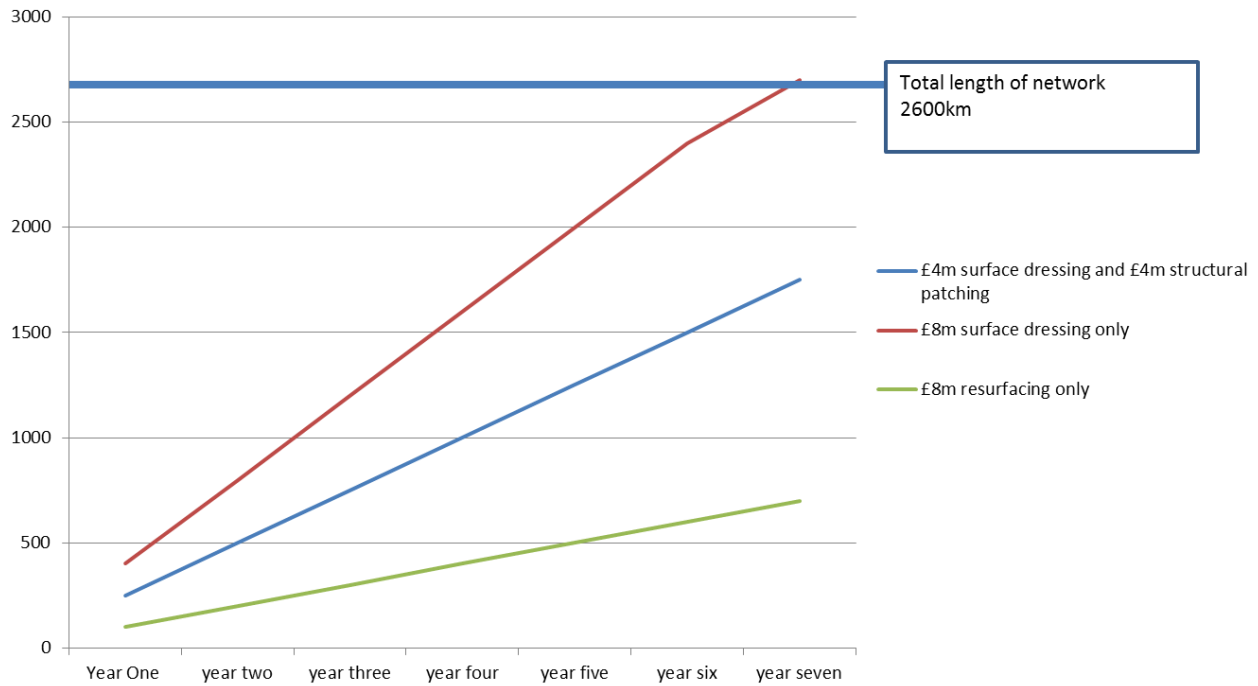
Phase 2:

- Priority to residential and rural unclassified £5m pa
- Structural patching (starts the year before in anticipation of surface dressing)
- ABC roads and footways still funded to a level to manage annual deterioration

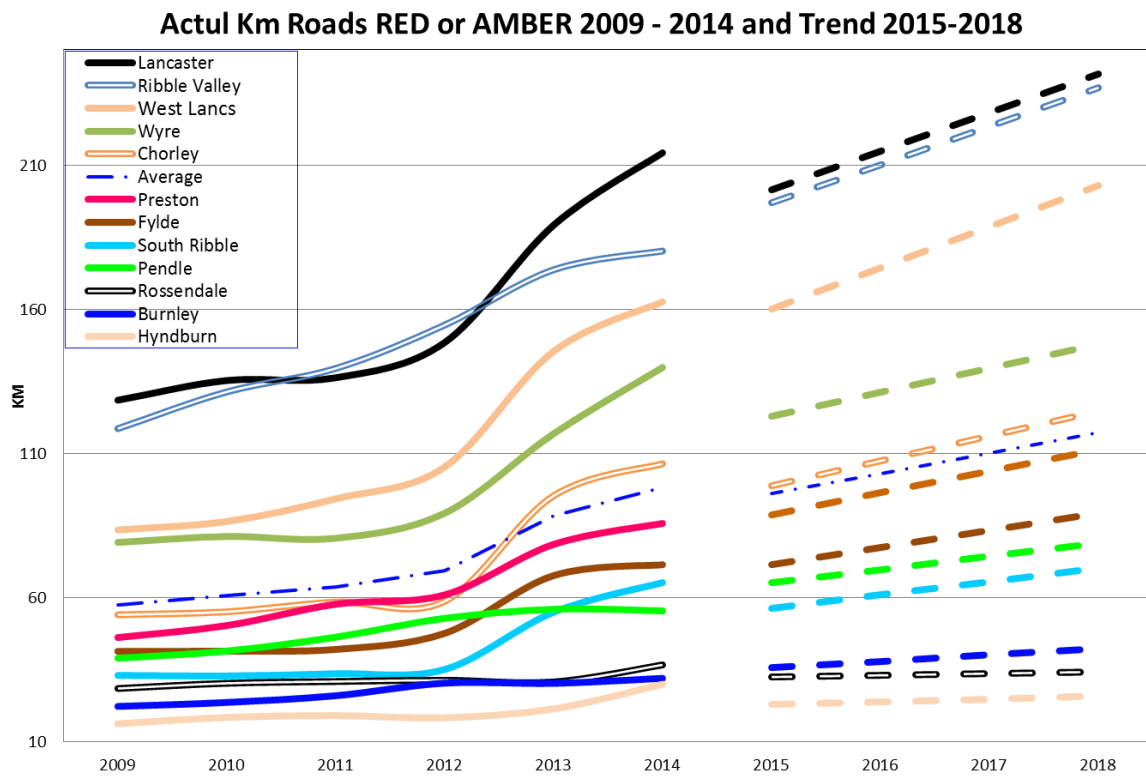
Phase 3:

- Our bridge structures are in excellent condition and deteriorate at a very slow rate. For that reason investment in the bridge stock is identified as happening in phase 3 (£6m). This does not mean that we won't be dealing with "at risk" structures and will continue to manage the stock.
- We will also continue a programme of replacing the street lighting that is at the highest risk of failure on a programmed basis (£4m).

Resurfacing v structural patching - how much does £8m buy?



Highway condition by district



Where we are and where we want to be

The table below shows the current condition of each asset type covered by the plan and the overall target that has been set to the end of 2029/30, together with interim 5-year targets.

Anticipated Asset Condition to 2029/30				
Asset Category	Condition Now	5 Year Target	10 Year Target	15 Year Target
	2013-14	2015/16 to 2019/20	2020/21 to 2024/25	2025/26 to 2029/30
A Roads	FAIR		GOOD	GOOD
B Roads	ACCEPTABLE	GOOD		
C Roads	POOR			
Residential Unclassified Roads	ACCEPTABLE	ACCEPTABLE	GOOD	GOOD
Rural Unclassified Roads	ACCEPTABLE	ACCEPTABLE	GOOD	GOOD
Footways	ACCEPTABLE	EXCELLENT	EXCELLENT	EXCELLENT
Bridges and Similar Structures	GOOD	GOOD	GOOD	GOOD
Street Lighting	FAIR	ACCEPTABLE	ACCEPTABLE	ACCEPTABLE
Traffic Signals	ACCEPTABLE	ACCEPTABLE	FAIR	GOOD

In practical terms what does it mean for councillors/your area?

- You will have greater clarity regarding the county council's priorities as the highway authority.
- You will see a significant improvement in the condition of the A, B and C road network generally over the life of the plan. However that improvement will take place across the county at varying rates based on priority. The maintenance backlogs on the A, B and C road network should be significantly reduced by 2020/21.
- Increased investment in the footway network should improve its condition and reduce the number of successful claims made against the county council by 2020/21.
- The maintenance backlogs on the urban and rural unclassified networks will be prioritised in phase 2 (2020/21 – 2024/25).
- The move to countywide allocations may result in the amount spent in individual districts varying compared with previous years. As funding will be based on condition data, investment in districts may vary year on year.
- The public may not appreciate that 'prevention is better than cure' and may query why what they perceive as 'the worst roads' are not prioritised.
- Surface dressing, although not always the public's preferred treatment, will be the main treatment used for preventative maintenance as this will reduce the cost of treatment overall by a factor of 3.
- LCC's Scrutiny Committee will be involved in the ongoing monitoring and implementation of the plan.
- You will receive ongoing briefings to allow you to explain the plan to your constituents.

Events on the highway

CONSULTATION RESPONSES

Peter Bell
August 2014

Events on the Highway – Consultation Responses

Executive Summary

Following the consultation period 14 responses were received ranging from individuals to district councils. The overall feedback was positive to the steps that the County Council are taking to mitigate the withdrawal of the police presence for traffic management. However there were a number of issues that were raised by the respondents.

- The most common question was around marshals and stewards. The policy will look to provide a clearer distinction between the two. The training course proposed is still being explored so it is difficult to provide firm details which a number of responses sought.
- A belief that marshals would, by default, be required at events. This is not the case as it is only closures that require 'active' traffic management that would require marshals. Barrier and sign closures can be unmanned or manned with a steward.
- Concern that the County Council are trying to change or complicate event management or demand traffic management companies are used. This is not the case, it is inevitable that the withdrawal of the police from traffic management will create a need for change however the policy seeks to retain, where possible, the easiest way to allow events to carry on. If it can be demonstrated that a traffic management plan can be facilitated without a third party company then this would not be an issue.

Overall it is intended that the only current changes to the policy document will be clarifications and further explanations. The responses have not challenged the aim of the policy but have exposed possible misunderstandings that can be resolved.

Overview

The Draft new policies and procedures document was circulated to all County Councillors and District Chief Executives, with a request to circulate the report to local councillors for review and comment on the 13th June 2014. The consultation ran until the end of July to allow the responses to be collated in this report for circulation at the Three Tier forums.

Responses were received by a number of parties and during the consultation period the County Council has provided responses to these comments to try and provide further clarity. The County Council's responses are also included in this report.

Background

Lancashire Constabulary is no longer providing traffic management at parades and events in Lancashire (except those of national significance such as Remembrance Sunday). As a result the County Council alongside the district councils and the police have been working towards mitigating the impact of this for event organisers by setting out a clear process and the requirements expected for events to occur

safely and legally on the highway. The document circulated for consultation seeks to set out how the County Council are trying to minimise the impact on events.

