Lancashire County Council

Lancaster Three Tier Forum

Monday, 24th November, 2014 at 6.15 pm in Morecambe Town Hall

Agenda

Part 1 (Open to Press and Public)

No.   Item

1.   Apologies

2.   Note of the last Meeting   (Pages 1 - 6)

3.   Action Sheet Update from the Last Meeting   (Pages 7 - 32)

4.   Items raised by members of the Forum

     (a)   Education and Enforcement around 20mph   (Pages 33 - 44)
     Areas

     (Councillor Newman-Thompson)

5.   2014/15 Quarter 2 - Environment Directorate   (Pages 45 - 46)
Performance Dashboard

The Dashboard details the performance of the
Directorate between July and September 2014 in
relation to delivery of the approved Lancaster
Commissioning Plan for 2014/15.

6.   Environment Directorate Capital Programme   (Pages 47 - 58)
2015/16: A, B and C Roads and Footway Schemes
for Consideration

7.   Themes for future meetings

Any suggestions for themes to be discussed at future
meetings should be forwarded to the Chair and Jane
Johnson, Localities Officer, Environment Directorate,
Strategy and Policy, Lancashire County Council on
01772 534374 or by email to
jane.johnson@lancashire.gov.uk

8.   Urgent Business

Lancashire
County
Council

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.

9.   Date of Next Meeting

To be agreed

I Young
County Secretary and Solicitor

County Hall
Preston

Lancashire County Council

Lancaster Three Tier Forum

Minutes of the Meeting held on Monday, 15th September, 2014 at 6.15 pm in Lancaster Town Hall

Present:
County Councillor S Charles
County Councillor G Dowding
County Councillor J Hanson
County Councillor C Henig
County Councillor R Newman-Thompson
County Councillor N Penney
Councillor R Redfern
Councillor R Sherlock
Councilor D Whitaker
Councillor M Helm

1. Questions from members of the public (limited to 15 minutes)

Mr Bob Bailey, Clerk to Heaton with Oxcliffe Parish Council, attended to raise concerns expressed by the Parish council on behalf of residents about pedestrian safety on Ovangle Road during the Link Road works. He advised that there was currently no safe place to cross. He reported that discussions had taken place with the contractors, who had expressed a willingness to extend the box junction markings the full width of the road, but that it had not yet been possible to secure the agreement of the County Council. The Committee agreed that this would be passed on to the appropriate officers at the County Council to investigate.

2. Appointment of the Chair

County Councillor Janice Hanson was proposed and seconded as Chair of the Three Tier Forum for the year 2014-15. On being put to the vote, it was:

Resolved: That County Councillor Janice Hanson be appointed as Chair of the Three Tier Forum for the year 2014-15

3. Appointment of the Deputy Chair

Councillor Paul Gardner was proposed and seconded as Deputy Chair of the Three Tier Forum for the year 2014-15. On being put to the vote, it was:

Resolved: That Councillor Paul Gardner be appointed as Deputy Chair of the Three Tier Forum for the year 2014-15

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4. Apologies

Apologies were received from County Councillor Ken Brown, County Councillor Tony Jones, Councillor Jon Barry, Councillor Jonathan Dixon, Councillor Paul Gardner, Councillor Ian Pattison, and Councillor Margaret Pattison.

5. Note of the last Meeting.

Members noted that the notes reported that the Lancaster District Highways and Transport Masterplan would be an item on the agenda for this meeting. It was confirmed that there had been a delay, and that members would be given the opportunity to consider the Masterplan when it was out for consultation.

Resolved: That the note of the meeting held on 10 April 2014 be confirmed as a correct record.

6. Action Sheet Update from the Last Meeting.

The forum considered the Action sheet from the last meeting.

In relation to Cycle storage at Lancaster station, it was reported that the main racks were the responsibility of Virgin, and that this was the subject of a pending planning application. The lockers were provided by Lancaster City Council and were due to be the subject of a report to cabinet to consider charges and management options.

Some concern was raised that the commitment to pre-consultation on the transport Masterplan would not be met, and that members would only have the chance to feed in views as part of the general consultation.

Resolved: That the Action Sheet be noted.

7. 2014/15 Quarter 1 - Environment Directorate Performance Dashboard.

The Performance Dashboard was discussed. Members noted that the footways work on Meeting House Lane had been completed, but expressed concern that the priority put forward by the meeting was for work to take place on the crossing, and that nothing further had been heard. It was agreed that Highways officers be asked to provide a response to explain the current position on the crossing.

Members also requested information on when the work on Ambleside Avenue would be undertaken.

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The Forum discussed the "Square Routes" work undertaken to the centre of Lancaster. The Forum were extremely positive about the work, and felt that the centre of Lancaster was now looking very good. However, questions were raised about city centre cleaning, particularly the removal of chewing gum. It was confirmed that currently 91 staff hours per day were spent on cleaning in the City Centre, and half a day per week was solely on chewing gum removal. It was confirmed that, once the work was complete, awareness raising and enforcement work would be undertaken. Members agreed that awareness raising should include reference to the cost of the service.

In relation to Square Routes, it was recognised that the work was still ongoing, and that this did mean contractor vehicles needed to access the main shopping areas. It was confirmed that a full clean up would take when the work was complete and handed over.

An additional issue was raised in relation to the ETRO. The Forum requested an update on the current position with the ETRO.

The Forum also discussed the traffic issues in the district on the morning of the meeting. It was recognised that the main cause was the new phase of work being undertaken by United Utilities. Whilst the level of disruption and the serious impact on the public was noted, it was generally felt that the work was necessary, that UU had considered the options for diverting traffic, and that, as people became familiar with the arrangements, traffic problems would ease.

Resolved: That
    i.   the Performance Dashboard be noted.
    ii.   An update on the Meeting House Lane crossing proposal be provided
    iii.   An update on the work on Ambleside Road be provided
    iv.   An update on the ETRO in Lancaster City Centre be provided

8. Transport Asset Management Plan 2015-2030

The Forum was provided with a presentation on the Transport Asset Management Plan, setting out the principles behind it and the implications of taking the approach set out.

The Forum welcomed the approach, and noted that effective communication to the public would be important in delivering the aims of the TAMP. Some queries were raised about the level of influence of local councillors. It was confirmed that members would be fully engaged with discussions and explanations.

Resolved: That the TAMP be noted and welcomed.

9. Events on the Highway, Policy and procedures for Highways Management: Consultation Document

The forum noted the report on the consultation on the management of events on the highway, and agreed that any comments should be provided to the Localities officer outside of the meeting/

Resolved: That the report be noted and that members' comments be directed to the Localities officer.

10.   Items raised by members of the Forum.

The following items were raised by forum Members:

11.   Domestic Abuse in Lancaster / Lancashire

County Councillor Niki Penney introduced the Domestic Abuse Commissioning Strategy. It was noted that the Lancashire County Council Scrutiny Committee had met with officers of the County Council, Lancashire Constabulary and the Crown Prosecution Service, and would be scrutinising the Health Service response to the issue shortly.

It was noted that previously councillors had been provided with ward level analysis of domestic Abuse incidents, and that this would be useful in future. Members were also informed about an organisation called "Broken Rainbow", which worked with victims of abuse in same-sex relationships.

The Forum asked for further information on the actual level of funding available to support the strategy presented.

Resolved: That the report be noted.

12.   Update on Provision for Travellers in Lancaster District

The Forum welcomed the update on provision for the Gypsy and Traveller community in the district. It was noted that a report had recently been considered on children missing from education by the Education Scrutiny Committee at Lancashire County Council, and that this would be circulated.

Resolved: That the update be noted.

13.   Heysham M6: Traffic Issues

Members noted that this item had been dealt with under "questions from members of the public" at the beginning of the meeting.

14.   Themes for future meetings.

Members requested that the issue of education and enforcement of 20mph zones by considered at a future meeting.

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15.   Urgent Business.

There was no urgent business.

16.   Date of Next Meeting

It was noted that the next meeting of the Forum would take place at 6.15pm on Monday 24 November 2014.

                                        I Young
                                        County Secretary and Solicitor

County Hall
Preston

Lancaster Three Tier Forum: Action Sheet

Meeting Date: 15th September 2014

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
Questions from Members of the Public The Clerk to Heaton with Oxcliffe Parish Council raised concerns expressed by the Parish Council on behalf of residents about pedestrian safety on Ovangle Road during the Heysham M6 Link Road works. He advised that there was currently no safe place to cross. He reported that discussions had taken place with the contractors, who had expressed a willingness to extend the box junction markings the full width of the road, but that it had not yet been possible to secure the agreement of the County Council. The Forum agreed that this would be passed on to the appropriate officers at the County Council to investigate.	Jane Johnson, Localities Officer	A verbal update will be provided at the meeting.
Action Sheet Update from the Last Meeting Further information was requested on progress in relation to cycle storage at Lancaster Station.	Mark Davies, Chief Officer, Environment/ Alaisdair Simpson, LCC Cycling Officer	The lockers are the responsibility of Lancaster City Council and were due to be the subject of a report to cabinet to consider charges and management options. Virgin Rail, as station operators, had to apply for listed building consent from Lancaster City Council, which has been given for installing 43 Sheffield stands, including 4 shelters in uncovered

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		areas on platforms 3 and 5. Virgin Rail has now got consent to go ahead with the cycle stands and shelter from Network Rail. They hope to install the stands and shelter in December.
2014/15 Quarter 1 – Environment Directorate Performance Dashboard At a previous meeting, members of the Forum requested that a scheme to upgrade the zebra crossing to pelican crossing on Meeting House Lane, Lancaster be their top priority for funding from the Local Priority Response Fund. Members asked why footway repairs had been carried out along the full length of Meeting House Lane, but the scheme for the crossing upgrade did not now appear in the Commissioning Plan.	Jane Johnson, Localities Officer	The Cabinet Member for Highways and Transport has considered the Forum's request for the upgrading of the Meeting House Lane crossing and has concluded that the scheme can be considered against other priorities for funding from a future year's capital programme. The Cabinet Member has reviewed the road safety assessment of the crossing, which concludes that an upgrade of the crossing is not required, and he acknowledges that the scheme is likely to feature as a low priority for funding and is therefore unlikely to attract funding from next year's programme. The Cabinet Member did look favourably on the scheme but felt that the technical assessment did not give him sufficient evidence to re-prioritise funding for other schemes in the current programme in order to allocate funding to this scheme.
Members asked when the footway on Ambleside Road (Lancaster East) would be completed.	Jane Johnson, Localities Officer/Sim Lane –Dixon, Public Realm Manager	Ambleside Road has been taken out of this year's programme and has been re-submitted for consideration and inclusion as a scheme for next year 2015/2016. The reason it has been delayed relates to the need to undertake footway works on another scheme within the District. This scheme

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		Mattock Crescent in Bare was down as a carriageway only scheme however it was not possible to just do the carriageway as for technical reasons the footways and kerbs had to be done at the same time. Whilst the works were carried out as an urgent issue the spending and re-allocation on an alternative scheme was subsequently approved by the Cabinet Member.
Members asked for an update on the Experimental Traffic Regulation Order for Lancaster City Centre.	Jane Johnson, Localities Officer	The County Council's Cabinet Member for Highways and Transport gave approval to: 1. introduce an Experimental Traffic Regulation Order for the existing Lancaster Pedestrian Zone that will control access as follows: • to restrict access for all vehicles (including pedal cycles) to Penny Street, Cheapside, Market Street (between New Street and Cheapside) and Market Square vehicles between 10.00am to 5.00pm daily, • to restrict access for all vehicles (including pedal cycles) except blue badge holders to Market Street (from King Street to New Street) New Street and Church Street (from New Street to North Road) between 10.00am to 5.00pm daily, • to withdraw the existing permit A which allows access for Blue Badge Holders. A permit system to allow access for essential maintenance and for the dismantling of market stalls within set times and temporary access for events is to be retained. 2. That during the 6 month consultation period of the

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		Experiment, Lancaster City Council be requested to investigate the feasibility of re-introducing a shop-mobility scheme to Lancaster City Centre. The full report can be viewed on the county Council's web site at http://council.lancashire.gov.uk/ieDecisionDetails.aspx?ID=6060
Events on the Highway, Policy and Procedures for Highways Management: Consultation Members of the Forum were asked to submit any views or representations they may wish to make to Jane Johnson, Localities Team jane.johnson@lancashire.gov.uk for consideration.	Jane Johnson, Localities Officer	Any views received from Forum Members on the draft policy and procedure document will be included in the final report prior to being considered by the County Council's Cabinet Member for Highways and Transport.
Items raised by members of the Forum **(a) Domestic Abuse in Lancaster/Lancashire** Cllr Penney presented the report and members sought further clarification regarding how much it costs the County Council and if the statistical information could be presented on a Ward by Ward basis. "Broken Rainbow" was an organisation which dealt with abuse in same sex relationships.	Jane Johnson, Localities Officer	The information requested will be circulated at the meeting.

