

# Lancashire County Council

## Cabinet

Thursday, 1st April, 2021 at 2.00 pm to be held as a Virtual Teams Meeting

## Agenda

### Part I (Open to Press and Public)

#### No. Item

#### 1. Apologies for Absence

#### 2. Disclosure of Pecuniary and Non-Pecuniary Interests

Members are asked to consider any Pecuniary and Non-Pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.

#### 3. Minutes of the Meeting held on 4 March 2021 (Pages 1 - 6)

#### Matters for Decision:

#### The Leader of the County Council - County Councillor Geoff Driver CBE

#### 4. Procurement Report (Pages 7 - 14)

#### The Deputy Leader of the County Council and Cabinet Member for Highways and Transport - County Councillor Keith Iddon

#### 5. Adelaide Street, Olive Boys School - Loading Bay (Pages 15 - 20)

#### 6. Approval for the Introduction of Bus Stop Clearway, Liverpool Road, Penwortham (Pages 21 - 26)

#### 7. Highways Capital Programme - Proposed Additional Schemes (Pages 27 - 62)

#### 8. Institute Street, Padiham - Highway Improvement Scheme, Burnley Road - Relocation of Bus Stop (Pages 63 - 68)

**The Cabinet Member for Children, Young People and Schools - County Councillor Phillippa Williamson**

**9. Capital Strategy for Schools – Condition Led Capital Investment Programme 2021/22** (Pages 69 - 72)

Please note that Appendix 'A' to this report is in Part II and appears as Item No. 18 on the Agenda.

**The Cabinet Member for Community and Cultural Services - County Councillor Peter Buckley**

**10. Community Safety Agreement** (Pages 73 - 94)

**Matters for Information:**

**11. Urgent Decisions taken by the Leader of the County Council and the relevant Cabinet Member(s)**

The following urgent decision has been taken by the Leader of the County Council and the relevant Cabinet Member(s) in accordance with Standing Order C16(1) since the last meeting of Cabinet, and can be viewed by clicking on the relevant link(s)

- [Microsoft Dynamics Test and Trace ICT Solution - New Contract for the Development of an Application Programme Interface](#)
- [Community Foundation for Lancashire - Red Rose Responding Fund](#)
- [Recycling Centre Access and Inert Waste Policies](#)

**12. Urgent Business**

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the Minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the Chief Executive should be given advance warning of any Member's intention to raise a matter under this heading.

**13. Date of Next Meeting**

The next meeting of Cabinet will be held on Thursday 10 June 2021 at 2.00 pm.

**14. Notice of Intention to Conduct Business in Private**

No representations have been received.

Click [here](#) to see the published Notice of Intention to Conduct Business in Private.

**15. Exclusion of Press and Public**

The Cabinet is asked to consider whether, under Section 100A(4) of the Local Government Act 1972, it considers that the public should be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 12A to the Local Government Act 1972 as indicated against the heading to the item.

**Part II (Not Open to Press and Public)**

**The Leader of the County Council - County Councillor Geoff Driver CBE**

**16. Works to Operational Premises** (Pages 95 - 98)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**The Leader of the County Council - County Councillor Geoff Driver CBE and  
The Cabinet Member for Economic Development, Environment and Planning -  
County Councillor Michael Green**

**17. Economic Development Investment** (Pages 99 - 104)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**The Cabinet Member for Children, Young People and Schools - County Councillor Phillippa Williamson**

**18. Appendix 'A' of Item 9 - Capital Strategy for Schools - Condition Led Capital Investment Programme 2021/22** (Pages 105 - 108)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**The Cabinet Member for Economic Development, Environment and Planning - County Councillor Michael Green**

**19. Samlesbury Aerospace Enterprise Zone** (Pages 109 - 122)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**The Cabinet Member for Community and Cultural Services - County Councillor Peter Buckley**

**20. Salix Public Sector Decarbonisation Scheme Grant** (Pages 123 - 126)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Angie Ridgwell  
Chief Executive and Director of  
Resources

County Hall  
Preston

**Lancashire County Council**

**Cabinet**

**Minutes of the Virtual Meeting held on Thursday, 4th March, 2021 at 2.00 pm in Microsoft Teams**

**Present:**

County Councillor Geoff Driver CBE                      Leader of the Council  
(in the Chair)

Cabinet Members

County Councillor Keith Iddon  
County Councillor Albert Atkinson  
County Councillor Michael Green  
County Councillor Philippa Williamson  
County Councillor Peter Buckley  
County Councillor Graham Gooch  
County Councillor Shaun Turner

County Councillor Azhar Ali OBE and County Councillor John Fillis were also in attendance under the provisions of Standing Order No. C14(2).

**1. Apologies for Absence**

There were no apologies.

**2. Disclosure of Pecuniary and Non-Pecuniary Interests**

None

**3. Minutes of the Meeting held on 4 February 2021**

**Resolved:** That the minutes of the meeting held on 4 February 2021 be confirmed as a correct record and signed by the Chair.

**4. Proposed 2021/22 Highway Maintenance and Transport New Starts Capital Programmes**

Cabinet considered a report that sought approval for an addition to the Department for Transport's grant funding allocations for Highway Maintenance and Integrated Transport, together with the additional capital funding allocations that were approved by Full Council on 11 February 2021, to the relevant blocks of the capital programme. The report also recommended the proposed apportionment of this funding and also requested approval of a number of detailed programmes of work relating to this funding set out at Appendices 'D' to 'J'.