Consultation Responses

The following parties have responded to the consultation:

- 3 County Councillors
- 1 District Councillor (acting as event organiser)
- 2 event organisers/organisations
- 7 City, District and Town Councils
- Chorley 3 Tier Forum

County Councillor responses

Consultation response 1

County Council response included in Italics.

- "I assume that not all helpers will need to be accredited marshals, and that provided there is a small core, the bulk of helpers can be made up from stewards (using the definitions in the interim guidance). Accredited marshals can close the road for stewards who will then stand behind barriers."

If the road is to be closed using barriers (i.e. a full closure) then no marshals will be required. The legal closure is empowered by the barrier and signs not the person in this instance. Marshals would only be required if for example there was a rolling closure, where the parade was moving along with traffic. Marshals would in this instance direct traffic to stop whilst the parade passed (i.e. no barriers being used)

- "What form will the accreditation training take, is there any cost, when will courses be available?"

The training program is being worked on at the moment and the council do not have dates as such but we are working to get it in place as quickly as possible. It is reasonable to expect that there will be a cost but these details are still to be finalised.

- "It should tighten up the process, and give those accredited people a bit more authority. Having accredited people will help the application for road closure, and the Risk Assessment for the Event."

Consultation response 2

"Please can you advise if any form of event organisers were involved in putting together these proposals?"

The document was drafted by officers. The police, district and county officers have had input and have fed back comments from their dealings with event organisers as part of this process, an earlier form also went before Scrutiny committee as part of a

wider discussion. The answer to the question is that it hasn't had the direct involvement of event organisers.

Consultation response 3

"A question posed to me has been why do the events have to be advertised especially if they are one offs. Why could the cost not be bought down on that for advertising?"

The event itself does not need to be advertised, although most events will normally want some sort of exposure to ensure that they are successful but that is general marketing and down to the event to sort out if they want. There is no requirement for an event to promote itself.

The only point in which advertising is discussed in the document is around road closures. If the district council (the preferred option) processes the road closure then they are required to place legal notices on site (normally an A4 sheet i.e. low cost). If however the County Council has to process the closure then they are required to place a legal advert in the press notifying the public of the highway closure. The cost of the advert would be borne by the event however the steps we have taken (by using the district powers) should result in this being an exception rather than a rule.

In conclusion:

- If an event requires a closure and it is done by the district council it will be down to the district council's discretion as to whether they charge for the closure.*
- If an event requires a closure and it is done by the County Council then the cost of the press notice will be charged to the event.*
- If an event requires a closure and they agree how it will be signed the County Council has a stock of signs that organisers can borrow (refundable deposit) or choose to buy for their continued use in future events.*

The County Council has taken all the possible steps it can to ensure that the cost burden to event organisers is kept to a minimum whilst still meeting any legal requirements that have to be met.

District Councillor Response

Consultation response 4

"I have been sent the information about events as a local councillor. However I am replying as an organiser of large events in the Fylde. I put on three triathlons each year, and have done for 8 years in St Annes, Ribby Hall and Fleetwood. Two of these require road closures.

These events meet so many local and central Government targets it would be a shame to impact them. We introduce children to sport from age 7 years and up, we bring women back to sport who have left it or not tried it before. We create a community spirit and involve charities in all events.

Like many events the only thing that almost stops us each time is finding marshals, or stewards now as they might be. Finding large numbers of free volunteers is a

challenge. If we were to pay them the event would become so expensive it would exclude all entries except from the rich.

I doubt any Government local or central would want to plan for the rich only. We are inclusive and the cheapest events in the UK to attract people from all schools across Fleetwood and the Fylde, we feel this is important as many such children are excluded by cost.

If the new rules make obtaining marshals more difficult, reduces who can be a marshal, or increases costs it will stop events. I appreciate less events may be a council aim as it reduces the amount of work required and makes life easier but is this the best for community, obesity and health?

I would like to be involved in discussions as I fear bureaucracy and over planning and fear of keeping things simple may create a society that can't function properly. I also fear that many people in the planning may never have put on large scale events and only understand the paper side of it not the reality of it."

A distinction needs to be placed between Marshals and Stewards. A Marshal will have the power to stop and direct traffic, in the same way a police officer does (with a valid road closure order in place to support them legally). Stewards have no such powers and are just there to provide information and support to road users who are affected by road closures.

It could be assumed that the types of events mentioned would utilise full road closures to ensure the safety of the participants. This would be facilitated by "Road Closed" signs and barriers. These closure points would benefit from stewards who can offer advice to road users but do not require fully accredited marshals.

It is important that whilst the County Council will work hard to keep events running, we manage our responsibilities to highway users, spectators and participants. The County Council has to ensure that the road is legally closed and that the appropriate level of signing and staffing is in place to keep everyone safe and informed.

At no stage are the County Council saying that you are now required to pay volunteer stewards, however if during the planning process of the traffic management plan for an event it is decided that marshals are required then it is inevitable that there will be some sort of cost involved. However the County Council is again looking to support in minimising this cost as much as possible. The training program that is being created will allow certain individuals to become marshals, these could be county or district council employees, and they may even be volunteers from local organisations, once trained they would be available every year for the event.

It is disappointing if it is felt that the underlying agenda is to drive down the number of events and to make life easier, this is not the intention. Putting steps in place to try and support events going forward following the withdrawal of the police from traffic management would show that the County Council is doing its best to mitigate any issues that are faced. It is unfortunate if this does not come across clearly in the report.

The intention of this exercise is to empower organisers to take their events forward in a safe and legal fashion, the County Council agree that the organiser will be the best placed person to know what the individual issues of the event are, especially if they have been involved for many years, however the fundamental requirements for a legal road closure cannot be overlooked and a robust traffic management plan with the involvement of the county, police and district working together with the organiser is the best way to facilitate this.

Follow-up response from the consultee

"In 8 years and 18 events we have not seen the police or involved them, yes we have full road closures and it seems you are saying for us nothing at all will change and that is a relief. As I said the trouble with people making decisions who are not event organisers is they have no idea of logistics. For example I need a minimum of 85 marshals or stewards now, and that is cutting it thin. To get volunteers to do this is hard. To get 85 trained council officials to give up almost every weekend of the year is nonsensical and would just mean no events. Many events happen on the same day and many require this level of support to work. You say this is to improve safety which would imply that you have records of incidents and safety issues. In my races there are none, and in all the races I take part in I know of none, and of course the parades I attend I have not heard of any either. We do live in more of a "nanny state" where fear of something is often more important than the reality of nothing happening and I appreciate the police have to make cuts and can't serve the public as they once did but we so often see a sledge hammer being used to crack a nut. If I can help bring some common sense to any of this please liaise with me as I would hate to see Government officials closing events for paperwork reasons and supporting obesity and lethargy as it is easier. I am sure, as you say, this is not the case but fingers crossed on that. Let me know if I can lend any help, all the best with this and let's hope there are no real casualties, and by that I mean events!"

Event organiser responses

Consultation response 5

"Both very useful documents that should once fully implemented, result in the continuation of traditional community events using the highway in a safe and orderly manner. The "respondent", once trained in accordance with the Community Safety Accreditation Scheme (CSAS) intend not only to marshal their own annual Easter event once training has been given, will avail themselves to marshal other groups events depending upon the availability of trained members.

Set out below are points/issues that we would like further discussion on before we fully endorse the policy and interim guidance.

- Training – It is of vital importance that training courses are delivered at a time, date and location that would allow our members to attend, i.e. nights or weekends and local based."

As the training course is current in its concept stage the details of how and when it would be delivered and who is eligible for such training is not yet known but we will take these comments on board.

- "How many of our people can we have trained?"
Who can be trained is at the discretion of the Local Chief Officer for the Police in Lancashire, any person that is permitted could be trained. The County Council would suggest that there would be no arbitrary limit. A copy of the Home Office guidance on the CSAS powers is included for reference.
- "How many Marshals do we need to run our event?"
The nature of the event and its impact on traffic and pedestrians will determine the number of Marshals required. At the point of application the County Council and Police would provide comment on the plan including numbers, route, signs, closure requirements etc
- "How many Stewards do we need?"
The nature of the event and its impact on traffic and pedestrians will determine the number of Stewards required. At the point of application the County Council and Police would provide comment on the plan including numbers, route, signs, closure requirements etc
- "What will be the cost?"
The cost of the training is not known at this time as it is still in its concept stage.
- "How long will it be before refresher training is required?"
The CSAS guide does mention periodic re-assessment however it will be at the discretion of the Lancashire Constabulary to agree the frequency of this.
- "How much will the Marshal training cost."
The cost of the training is not known at this time as it is still in its concept stage.
- "Road signs – The way our event moves along the highway requiring a series of short road closures, makes the use of standard road signs as proposed difficult to manage as they will require to be continually re-sited along the route. It should be noted that before this year's event started, numerous signs were deposited along the route requiring them to be moved only a short distance from the side of the road out and onto the crown of the road. We understand that each road sign should be weighted down with a sand bag to prevent it being blown over by a strong wind. (Not mentioned in the policy document)"
It is difficult to cover every detailed point in the document, the signs for example that we have produced and made available to event organisers at the moment are designed to be zip tied to street furniture therefore not requiring sand bags. We would specify in the approval of the traffic management plan any requirements for signs to be secured and periodically checked for example. The approved traffic management plan will describe how any event will be managed, either by accredited marshals or by physical signing dependent upon circumstance.
- "If we have sufficient trained Marshals available, could they use either hand signals as described in the Highway Code or hand held devices such as LED powered red/green batons or even stop go boards etc."
The Marshals would have the power of a police constable in terms of directing traffic. Batons and Stop/Go boards would not be approved as the power is held by the person not the sign, so hand signals would be the method of

communication with drivers, this would be covered in the training course in more detail.

- "Communication – Marshals will require some effective means of communication i.e. personal radios."

This would be a decision to be made by the event organiser as part of the traffic management plan, if an event organiser decided to utilise this means of communication it would be their own responsibility to resource this equipment.

- "High Vis jackets – Do we need different jackets for both Stewards and Marshals."

The County Council's view at this time is that it would not be necessary to have different jackets. Assuming that the traffic management plan required the use of marshals and stewards then the marshals would be identifiable by an accreditation ID that they are required to wear when carrying out their duties. Also by virtue of the role they are carrying out it should be clear which is which, for example a steward would either be alongside a sign and barrier or on the roadside providing support whereas the marshal would be stood in 'live' traffic facilitating the rolling closure.

- "Interim arrangements – How much of this policy will be in place before Easter 2015 and what are the alternative requirements. If it is a case of instructing a Traffic Management Company/ where are the funds coming from."