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
(b) Update on Provision for Travellers in Lancaster District It was suggested that members may wish to see a report recently considered by the County Council's Education Scrutiny Committee regarding Children Missing from Education.		The report regarding Children Missing from Education is attached to this action sheet.
Themes for future meetings. Members of the Forum were asked to submit any suggested themes for future meetings to the Chair and Jane Johnson, Localities Team jane.johnson@lancashire.gov.uk for consideration. The following items were suggested at the meeting: • Lancaster District Highways and Transport Masterplan • Education and Enforcement around 20mph areas.		The Lancaster District Highways and Transport Masterplan will not be available until the start of next year, as the potential scope has increased. The County Council will be arranging a briefing for Lancaster Members and they and members of the public will be encouraged to comment; the Masterplan consultations have so far resulted in changes to the final document. Item included on the Agenda

Actions raised which have been dealt with outside of the meeting

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
No actions dealt with outside of the meeting.		

Education Scrutiny Committee
Meeting to be held on 5 November 2013

Children and Young People not participating in a school setting
(Appendix 'A' refers to the Audit Scope Document on "Missing Children Themed
Audit")

Contact for further information: Bob Stott, Director of Universal and Early Support
Services, Directorate for Children and Young People, Tel 01772 531652
bob.stott@lancashire.gov.uk

Executive Summary

This report aims to update the Education Scrutiny Committee on the performance
and progress around four of the teams working closely with groups of children and
young people who are currently not participating in education in a school setting.

Sections of the report will refer to:
1. Work done to support children and young people who are "Persistently
   Absent" (PA) from school.
2. Work done to support children and young people who are "Permanently
   Excluded" from school.
3. Work done to support Gypsy Roma Traveller (GRT) children and young
   people who are not educated in school or electively home educated.
4. Work done to support children and young people who are "missing from
   education. (CME)

The report will also include information in Appendix 'A' on the themed audit that
Directorate for Children and Young People (DCYP) is carrying out across this year
around "missing children" and the connectivity of Local Authority and other partner
services around supporting this broader group. It is envisaged that the findings of
this themed audit will be reported back to various groups including the Lancashire
Safeguarding Children Board and Education Scrutiny

Recommendations

The Education Scrutiny Committee is requested to note and comment on the report.
The Committee is requested to receive a further report on the themed audit around
"missing children".

Background and Advice

1. Persistent Absence (PA)

The use of Persistent Absence as a measure was introduced in 2006 and at that
time related to pupils who had an overall absence rate of around 20 per cent or

more. This measure was reduced during the 2010-11 academic year to identify pupils who had an overall absence rate of around 15 per cent or more. This is measured as pupils having 38 or more sessions of absence (both authorised and unauthorised) across the Autumn and Spring Terms combined, or 46 or more sessions of absence over the whole school year (measured up to the summer half term break).

The local authority works to ensure that schools have a clear understanding of those pupils who are Persistent Absentees or are on track to become PA if their attendance does not improve. The Behaviour and Attendance Consultants (secondary phase) and School Attendance Consultants (primary phase and cross-phase special) offer advice to schools on whole school strategies to improve overall levels of attendance across the school profile, with a particular reference to vulnerable groups. They also advise schools on the use of the reporting options within the Schools Information Management System (SIMS) attendance module which allows schools to identify young people in those vulnerable groups whose attendance is becoming a cause for concern.

Funding has been devolved to secondary schools along with the responsibility for undertaking attendance related casework in order to support young people who are not attending – identifying barriers to education, implementing packages of support to overcome those barriers and facilitate engagement back into education, and where appropriate working in partnership with the School Attendance Service to challenge parents who are not fulfilling their responsibility to ensure their children receive an appropriate education.

For primary and special schools, the School Attendance Consultants offer case specific advice at an early stage to assist schools in managing low level attendance issues and the Pupil Attendance Support Team are also available to help schools who are experiencing more challenging cases of non-attendance on an individual casework basis.

The attendance service's legal team issues education related penalty notices on behalf of schools – both for low level truancy and in respect of unauthorised leave of absence (usually for family holidays), and also conducts legal proceedings (parental prosecutions in the Magistrates' Court, applications for Education Supervision Orders in the Family Proceedings Courts, etc).

In addition, the attendance service offers input to governor training to ensure governing bodies understand their responsibilities in respect of attendance and undertake register inspections as required to ensure schools are complying with the relevant legislation and regulations relating to attendance.

Although most PA pupils are out of school as a result of authorised absence, the child refusing to attend or a parent colluding with absences, there are also instances where children are found to be out of school as a result of unofficial exclusion. In many instances such unofficial exclusions are as a result of schools attempting to be supportive of children, young people and their families in often complex and challenging cases but where they are preventing children from attending school other than through the formal exclusion procedures, this is unlawful.

In April 2013 the Office of the Children's Commissioner (OCC) published a report on illegal exclusions from school ("Always Someone Else's Problem"). Although there are no formal statistics on unofficial exclusions, the OCC estimated that several hundred schools in England may be excluding children illegally.

Examples of unofficial exclusions identified in the report included:

- Pupils excluded without proper procedures being followed; exclusions are usually for short periods, but may be frequently repeated for the same chid, meaning that this child misses substantial amounts of education (this includes pupils being sent home or told to remain at home for "cooling off", or whilst awaiting a reintegration interview)
- Pupils placed on extended study leave or part-time timetables, or on inappropriate alternative provision, so as to remove them from school (even where parents "agree")
- Pupils persuaded to leave their current school, either to move to another school or to be educated at home under threat of formal permanent exclusion should this course not be followed
- Schools failing to have due regard to their legal responsibilities regarding the exclusion of children with statements of special educational needs or looked after children
- Schools failing to fulfil their legal responsibility to provide alternative education for those excluded on fixed term exclusions of more than five days

Due to their nature no official data exist for unofficial exclusions but the attendance service works with colleagues from Pupil Access and the Children Missing Education teams to challenge such cases when they are brought to our attention.

Lancashire's attendance figures compare favourably with the national figures – over the last three years Lancashire has generally outperformed national figures for both Overall Absence and Persistent Absence in all phases and consistently reflect well compared to our statistical neighbours.

Primary (Whole Year Data (Half Terms 1-5)

School Year	LCC OA%	England OA%	LCC PA%	England PA%
2009-10	4.9%	5.2%	N/A*	N/A
2010-11	4.7%	5.0%	3.6%	3.9%
2011-12	3.9%	4.4%	2.6%	3.1%

*N/A – as PA data based on different threshold in subsequent years

Primary (Autumn and Spring Terms combined Half Terms 1-4)

School Year	LCC OA%	England OA%	LCC PA%	England PA%
2010-11	4.7%	5.1%	4.6%	5.2%
2011-12	3.9%	4.4%	2.8%	3.4%
2012-13	4.4%	4.8%	2.9%	3.6%

Secondary (Whole Year Data (Half Terms 1-5)

School Year	LCC OA%	England OA%	LCC PA%	England PA%
2009-10	6.7%	6.9%	N/A	N/A
2010-11	6.0%	6.5%	7.4%	8.4%
2011-12	5.3%	5.9%	6.0%	7.4%

Secondary (Autumn and Spring Terms combined Half Terms 1-4)

School Year	LCC OA%	England OA%	LCC PA%	England PA%
2010-11	5.9%	6.5%	8.3%	9.5%
2011-12	5.1%	5.7%	5.4%	6.8%
2012-13	5.3%	5.8%	5.5%	6.5%

Special Schools (Whole Year Data (Half Terms 1-5)**

School Year	LCC OA%	England OA%	LCC PA%	England PA%
2009-10	9.2%	10.3%	N/A	N/A
2010-11	9.4%	10.0%	15.7%	16.7%
2011-12	9.0%	9.6%	15.1%	16.3%

**Special school data is only available annually

Pro-active work with other teams

School Attendance Orders

The attendance service also works in partnership with the Children Missing Education (CME) team where the local authority believes children should attend school but parents are not making the necessary arrangements to ensure their children become registered. The attendance service's legal team will initiate School Attendance Order procedures to support the work being undertaken by CME to encourage parents to access provision and where necessary will issue School Attendance Orders and undertake proceedings in respect of non-compliance with any such orders.

Admission to Primary Schools

It has been recognised that increases in birth rates are currently putting pressure on local authorities in terms of managing admissions to primary schools. Although Lancashire has a good track record of meeting parental preferences, there are always a small but significant number of children who do not arrive at their allocated school at the start of the new school year. The School Attendance Service has worked with Pupil Access and the Children Missing Education Team to agree a protocol for managing such cases effectively. This protocol was introduced in September 2012 and has been further refined in September 2013. It ensures consistent advice is offered to schools by all relevant teams within the local authority

and allows us to support schools in managing admissions effectively and ensuring children do not go missing as a result of failing to take up the place offered at school even though they are not at that time of compulsory school age. This focussed approach also reduces the number of children who would meet the definition of PA even though they are not formally included in the official statistics.

For the first time, overall absence data was collected in respect of four year olds for the Autumn and Spring Terms 2012/13. For England as a whole, overall absence for four year olds in the Autumn and Spring Terms 2012/13 was 6.4% compared to a Lancashire figure of 5.3%. Lancashire was ranked first amongst its statistical neighbours and had the sixth lowest overall absence figure of all local authorities in England which is a very positive position as it is vital that children establish a regular pattern of attendance at school from an early age.

2. Permanent Exclusion.

Lancashire County Council Exclusion Trends - Schools and Academies Combined

Secondary

SECONDARY PERMANENT	2010 – 2011	2011 – 2012	2012 – 2013	Trend
NORTH				
1 LANCASTER	3	4	5	up
2 WYRE	23	11	11	down
4 FYLDE	23	6	6	down
SOUTH				
6 PRESTON	29	23	28	level
7 SOUTH RIBBLE	22	15	19	down
8 WEST LANCASHIRE	6	3	nil	down
9 CHORLEY	13	7	4	down
EAST				
11 HYNDBURN – RIBBLE VALLEY	13	14	13	level
12 BURNLEY	9	11	21	up
13 PENDLE	15	18	11*	down
14 ROSSENDALE	4	7	2	down
Totals	**160**	**119**	**120**	**down**

Key Points:
- The trend over the last 3 years has been a reduction in permanent exclusions in the majority of districts with an overall decrease in secondary permanent exclusions across Lancashire of 1% in 2012-13. In 2012-13 Preston remains one of the highest excluding districts with Burnley showing a marked increase in exclusions from previous years.
- There has been a 15% increase in permanent exclusions in academies - however this only represents an additional 3 exclusions.
- The decrease in exclusions is related to an increased use of the secondary Pupil Referral Unit (PRU) network in the provision of short term intervention programmes- mainly at Key stage 3 and the provision of full and part time alternative curriculum programmes offered within all PRUs for Key Stage 4

pupils. Some of the intervention programmes are commissioned by district schools and individual programmes for KS4 pupils are supported by funding from their mainstream school. This has resulted in the majority of pupils on roll in most PRUs being dual rolled with a mainstream school. For Key Stage 4 pupils this usually means all of their education is provided by the PRU, therefore they are not excluded but not being educated within mainstream.

- There has been a clear correlation identified between the exclusion of pupils with Special Educational Needs (SEND), assessed and unidentified, and the risk of exclusion. This is reflected in the number of young people within the PRUs who require statutory assessment. This is a national issue reflected in Lancashire at both secondary and primary level. There is a concern that changes within the DFE SEND processes could impact further on this.
- Since April 2013 Pupil referral Units have had delegated funding and responsibilities for staffing and are now longer managed by Local Authorities. However the responsibility for the provision of education for excluded pupils (and those out of mainstream school due to medical issues) remains with the LA. It is unclear at this point if this will have any impact on the education of excluded pupil. However, if the DFE proposal to shift responsibility for excluded pupils to mainstream schools is ratified, there may be a period of increased exclusions prior to the changes.

Strategies:

Lancashire is participating in the 3 year DFE National Exclusion Trial, due to end in July 2014. This is testing a proposal to shift the responsibility for permanently excluded pupils from the Local Authority to school. Five districts within Lancashire are taking part and providing a range of data to the DFE. Each district has agreed a collaborative intervention project for Key Stage 3 pupils, which has been delivered through their local PRU. Each district also has a Fair Access or Behaviour Panel system to manage moves, reintegration and access to intervention. These programmes are currently being evaluated for the Year 2012-13, but initial signs show a reduction in KS3 exclusions in these areas.

The development of Fair Access District panels, both within trial districts and others, has shown to have a generally positive impact on exclusion and rate of reintegration. This may be due in some part to the increased transparency between schools and a degree of 'peer' pressure.

The School Forum High Need Working Group has recently supported the setting up of a Task and Finish group, led by Inclusion Disability and Support Service (IDSS), to look into the relationship between SEND and exclusion in order to more thoroughly analyse the trends and issues within Lancashire and develop strategies to address those issues that are identified.

There are regular meetings of Pupil Access Team officers, Alternative and Complimentary Education and Residential Services (ACERS) Managers and Head Teachers of the PRUs, to discuss related issues across the authority and within areas. Data is analysed, trends discussed and good practice shared.

The Head Teachers of the PRUs are all active members of their district Head Teacher forums. Over recent years this has had a positive impact on raising the profile of exclusion issues and developing more positive working partnership between the PRU and mainstream schools

Primary

Primary Permanent	2010-11	2011-12	2012-13	Trend
NORTH	10	6	5	**down**
SOUTH	23	16	27	**up**
EAST	1	2	7	**up**
Totals	**34**	**24**	**39**	**up**

Key Points:
- The number of primary school exclusions in area south /central has, over the past 3 years been consistently higher than others areas/districts of Lancashire.
- The Social Deprivation Index identifies the East as the most socially deprived area of Lancashire

Strategies:

A research project was commissioned by ACERS in May 2013 around primary exclusions focussing on the South area where the majority of exclusions occur. The research involved interviews and information collections from 12 high and 12 low excluding Lancashire primary schools on the South area.

Three distinct themes were evident for the low excluders:-
➢ Culture (an inclusive culture set and promoted primarily by the head teacher)
➢ Communication (excellent with all local services)
➢ Multi Agency (pro active and collaborative working with all LCC services)

High excluding schools tended to give lists of what they considered the problems to be – largely focussing on external agencies and support. This pointed towards a blame culture and a lack of recognition of their responsibilities. They failed to recognise the opportunity for the school to be the positive focus and the hub of support and a solution.

Research identified possible solutions and alternatives to permanent exclusions; these suggestions came from both the high excluding schools and the lower excluding schools. An ACERS officer disseminated the above information and data to all South Area Head teachers.

ACERS consider that school governors needed to be aware of and to regularly review their discipline and behaviour policies. Overall however the issue was one of mind set rather than written policy.

The following strategies are being considered by the Behaviour Strategy Group as part of Lancashire's Behaviour Policy:-

- Provide emergency contact numbers for support and assistance schools experiencing difficulty with challenging pupils via Educational Psychologists , PRUs and Advisers
- Working together with other services to support the pupil and his/her family.
- Working more closely with Children's Centres
- Working on better pupil transitions from nursery to school
- Setting up Fair Access Panels for the primary schools in each area

The Ribbleton area FAP (Fair Access Panel) reduced the permanents to nil for the Summer Term.2013. The possibility of applying this approach for other primary school clusters is now being considered e.g. Chorley and part of South Ribble. It was confirmed that head teachers who had participated in successful FAP panel arrangements were used as part of the introduction of these to new areas / clusters. There is much good practice evident in East and North Lancashire primary schools. Using this and drawing on head teacher experience to advise and support other schools is a clear resource, which is being investigated.

- Pupil Access Teams are working with PRUs to encourage all South area head teachers to contact Golden Hill PRU before permanently excluding a primary aged child
- The Behaviour Strategy Group is also working with schools in South Area to prevent exclusions
- IDSS have agreed to prioritise any pupil 'at risk of exclusion' in South Area
- Golden Hill PRU have developed excellent links with schools in south area , and offer support and intervention for pupils at risk of exclusion
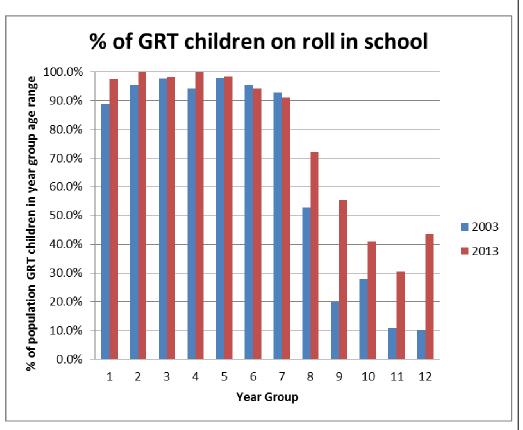- Continuous Improvement Team is working with schools to reduce exclusions via school advise

3. **Local Authority support for the education of Gypsy, Roma and Traveller Children**

Since the late 1970s, local authorities have had access to additional funding from central government to provide a Gypsy, Roma and Traveller (GRT) Achievement Service - a small team of teachers, teaching assistants and education welfare officers to provide additional support to schools and families to improve enrolment, attendance and achievement of children of Gypsy, Roma and other Traveller families.

Over recent years, funding from central government to local authorities to pay for Traveller Education services has been reduced and the emphasis has moved to focussing on supporting schools to raise attainment in the classroom. This change has been driven by a National Strategies programme that drew on the experiences of schools across the UK who had shown particular success engaging Traveller children and parents.

Attainment and attendance at school have risen (see data at end of report) - with Lancashire's results for GRT pupils slightly above the national average. However, around 120 school-age GRT children in the county are currently registered as being educated at home. These are families well-known to staff of the GRT Achievement Team over many years.

Change in uptake of school by GRT children between 2003 and 2013

% of GRT children on roll in school

Over the ten year period between 2003 and 2013, the numbers of GRT children attending school has risen in all year groups. There have been significant rises in uptake of pre-school provision (Year Group '-1' on the graph) and in transfer to secondary school. In 2003, those pupils who did not transfer were not registering for home education and avoided contact with LCC officers.

Change in % of GRT children out of school between 2003 and 2013

Key Stage	2003		2013	
	Number of pupils in school	Number of children out of school (%)	Number of pupils in school	Number of children out of school (%)
1	97	0 (0%)	99	2 (2%)
2	149	2 (1.3%)	188	6 (3.1%)
3	48	73 (60%)	77	52 (40.3%)
4	6	57 (90%)	26	60 (69.7%)

Outcomes at end of KS4

Only 22% (7 pupils) of Year 11-age GRT children known to the service are still attending school at the end of KS4. Of these, three disappeared in year before sitting GCSEs, the remaining 4 all achieved 5A*-E.

 GRT secondary age pupils arriving in secondary school other than via normal transfer from secondary school sometimes choose to not self-ascribe as GRT - and so may be unknown to us unless a school highlights an issue.

Of the 32 Year 11 pupils not on school rolls at the end of Year 11, 7 had been supported to take up places on vocational courses at college or vocational units attached to secondary schools. Many more had expressed an interest in college attendance despite not having attended school.

There are several reasons why GRT families do not participate in education in a school setting:

1. Elective Home Education

    Over the past ten years, considerable numbers of GRT families throughout the UK have chosen to elect to teach their children at home – usually when children reach secondary school age. Some families do this very effectively and their children make good educational progress. However many of these families find it difficult to provide or organise learning at a level appropriate to their children's needs.

2. Mobility

    Relatively few GRT families are genuinely mobile for significant portions of the year. Many families who are seen on unauthorised encampments either on the highway or on private land have a permanent home or a pitch on a local authority or private site somewhere. They may be visiting for work or for family occasions. However, this mobility makes it easier to choose not participate in a school education setting. Some families will cite the '200 sessions rule' – a protection in law for families who have genuine reasons for mobility and where access to school cannot be secured.

3. Anonymity

    It is relatively easy for a GRT family new to a county to give false information to visiting officers about the educational status of their children and so maintain anonymity and avoid their duties as parents. High mobility and short eviction times can make it difficult to build relationships with a new family and establish their family details.

Strategies:

The core strategy for dealing with avoidance of education by GRT families is close partnership between the services working directly with GRT families, namely:

Children Missing Education Pupil Access
Pupil Attendance Support Elective Home Education
Young People's Service   GRT Achievement Team

Intelligence about GRT children who have disappeared from school rolls or elected for home education is shared between all these teams. Children who or not on home education and not on school roll are then immediately referred to the Children Missing Education team and their cases are reviewed and progressed at regular joint meetings between CME, Pupil Access and GRT Achievement.

Schools and colleges are increasingly taking the lead in developing approaches to engaging GRT young people before they join the roll of a school. Most Lancashire schools with numbers of GRT pupils belong to the Lancashire Schools GRT Achievement Network and have the opportunity to attend network meetings to share good practice. Developing new strategies to engage GRT children not participating in a school setting is a key agenda for the network.

Because of the high quality of trust between the service and GRT families, parents on the whole are happy to sustain engagement with the service, even when they have elected for home education. The GRT Achievement Service attempts to continue to track progress of GRT young people when they are not in school through voluntary engagement of families whose children are registered for Home Education.

Local Authority activity with GRT children not participating in education in a school setting in the last academic year

Activity in Academic Year 2012-13

Number of Year 7 children who failed to transfer	22
Number of Year 7 children elected for Home Education	21
Number of children Year 7 to 11 referred to Children Missing Education	16
Number of children Year 7 to 11 returned to school rolls	14
Number of children CME or Home Education leaving Lancashire area	8
Number of children Year 7 to 11 referred to EHE team	33
Number referred to Young People's Service for Targetted Youth Support	24
Number of children Year 10 and 11 on Home Education supported to access college placement or training	12

The following services now work together with schools to engage GRT young people in education:

- Children Missing Education
- Pupil Attendance Support Team
- Elective Home Education Team
- Young People's Service

Through this network, contact is maintained with around 95% of GRT children not participating in a school

All GRT children – whether in school or not – are tracked as a 'Virtual School' with the emphasis on providing support to maintain education progress. In practice, this means signposting parents to existing learning opportunities and developing new engagement activities in partnership with schools. School involvement is crucial as it maintains the connection with formal schooling and increases the likelihood of return to school roll.

A number of our key secondary schools are actively interested in this work as it enables them to have dialogue with parents and to display their support for these children even though the parents have not chosen education in a school based setting. Whilst the children are on home education, there are no concerns about impact on school performance and so there is a window of opportunity to engage GRT children in structured learning.

Successful initiatives over the past two years are as follows:

1. Access-2-Learning Groups
   Voluntary access, structured learning group run for 2 hours during the school day. Over 30 GRT secondary young people on home education attended and made good progress at the group;

2. e-Distance Learning
   Small pilot to extend school Moodle provision to make it accessible to a small number of GRT young people not on school roll;

3. Primary Head/Secondary Head/Parent and pupil meeting
   A single meeting involving the head-teachers of the secondary school and feeder primary, the parent and the Year 6 child who were adamant that the child would not attend secondary school. The meeting secured all the reassurance the parent and child needed and allowed a tailored integration package to be constructed between the head-teachers. The parent was convinced by the commitment to meeting the needs of her child that she saw in the meeting;

4. Individual Pupil Plan
   A voluntary shared education record is available for all GRT parents who do not chose a school based education setting. The record gives details of prior attainment whilst at school, suggested opportunities and targets and requests consent to share information with Young People's Service.

5. Practitioner Networks
   The service has established a number of regular meetings in key areas which bring together practitioners is services working directly with GRT children and young people (including Children's Centres, health, police, Youth Offending Team, Young Peoples' Service, District Council leads on GRT issues and GRT voluntary groups) to share practice and co-ordinate activity.

4. Children Missing Education (CME)

The CME Team based in Chorley is an arm of the Pupil Access Team and has strong links to school admission and admission appeal issues (annual intake processes for primary and secondary schools and academies and appeal outcomes and offered places not being accessed).

There are established referral procedures with Pupil Access (linked to admission, appeal, and fair access protocol processes) and links to tracking and court officers and other teams and agencies (eg the Gypsy, Roma, Traveller Service – GRT).

The Team consists of 5 full time equivalent staff. They cover the whole of Lancashire and the nature of CME requires extensive liaison and partnership working with other agencies and across the County border.