The request is to have comments back by the end of next month and it will be discussed at the Three Tier Forums in September. As we are time critical with coming up with a solution to allow events and parades to continue, I would expect as much of the policy as possible to be in place before Easter 2015. The responsibility for the cost associated with events which take place on the highway lie with the event promoter. This will not change.

- "Contacting residents/businesses along the route. Will a short mention in the Free Press suffice?"

As part of the road closure, notices would go up on site informing the public of the forthcoming closure. Any further requirements for additional information and notice will be discussed as part of the conversation at the local Event Safety Advisory Group meetings and agreed Traffic Management plans.

- "Litter – Never been a problem."

Consultation response 6

"That the proposed training will impact on people who volunteer, some are working and some provide child care. Why is it that these marshals who have over 30 years experience in many cases now have to be accredited. Is prior learning and experience not taken into account?"

The training that is proposed to be made available by the County Council is to provide marshals with the power of a police constable (i.e. the power to legally direct traffic, and for it to be an offence for those directions to be ignored). For an event to

occur on the highway it is necessary to have some sort of legal closure in place, either rolling or static. If a static closure is being created then the closure is empowered by the relevant traffic signs (i.e. Road Closed). It is possible for a well coordinated event to be facilitated by a moving cordon of static closures surrounding the event, as the event passes the road reopens whilst ahead of the event the roads are being closed, however this does require a level of coordination that many smaller events may struggle to provide (an example of this is provided in the interim guidance that was circulated alongside the consultation document). The accreditation scheme to provide traffic marshals is being explored to allow the marshals to act like the police at a parade (for example) where they actively manage the traffic around the event. Without knowing the exact details of how your events are currently managed the County Council can only provide the following responses to the question posed:

- 1, If the marshals are providing the management of the event using the movement of barrier and signs (static closure) then it is possible nothing will change;
- 2, If the marshals are facilitating rolling closures then the accreditation would formalise the experience and provide the legal backing to what they are doing.

Consultee response to comments

"A) Athletic Road events do not need a rolling or static road closure in 99% of the cases and this was done as a blanket proposal in the consultation. I am opposed to this element in the consultation.

B) The experience of Race Organisers as my colleague has mentioned is generally greater than the Police or yourselves in this matter and I would hope that recognition is given to this and then used to formulate the final policy

C) The implication from one of your comments above "It is possible for a well-coordinated event to be facilitated by a moving cordon of static closures surrounding the event" could imply without this happening the event is NOT well organised and coordinated. I for example work with the local traffic management officer to check my events are safe and well organised and then have them approved- I appreciate you are after a process that will facilitate this BUT if you are not involved in athletics and its organisation you tend to take a generic view!"

"For athletic road races no need to close roads in most cases an event tends to happen for a few minutes in that area. The implication of the proposals is that full road closure is required at a cost to in our case to a small charity. Unless you have a very large event there is no cost benefit to the organisers. Indeed if only a "Fun Run" or "Flashmob Race" there is no insurance or requirement to inform anyone, this seems wrong. This is likely to benefit very large events e.g. London Marathon, Manchester 10K who have event companies providing marshals and who have mega budgets for promotion from Sponsors-this has no real benefit to Lancashire sports people!"

Firstly it is important to cover the "fun run" and "flashmob race" issue you raise, if the runs are occurring on the highway without the necessary legal closures and permissions from the District/County Council and Lancashire Constabulary then they should not be happening. Just because the events happen doesn't make it right or legal. The County Council agrees that any event that occurs should follow the same protocols and processes to ensure both public and participant safety.

In terms of "cost" the report has not placed any values against the various issues raised. However the County Council has tried at all times to ensure that costs will be kept as low as possible, for example there has been close working with our district colleagues on the best method of processing a legal closure, the power the County Council can use requires an advert in the press whereas the district council power only requires a site notice. Accreditation training is currently available through a private company but the County Council are exploring if it can be provided at a more competitive rate. A batch of temporary signs have been manufactured and distributed around the county for events to be able to use (at no cost) with the possibility of regular events being able to buy a set for their own use every year.

Consultee response to comments

"As mentioned unless you can call a Fun run or Flashmob run organised these events will continue to happen without your permission. We as race organisers know of people who do this to get around the system"

"When I started organising events 31 years plus ago on the day of my races no others occurred nowadays you can have 8 races taking place on the same day in Lancashire-you will need a substantial amount of signage to cover some weekends"

As mentioned earlier, most people who support these events are volunteers and as such could easily walk away from helping (there is significant evidence for this happening already).

The cost is more than likely to close small events - is this what LCC and the Police really intend?"

Entirely the opposite is the intention for this policy. It is important to note that this policy has been drafted as a result of the police announcing that they would not be providing traffic management to the many events in the county. It became necessary for the County Council to work with the constabulary and the district councils to come up with a policy to ensure that as many events and parades could continue as possible. The removal of the police provision and the subsequent conversations with our district colleagues did help identify the large variety of different processes and local practices that needed to be formalised so that an organiser in Lancaster can expect the same steps to be followed as in Chorley. In terms of the polices the County Council is not able to provide a comment on their intentions, however the actions are due to them adopting ACPO (Association of Chief Police Officers) guidance.

Consultee response to comments

"ACPO issued similar guidance in 2000 because of Millennium year-I suspect this is more about a reduction in funding (something which I know you cannot comments on), however if there is no need for Police involvement and there is no need for road closures and provided the event is insured what is the proposed position in clear and unequivocal terms of LCC?"

"Two of us have already highlighted that this is contrary to your view likely to close up to 85% of road race events- we want to make this absolutely clear on that point."

"There has been no involvement of race organisers as far as I can ascertain in formulating this policy, this is ridiculous given that the Police have used our knowledge to improve what they do.

The Police do not marshal any event I have organised, we have had 'Specials' there because they want to be -they have given their time unpaid and have come as support- What then is their role in all this."

No event organiser has been involved in the drafting of this document so far. The policy was an officer authored paper with input and discussion from the Lancashire Constabulary and the district council officers. It is the intention of this consultation at this stage to get the comments and inputs via the County and District Councillors. It can be a chicken and egg issue, if the County Council had not drafted a proposed outline and just sought views we could have been in a situation of having multiple conflicting proposals to try and bring to together. By providing a framework outline and then seeking views we can look to tweak and edit to keep a universal process that meets the maximum number of event's needs.

It is probably important to note that the intention of the document is to provide an outline for event organisers when organising their event. If when you inform the district council of your event and the discussion of a suitable traffic management plan is undertaken, it is at that stage that the detail of how to manage the event would be resolved. If the police and County Council traffic team are happy with the plan then it would be accepted. If as you note the police have not attended before or have applied a light volunteer touch then it is possible that this could be accepted in the future, it is therefore not possible for the County Council to comment on an individual event and as such we can only deal in generalisations at this stage.

"Police have never marshalled at most events. Are we presuming that the Ironman Triathlon or Tour de France principles be applied here and that Police are to be paid for turning out at checkpoints? Only large events need this from the Police!"

Large major events will require an acceptable traffic management plan, if the police chose to attend it would be down to them to offer comment on costs they may charge.

Consultee response to comments

"Ergo smaller events need a much reduced traffic management plan!"

"The proposed policies do not take into account course design. I have to have my route verified, insurance granted etc by either UKA (United Kingdom Athletics), ARC (Association of Running Clubs) or FRA (Fell Runners Association) and I conform to all safety requirements- events are insured for a minimum of £10 million. These governing bodies consist of people trained in risk assessment and litigation, they are in many cases runners - so are both practitioners and monitors of what is happening and would not put themselves or others at risk. Most race organisers would be willing to cascade any useful training down to their volunteers."

The policy is providing a framework for all events on the highway, the County Council haven't commented on any particular type of event because the framework outline can be applied to a street party or church parade in the same way as a major race.

Consultee response to comments

"I think there is a need to identify that affiliated road race events have their own specific requirements and it would be useful to sit down with us and listen to our views/advice in this area"

"I personally ensure my organised races are as safe as can be because if I don't I won't get a) the participants, b) raise much needed money for the Village Hall or local charities and c) the support of the NGB's - Why, why, why weren't people with experience invited to join the consultation group- we use to be on local safety groups."

The County Council do not dispute that your events are as you state well organised and safe, it is not the intention of this process to change any of that. As noted the pressures placed on the County Council, by the immediate removal of the police attendance of events, forced it to put forward a policy framework and then seek comments at this stage.

Consultee response to comments

"Are you saying that all road running events will require a road closure? If you are, you can wave goodbye to around 75 to 80% of road running events. So much for London 2012 legacy.

You should also note that my previous attempts to obtain a road closure order for my event have met with refusal by Lancashire Police. Such was their strength of objection that it is recorded in our risk assessment and planning document to cover ourselves."

Council actions

The comments were passed to the Lancashire Constabulary to provide a comment on as the response identified their refusal to attend events. The Lancashire Constabulary feedback was as follows:

"I have spoken to 'the consultee' and as I thought he and his colleagues were worried that it meant the events couldn't happen, I have explained what the 'Events on the Highway' document is all about and why it needs to be brought in and I think he understands it now."

An overview email was also provided to a County Councillor who had been part of the original email chain to provide an update. The main points covered are outlined below:

The important point that the County Council is trying to get across is the County and Districts want to work with event organisers to ensure that anything that occurs on the highway is done safely and is coordinated with other users of the highway. It is entirely likely that the number of runs that are organised may not need a road closure due to the nature of the event however it is still important that the County Council is aware of the event happening so that we can agree any traffic management is acceptable, notify the organiser of any issues (forthcoming road works for example) that may affect the event and manage any other events that may conflict (location/time etc).

District, City and Town Council responses

Consultation response 7

"Welcome and worthwhile documents that could be developed as a basis for the improved management of events on the highway, particularly in light of the intended withdrawal of a traffic management roll that has historically been provided by the police.

It is accepted that the districts can be the primary point of contact for applicants, this roll being an administration function allied to the district's role in the heading of local Event Safety Advisory Groups (ESAGs).

It is accepted that the Town Police Clauses Act 1847 is the preferred legislation.

It is accepted that the county council be responsible for approving traffic management plans for road closures – Note that once the notification of an event is received and circulated to ESAG partners it is considered that LCC as the Highway Authority (in conjunction with the Police Traffic Road Safety Unit) be the focus of communications with event organisers for matters relating to traffic management and road closures i.e. LCC / Police liaise with event organisers in the production of the necessary traffic management plan and traffic management arrangements, and not districts.

The Accredited Training Programme is without doubt a cornerstone of the policy. Adequate and suitable training courses should be available to community groups who may, if they so wish, have the opportunity to have their representatives trained to an approved standard well before the start of the 2015 events programme so that the availability of accredited marshals can be included in the preparation of the traffic management plans as prepared by the event organisers. This will greatly assist LCC traffic engineers in their discussions with event organisers"

There were also a couple of suggested replacement sentences seeking to provide clarity on meanings which will be incorporated into the document.

Consultation response 8

"I would make the following comments that have arisen from discussions with the County Council's Events Manager:

The sign loaning scheme needs to be developed to ensure there is a clear and easy booking process, if however we are asking organisations to have qualified traffic management companies I don't see the need for this."

The County Council agrees, the important part was to secure a small stock of signs initially to help facilitate the events, going forward it would be favourable to see a good stock level of signs at various locations around the county, and as part of this it is suggested that the districts will want to help facilitate sign borrowing system. For annual events the option would be to offer the signs for purchase so that they have them every year going forward. This could be part of any Traffic Management conversation?

"When we explored the Community Safety Accreditation Scheme with the police during Guild, the police had concerns over the legality of the scheme and its implementation; there is also the matter of liability for community volunteers trained in the scheme who is covering them under liability insurance. Also what are the fail-safes in place to ensure a closure is implemented properly and in line with chapter 8?"

The County Council is awaiting the full information back from the police regarding the CSAS scheme, but take on board your concerns, ultimately the police have the discretion as to who can be trained and it must be possible for us to provide Marshals for events as the AA provided marshals for the open last year. Liability insurance – the County Council will ensure that this is discussed with the police as part of setting up the training; it may be that the individual may have to get their own or the organiser would have to ensure that the marshals are covered as part of their event insurance, but this will have to be checked. In terms of the chapter 8, it would be the responsibility of the County Council to ensure that the Traffic management proposed is compliant, in terms of checking the implementation on the day we will have to consider possibly random checks on events, based on the number of potential events and the spread it is likely that we would not be able to attend every one though.

I have grave concerns over a volunteer staffing a closure point, even if they have received training it is a high risk role and potentially puts members of the public at risk of public confrontation or at worst conflict with moving vehicles. We would not put an unlicensed member of staff on the entrance to an event.

We will feed back your concerns but if the closure is fully signed and barriers are in place and any diversions are clearly signed then these conflicts will be minimised, however it will need to be a consideration of the traffic management plan. It has to be remembered that the guidance is covering all sizes of event and parade ranging from a church parade down a street to a closure of a city centre for a major event. The intention is to provide a framework for the District, County and Police to work with, if it is felt that the event will create these conflicts then this can be raised as part of the application process etc. It will be down to the area highway teams and Districts to agree the local adoption of the framework.

"Under the heading 'Longer Parades' the police intervening if a situation arose, I think needs clarifying is this in relation to crime and disorder or under special police powers to divert a procession in the instance of a situation out of the control of the organiser?"

Noted

It is not clear what the relationship of the two documents are, however the interim guidance has no information about insurance, risk assessments, traffic management plans, advance warning, resident/business notification, welfare consideration for participants, parking considerations for participants, stewarding, first aid, litter and waste and so on.

The main policy document is the one that the County Council is looking to adopt when agreed, this is as mentioned above, designed to provide a framework that can be applied across the entire county for all parades and events etc. How our district colleagues and the County Council implement the detail will be down to the local groups to agree. Whist reference to all the items above as "need to be considered" can be added to the document, it would be expected that this to be part of any

application process and it is important that whilst trying to provide consistency there is flexibility for locally specific issues to be dealt with. Until the main document is adopted it became necessary to state the current position (in the absence of police at parades/events) therefore the interim guidance was pulled together stating an early adoption of the main principles of the "under consultation document" but tried to provide clarity on the impact of not having accredited marshals available (i.e. try and use full closures etc).

"I note in the Draft policy document references ESAG as best practice to ensure communication between District, County and the police, however Preston who has an established ESAG from pre Guild has no physical representation from the County Council despite being on the circulation list."

It would be expected that LCC officers will attend ESAGs in the future

"The draft policy does not include detail about the above considerations outlined in point 4"

Noted

"Will these documents remain as guidance allowing districts to roll out their own localised policies which obviously still reference the guidance however allow for nuances?"

It is intended for the main document to be adopted as a policy by the County Council, it is for this reason that the districts and police have been involved in the drafting process. As noted above, and in response to a number of other comments about the policy, we have attempted to create a framework rather than a set of draconian rules to allow districts and the county to have nuances. The main principles would remain standard, for example, the district is the main point of contact, the county and police will approve the traffic management, etc

"In the Interim Guidance, reference to district council needs adding in the second paragraph on page 1."

Noted

"In the Interim Guidance, 3rd para page 1, reference is made to full closures being the preferred option and yet the majority of the document appears to relate to rolling closures."

This is because the interim guidance is aimed at dealing with those events that would be best placed to use marshals (e.g. at the front and back of a parade) but as this is not possible currently it was about how to manage this.

"In the Draft Policy Document, page 7, 3rd bullet point from the bottom, whilst emergency service access should be maintained at all times, it is seldom the case that residents and business access can be maintained during periods of road closure, although all attempts are made to minimise this impact."

Noted

"There have been a number of issues surrounding complaints from public transport operators and whilst not wishing to single out one particular type of road user, it would be useful to add a comment that early contact needs to be made with bus service operators affected."

Noted – if the closure was to be processed by the county under the RTRA the 12 week lead time is to allow the notification of bus operators etc similar to the TTRO process.

Consultation response 9

A letter was received from a District Council outlining the support for the process and the policy. The following comments were noted:

"The council would make the point that having a clear and consistent set of criteria to be met means that some applications for events will have to be denied because organiser either cannot or will not meet the criteria. This will inevitably lead to some negative publicity either at a local, county or even national level. The fact that there is a clear policy in place designed to protect the interests of all should provide a robust defence to this. The council would however wish to ensure that a communication plan is agreed between the County and Districts to ensure that all would be events organisers are mindful of the proposals."

Consultation response 10

An email was received from a District Council agreeing "that the introduction of a policy for the implementation of highway closures arising from events on the highway is beneficial. The policy should reflect the primary role which Lancashire County Council as highway authority have in approving the closure of highways and the agreement of satisfactory schemes of traffic management" the email then provides a number of suggested edits to the main document to strengthen this view without changing the underlying documents aims and objectives.

It is also noted that in the view of the respondent an events safety advisory group (ESAG) is not empowered to approve or prohibit an event or closure. This view will need to be considered as it will depend on how local processes are set up to handle the event application process. It is reasonable that an event that has an effective traffic management plan and is generally ok to occur on the highway could be effected by the consideration at an ESAG meeting. This will depend on how the local ESAG is set up and what its agreed role is within the process."

Consultation response 11

The response from a district council focussed on the impact on the event organisers that these changes will have. They identified the drop in events that have occurred since the police have withdrawn from events and raise concerns over the financial impact that traffic management could have on small events. The district welcomes the recent communication from the Lancashire Constabulary that a small amount of funds was being made available to help with the transition but it still raises concerns about the long term effects of these changes.

The district notes that the county are looking to set up a training scheme for Marshals however then assumes that the county would then automatically deploy its own in house marshals to events and comments that no costs have been made available. The response does seek prices and financial impact to be made clearer.

There is a feeling that for a number of smaller events the ESAG process is an unnecessary blockage. It is also felt that the flow chart provided in the document requires timescales built in so that it is reasonable to know how long the county will take considering a traffic management plan, for example.

The consultation response raises a number of issues. Until the County Council is able to get the accredited training program set up it is not possible to calculate prices for the training. It is expected that the County Council would train some of its staff to become traffic marshals but these would not be automatically used at every event being run. The training will be available to district council staff as well who may seek to support there local events.

It is important to note that marshals are only required where a rolling closure is required, it may be more cost effective to seek a full closure of a section of highway for a short parade that can be facilitated by signs and barriers. As noted in the guidance the county have manufactured a number of signs available for use by events. It is important to note that were possible costs and impacts have been kept as low as possible whilst the County work to resolve the situation that has arisen by the police withdrawal

The district council wishes to see timescales on the flow chart, as a framework that the county council has put forward for the process that involves working with multiple districts, it is not possible to place timescales on the flow chart as they will not be the same for each area. The framework is intended to allow the individual partnerships to optimise the process to meet there local needs. One district may want 2 more weeks to consider an application than another. This could be a volumes, location, complexity issue and it will be down to the individual districts and the county council highways teams (in that area) to come to a local agreement on timescales and deadlines.

The ESAG potential blockage is another issue that can be agreed locally. The partner organisations may decide that only events over a certain size or location will be passed to ESAG. It is not for this policy document to set those local requirements.

Consultation response 12

Following a conversation with the local district council the following comments were received. "...the wording around points of contact still need to be tightened up as it appears a little confusing as to who organisers should contact and when."

The council also stated that they "would also not be in a position to provide assistance with signage and the taking of deposits as we simply do not have capacity to house the signs etc." It was noted that the housing of signs by local councils was only put forward as an option, not a requirement, as some councils had expressed an interest in doing this. The issue of deposits was also only a suggestion of how to facilitate the save return of signs after use and was not a fixed policy.

The council was also "pleased to hear that local arrangements would be accommodated although am mindful that the same will not be recorded within the framework."

Consultation response 13

"At a meeting of the Town Council last night (Thursday 24 June 2014), the abovementioned consultation was considered. At the meeting my Council resolved that it notes and supports the contents of the documents."

Consultation response 14

"Concerns were expressed about using event management services particularly for non-profit events"

There is no requirement to use event management services for any event, they are just one option available, small events can borrow signs and have Traffic Management plans agreed and implement themselves. If accredited marshals are required we are looking at the best way to facilitate training so that as many eligible people as possible can be trained (eligibility is at the discretion of the police).

"Members felt that the policy should be different for profit and non-profit/community events"

The County Council does not consider that it is workable to provide a different policy for different profit bases, the fundamental issue is that if an event is deemed to require a highway closure to allow it to proceed then the requirements to allow this to happen are the same.

Engagement with organisations such as UK Athletics and UK Cycling was seen to be key to the development of a successful LCC policy.