During the school year 2012-13 there were a total of 1,447 referrals to CME. The breakdown by year group was as follows:-

Primary		Secondary	
Rec	166	Yr7	104
Yr1	148	Yr8	143
Yr2	118	Yr9	129
Yr3	94	Yr10	125
Yr4	85	Yr11	179
Yr5	86		680
Yr6	70		
	767		

There are two types of referral (and a split of around 50 / 50 in these over a year):-

1) Tracking – these are cases where the pupil is on a school or academy roll but their whereabouts is unknown.
2) Placement – where the pupil requires an educational placement

Tracking Referrals

Initial contact is with the last known address however this is not usually successful as the families have normally relocated. Investigations then include Council Tax checks, Experian, Health, Police and a Unique Pupil Number (UPN) national search. If the pupil is still not located then a joint protocol agreed with the police is followed. This involves calling a multi-agency meeting to move matters forward. The CME team are extremely successful in tracking pupils and only between 6 and 10 multi agency meetings involving the police were called during 2012-13.

Placement Referrals

CME accompany many parents and pupils to school and academy meetings to discuss and negotiate start dates. Without this support the families concerned would not follow up on offered appointments and pupils would remain CME and so require further resource input.

For secondary aged pupils CME identify and broker alternative provision, especially where a long gap in education and / or the pupil's previous record suggests that a mainstream placement is not likely to be successful. During 2012-13 CME arranged 78 alternative placements (76 for Yr11 pupils and 2 for Yr 10 pupils). Of these 19 were placed in Lancashire Short Stay Schools.

The majority of placements are for vocational activities with only the occasional pupil opting for a BTEC option. This is because most of the referred pupils have had long periods out of formal education when they are referred as CME.

College placements are also used as is National Teaching and Advisory Service support (NT&AS). This has been particularly useful in meeting the needs of Traveller pupils who have benefited from the focussed support available whilst being slowly re-integrated to a mainstream placement.

Funding for placements is predominantly re-claimed each February via the Department for Education's alternative education pro forma although some are also funded (usually short term) via a limited Year 11 and Vulnerable budget held by the Pupil Access Team.

Summary

The CME team work extremely well in tracking and placing the many referrals received annually.

The provision of a dedicated database would greatly assist and this will be examined as part of the corporate review of ICT applications which has recently commenced.

Consultations
N/A

Implications:
N/A

Risk management

There are no implications for risk management arising from this report.

Local Government (Access to Information) Act 1985
List of Background Papers

Paper   Date   Contact/Directorate/Tel

Reason for inclusion in Part II, if appropriate

N/A

Themed Audit Scope Document

This section to be agreed before work commences – agreed by Steering Group 19/09/2013	
Title of work	Missing Children Themed Audit
Requested / Commissioned by:	Lancashire County Council Directorate for Children and Young People
Background	The purpose of this themed audit is to study incidents of all CYP who go missing in Lancashire, whether they are in the care system or not. It is intended to investigate, analyse, compare and contrast data to • inform recommendations relating to existing practice to support improved outcomes for all CYP who may be at risk of going missing, and • inform revised guidance and enhance cross-service and multi-agency working practice. However, the data held relating to Missing Children is currently fragmented and held by different services and across various agencies. The information held across Lancashire must therefore be collected, collated and analysed for compliance, quality and accuracy in order to provide a robust basis for informing future decision-making. The CYP who are the focus of this study are among the most vulnerable in our society; the current situation is not good enough. Lancashire recognises that it is unacceptable that involved services and agencies are reliant on data which is recognised as having significant gaps. This study aims to be the catalyst that allows us to begin to address the disparity, develop a consistent method for recording and sharing information, and put appropriate and timely preventative measures in place, combined with effective responses when incidents occur. The OFSTED report 'Missing Children' (February 2013) highlights that two thirds of the total number of people reported missing each year are children and young people. Further, CYP in the care system are three times more likely to go missing than those who are not in care. It is also an accepted fact that all CYP who go missing are more exposed to being at risk of CSE, becoming perpetrators or victims of crime or being drawn into drug and alcohol abuse.
Objective of work / Problem definition / Reasons for work taking place	Lancashire wishes to understand: • How many CYP go missing each year; • Why certain CYP go missing recurrently • What the split is in terms of numbers re: those in residential care placements, those in foster care placements and those who remain in the family home;

Themed Audit Scope Document

	- Whether there are biases exacerbating identified risks e.g. gender, age groups, ethnicity, sexual orientation etc. - The overall reasons why CYP choose to run away and 'take their chances' alone in the world, rather than stay within a certain placement / home setting; - Are there any countywide peaks or troughs in reported incidents, e.g. seasonal changes (lighter nights / warmer weather)? - Are there any 'hot spots' within districts or the county as a whole that report higher levels of missing episodes? Why? What triggers are there, e.g. running away with a friend or sibling; a small number of CYP who skew the data due to extremely high incidents? - What cross-boundary issues are there for a county the size of Lancashire, and how are we tracking CYP who are placed out of area, or those that other LAs have placed within our boundaries? - What factors are likely to reduce incidents of CYP going missing? - How can we improve assessment measures regarding levels of risk? - What are the best options / methods for a preventative response to those assessed as being at risk, or for responding to those with an established history of going missing? - How can we ensure that reported unauthorised absences do not skew the data for those who go missing? - Identify the best established / most promising practice for reducing incidents of going missing; - What are the links between going missing and other difficulties already known to be factors in their lives? - How can we take account of the needs of all CYP to have a nurturing home environment and ensure that all residential children's homes are compliant with a standard that CYP would determine for themselves? - What roles do / should partner agencies play to best meet needs? E.g. health, police, education - What do CYP say they want /need to stop them from considering running away as their preferred option? Nobody runs away without a reason.
Link to service improvement / strategic objectives	- Improve cross-service working practices - Improve multi-agency partnership working - Develop a more cohesive and robust picture that can be reliably used to inform strategic priorities - Use the information strategically to influence the

Themed Audit Scope Document

	• realignment and targeting of limited resources to maximise positive impact • Use the information to revise and refresh the QA framework / existing protocol regarding Missing Children • Improve outcomes for CYP identified as being at risk of going missing • Cognisance of consultations on Missing Children • Link to work of LSCB Missing Children Sub-Group
Brief description of process(es)	This aims to be a change-orientated study, beginning with a deep-dive audit of a stratified sample of selected case files from across the range of placement types and CSC levels of intervention (n=70). The entire cohort will also be checked for previous CAF assessments. Following this, cross-service and multi-agency work will be undertaken, engaging key stakeholders in (semi-structured?) interviews, possibly using 'appreciative inquiry' (Liebling, Price and Elliot, 1999), and / or similar asset approach models; telephone and face-to-face interviews. The aim is to explore the key issues (above) from the perspectives of CYP themselves, and from professionals and practitioners directly engaged with the issues, and therefore, best able to effect change at the front line, thereby better protecting young people at risk. Detailed analysis at individual levels will be compared and contrasted across groups and localities where possible, resulting in a robust, replicable and detailed understanding of thematic issues across different groups.
In scope	– All CYP assessed as being at risk of going missing / have already got a history of going missing
Out of scope	– Unauthorised absences – Families who go missing
Other parameters / variables	'Push' factors: - Rejection: children who are, or have been, cared for by extended family and or friends, including prior to becoming looked after - family conflict - domestic violence / domestic abuse at home - parental reports of behavioural difficulties in their children - family change, including lone and reconstituted families - truancy - many changes of address - episodes of going missing including established patterns prior to becoming looked after - CYP with insecure attachment(s) - Abuse / Neglect - 'Toxic Trio' 'Pull' factors:

Themed Audit Scope Document

	- A positive choice by the CYP to be somewhere else - Drawn by external relationships e.g. boyfriend / girlfriend / peers - Groomed by sexual predators

Interfaces	Directorate / Cross Service / Multi-Agency / VCFS / Youth Forum / Children in Care Council / Children's Society / MASH
	
	Use of designed materials:
	
	- Specific audit tool developed
	- Questionnaire design (Likert Scale?)
	- Interview design
	- Quantitative data should compliment qualitative information and vice versa i.e. not perceived as antagonistic
	- Application of advanced social data analysis techniques, likely to include (but not limited to):
	    o Multiple Regression (for correlational ranking of variables against criterion)
	    o T-tests (for statistical significance at an accepted scientific level)
	    o Analysis of Variance (ANOVA) as appropriate for comparison of groups – this may be useful to identify differences between an identified 'hot-spot' and another, seemingly similar, group or locality

Dependencies, Assumptions, Risks	Avoid sampling bias – random selection provides representative samples only with large enough numbers, which may not be possible. Use of non-random selection techniques will be necessary e.g. stratified sampling by pre-defining the groups to be represented e.g.
	
	- Missing episodes linked to CAF assessment
	- Missing episodes reported to the Police
	- CLA in residential placements
	- CLA in foster care placements
	- CYP who remain within parental care:
	    o CSC referral cases
	    o CSC Assessment cases
	    o CSC CiN cases
	    o CSC CP cases
	    o CLA Placed Out Of County
	    o CLA placed in Lancs
	- CYP who are not subject to statutory level interventions and remain within parental care; acknowledge that there is under-reporting within this category, but align with CAF information as far as possible re: efficacy of earlier intervention and support

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	- Validity – ensure methodology is robust enough to actually measure what is intended i.e. identify possibly spurious data and eliminate (e.g. unauthorised absences) Not inferring causality from positively correlated data - further analysis must be undertaken where such trends emerge Understand background to address any potentially confounding variables, e.g. historical data indicates poorer outcomes for CYP in residential care – ensure the perception is not that the care system is 'to blame' – it is often the case that recurrent and repeated episodes of going missing mean that a YP is placed in residential care. Generalisation: risk that the sample size may not be replicable or reliable enough to generalise results across the target population (external validity)
Preferred timescales	Start September 2013 - Completion by end February 2014
Desired outcome(s) of work	• Improve outcomes for CYP identified as being at risk of going missing / history of episodes of going missing • Improve cross-service working practices • Improve multi-agency partnership working • Develop a more cohesive and robust picture that can be reliably used to inform strategic priorities • Use the information strategically to influence the realignment and targeting of limited resources to maximise positive impact • Use the information to revise and refresh the QA framework / existing protocol regarding Missing Children • Take account of DfE national recommendations with regard to missing children
This section lists proposals & may be subject to change when work commences	
Proposed methodology	See above – some details still to be determined as the cohort information emerges and is collated from a variety of sources.
Proposed service areas to be involved	LCC Services: - Safeguarding, Inspection and Audit Team - Children's Social Care - Children Missing Education - Young Peoples' Service - Children's Trusts – (Hannah Peake) - LSCB - Youth Justice

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	- Fostering and Adoption - Youth Offending - Schools / education providers - MASH - WTWF (incl 'Troubled Families' list cross-ref) - Early Support – CAF assessments - Integrated Health Services – EHWB / CAMHS - Public Health – mental health for CYP Partner Agencies: - Police - Probation - Health - 3rd Sector
Auditors to be involved & in what capacity	Cheryl Smith – Senior Auditor – Lead for overall work: Design, Methodology, Procedure, Analysis, Results, Findings, Recommendations, Final reporting Damian Fleming – Auditor – deep dive of individual cases, cross service interrogation and multi-agency working including meetings; initial findings / recommendations Jo Turner – Auditor - deep dive of individual cases, cross service interrogation and multi-agency working including meetings; initial findings / recommendations

Version Control

No	Purpose	Author	Date
v1.0	Initial draft proposed scope and methodology	C Smith	28 June 2013
V2.0	Draft 2 incl CAF update and TM / SA input	C Smith	19 July 2013
V3.0	Final Version	C Smith	15 September 2013

Lancaster Three Tier Forum 24th November 2014

Education and Enforcement around 20mph Areas

Sign only 20mph speed limit areas are enforceable and the police can enforce them, however the key aim is to achieve compliance with the limits rather than prosecution. Police enforcement resulting in prosecutions is only considered when all other options have been exhausted. The County Council has therefore agreed with the Police to undertake joint engagement to win hearts and minds and embed the "20's plenty" message before undertaking targeted enforcement.

The County Council and the Constabulary are committed to making the roads of Lancashire safer and reducing road casualties and welcome initiatives that will seek to achieve this objective. It is recognised that by reducing motorists' average speed there is a clear link to a reduction in both the number and severity of road casualties. Lancashire Constabulary supports the County Council's aims to seek a change in drivers' attitudes to make driving at 20mph the norm in Lancashire whilst in a residential area or outside a school. If communities have concerns that motorists are not complying with the new limits there are a number of agreed options available in order to aid achieving compliance.

These initiatives include:

- Community Road Watch where speeds will be monitored by police volunteers supported by a uniformed police officer. Drivers who exceed the speed limit will receive warning letters from the police and should any persistent offenders be identified they will receive more targeted police activity

  Upon receiving speeding concerns from residents of Lancashire, the County Council also provides details to the resident of how they can get in contact with their local neighbourhood policing team in order to ascertain the eligibility for Community Road Watch to be carried out subject to risk assessments.