It is not the County Council's intention to open the consultation to other organisations, the policy is designed to provide a high level framework that will try and meet the needs of any and all events that will occur on the highway. A discussion with a running club demonstrated that they have events that may not require closures and as such a lot of the "closure" section of the policy is not aimed at them. However the County Council as the highway authority would still want to be aware of the event to ensure that there are no conflicts on the network (Road works unknown to the organiser or another event wanting the same highway space).

Events on the highway

Draft Policy and procedure for highway management

Peter Bell
24th March 2014

Events on the highway

Executive Summary

It is recommended that the police, county and district councils adopt this document as the protocol and outline for the management of road closures for events, parades and other activities that affect the highway network.

It is recommended that the district council is the primary point of contact for applicants, with the police and county council providing a consultation service with published lists of traffic management providers being kept up to date by Lancashire County Council. Furthermore, it is outlined in this report that the use of the Town Police Clauses Act to facilitate the closure is the preferred, first choice, piece of legislation where appropriate.

It is also recommended that Lancashire County Council seeks to create an accredited training programme for marshals to allow county and district employees to be empowered to control traffic when required to do so, if it is deemed feasible by the authority.

Background

In recent years there has been a significant increase in the number of requests to hold events which affect the highway. This increase is partly due to a number of national events such as the Olympic Torch Relay, The Queen's Diamond Jubilee and the Big Lunch. These special events have been over and above the numerous parades, village fetes and events that happen every year within Lancashire.

Each time the highway is used for an event it is necessary to close it to other users. This process helps to ensure the safety of the event patrons, manages highway users' expectations (for example possible delays or diversion routes) and provides a legal framework for the event to occur legitimately.

Road closure powers

There are two main methods that can be used to close, part or all, of a highway for an event. The power is given to the district councils of Lancashire under the Town Police Clauses Act 1847 and to the county council under Section 16A-C of the Road Traffic Regulation Act 1984.

Town Police Clauses Act 1847 (TPCA)

This gives to the district council's powers for preventing obstruction of the streets in times of public procession, rejoicing, or illuminations, and in any case when the streets are thronged or liable to be obstructed.

It may apply to a special occasion when the ordinary day to day use of a street or highway is likely to be obstructed by substantial numbers of people, on foot or in a vehicle, participating as spectators or otherwise in the occasion.

Not all orders under this power need take the form of a full closure

This power is normally used for carnivals and processions where the closure is for a short duration and / or traffic management requirements are not substantial.

It is recommended that the TPCA is used as the preferred method of processing requests to close the highway for events and parades. The advantages of this method are that the order is simple to produce, there are no significant costs and the work can be undertaken fairly quickly, in many cases. To process a TPCA closure, the district council would consult with the police and the county council and where all approve, generate a site notice (Laminated A4 sheet) giving the road closure legitimacy. The only cost for this closure would be the staff time in processing it.

Road Traffic Regulation Act 1984 (RTRA)

This gives the county council the power to make an order to regulate traffic on a temporary basis to facilitate sporting events, social events or entertainment on the highway.

The restrictions may be imposed for a maximum of three days and only one such set of restrictions may be imposed on any particular section of road in a calendar year. Consent to extend the length of time beyond three days and increase the number of events held within a calendar year must be sought from the Secretary of State.

A RTRA closure would follow the same general procedure of consultation; however, it is processed by the county council. The county council as part of the ordering making process will place a notice in the local press over and above the site notice. This will result in an advertisement cost being associated with the order; the amount would be dependent on the newspaper involved.

Furthermore, the permitted frequency of the order means that for events which occur in a local area and potentially use the same sections of highway there is a possibility that subsequent events occurring in the same calendar year would not be able to close the road. For a second closure to be facilitated on a section of highway under the RTRA in a calendar year the county council would need to seek secretary of state approval, on a case by case basis.

Police and the policing of events.

Lancashire Constabulary have recently adopted the Association of Chief Police Officers' (ACPO) 'National Guidance' which means that the police do not undertake any traffic management for an event on the highway other than those events that are deemed, by the police, to be of national importance (such as a Remembrance Day parade).

The requirement for police attendance and action at public events will be principally based on the need for them to discharge their core responsibilities:

- Prevention and detection of crime;
- Preventing or stopping breaches of the peace;
- Action against a breach and subsequent investigation of a closure within the legal powers provided by statute for, a Road Closure Order (Town Police Clauses Act 1847) or a Traffic Regulation Order (Road Traffic Regulation Act 1984);
- Activation of a contingency plan where there is an immediate threat to life and co-ordination of resultant emergency service activities.

It is noted that whilst the police retain discretion to attend and take action at public events in order to discharge their core duties, the ownership for stewarding and marshalling remains with the event organiser

As a result it is the event organiser's responsibility to liaise with the local authority about how the event will be managed and to ensure robust traffic management plans are in place with a suitable number of marshals to enforce it. No event which involves stopping or directing traffic (other than that of a road closure by means of full chapter 8 signage) would be supported by the Police unless the marshals were correctly accredited.

The police recommend that, in the first instance, enquiries with regard to the planning of public events should be directed to the local authority's Event Safety Advisory Group (ESAG) (discussed later in this report), or they recommend for further information for organisers to visit the Health & Safety Executive website 'Guidance on Running Events Safely' (<http://www.hse.gov.uk/event-safety/index.htm>).

Holding an event on the highway

The steps that have to be taken to hold an event on the highway need to be clearly defined in a process that is able to be followed by the applicant, irrespective of the legislation used to close the road. An outline flow chart of the proposed process is included in the appendix.

It is recommended that the district council is used as the initial point of contact for the organiser. The district council can then pass the applications to the county council if it is felt that a TPCA closure is not suitable, i.e. a Road Traffic Regulation Act order is required.

Once the application has been received by the district council, the police, the county council and any other key stakeholder will need to be consulted. A recommended mechanism for processing this consultation process is a local Event Safety Advisory Group (ESAG). A number of these exist in the county and it is recommended that an ESAG for each district area is created.

After the ESAG has reviewed the application the district council would then process the TPCA order and notice allowing the legal closure of the road.

ESAG meetings do not need to be held on a regular basis. The meetings are convened as and when they are required.

A requirement of any application for an event will be an effective traffic management plan including the actions that will be taken to ensure the safety of those taking part and other highway users. By requiring the County Council and the Police to approve the traffic management plan the issues around co-ordination with road works and other third party issues affecting the highway are noted.

With the new ACPO policy being adopted nationally by the police traffic management now falls to the event organiser. Traffic management can range from sign only schemes such as "road closed", diversion routes etc, through to accredited event marshals.

Event Marshals



Under the Community Safety Accreditation Scheme (CSAS) it is possible for individuals belonging to larger organisations to become accredited marshals.

The powers that can be granted to a marshal in the area of event management are:

- The power to require giving of name and address;
- The power to control traffic for purposes other than escorting a load of exceptional dimensions.

Other powers are available under CSAS and a link is provided at the end of this document to the complete list of powers and the legislation that provides it.

Within Lancashire there is only currently the AA who has accredited marshals available. These were used at the Open Golf Tournament 2012 in Fylde. The AA also has an accreditation course (accredited by the police) allowing them to train other marshals.

Kays traffic management and Stadium TM are, at the time of this report, looking to train a number of their staff with the AA to become marshals.

The cost of training a marshal with the AA is £450 per person, with the police charging £80 per person for admin and vetting. A total cost of £530.

It would be possible for Lancashire County Council to create a training course which could be accredited to allow us to train our own staff, and possibly the staff of the districts, potentially at a lower cost.

It is recommended that the county council looks at creating an accreditation course to allow us to control the training that marshals receive, ready for them to work on our highway. The powers are also not restricted to just events, so could also apply to instances where emergency traffic management is required where the police are not available (e.g. where there is a failure at a major traffic signal junction).

The police have indicated that they would not support the rolling closure of a road under either TPCA or RTRA if the traffic management plan did not include accredited marshals. Full closures are different as they could be implemented by sign only.

Example process

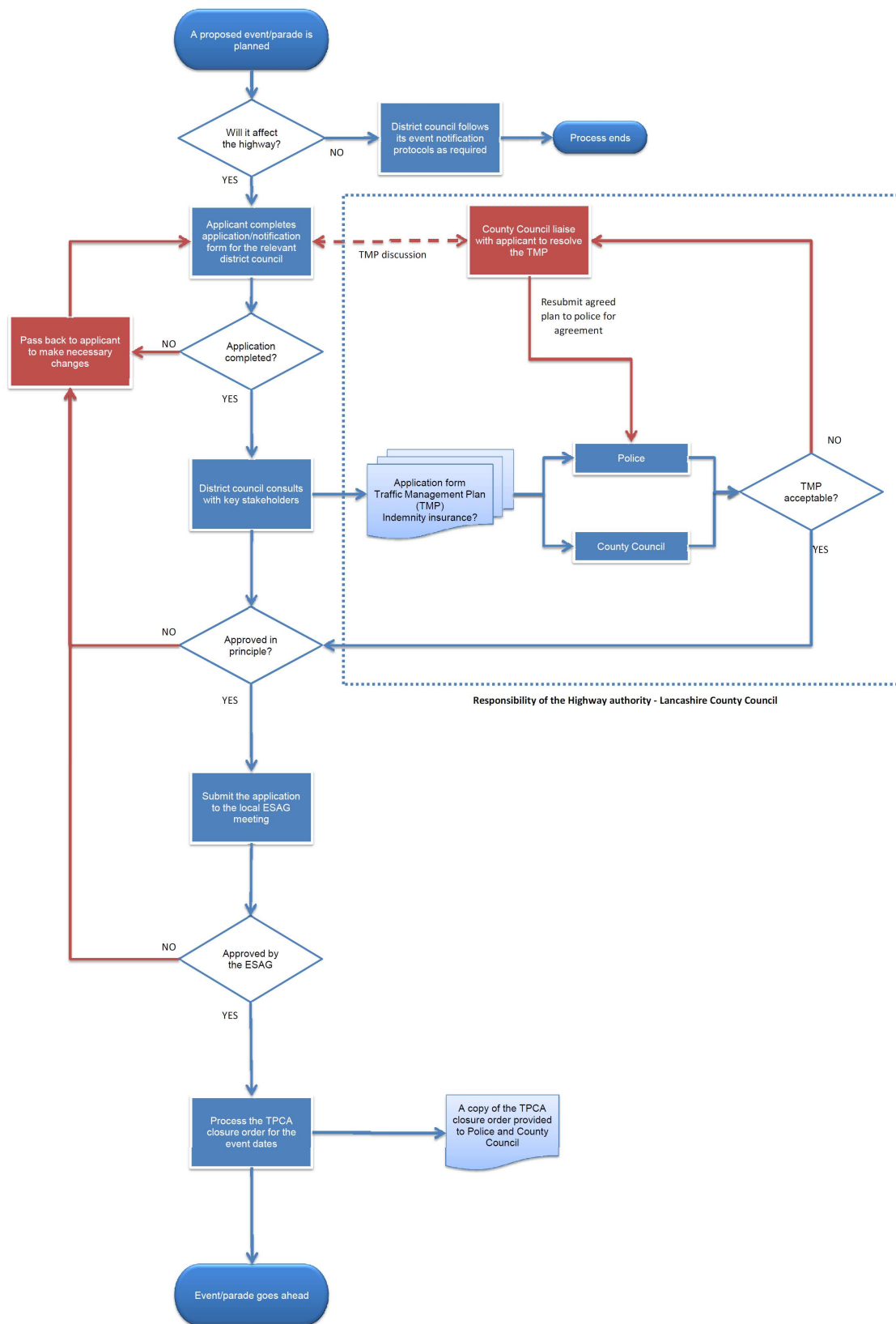


Figure 1 – Sample process for an event on the highway.

As a district delivered process this flow chart outlines an example process. District partners may follow slightly different procedures. However the basic outline of this flow chart would remain the same.

Example documentation

The police have provided the following notes that could accompany any application for a temporary road closure. It would be with agreement with the district councils how the timescales and fees are covered. However it would be advisable to try to agree a countywide consistent set of notes. Flexibility within the items will allow districts to place their own interpretation on certain items, for example "may charge a fee" etc

- The District / County Council(s) may charge a fee for the administration of a closure under either piece of legislation.
- A minimum number of weeks' notice is required for the processing of a road closure order. Your local district will be able to advise you further on these timescales.
- Under the terms of the legislation, the County Council must be satisfied that it is necessary to close the road in order to facilitate the event.
- The Police / County Council / District Council and other key stakeholders will be asked to comment on the application and attached plans.
- If a road closure is necessary the event organiser will be recommended to contact a traffic management company to prepare a traffic management plan of :- (if necessary)
 - a plan showing positions of the road closure/route diversion signs/barriers;
 - * a description of wording/size/colour of the road closure/ diversion/ signs/barriers; and
 - details of accredited stewards/marshals.

*All signs must conform to The Traffic Signs Manual Chapter 8.

- The event organiser must consult with all residents and businesses which may be affected by the closure.
- Access for emergency vehicles and residents/businesses must be maintained at all times during the closure period.
- Evidence of public liability insurance cover for £5 million must be provided with the application.
- All litter, signs, public notices etc must be removed as soon as possible after the event.

Further information

For further information you can contact Peter Bell (peter.bell@lancashire.gov.uk) or you can refer to the online information below.

Links:

Article on the AA accreditation for the open:

<http://nationaltraffic.co.uk/viewtopic.php?f=2&t=6161>

List of powers available under the CSAS scheme:

<https://www.gov.uk/government/publications/community-safety-accreditation-scheme-powers>

Example website from Preston City Council:

<http://www.preston.gov.uk/yourservices/events/planning-an-event-in-preston/process/>

Example form used by Fylde Borough Council:

https://www.fylde.gov.uk/forms/showform.asp?fm_fid=800



Lancashire
Constabulary
police and communities together

Public Events and Engagement

Police Guidance to Event Organisers

21 March 2014

Version 0.5

HQ

Operations,

Roads

Policing

Foreword

Despite the changes to public services over recent years, keeping the public safe remains the cornerstone of all our service delivery promises. How we do this takes on many guises, some obvious and some not so and how we support public events and engagement is a very highly visible example of this.

These events are varied in theme and duration and add immense value to communities. They are often run by volunteers who dedicate their time and commitment to raising money for charity and generating a sense of pride across communities.

Local authorities and the police have a key role to play in supporting these events; however we need to be clear about what role each agency is responsible for. There is a misconception that the police have the power to close roads for public events, when in fact they don't. The law does not allow the police to do this and road closure notices can only be granted by and obtained from the local authority.

This guidance sets out the police's and local authority's role in assisting public event organisers and explains core duties at events. It also explains the process that event organisers must follow when requesting to close the highway for any period of time to enable their event to take place safely.

Background

In recent years there has been a significant increase in the number of requests to hold events which affect the highway. This increase is partly due to a number of national events such as the Olympic Torch Relay, The Queen's Diamond Jubilee and the Big Lunch. These special events have been over and above the numerous parades, village fetes and events that happen every year within Lancashire.

Each time the highway is used for an event it is necessary to close it to other users. It is the responsibility of the event organiser to ensure that the relevant road closure orders are secured and in place ahead of the event. This is done by making an application to the local authority, more details of which can be found in this document. It is also their responsibility to ensure that the closures are properly marshalled.

Careful consideration must be given to the closure to ensure the safety of individuals participating in the event and to minimise the impact on other road users. Road closures can involve diversions including changes to bus routes and services and impact on emergency services attending incidents. Event organisers are asked to consider whether it is absolutely necessary for the event to take place on the highway and in the first instance consider whether the event could be held elsewhere therefore negating the need to close the highway.

This process helps ensure the safety of the event patrons, manages highway users' expectations (for example possible delays or diversion routes) and provides a legal framework for the event to legitimately occur.

District Councils are the primary point of contact for applicants, with the police and County Council providing a consultation service with published lists of traffic management providers being kept up to date by Lancashire County Council. Furthermore, it is outlined in this report

that the use of the Town Police Clauses Act to facilitate the closure is the universally preferred, first choice, piece of legislation.

Road closure powers

There are two main methods that can be used to close, part or all, of a highway for an event. The power is given to the District Councils of Lancashire under the Town Police Clauses Act 1847 and to the County Council under Section 16A-C of the Road Traffic Regulation Act 1984.

Town Police Clauses Act 1847 (TPCA)

This gives to the district council's powers for preventing obstruction of the streets in times of public procession, rejoicing, or illuminations, and in any case when the streets are thronged or liable to be obstructed.

It may apply to a special occasion when the ordinary day to day use of a street or highway is likely to be obstructed by substantial numbers of people, on foot or in a vehicle, participating as spectators or otherwise in the occasion.

Not all orders under this power need take the form of a full closure

This power is normally used for carnivals and processions where the closure is for a short duration and / or traffic management requirements are not substantial.

It is recommended that the TPCA is used as the preferred method of processing requests to close the highway for events and parades. The advantages of this method are that the order is simple to produce, there are no significant costs and the work can be undertaken fairly quickly, in many cases. To process a TPCA closure, the district council would consult with the police and the county council and where all approve, generate a site notice (Laminated A4 sheet) giving the road closure legitimacy. The only cost for this closure would be the staff time in processing it.

Road Traffic Regulation Act 1984 (RTRA)

This gives the County Council the power to make an order to regulate traffic on a temporary basis to facilitate major sporting events, social events or entertainment on the highway.

The restrictions may be imposed for a maximum of three days and only one such set of restrictions may be imposed on any particular section of road in a calendar year. Consent to extend the length of time beyond three days and increase the number of events held within a calendar year must be sought from the Secretary of State.

A RTRA closure would follow the same general procedure of consultation; however, it is processed by the County Council. A condition of the order is that it is necessary to place a notice in the local press over and above the site notice. This has a potential advertisement cost associated with it, depending on the newspaper involved.

Furthermore, the permitted frequency of the order means that for events which occur in a local area and potentially use the same sections of highway there is a possibility that subsequent events occurring in the same calendar year would not be able to close the road. For a second closure to be facilitated on a section of highway under the RTRA in a calendar year the county council would need to seek secretary of state approval, on a case by case basis.

Police and the policing of events

Lancashire Constabulary's role in working with communities and supporting engagement activity remains a key priority for them. They will continue to support public events, and will work with event organisers to ensure public safety is considered from the very start of the planning phase. Local policing teams are part of the community and will very rightly play a key role in ensuring these events run smoothly.

Lancashire Constabulary have adopted the Association of Chief Police Officers' (ACPO) 'National Guidance' which means that the police do not undertake any traffic management for an event on the highway other than those events that are deemed to be of national importance (such as a Remembrance Day parade).

The policing approach to these events will be based on the following principles:

- Engaging with the public to offer reassurance and to prevent and detect crime;
- Preventing or stopping breaches of the peace;
- Action against a breach and subsequent investigation of a closure within the legal powers provided by statute for, a Road Closure Order (Town Police Clauses Act 1847) or a Traffic Regulation Order (Road Traffic Regulation Act 1984);
- Activation of a contingency plan where there is an immediate threat to life and co-ordination of resultant emergency service activities.

It is noted that whilst the police retain discretion to attend and take action at public events in order to discharge core duties, the ownership for stewarding and marshalling remains with the event organiser.

As a result it is the event organiser's responsibility to liaise with the local authority about how the event will be managed and to ensure robust traffic management plans are in place with a suitable number of marshals to enforce it. No event which involves stopping or directing traffic (other than that of a road closure by means of full chapter 8 signage) would be supported by the Police unless the marshals were correctly accredited.

In the first instance, enquiries with regard to the planning of public events should be directed to the district councils. In most areas an Event Safety Advisory Group (ESAG) will deal with such applications.

For further reading and detailed advice it is recommended that organisers visit the Health & Safety Executive website 'Guidance on Running Events Safely' (<http://www.hse.gov.uk/event-safety/index.htm>).

Holding an event on the highway

The process of holding an event on the highway is detailed in the flow chart at Appendix 1.