- School Road Watch where police stop drivers who are speeding near schools. They invite motorists to meet school children who will then discuss the implications of their driving

  For both Community and School Road Watch the Neighbourhood Policing Teams are very proactive in pursuing these activities.

- Engagement with schools to promote Drive Safe\20's Plenty campaigns through lesson plans and activities within schools.

To date the County Council has undertaken a total of 164 SpID deployments in the Lancaster district since May 2012, including:

- 12 SpID deployments on Lancaster Road
- 7 SpID deployments on Balmoral Road
- 7 SpID deployments on Derwent Road
- 8 SpID deployments on Hest Bank Lane

This has been supplemented by various Parish Councils within the Lancaster district also deploying their SpIDs within their own parish boundaries.

Caton-with-Littledale, Warton and Yealand Parish Councils all own SpIDs within the Lancaster district.

Education and engagement to encourage compliance with 20mph areas is now embedded across all our road safety and active travel initiatives. A wide range of services are delivered through schools and colleges to target audiences such as older road users and cyclists, and within communities through the Healthy Streets programme. For the full range of activities, please find the Lancaster Road Safety Action Plan attached at Appendix 'A'.

Lancaster: Road Safety Strategy Action Plan 2014/15

Context:

Figures 1 and 2, shown below, give the details of the distribution of killed and seriously injured (KSI) accidents and their contributory factors in the district of Lancaster during 2013. For the period 2009-2013 on average, there were 86 people, including 12 20-25 year olds, killed or seriously injured in Lancaster per year.

The issues and priorities in Lancaster:

- Children and young people aged up to 25 years represent 33.3% of all the KSI casualties in Lancaster, the Lancashire average being 38%
- The 16 to 25 year age group represents 26.4% of all KSI injured in Lancaster, the Lancashire average being 25.2 %
- The 0-15 year age group represent 6.9% of all KSI in Lancaster, with the Lancashire average being 12.8%
- 63% of all children KSI in Lancaster were pedestrians
- Lancaster ranks fourth in the County for all child casualties however, in terms of absolute numbers, Lancaster ranks second highest in the County with 276 child casualties
- Lancaster ranks sixth in the County for all casualties for people aged 16-19 years old in Lancashire however in terms of absolute numbers Lancaster ranks second in the county with 400 casualties for this age group
- Lancaster has the third highest rate of KSI pedestrian casualties for young people aged 16-19 years old in Lancashire however in terms of absolute numbers, Lancaster ranks joint first with 10 KSI
- Lancaster ranks fourth in the County for all KSI car occupant casualties however in terms of absolute numbers, Lancaster ranks first in the County with 31 KSI
- Lancaster has the joint highest rate of KSI pedestrian casualties for people aged 26-64 years old in Lancashire
- Lancaster has the joint highest rate of KSI pedal cyclist casualties for people aged 26-64 years old in Lancashire
- Lancaster has the second highest rate of KSI casualties aged 65+, and ranks highest in terms of absolute numbers
- Lancaster has the joint highest absolute number of powered 2 wheeler casualties KSI with 104.
- Lancaster ranks 5th in Lancashire for bus network incidents with 274 reports of anti social and criminal behaviour requiring investigation by the Safer Travel Team 2009-2013

Figure 1
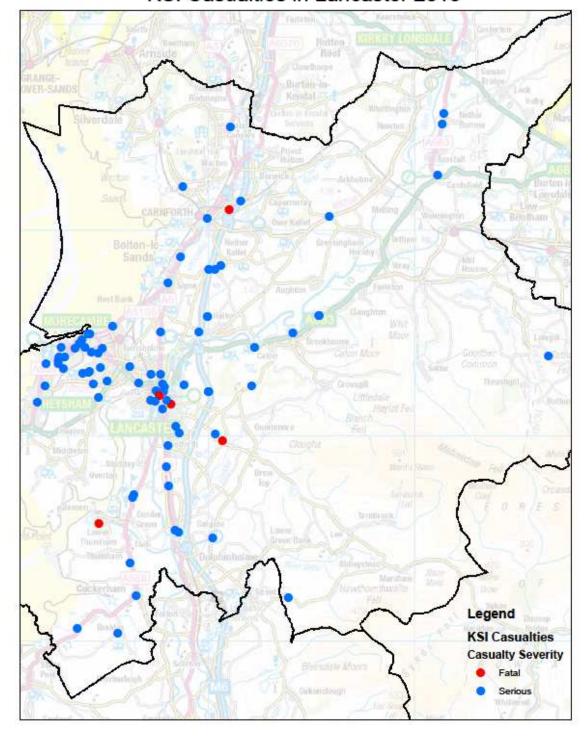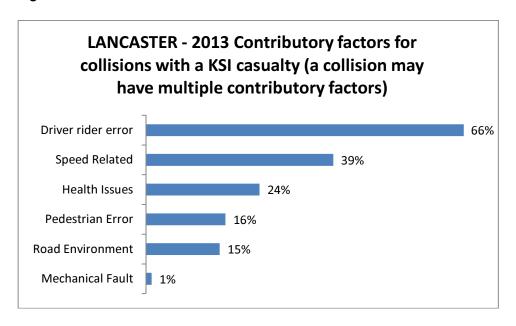
KSI Casualties in Lancaster 2013

Figure 2

LANCASTER - 2013 Contributory factors for collisions with a KSI casualty (a collision may have multiple contributory factors)

Factor	Percentage
Driver rider error	66%
Speed Related	39%
Health Issues	24%
Pedestrian Error	16%
Road Environment	15%
Mechanical Fault	1%

Speed Management

Inappropriate and excessive speed of vehicles is a major concern for communities in Lancashire, in particular in residential areas and outside schools. The management of speed is a high priority and is a key element of making the roads in Lancashire safer and improving public confidence in their local area.

Sign only 20mph speed limit schemes have been introduced across the County in 4 phases. All 4 phases in Lancaster are now complete.

A list of these schemes can be found below;

Slyne and Hest Bank	Higher Heysham Area	Bare, Torrisholme, Scale Hall	Overton
Bolton-le-Sands	Carnforth East and West	Lancaster East	Warton and Millhead
Caton	Morecambe South and Heysham North Area	Morecambe South	Galgate East
Greaves	Heysham Coastal Fringe	Silverdale Area	Galgate West
Halton	Hornby Area	Lancaster West	Beaumont Area
Morecambe North	Middleton		

Implementation of part time advisory 20mph speed limits has been completed at 23 schools across the district.

The sign only 20mph areas and limits will be followed up by education, community engagement and enforcement initiatives such as Speed Indicator Devices (SpIDs), School Road Watches and Community Road Watches. These activities are being undertaken in order to positively change driver behaviour and attitude and make Lancaster a safer place for all road users. The Community Road Watch is continuously being developed, in conjunction with the police, so that members of the communities, supported by the police, can have a visible presence to monitor speeds within their own communities.

For more details please visit www.lancashire.gov.uk/20mph

For roads not covered by 20mph limits, targeted enforcement action is being undertaken under the banner of 'Lancashire Road Watch' to address specific sections of the highway with a high accident record and where speed is an issue. Under Lancashire Road Watch enforcement can occur at any point along the designated routes.

In Lancaster, Lancashire Road Watch is taking place on the following roads:

- A6 - entire length through Lancaster district
- A588 - from Pilling through to A6 in Lancaster
- A589 - from Heysham through to A6 in Lancaster
- A683 - from Heysham to Kirkby Lonsdale
- B5273 - from A589 in Heysham through to A589 at Scale Hall
- B5321 - from A589 in Morecambe through to A6 at Skerton
- B6254 - from A6 in Carnforth through to A683 at Kirkby Lonsdale

In addition, mobile speed enforcement can take place anywhere within the Lancaster area in response to casualty or local concern.

In an on-going effort to positively reinforce speed limits across Lancashire we have regularly deployed SpIDs in conjunction with both internal and external partners. This work will be continued in order to increase SpID deployments throughout Lancaster.

The following locations within Lancaster are where the accident record has merited enforcement of the speed limit by fixed cameras.

Quernmore Road, near Derwent Road, Lancaster	Regent Road, near Scott Road, Morecambe
Slyne Road, near Greenwood Avenue, Bolton-le-Sands	Lancaster Road, East of Mill Lane, Caton
Westgate, East of Altham Road, Morecambe	Slyne Road, North of Green Lane, Lancaster
Scotforth Road, near Abbeyfield Close, Lancaster	Morecambe Road, near Homfray Avenue, Morecambe

Owen Road, near Aldrens Lane, Lancaster	Torrisholme Road, near Noel Road, Lancaster
Torrisholme Road, near Elmsdale Close, Lancaster	Euston Road, near Kensington Road, Morecambe
Heysham Road, near Penrith Avenue, Heysham	Bye Pass Road, near Main Road, Bolton-le-Sands
Scotforth Road Northbound, near University entrance, Lancaster	Scotforth Road, near Victoria Avenue, Lancaster
Main Road, near Chapel Lane, Galgate	Broadway, near Burlington Avenue, Morecambe
Kellet Road, near Highfield Road, Carnforth	Heysham Road, near Wesley Drive, Heysham
Bye Pass Road, near St Michaels Lane, Bolton-le-Sands	

A full list and details for the fixed Safety Camera sites in Lancaster can be found at the 'safe2Travel' website, http://www.safe2travel.co.uk/cameras.asp

Evidence Based Accident Reduction Measures

The following schemes are programmed as part of the Evidence Based Accident Reduction Measures;

- **A6 Main Road, Lancaster Road, Scotforth Road – Thwaite End Road Bridge to North East of B6254 -** trim foliage, review railings, move bus stop and sign post, mini roundabout changes, pedestrian facility at signals, review signal timings
- **Morecambe West End –** measures to improve safety, especially for vulnerable road users on Balmoral Road and the western end of Regent Road. To be determined through consultation with elected Member, Police and Community Group
- **Lancaster East –** inventory check of existing cyclist warning and information signs in the area and introduction of further signs as required. In addition the existing warning signs produced by the Police to be reviewed and replaced if necessary
- **Countywide –** complement existing speed tasking, SpID deployment and community/school engagement with enhanced signing and lining to reinforce the "20 is plenty" message
- **Countywide –** provision of SpID infrastructure with Parish Councils and other bodies

Children & Young People

Safer Schools Moodle
All educational establishments have the opportunity to access and utilise **Road Safety, Bus Safety and Sustainable Travel** packages through the Safer Schools Moodle. This is a consistent interactive learning platform containing teacher resources in the form of lesson plans/activity sheets/toolkits/handouts and also information that parents can access and

use with their children. The Moodle contains the educational resources for children and young people from 0 – 25 years.

Early Years Initiatives

<u>In Car Safety</u>
In Car Safety information and resources are available on the Safer Schools Moodle. It aims to raise awareness among parents and carers of the dangers of incorrectly fitted car seats, using the inappropriate car seat for the child's weight and height, and transporting children who are unrestrained. A number of 'Champions' across the County are trained to cascade information and good practice on fitting child car seats.

<u>Little Safety Stars</u>
Aimed at Early Years' Foundation Stage, ages 0-5. It is designed for all early year practitioners, family based workers, health visitors and partner organisations to introduce road safety in their settings. There is a toolkit with 5 sessions covering 5 road safety topics, incorporating play, song and activities.

Primary School Initiatives

<u>Right Start</u>
Research has shown that children learn best through practical experience in the traffic environment; this has been backed by a three year study undertaken by Edge Hill College. Lancashire County Council's Road and Transport Safety have developed their own practical pedestrian training scheme called "Right Start". The programme is designed for use with children ages 4 – 7 and involves schools and parents working in partnership to enable children to become safer pedestrians. The programme consists of 3 stages, each consisting of 3 sections. The sections, 'Let's Talk' a teacher led discussion, 'Let's Do' practical roadside activities and 'Let's Remember' activity sheets. We supply appropriate resources and training to teachers and school volunteers to help them deliver the programme to their children.

<u>Safety Stars</u>
Safety Stars aims to engage with children to take ownership of their own behaviour. It is a health and safety initiative that covers many issues including road safety as the main topic. The School Council or Year 6 pupils can access dedicated tasks and activities each term on agreed 'safety' themes. Safety Stars engages with the whole school through creative and innovative 'club' based activities.

<u>Passport to Safer Cycling & Bikeability</u>
Passport to Safer Cycling including a classroom workbook helps children develop a greater understanding of road usage, traffic, a positive attitude towards other road users and to ride with an improved degree of safety.

Bikeability is a practical course aimed to make children more aware of the responsibilities of owning a cycle and to develop the skills required to deal

with certain traffic situations. The course enables the cyclist to use the road in a safe, competent and confident way.