1. District councils are the initial point of contact for event organisers.
2. District councils will forward applications to the county council if it is felt that a TPCA closure is not suitable, i.e. a road traffic regulation act order is required.
3. District councils will consult with the police, county council and other key stakeholders as required.
4. In most districts the applications will be considered and approved by the Event Safety Advisory Group (ESAG).
5. If approved, the council will process a legal notice allowing the legal closure of the road

The following is a summary of advice for event organisers:

- A legal order will be required to close a road either under the Town and Police Clauses Act 1847 (TPCA) which is processed by the district council or under the Road Traffic Regulation Act 1984 (RTRA) which is processed by Lancashire County Council.
- By law the police cannot approve such applications; they will however be consulted along with the County Council, District Council and other key stakeholders and be asked to comment on the application and attached plans.
- The District / County Council(s) may charge a fee for the administration of a closure under either piece of legislation.
- 3 months' notice is required for the processing of a road closure order under the RTRA and in cases under TPCA where the application is an official bus route. Applications under the TPCA not involving an official bus route can be processed in less time by local district councils and these will vary dependant on the district council, however the more notice provided, the better.
- Under the terms of the legislation, the County Council must be satisfied that it is necessary to close the road in order to facilitate the event.
- Event organisers are asked to consider whether it is absolutely necessary for the event to take place on the highway and in the first instance consider whether the event could be held elsewhere therefore negating the need to close the highway.
- The event organiser is responsible for traffic management and an essential requirement of any application for an event will be an effective traffic management plan including the actions that will be taken to ensure the safety of those taking part and other highway users.
- Traffic management can range from sign only schemes such as "road closed", diversion routes and can also include using accredited event marshals.
- If a road closure is necessary the event organiser will need to contact a traffic management company to prepare a traffic management plan of :- (if necessary)
 - a plan showing positions of the road closure/route diversion signs/barriers;
 - a description of wording/size/colour of the road closure/ diversion/ signs/barriers (All signs must conform to The Traffic Signs Manual Chapter 8)
 - details of accredited stewards/marshals.
- Evidence of public liability insurance cover for £5 million must be provided with the application.
- In addition event organisers must consult with all residents and businesses which may be affected by the closure
- Access for emergency vehicles and residents/businesses must be maintained at all times during the closure period.

- All litter, signs, public notices etc must be removed as soon as possible after the event.

Further Information and Advice

For further information you can contact Peter Bell (peter.bell@lancashire.gov.uk) or you can refer to the online information below.

If you would like to consult with a police expert on such matters you can contact a Traffic Manager by emailing the following address TrafficManagement@lancashire.pnn.police.uk or by dialling 101 and asking to speak to your local traffic manager.

Links:

Article on the AA accreditation for the open:

<http://nationaltraffic.co.uk/viewtopic.php?f=2&t=6161>

List of powers available under the CSAS scheme:

<https://www.gov.uk/government/publications/community-safety-accreditation-scheme-powers>

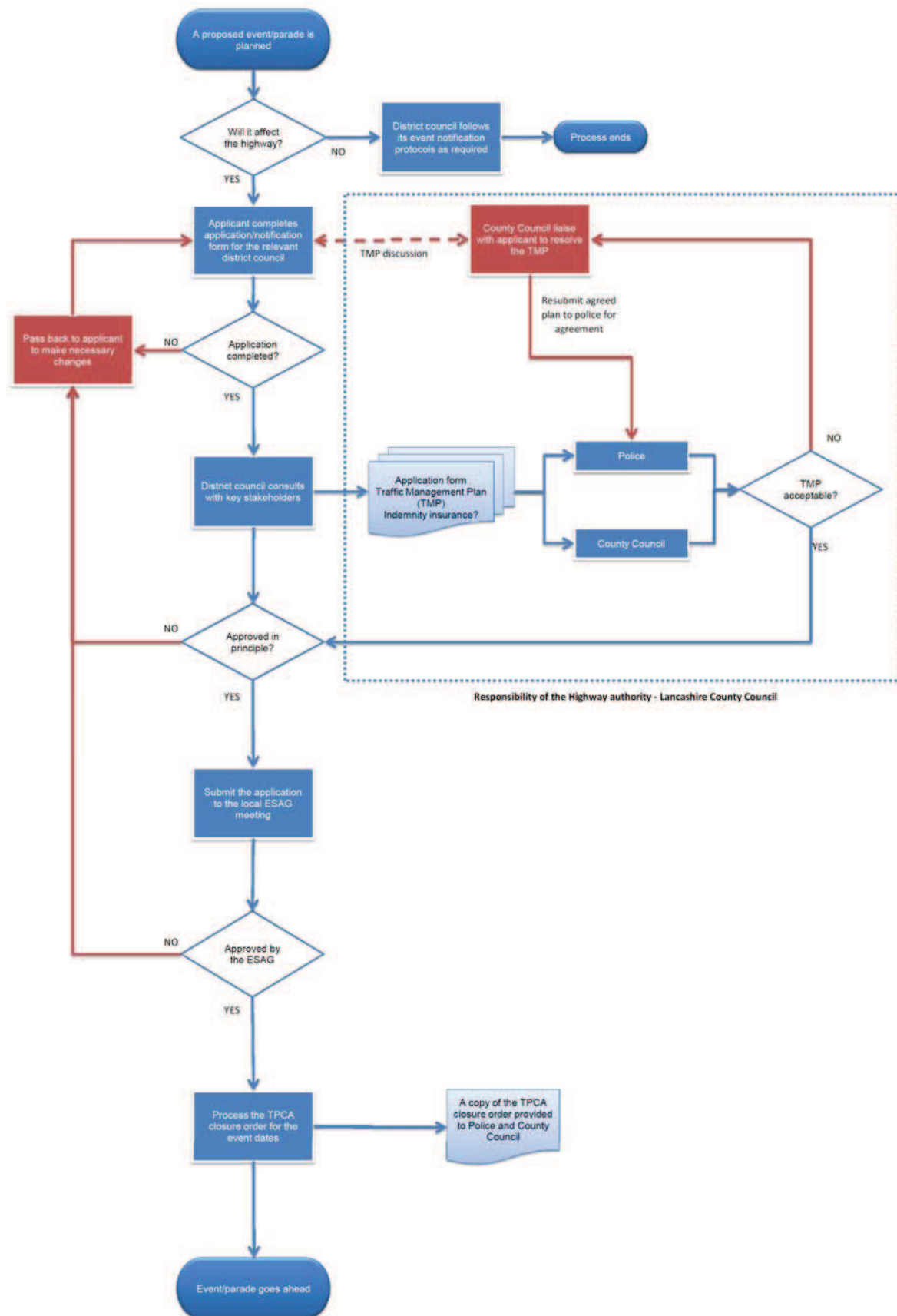
Example website from Preston City Council:

<http://www.preston.gov.uk/yourservices/events/planning-an-event-in-preston/process/>

Example form used by Fylde Borough Council:

https://www.fylde.gov.uk/forms/showform.asp?fm_fid=800

Appendix 1 – Sample process for an event on the highway.



Preston Three Tier Forum Planning Application Case Study

Please note that the example given below is fictitious. Any similarity to actual events is purely coincidental

- A planning application is submitted for the erection of a new warehouse building for storage and distribution on the site of an existing mill building. The proposed scheme would necessitate the demolition of the mill.
- The mill is not listed but is considered by some to be of local historic interest.
- The mill is within an existing industrial area where the principle of storage and distribution uses accords with national and local planning policies and guidance.
- Pursuant to its delegation scheme and due to the amount of floorspace proposed, the application has to be determined by the Council's Planning Committee.
- The application is recommended for approval by officers due to its compliance with the relevant planning policies. The mill is not listed and there are no objections to its demolition from officers.
- The application is refused by Planning Committee due to concerns relating to the demolition of the mill and the loss of what they consider to be a building of historic importance. The Committee believes that the building could be retained and incorporated into the new scheme with some smaller units for storage and distribution located within the grounds of the building.
- The applicants appeal against the Council's refusal of the application and request that the appeal is considered at a public inquiry.
- The Council appoints a barrister to provide legal advice in respect of the Council's case. The initial feedback provided is that the Council's case is weak due to the scheme's compliance with national and local planning policies and guidance and given that the mill is not listed.
- As officers recommended that the application be approved, it is not considered appropriate for them to present the Council's case for refusal at the public inquiry. A number of heritage/conservation specialists are therefore approached to represent the Council.
- Following consideration of the case, all of the heritage/conservation specialists advise that they are not prepared to represent the Council at appeal as the case is considered weak.
- The appellants advise that they intend to apply for costs against the Council as they believe that the Council has behaved unreasonably in refusing the application. The appellants confirm that they have appointed a barrister, conservation/heritage specialist, a viability advisor and planning consultant.
- Officers estimate that if an award of costs against the Council is made, the amount is likely to be in excess of £100,000 taking into account the cost of the witnesses engaged by the appellants.
- The Council has no dedicated budget to cover such costs awards.
- Given the advice from the barrister, the absence of an expert to represent the Council and the extent of the costs which could be awarded against the Council, officers report the matter to the next available Planning Committee meeting to outline the options available to the Council.

- The report to Planning Committee on this matter contains legal and professional advice which is considered to constitute exempt information as defined in Paragraphs 3 and 5 of Part 1 of Schedule 12A to the Local Government Act 1972. It is considered that the public interest in maintaining the exemption outweighs the public interest in disclosing it. The Committee specifically considers the point and resolved that the press and public be excluded from the meeting during the consideration of the item. The matter is therefore considered privately ('below the line') at the Planning Committee meeting.
- The options presented to Planning Committee are to:
 1. withdraw the reason for refusal;
 2. nominate a member of Planning Committee to represent the Council at the public inquiry; or
 3. engage a consultant who is willing to argue that costs should not be awarded.
- During the Planning Committee meeting, and in response to questions from members, the Planning Committee is advised that the position it has adopted (ie. the refusal of the application) is not supportable, that the chances of defending that position at a public inquiry are low and that the likelihood of having costs awarded against the Council is high.
- Members are also advised that should they vote in favour of option 2, the members who could represent the Council would be limited to those who voted in favour of refusing the application and that ideally it should be a member who is familiar with the area such as a ward councillor.
- Following consideration of and debate about the options available, the Planning Committee votes for option 1.
- The appellants and the Planning Inspectorate are subsequently advised that the reason for refusal has been withdrawn and that the Council will not therefore be presenting any evidence at the forthcoming public inquiry.
- The inquiry must still proceed. Members of the public and local groups are entitled to be heard, whether or not the Council takes an active role. Members of the Council are told that they are entitled to appear in their capacity as ward members or indeed as members of the Planning Committee. They may make representations against the application as long as they make it clear that they are not speaking on behalf of the Council.
- The appellants are still entitled to seek an award of costs against the Council to cover their work and expenditure in connection with the inquiry and the fact that they have to counter the arguments of third parties and also convince the Inspector that the appeal should be allowed, notwithstanding that the Council is no longer contesting it.

August 2014

Preston 3 Tier Forum

8th September 2014

Cycle Casualty Figures in Preston

For 2009-2013 in Preston there were:

- 306 Pedal Cyclist Casualties – ranking 2nd in the County
- 47 KSI Pedal Cyclist Casualties – ranking joint 8th in the County

Pedal cyclist casualties includes killed, seriously injured and slightly injured. KSI means killed or seriously injured hence the vast difference between the two sets of numbers.