Transition: Years 6 and 7

'No Bones'
Aimed at years 6 and 7 'No Bones' animations have been created to raise awareness of road safety issues, especially for the transitional period between primary and secondary school.

'No Bones' was developed in partnership with Calico Creative, the County Council, BBC Outreach and pupils from Lancashire schools. A series of lesson plans have been developed to support the animations which encourage students to take part in creative activities such as creating newspaper articles, road safety graphics, road safety film and a road safety rap.

High School and College Initiatives

Youth Stars
An initiative to help young people develop bespoke projects, presentations and educational sessions addressing the road safety priorities in their districts. It aims to develop relationships with partner agencies and promote road safety messages and strategies.

Bus Safety Assemblies
The Safer Travel Team can offer a safer travel assembly to schools who have a large number of pupils travelling by public transport. The aim of the assembly is to provide pupils with the skills to travel easily and safely, whilst also defining criminal and anti-social behaviour, how it affects public transport and the wider community, and the consequences of becoming involved in either.

Wasted Lives
The Wasted Lives Young Driver Education Programme aims to challenge new and soon to be young drivers' attitudes to the risks associated with driving. It aims to improve their ability to assess risk, make the right decisions and take responsibility for their own actions as a driver and as a passenger.

A classroom based, peer led session focusing on utilising the experiences of the class through interactive activities. This is aimed at 16-25 year old drivers and passengers. For further information please visit:
www.wastedlives.co.uk/bookacourse

Powered 2 Wheelers

Mike's Last Ride
Mike's Last Ride is a film made in partnership with Lancashire Police with a road safety message for Motorcyclists focussing on fatigue. The film (https://www.youtube.com/watch?v=Wtijm9Sch-E) has had over 75,000 hits

since March 2014. It is shown at motorcycle meets and has been 'advertised' and shared via social media.

Targeted Promotion of Powered 2 Wheeler Safety
Lancaster is a priority district for reducing powered 2 wheeler casualties and we will work with key partners to identify opportunities to develop additional initiatives in this area.

Cyclists

On-line Cycling Safety Advice
On-line cycling safety advice including seasonal messages will be available on the new Cycle Lancashire website from autumn 2014.
See www.cyclelancashire.com

Resources Packs
Packs of cycling safety resources can be supplied to partner organisations and events countywide. Further resources and cycling safety displays are under development to be used from spring 2015. Email: safertravel@lancashire.gov.uk to

Adult Cycle Training
480 free adult cycle training sessions are available countywide.

Targeted Promotion of Cycling Safety
Lancaster is a priority district for reducing cycling casualties. We will work with partners to identify opportunities to develop cycling safety initiatives and provide event support. With support from Sustainable Transport and Safety teams, Lancashire Constabulary is leading on the introduction of a cycle training course tailored to meet the needs of cyclists in Lancaster city centre. Factors contributing to collisions involving cyclists in the 16-25 and 26-64 age groups will be further investigated and additional interventions developed where appropriate.

Older Road Users

On-line Safety Advice
On-line advice on older road user safety is available at:
www.safe2travel.co.uk (Our Campaigns > Drive Safely for Longer)

Resources Packs
Packs of older road user safety resources can be supplied to partner organisations and events countywide. Further resources and safety displays are under development during 2014/15. Email: safertravel@lancashire.gov.uk

Public Health Campaign
Pharmacies across Lancashire are participating in a public health campaign to reduce the incidence of collisions involving older drivers. Leaflets designed and distributed countywide to advise older residents on driving safely and within the law.

Targeted Promotion of Older Road User Safety

Lancaster is a priority district for reducing casualties aged 65+. We will work with partners to identify opportunities and events to target advice and develop initiatives for older road users. Factors contributing to KSI pedestrian casualties aged 65+ in Lancaster will be further investigated and additional interventions developed where appropriate.

Communities

Healthy Streets

Healthy Streets is a community led project intended to build on what a community already does best. Its aim is to add to the benefits that the introduction of 20mph speed limits in residential areas and outside schools has brought, enabling safe walking and cycling in local Lancashire communities and making it more enjoyable to get out and about in them. For more information please see: www.safe2travel.co.uk (Our Campaigns > Healthy Streets)

Safer Travel Operations

Operations within the community are carried out in order to reduce crime and anti-social behaviour on and around the bus network and to provide public reassurance.

Operation Trojan: Aims to reduce missile attacks on buses, taxis and other vehicles and associated crime and anti-social behaviour. The Police and Safer Travel Team staff patrol areas identified by intelligence in covert taxis and address any crime and anti-social behaviour which is observed.

Operation Gateway: Aims to reduce crime and anti-social behaviour on the public transport network. This is a joint operation, delivered by the Safer Travel Unit in partnership with Police and bus operators. Bus services are identified through intelligence and plain clothed officers are deployed to these buses to observe any anti-social or criminal behaviour. The buses are stopped by Police and any offenders are identified. Additionally bus services located at schools and major transport hubs are boarded by Safer Travel Unit, Police and bus operator staff to deliver reassurance and personal safety messages. Any persons found not to be travelling on correct passes or tickets are dealt with proportionately.

Operation Altor: Is a high visibility engagement tactic, deployed at Lancashire bus stations and interchanges by Safer Travel Unit PCSO's. Personal safety advice is provided to users of these facilities and those providing services such as bus station staff, bus drivers etc.

For further information on any of the above please email:
safertravel@lancashire.gov.uk
Tel: 01772 537960

ENVIRONMENT DIRECTORATE PROGRESS JULY - SEPTEMBER 2014

Lancashire County Council

Summary: Environment Directorate progress against delivery of the Commissioning Plan for Lancaster in the second quarter of 2014/15

Assistant Director of Commissioning: Joanne Reed   ✉:joanne.reed@lancashire.gov.uk   ☎: 01772 530897

Legend:
- ☐ = Progress as expected
- ☐ = Progress not as expected
- ☐ = Issues identified
- ☐ = Information

CAPITAL PROGRAMME UPDATE

16 out of **20** capital schemes, due for delivery in quarter 2, have either been completed or are progressing as planned, and are detailed below. For details of the remaining schemes, please see the 'Progress not as expected' section.

PROGRESS AS EXPECTED

2014/15 Capital schemes programmed for delivery in quarter 2

A, B and C Roads
- Surface dressing works have been completed in the following areas:
  - Slyne Road from Greenwood Crescent to Town End (Lancaster Rural North)
  - Hest Bank Lane from Lancaster Canal to Hasty Brow Road (Morecambe North)
  - Westgate to White Lund Road from Mellishaw Lane, and Westcliffe Drive to Morecambe (Morecambe South)
  - Brockhouse Road from Hornby Road to Lancaster Road (Lancaster Rural East)
  - Lodge Lane from Melling Road to Melling Moor (Lancaster Rural East)
  - Bentham Road from Old Moor Road to the boundary (Lancaster Rural East)
  - Warton Road from Main Street to Haws Hill (Lancaster Rural North)
  - The whole length of Proctor Moss Road (Lancaster Rural North)
  - The whole length of Postern Gate Road (Lancaster Rural East)
  - Cove Road from the boundary with Cumbria to Red Bridge Lane (Lancaster Rural North)
  - Kirkby Lonsdale Road from Borwick Road to Rabbit Lane (Lancaster Rural North)

Urban Unclassified
- Surface inlay works have been completed in the following areas:
  - Torrisholme Square from Lancaster Road to Slyne Road (Morecambe North)
  - The whole length Mattock Crescent (Morecambe North)

Local Priorities Response Fund
- Footway improvement works have been completed in the following areas:
  - Full length of Meeting House Lane (Lancaster Central)
  - Full length of Bellamy Avenue (Morecambe West)

Bridges
- **Skerton Bridge on Owen Road (Lancaster East)** – maintenance and pointing works have been completed on site.

Footways
- Footway reconstruction work has been carried out to the full length of the road in the following areas:
  - Torrisholme Square (Morecambe North)
  - Lonsdale Avenue (Morecambe North)

Traffic Signals
- **Kellet Road Canal Bridge (Lancaster Rural North)** – This area has been investigated and works to refurbish the site equipment have been programmed for quarter 3 2014/15

Progress update on previously delayed schemes which are now progressing as planned

Bridges
- **Artle Beck bridge on Brookhouse Road (Lancaster Rural East)** – the study to identify a maintenance scheme for the problem of scour at the bridge piers is in progress and will be completed by quarter 4 2014/15.

PROGRESS NOT AS EXPECTED

Capital schemes carried over from previous quarters for delivery in quarter 2 2014/15 which are ongoing

Flood Risk Management and Drainage
- **Old Post Office, Dolphinholme (Lancaster Rural East)** – drainage works have been delayed due to land access issues. This is being assessed and works are anticipated to be completed during quarter 3 2014/15.
- **River Keer, Carnforth (Lancaster Rural North)** – investigations works are still continuing and works to improve the drainage system are anticipated to take place during quarter 3 2014/15 once the full extent of the works have been identified.

Road Safety
- **Morecambe Greenway to the Retail Park (Morecambe South)** – the works to implement the cycle and pedestrian link path have been delayed due to on-going land negotiations with Morrisons. These negotiations are continuing and it is hoped that these will be resolved by quarter 4 2014/15.
- **Morecambe Road (Penhyrn Road Toucan) to Aldi (Morecambe South)** – the designs for the scheme have now been completed. Once legal clearance has been received It is anticipated that that the scheme can be completed by the end of quarter 4 2014/15.

Local Sustainable Transport Fund Update

- **King Street/Market Street** – works to upgrade the crossing have started and should be completed during quarter 3 2014/15.
- **Common Garden Street** – cycle safety improvements are taking place in the area through the removal of an unneeded guard rail. This will be completed during quarter 3 2014/15.
- **City Centre** – rationalisation and decluttering of signage in the city centre is ongoing
- **Lancaster Rail Station** – We are awaiting sign off from Lancaster City Council on the maintenance plan to provide cycle parking and lockers at the railway station. Implementation of works are anticipated for quarter 3 2014/15.
- **A6 Lancaster University** – works to improve the university's entrance from the A6 has been completed.
- **Burrow Beck cycle path** – land issues to provide a cycle path have been agreed with Lancaster City Council and works will start during quarter 3 2014/15.

SERVICE UPDATE

Environment and Community Projects

Regent Park, Morecambe - the first phase of the children's play area was completed in July 2014 and it has been very well received by the local community. Funding applications to complete the second phase of the children's play area have been submitted, and discussions for the second stage of the regeneration of the parks redevelopment are underway.

Lancaster Square Routes Project

Street works to renew the paving in the city centre started in March 2014. Works to Cheapside, Horseshoe Corner, Penny Street, Lower Market Street and Market Square are substantially complete with only minor works left to be carried out. Works to the Market Square artwork centre piece are also complete.

All street lighting works are complete, and all power bollards, new route marker pillars, trees and seating have been installed. New highway signs will be installed during quarter 3 2014/15.

Works are continuing on the upper part of Market Street and at the rear of the museum, and it is anticipated that all works will be completed during quarter 3 2014/15.

Trading Standards

Prosecution at Preston Magistrate's Court - A Cumbria trader was sentenced to 3 years imprisonment after pleading guilty to one banned practice, two counts of fraud, and two counts of aggressive trading practices. He was sentenced for two offences brought by Trading Standards which were committed in Bolton-le-Sands, Lancashire.

The builder had turned up at an 82-year-old man's home unannounced and pressured him into lending the builder £740 to cover the cost of building materials. The builder only paid back £220, leaving his victim £520 out of pocket. He falsely claimed to be a member of the Federation of Master Builders and failed to provide consumers with statutory cancellation rights entitling them to a seven day cooling-off period, and also used aggressive trading practices to obtain money from customers.

The court also heard how the builder's aggressive practices, which included telling an elderly victim that additional work was needed to their roof, but then failed to provide any breakdown of costs, or provide the victim with the opportunity to consider the proposed work. The victim was pressured into agreeing to have work carried out and ended up paying £8,800 in cash. The court heard he also pressured a vulnerable woman with multiple sclerosis by threatening to hang himself in her garden if she did not pay.

Road and Street Maintenance

Between April and Aug 2014/15, a total of 4,325 highway defects were identified by regular Highway Safety Inspections (HSI) or reported by the public in Lancaster. 1,932 (98%) of these defects were repaired within 20 working days. Performance has been consistently high for both carriageway and footway defect repairs with between 93 - 100% of carriageway defects and 96 -100% footway defects repaired within 20 working days throughout the year.