Proposed measures are:

- Review and Inventory check of existing cyclist warning and information signs at A5085 Blackpool Road and A59 Ringway and introduction of further signs, if required. Designed to reduce number of casualties at signal controlled junctions at these locations.

Environment Directorate

August 2014

Lancashire Growth Deal July 2014

The Deal

The Lancashire Growth Deal is a 6-year package of new investment worth over £370m, agreed between Government and the Lancashire Enterprise Partnership (LEP), which will realise the growth potential of the whole of Lancashire. It is made up of £234m from the Competitive Local Growth Fund and £140m from public sector partners and the private sector.

The Lancashire Growth Deal aims to create between 3,500 and 5,000 new jobs and safeguard almost 3,000 jobs, as well as the delivery of between 3,200 and 5,500 new homes and between 120,000m² and 200,000m² of new commercial floorspace.

This substantial new investment will build on the LEP's established growth priorities, including the Enterprise Zone (EZ), Preston, South Ribble and Lancashire City Deal, Boost, Superfast Lancashire, and Growing Places investment fund, as well as key economic assets including Lancashire's internationally recognised universities, colleges and high value business clusters.

The Lancashire Growth Deal focuses on improving transport connectivity through the implementation of a strategic transport investment programme to release the economic and housing growth potential of Preston, East Lancashire, Lancaster, and Skelmersdale in West Lancashire. It will also strengthen cross-boundary connectivity with neighbouring city regions and maximise the local advantage of national infrastructure initiatives such as HS2.

It also recognises the importance of a renewed Blackpool to Lancashire by delivering a combination of skills, transport, housing, and investment interventions aimed at supporting and sustaining growth in the visitor economy, capturing new economic opportunities in the energy sector, and addressing local housing market challenges.

The LEP's Strategic Economic Plan (SEP), which underpins the Lancashire Growth Deal, sets out the LEP's growth ambitions for the next 10 years. However, the LEP will work with local and national partners to ensure new priorities for economic growth are positioned for future investment opportunities as part of national funding initiatives.

Funding Allocations

Of the £134m Competitive Local Growth Fund allocation, £85m is committed to funding schemes commencing in April 2015/16 through to 2016/21. A further £49m has been provisionally allocated to support delivery of schemes commencing in 2016/17 and beyond.

Through successful negotiation of the Preston, South Ribble and Lancashire City Deal in 2013, Transport for Lancashire (TfL) secured a 10-year funding allocation from the Department for Transport worth £106.9m (6 years committed, 4 years indicative). The Lancashire Growth Deal provides certainty that the funding for those key schemes identified in TfL's agreed programme commencing post 2015/16 (Preston Western Distributor, A6 Broughton Bypass and Blackpool to Fleetwood Tramway Extension) can be drawn down over the next 6 years to enable the accelerated delivery of the schemes, including two major City Deal transport schemes.

Lancashire Enterprise Partnership Competitive Local Growth Fund Allocation	
Funding for 2015/16	£36.4m
Funding for 2016/17 to 2020/21	£48.6m
Provisional allocation for schemes starting in 2016/17 and beyond	£48.9m
Previously committed transport funding	£100m
Total	£233.9m

Priority Funding Schemes

Government and the LEP have agreed to co-invest in 13 jointly agreed priorities:

- *Blackburn to Bolton Rail Corridor:* This project will deliver line improvements to support an enhanced train frequency between Darwen, Blackburn, Ribble Valley and Manchester, thus supporting greater commuting journeys into Manchester and improved opportunities for those travelling into Lancashire from Greater Manchester.
- *Blackburn Town Centre Improvement:* The project comprises a range of small scale interventions linked to the Blackburn Town Centre Transport Strategy and will underpin existing town centre developments, including the Cathedral Quarter and the Freckleton Street Knowledge Zone.
- *Boost:* Further investment for business support co-ordination through Lancashire's established business growth hub.
- *Centenary Way Viaduct Maintenance, Burnley:* The project will bring about essential maintenance and repairs to this key bridge structure in Burnley, enabling it to operate to full capacity and support town centre growth.
- *Burnley - Pendle Growth Corridor:* This project targets junction and other transport improvements to release additional site capacity and enable quicker movement of goods, services and people through this key economic corridor.
- *Blackpool Bridges Maintenance:* The project will repair 11 defective bridge structures across Blackpool which are either failing or have restrictions placed on them, thus ensuring key corridors to the resort remain open.
- *Blackpool Heritage Visitor Attraction:* The project will create a new tourist attraction based around Blackpool's resort heritage, proposed for the Winter Gardens.
- *Blackpool Integrated Traffic Management:* The project will provide an Intelligent Transport System (ITS) that will reduce pedestrian/vehicle conflict on the Promenade by offering alternative routes and improving public transport performance, whilst supporting the illuminations and other event management.
- *East Lancashire Cycle Network:* This project will enable better cycle access between major residential areas and places of employment.
- *Lancashire FE Skills Capital:* A programme of investment in Energy and Engineering facilities and estate renewal of poor quality college accommodation.
- *Lancaster Health Innovation Park:* This project will establish new facilities and a test space for companies carrying out product and service development in collaboration with the university and healthcare bodies.
- *M55 to St Annes Link Road:* The project will provide a new road connecting the south of Blackpool to the north of St Annes, creating a positive impact upon future employment sites (including Whitehills and Blackpool Airport), new housing growth (Heyhouses) and the visitor economy, including future hosting of the R&A Open Golf Championships.

- *Preston City Centre to Bus Station Improvements:* The project will enable the extension of the Fishergate public realm improvements from their current point to the bus station, integrating the city's two public transport hubs and supporting future development and modernisation of both the rail and bus stations and a greater number of journeys.

Central Government has agreed provisional allocations for the following priorities in 2016/17 and beyond:

- *Preston Western Distributor:* This project will link the A583/A584 to the motorway network via a new junction (Junction 2) on the M55, improving access to the Warton site of the Lancashire EZ and enabling the comprehensive development of the North West Preston strategic housing location.
- *A6 Broughton Bypass:* This project will provide critical congestion relief on the A6 to the north of Preston, also unlocking housing sites and enabling full development of new and future employment sites in Preston East.
- *Blackpool Town Centre Green Corridors:* This project will create green infrastructure corridors to Blackpool Town Centre, improving gateway and arrival points into the town itself.
- *Blackpool to Fleetwood Tramway Extension:* This project will extend the existing Blackpool tram network to Blackpool North Railway Station, creating seamless rail provision for visitors to Blackpool and residents of the Fylde Coast.
- *Darwen East Distributor Route:* This project will provide a new road that will support significant new housing development to the east of Darwen.

Wider Asks, Offers, Freedoms and Flexibilities

In addition to securing a package of new investment worth over £370m, the Government has committed to a number of wider asks, offers, freedoms and flexibilities including:

- Government support to Blackpool and the LEP in developing a targeted local pilot focused on addressing skills challenges faced by disadvantaged learners with multiple barriers to employment and, subject to agreement on proposals, make funding and flexibilities available within the Adult Skills Budget;
- £26m made available to Lancashire by Government in 2014/15 and 2015/16 at the Public Works Loan Board (PWLB) project rate discount of 40 basis points below the standard PWLB to support strategic infrastructure investment in Blackpool, including acquiring and redeveloping housing sites;
- Government offer to work with local partners to establish Blackpool as a home for energy regulators;
- Government support to local partners to establish Blackpool and the Fylde College as a National College for the energy sector;
- Government to hold discussions with West Lancashire Borough Council to further consider their bid for an increase in their Housing Revenue Account borrowing limit to help support the development of new affordable homes;

- Government and the Technology Strategy Board commitment to working with the LEP and the Lancashire EZ to facilitate discussions with the High Value Manufacturing Catapult regarding possible engagement and to help local partners develop the strengths of the sector in line with local ambitions;
- Government has committed, subject to due diligence, £6m of loan funding to accelerate the delivery of over 1,000 new homes on the Standen Strategic Site in Ribble Valley;
- LEP and partners agree to the LEP taking a more proactive role in consultation on long-term rail planning, including evidencing the case for enhanced connectivity between both East Lancashire and Skelmersdale and neighbouring city regions, franchise specification and performance management, and providing a co-ordinating role between constituent local authorities; and
- Government commitment to ensuring that the LEP and Blackpool receive the support they need from Whitehall to deliver the Lancashire Growth Deal with Greg Clark, Minister for Cities, holding 6-monthly ministerial meetings with local MPs, the LEP and the Leader of Blackpool Council.

Moving Forward

As part of the Lancashire Growth Deal, the LEP will review and strengthen supporting resources for the LEP, in relation to improving local authority partnership arrangements to deliver LEP priorities, including the pooling and aligning of resources across all of Lancashire's local authorities.

On behalf of the LEP, Lancashire County Council will act as the accountable body for the Growth Deal, with responsibility for managing the overall funding programme.

The LEP will also closely monitor the implementation and success of the Lancashire Growth Deal through a monitoring and evaluation framework agreed with Government, and regularly communicate progress in delivering the Deal to the wider public.

The LEP will now work with Government and local partners to prepare a Delivery and Implementation Plan.

For further information on the Lancashire Growth Deal contact:

Media enquiries:

Tim Seamans, Head of Communications, Lancashire County Council

tim.seamans@lancashire.gov.uk or 01772 530760/07584 174952

General enquiries:

Kathryn Molloy, Head of LEP Development and Co-ordination, Lancashire County Council

kathryn.molloy@lancashire.gov.uk or 01772 538790/07790 883279

Tramway between Longridge and Preston

The following question was submitted by County Councillor Graham Gooch for Full Council Question Time on 17th July 2014:

"In view of Preston City Council's granting of planning permission for a large housing development in Longridge, and other developments in the area, will the cabinet member promote and support the building of a tramway between Longridge and Preston to provide sustainable transport, which the road system does not have the capacity to provide?"

The Cabinet Member for Highways and Transport responded:

"The development of a Tramway between Longridge and Preston does not form part of our plans and as such is not something that we would actively promote.

The scale of housing and economic development growth envisaged has been fully taken into account in the development of the now approved Central Lancashire Highways and Transport Masterplan. The interventions and improvements proposed in the Masterplan have been properly developed in terms of their deliverability and phasing in order to facilitate growth. The very clear approach that we have taken, linked to a strong evidence base and well thought out strategic improvements has helped to secure the City Deal and the recently announced £233.9m Local Growth Fund money which will help to deliver a number of our planned improvements.

The building of the Broughton bypass and the Preston Western Distributor, with the new junction on the M55, will enable all the new housing to be delivered with an effective transport network in place".