2014/15	Apr	May	Jun	Jul	Aug	14/15 Overall (Apr - Aug)		14/15 Target
Lancaster								
Monthly % of potholes filled within 20 days	97%	98%	98%	96%	99%	99%		90%
Cumulative % of potholes filled within 20 days	97%	98%	98%	97%	98%	Found 1960	Fixed 1932	
Lancashire								
Cumulative % of potholes filled within 20 days	94%	95%	98%	99%	99%	97%		90%
						Found 31728	Fixed 30670	

Heysham M6 Link

The scheme has progressed well and the high risk areas such as the banks of the River Lune are quickly being moved out of as works are carried out. The good weather has helped production with the earthworks and drainage, and local people are generally showing patience with regards to the disruption whilst work is being carried out.

Around 8,000 cubic metres of material is moved around the scheme on a daily basis. Movement of 800,000 cubic metres is currently on schedule to be completed before the end of October 2014. To accommodate the construction of the new road there is a need to move over 12,000 metres of wired services such as British Telecom cabling, gas pipes and electricity wires. So far 8,000 metres of this work has been completed.
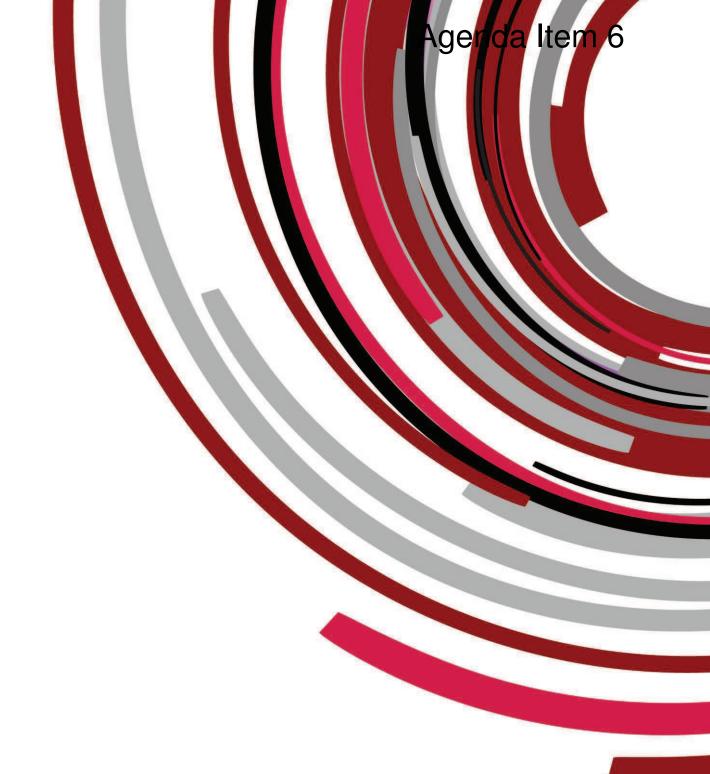
The archaeological field work has now finished, with the site at Valley Meadows being both the largest and most complex archaeological site. The analysis and reporting stage will take a number of months to complete.

For the Lune West Bridge, all piling works are now complete to the north abutment and the concrete base has been poured. Four shafts will be used to construct the bases and columns to support the bridge. During quarter 3 2014/15 the four reinforced concrete pier bases and columns will be completed within the shafts. On the South Bank all piling works are now complete to the abutment and pier. Reinforced concrete works have started on the south abutment. The production of the steelwork has started and is expected on site in March 2015.

Halton Road was opened to traffic in September under traffic light control, which was three months ahead of schedule. The permanent steel piles for Milestone Canal Bridge (Lancaster Canal) have been completed to both banks. The 30 metre arch beams that will span the canal are due on site in November 2014. Both the West and East abutment walls of Folly Railway Bridge (West Coast Mainline Railway) are over six metres tall with the next section progressing well. The beams will be lifted in to position in late November 2014.

Community Rail Partnership (CRP) Programme Improvements

The Cohesion Project was successfully completed in quarter 2. The CRP is now in negotiation with Network Rail and Northern Rail to enter into a tri-partite lease for the station building at Bentham. The CRP intends to use this facility to develop its community engagement work, particularly with local schools. The CRP has also been successful in winning the first prize in the recent Community Rail Awards for the Best Small Project (under £500).

Environment Directorate Capital Programme 2015-16

A, B & C Roads and Footway schemes for consideration

- Lancaster

Lancashire
County
Council

www.lancashire.gov.uk

The current position for the 2015/16 capital programme

The Environment Directorate is currently preparing its capital programme for 2015/16; however the final allocation of the total amount of funding for 2015/16 will not be announced by central government until the New Year. Therefore it is not currently possible to present members with a full list of schemes planned for delivery in 2015/16 as yet. In anticipation of this, the directorate is currently preparing a draft list of schemes that will be finalised when the full allocation of funding is confirmed; this information will be shared with members before the start of the new financial year.

Members will recall from the last meeting of the 3 Tier Forum that the county council has adopted a Transport Asset Management Plan (TAMP), which sets out priorities for funding over a 15 year period. The directorate is currently preparing draft lists of schemes in line with the principles set out in the TAMP.

For the 2015/16 financial year the TAMP prioritises the ABC and footway networks. With that in mind, the directorate has prepared a draft list of schemes for ABC roads and footways. These will be funded and delivered in 2015/16, unless in the very unlikely event the final settlement is much less than anticipated.

The draft lists of ABC road and footway schemes are overleaf for your information, they are based on the 'long lists' of countywide schemes we currently have.

2015/16 A, B and C Road Schemes

The schemes planned for delivery in your district next year are highlighted in grey within the first table (in which the schemes are prioritised by the TAMP). The district's schemes are then summarised for you in the second table below.

The TAMP supports a preventative approach to maintenance and recommends the use of surface dressing to prolong the life of the asset. Many of the ABC schemes on the list have been identified for surface dressing in 2015/16. These roads have been pre patched in 2014/15 in preparation for surface dressing, and will be inspected shortly before the start of the surface dressing programme to ensure the sites remain suitable for the treatment. In addition the list includes a number of sites which require more significant and costly treatments, such as resurfacing, due to deterioration of the road surface beyond a condition which will allow surface dressing. These schemes will be addressing the parts of the network in the poorest condition.

The schemes are shown in priority ranking which will allows us to reduce the scheme list accordingly from the bottom depending on the amount of funding received.

2015/16 Footway Schemes

The list of footways schemes on page 11 is a list of those footway sites which are a priority in your district in 2015/16. They form the second year of a three year programme intended to significantly reduce the numbers of safety defects in the footway network. Further condition information relating to the footway network will be gathered by video survey over the next six months, and this information will form the basis of future programmes.

In anticipation of this survey information, the proposed footway programme has been developed on a district by district basis. Firstly, by assigning a condition rating for the road, using a 1 – 6 condition rating framework, and then by the local technical engineers using their local knowledge and experience to determine the priority of those classed as 6 (poorest condition requiring extensive major work). The engineers have also considered the schemes based on the number of reported defects, the number of enquiries they have had to deal with on a particular section of the network, and also taking into account input from members.

Countywide A, B & C Road schemes as prioritised by the TAMP

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	West Lancashire	A5209 Parbold Hill/Crow Orchard Road	Surface Dressing and significant patching	Lancaster Lane to Moss Lane	£62,832
1	Ribble Valley	A59 Longsite Road	Surface Dressing	Ribchester Road to New resurfacing at A666 roundabout	£101,473
1	Chorley	A673 Bolton Road, Anderton	Surface Dressing	Scholes Bank to 675m West	£17,537
1	Lancaster	Anyon Lane	Surface Dressing (Pre-patch)	C447 Hollins Lane to Chipping Lane	£32,477
1	Chorley	Back Lane	Surface Dressing	Flag Lane - South Road	£17,988
1	Wyre	Back Lane	Surface Dressing	Grange Lane - Park Lane	£25,925
1	Rossendale	Bacup Road	Surface Dressing (Pre-patch)	Burnley Road East to Booth Road	£71,040
1	Preston	Barton Lane	Surface Dressing (Pre-patch)	Jepps Lane to Langley Lane	£32,696
1	South Ribble	Bee Lane	Surface Dressing	Leyland Road - Lords Lane	£6,250
1	Fylde	Beech Road	Surface Dressing (Pre-patch)	From B5269 Thistleton Road to C309 High Street	£13,199
1	Burnley	Belvedere Road	Surface Dressing (Pre-patch)	Yorkshire Street to Eastern Avenue	£61,109
1	West Lancashire	Ben Lane	Surface Dressing (Pre-patch)	Coach Road Slack House	£7,197
1	Hyndburn	Blackburn Road	Surface Dressing (Pre-patch)	Dunkenhalgh Way to Whalley Road	£28,388
1	Preston	Blackpool Rd	Prepatch and Surface Dress	Tulketh Brow to Pedders Lane	£20,233
1	Pendle	Bleara Road	Surface Dressing (Pre-patch)	U40006 Chapel Street to boundary	£56,276
1	Wyre	Bleasdale Lane	Surface Dressing	Gonder Lane - Delph Lane	£27,313
1	Lancaster	Borwick Road	Surface Dressing (Pre-patch)	B6254 Kirby Lonsdale Road to junction with Melling road	£73,566
1	Rossendale	Bury Road/Burnley Road	Surface Dressing (Pre-patch)	LC 27 to East Street	£28,693
1	Wyre	Butt Hill Lane	Surface Dressing (Pre-patch)	Smithy Lane to Butt Hill	£29,930
1	South Ribble	C256 Leyland Lane	Patch and surface dress	Dunkirk Lane to Junction with Golden Hill Lane	£25,076
1	Wyre	C400 Bull park lane/ Whin Lane	Surface Dressing	A588 Shard Road to C403 Chapel Lane	£87,351
1	Lancaster	C470 Regent Road	Prepatch and Surface dress	Westcliffe to Marine Road West	£27,153
1	Ribble Valley	C553 Sabden Rd/ Padiham Rd Simonstone/ Sabden	Surface Dress	Simonstone Road to Whins Lane	£53,908
1	Burnley	C650 Manchester Road	Surface Dressing (Pre-patch)	Green Lane to A56	£100,881
1	Pendle	C658 Halifax Rd	Surface Dressing	Chapel House Road U20123 to Boundary	£44,572

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	West Lancashire	Chorley Road	Surface Dressing (Pre-patch)	Robin Lane to Bentley Lane	£44,525
1	Rossendale	Church Street/High Street/Hud Rake	Surface Dressing (Pre-patch)	Regent Street to Blackburn Road, Haslingden	£22,286
1	Ribble Valley	Clitheroe Bypass	Surface Dressing (Pre-patch)	Sawley Road to Sawley Old Road	£77,093
1	South Ribble	Cocker Lane	Surface Dressing	Birchwood - Adoption Point	£2,280
1	Burnley	Cog Lane	Surface Dressing (Pre-patch)	Accrington Road to Rossendale Road	£44,280
1	South Ribble	Croston Road	Surface Dressing	Watkin Lane to Church Lane (miss middle section)	£23,654
1	Burnley	Crown Point Road	Surface Dressing (Pre-patch)	Manchester Road to Second Cattle Grid	£55,432
1	Chorley	Dawbers Lane	Surface Dressing (Pre-patch)	A49 to Lydiate Lane	£66,283
1	South Ribble	Dawson Lane	Surface Dressing (Pre-patch)	Junction of Wigan Road to Boundary except from roundabout to Central Avenue	£20,132
1	Fylde	Division Lane	Surface Dressing	Midgeland Road - Northouses Lane	£4,564
1	Fylde	Division Lane	Surface Dressing	590m West - Queensway	£10,925
1	Fylde	Division Lane	Surface Dressing	Midgeland Road for 590m West	£8,980
1	Wyre	Ducketts Lane	Surface Dressing (Pre-patch)	New Lane to Bilsborrow Lane	£48,647
1	Wyre	Eidisforth Lane	Surface Dressing	Delph Lane - Burns Farm	£14,850
1	Chorley	Euxton Lane	Surface Dressing (Pre-patch)	Hospital Traffic Lights to Westway Roundabout	£30,803
1	Chorley	Eyes Lane	Surface Dressing	Back Lane - River Douglas	£18,270
1	Ribble Valley	Fell Road	Surface Dressing (Pre-patch)	Waddington Fell Quarry to Back Lane North West	£74,738
1	Preston	Garstang Road	Surface Dressing (Pre-patch)	From outside 218 to Lightfoot Lane	£79,384
1	Wyre	Garstang Road	Surface Dressing (Pre-patch)	Boundary to Joe Lane	£94,299
1	West Lancashire	Gorsuch Lane/Delph Lane/Mairscough Lane	Surface Dressing (Pre-patch)	A570 to Sefton boundary	£173,578
1	Preston	Haighton Green Lane	Surface Dressing (Pre-patch)	Brabiner lane to Eastway	£79,195
1	Fylde	High Street	Surface Dressing (Pre-patch)	Thistleton Road to entrance to Ash Road	£48,260
1	Wyre	Higher Lane	Surface Dressing	Keepers Lane - Brewers Lane	£8,750
1	Wyre	Higher Lane	Surface Dressing	Eidisforth Lane - Brewers Lane	£11,075
1	Wyre	Highgate Lane	Surface Dressing	Staynall Lane - Grange Lane	£12,890

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	Rossendale	Holcombe Road	Surface Dressing	Station Road to Grane Road	£54,299
1	Wyre	Hollins Lane	Surface Dressing (Pre-patch)	Lancaster Boundary to A6 Lancaster Road	£45,768
1	West Lancs	Hunters Lane	Surface Dressing	Blackgate Lane - Legh Lane	£11,775
1	Wyre	Keepers Lane	Surface Dressing	Delph Lane - Higher Lane	£17,375
1	Pendle	Keighley Road	Surface Dressing (Pre-patch)	A56 Skipton Rd to A6068 Byron Road	£28,340
1	Pendle	Keighly Road	Surface Dressing (Pre-patch)	B6250 Cotton Tree Lane to X2791 Spring Grove	£42,786
1	Lancaster	Kirby Lonsdale Road	Surface Dressing (Pre-patch)	Rabbit Lane to Main Street	£135,216
1	Ribble Valley	Knowles Brow	Surface Dressing (Pre-patch)	Whalley Road to Birdy Brow	£68,725
1	Chorley	Leyland Lane	Surface Dressing (Pre-patch)	South Ribble Boundary to A581	£32,315
1	South Ribble	Leyland Lane	Surface Dressing (Pre-patch)	Boundary to Schleswig Way Roundabout	£29,276
1	Wyre	Longhouses Lane	Surface Dressing	Delph Lane - End	£8,750
1	Preston	Longridge Road	Surface Dressing (Pre-patch)	Roundabout at Bluebell Way B6242 to Ribblesdale Drive U12319	£77,063
1	Fylde	Lytham Road	Surface Dressing (Pre-patch)	Approximately 250m west of Lodge Lane	£71,839
1	Hyndburn	Manchester Road	Surface Dressing (Pre-patch)	Boundary at Baxenden to Grange Lane	£79,288
1	Rossendale	Manchester Road	Surface Dressing (Pre-patch)	Regent Street to Tesco Roundabouts	£58,451
1	Lancaster	Marine Road East	Surface Dressing (Pre-patch)	Lord Street to Broadway	£37,019
1	South Ribble	Marsh Lane	Surface Dressing	Greystones to End	£4,250
1	West Lancashire	Meadow Lane	Surface Dressing	Bleak Lane - Prescott Bridge	£24,638
1	Lancaster	Melling Road	Surface Dressing (Pre-patch)	Holly Bank to U49044 Vicar Lane	£13,442
1	Ribble Valley	Mitton Road	Surface Dressing (Pre-patch)	Clitheroe Road to Birdy Brow	£32,546
1	Burnley	Nelson Road	Surface Dressing (Pre-patch)	Boundary to Burnley Road	£13,210
1	Hyndburn	New Lane	Surface Dressing (Pre-patch)	Haslingden Old Road to Union Road	£40,082
1	Chorley	Odd House Lane	Surface Dressing	Back Lane - End	£1,328
1	West Lancashire	Old Moss Lane	Surface Dressing	School Lane - Sefton Boundary	£63,275
1	South Ribble	Old Pope Lane	Surface Dressing	Full Length	£2,250
1	West Lancashire	Ormskirk Road	Surface Dressing (Pre-patch)	Lathom Road to Scarth Hill Lane	£46,104
1	Wyre	Park Lane	Surface Dressing (Pre-patch)	Snapewood Bridge to Ratcliffe Wharfe Lane	£64,920

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	Preston	Plungington Road	Surface Dressing (Pre-patch)	Lytham Road to Blackpool Road	£8,456
1	Fylde	Preston New Road	Surface Dressing (Pre-patch)	Freckleton Bypass Roundabout to Clifton Business park	£113,219
1	Fylde	Preston New Road	Surface Dressing (Pre-patch)	where the old HRA is starting to go to	£83,576
1	Hyndburn	Queens Road/Pennyhouse Lane	Surface Dressing (Pre-patch)	Whalley Road to Burnley Road	£18,762
1	Chorley	Railway Road	Surface Dressing	Church Street to Chorley Road	£11,828
1	West Lancashire	Red Cat Lane/Fish Lane/Tarlscough Lane	Surface Dressing (Pre-patch)	A59 to B5246	£120,459
1	Pendle	Red Lane	Surface Dressing (Pre-patch)	U20907 Barnoldswick road to U20850 Langroyd Road	£49,212
1	Chorley	Red Lane	Surface Dressing	Bradley Lane - Alder Hall	£8,338
1	Burnley	Red Lees Road	Surface Dressing (Pre-patch)	Ridge Avenue to Junction of Hill Crest Avenue	£44,080
1	West Lancashire	Renacres Lane	Surface Dressing	New Cut Lane - Heathey Lane	£14,700
1	Ribble Valley	Ribchester Road	Surface Dressing (Pre-patch)	Longsight road A59 to Hollow Head Lane C544/Wilpshire	£54,903
1	Chorley	Ridley Lane	Surface Dressing	Moor Road - River Lostock	£4,750
1	Pendle	Skipton Road	Surface Dressing (Pre-patch)	Gisburn Road B6252 to Boundary	£57,198
1	Chorley	Southport Road	Surface Dressing (Pre-patch)	Southport Road Roundabout to Park Road	£39,678
1	West Lancashire	Southport Road	Surface Dressing (Pre-patch)	Scarisbrick Bridge to Snape Green	£82,149
1	West Lancashire	Square House Lane	Surface Dressing	Full Length	£4,485
1	West Lancashire	Straight Up Lane	Surface Dressing	Wyke Lane - New Lane	£13,710
1	Burnley	The Long Causeway	Surface Dressing (Pre-patch)	Full Length	£113,232
1	South Ribble	Todd Lane North	Surface Dressing (Pre-patch)	Brownedge road to just past Lyndale Avenue	£18,224
1	Rossendale	Todmorden Road	Surface Dressing (Pre-patch)	Todmorden Road	£68,235
1	Chorley	Town Lane	Surface Dressing	Wood Lane - Barmskin Lane	£4,000
1	Ribble Valley	Trough Road	Surface Dressing (Pre-patch)	Dunsop To Sykes Farm	£56,051
1	Lancaster	Tunstall Road	Surface Dressing (Pre-patch)	Greta Bridge to Cant Bridge	£24,141
1	Rossendale	Turnpike	Surface Dressing (Pre-patch)	Church Street/Turnpike. Priory Close to Burnley Road East	£28,458

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	Chorley	Ulnes Walton Lane	Surface Dressing (Pre-patch)	Southport Road to South Ribble Boundary	£62,123
1	Preston	Walker Lane/Bleasdale Lane	Surface Dressing (Pre-patch)	Boundary to Boundary	£26,465
1	Pendle	Walverden Road/Hibson Road	Surface Dressing (Pre-patch)	Bentley Street U20059 to Halifax Rd U19670	£24,166
1	Chorley	Westway	Surface Dressing (Pre-patch)	Euxton Lane Roundabout to Southport road Roundabout	£41,370
1	Hyndburn	Whalley Road	Surface Dressing (Pre-patch)	From Hyndburn Bridge to Boundary	£63,811
1	Hyndburn	Whalley Road	Surface Dressing (Pre-patch)	Queens Road to Sparth Road	£50,341
1	Hyndburn	Whinney Hill Road	Surface Dressing (Pre-patch)	Lower Gate Road for a distance of 1740 metres in a westerly direction.	£16,387
1	Chorley	Whinney Lane	Surface Dressing	Washington Lane - Euxton St	£8,125
1	Fylde	Whitehill Road	Prepatch and Surface Dress	Full Length	£23,252
1	Chorley	Wigan Road	Surface Dressing (Pre-patch)	Runshaw Lane to New Surfacing at the roundabout with Balshaw Lane	£27,325
1	West Lancashire	Woodmoss Lane	Surface Dressing	Various sections No 45 - Wyke Cop Rd	£19,250
1	West Lancashire	Wyke Cop Road	Surface Dressing	Pool Hey Lane - Wood moss Lane	£9,375
2	Wyre	C386 Queens Terrace	Carriageway Resurfacing	Bold Street to Lower Lighthouse	£130,190
3	South Ribble	C256 Croston Road	Inlay	Farington Road to St Paul's Park	£75,504
4	Fylde	C282 Church Road	Inlay	Seafield Rd to market Square (incl Market Square & Park St, red asphalt area) - conservation area	£142,025
5	Ribble Valley	C571 Birdy Brow	Carriageway Resurfacing	C573 Clitheroe Road to C574 Clitheroe Road	£75,915
6	Lancaster	A589 Middleton Way	Inlay	From Heysham Rd to Old Middleton Rd	£113,873
7	Burnley	A682 Colne Road	Inlay	From Casterton Avenue to Disraeli Street	£100,000
8	Pendle	A56 Leeds Road	Inlay	Reedyford Road to Burnley Road	£139,684
9	Rossendale	A671 Burnley Road	Carriageway Resurfacing	Burnley Road, Bacup	£259,041
10	West Lancashire	C157 Chequer Lane	Carriageway Resurfacing	Ravenhead Way to 103	£77,978
11	Lancaster	A588 Ashton Road	Carriageway Resurfacing	Ashton Road	£147,943
12	Ribble Valley	B6478 Well Terrace	Inlay	Pimlico Road to Chatburn Rd	£45,549

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
13	Hyndburn	C639 Blackburn Road	Inlay	Willows Lane to A679 Blackburn Road	£281,536
14	Chorley	C197 Runshaw Lane	Inlay	A49 to M6 Bridge	£95,000
15	Ribble Valley	A682 Burnley Road, Gisburn	Carriageway Resurfacing	A59 to Blind Lane	£75,915
16	Preston	B5269 Woodplumpton Lane	Inlay	Garstang Road to Sandygate Lane	£95,674
17	Preston	B5269 Whittingham Lane	Inlay	Between the Methodist Church and the 30mph signs as you are entering the village of Goosnargh from Broughton.	£26,083

2015/16 A, B & C Roads Schemes for Lancaster

Ranking	Divison	Project Name	Project Description	Location of Treatment	Estimate
Surface Dressing Programme					
1	Morecambe West	C470 Regent Road	Prepatch and Surface dress	Westcliffe to Marine Road West	£27,153
1	Lancaster Rural East	Anyon Lane	Surface Dressing (Pre-patch)	C447 Hollins Lane to Chipping Lane	£32,477
1	Lancaster Rural East	Borwick Road	Surface Dressing (Pre-patch)	B6254 Kirby Lonsdale Road to junction with Melling road	£73,566
1	Lancaster Rural East	Kirby Lonsdale Road	Surface Dressing (Pre-patch)	Rabbit Lane to Main Street	£135,216
1	Morecambe North	Marine Road East	Surface Dressing (Pre-patch)	Lord Street to Broadway	£37,019
1	Lancaster Rural East	Melling Road	Surface Dressing (Pre-patch)	Holly Bank to U49044 Vicar Lane	£13,442
1	Lancaster Rural East	Tunstall Road	Surface Dressing (Pre-patch)	Greta Bridge to Cant Bridge	£24,141
				Surface Dressing Programme Total:	**£343,013**
Carriageway Inlay programme					
6	Heysham	A589 Middleton Way	Inlay	From Heysham Rd to Old Middleton Road	£113,873
11	Lancaster Central	A588 Ashton Road	Carriageway Resurfacing	Ashton Road	£147,943
				Carriageway Inlay Total	**£261,816**
Pre Patching Programme					
Programme of works to be determined					

2015/16 Footway Schemes for Lancaster

Ranking	Divison	Project Name	Project Description	Location of Treatment	Estimate
1	Morecambe North	Hutton Grove / Crescent.	Footway reconstruction	Whole length	£91,098
2	Morecambe North	Willow Grove Morecambe	Footway reconstruction	Whole length	£66,805
3	Lancaster East	Ambleside Road, Lancaster	Footway reconstruction	Ridge Lane to Lingmoor Road	£40,235
				Estimated Cost of Schemes: £198,138	