In presenting the report, the Deputy Leader emphasised that recommendation (vi) was for flood alleviation works that would be brought forward and aimed to prevent future flooding to properties and highways. Additionally, it was emphasised that recommendation (vii) was to encourage active travelling and was to be used to improve existing walking and cycling networks in Lancashire.

**Resolved:** That;

- i. The addition of the Department for Transport Highway Maintenance funding of £28.811 million, Integrated Transport funding of £6.101 million and additional capital funding approved by Full Council on 11 February 2021 to the appropriate Highway and Transport Blocks of the Capital Programme, be approved;
- ii. Subject to approval at (i) above, the proposed apportionment of the 2021/22 Department for Transport Highway Maintenance funding and the additional capital funding approved by Full Council on 11 February 2021 as detailed in the report and at Appendices 'A' and 'B', be approved and additionally the proposed apportionment of the 2021/22 Department for Transport Integrated Transport Funding at Appendix 'C', be approved;
- iii. Subject to such approval of apportionments in (ii) –
- iv. The proposed 2021/22 New Starts Highway Maintenance programmes set out as projects at Appendices 'D' to 'I' be approved;
- v. Approval be given to the proposed drainage allocation of £1 million being split equally as described in the report and drawn down as required to allow flexibility to address emerging issues;
- vi. Approval be given to £1.5 million of the £5 million additional funding approved by Full Council for flood defence being allocated to highway flood alleviation works aimed at preventing future flooding to property and highways and that this funding be drawn down as required to allow flexibility to address emerging issues.
- vii. Approval be given to £1 million of the £2 million additional funding approved by Full Council for walking and cycling being used to improve existing walking and cycling networks and that funding be drawn down as required to allow flexibility to address emerging issues;
- viii. The proposed 2021/22 New Starts Public Rights of Way programme set out at Appendix 'J' be approved; and
- ix. Approval be given to the further programmes/projects identified in the report being developed and presented for approval at a future date.

## **5. Developing Provision for Children and Young People with Special Educational Needs and Disabilities**

Cabinet considered a report that set out the responses to the formal consultations for four proposals that supported delivery of the SEND Sufficiency Strategy, following original approval by Cabinet on 1 October 2020.

It was noted that the financial implications of the report were set out in Appendix 'E' of the report and were listed at item 15 in the "Part II" section of the agenda.

**Resolved:** That;

- i. After consideration, the results of the formal consultations, following the publication of statutory proposals, and the prescribed alterations to Barrowford Primary School and St Leonard's Voluntary Aided Church of England Primary School, in order to establish a special educational needs unit within each of these schools be approved;
- ii. After consideration, the results of formal consultations following the publication of statutory proposals, and the prescribed alterations that will permit the expansion and relocation of Broadfield Specialist School and the expansion of Sir Tom Finney Community High School be approved;
- iii. Subject to (ii) above, the installation of two temporary classrooms on the current site of Broadfield Specialist School, in order to ensure sufficiency of specialist provision prior to the relocation and expansion of the school be approved; and
- iv. Cabinet considered and noted the implementation and review of the SEND Sufficiency Strategy.

## **6. Provision of Secondary School Places in Burnley**

Cabinet considered a report to increase secondary school places in Burnley for admission in the 2021/22 academic year, due to the closure of Hameldon Community College.

It was noted that the financial implications of the report were set out in Appendix 'A' of the report and were listed at item 16 in the "Part II" section of the agenda.

**Resolved:** That;

- i. A temporary increase, for one year only, in the admission number of Blessed Trinity Roman Catholic College School from 250 to 280 places and Burnley High School from 120 to 130 places, be approved; and
- ii. The capital expenditure detailed in Appendix 'A' of the report to deliver an ICT room refurbishment and ICT equipment provision for Blessed Trinity Roman Catholic College and the delivery of internal works at Burnley High School to provide additional classrooms and enclose open plan classrooms to facilitate an increased admission number for 2021, be approved.

## **7. Review of Accommodation at Burnley Campus – Phase One**

Cabinet considered a report detailing the review of phase one of the Burnley Campus. It was noted that phase one of the review set out a reconfiguration of accommodation in order to meet the strategic requirements as set out in the report, following the closure of Thomas Whitham Sixth Form.

It was noted that the financial implications of the report were set out in Appendix 'A' of the report and were listed at item 17 in the "Part II" section of the agenda.

**Resolved:** That;

- i. The review of Burnley Campus, Phase 1 be approved;
- ii. The relocation of Reedley Hallows Nursery and Reedley Hallows Children and Family Wellbeing Service to part of the former Thomas Whitham accommodation, be approved;

- iii. The provision of additional places, for one year only in 2021, at Barden Primary School, through the addition of one classroom to the school be approved;
- iv. The provision of a Special Educational Needs unit for Barden Primary School, located within the former Thomas Whitham accommodation be approved;
- v. The provision of additional accommodation for Holly Grove Special School, increasing the building capacity by using the vacated Reedley Hallows nursery accommodation allowing the number of pupils to be increased in the future via a further Cabinet report be approved; and
- vi. The capital expenditure detailed in Appendix 'A' of the report to deliver phase 1, be approved.

## **8. Review and Redesign of Lancashire's Short Break Offer for Children and Young People with Disabilities**

Cabinet considered a report that provided an update on the public consultation of Lancashire's Short Break offer, following the Cabinet decision on 12 March 2020.

Following a discussion, it was agreed to add an additional recommendation which was that Cabinet should receive quarterly progress reports on the implementation of the re-designed Short Break Offer.

**Resolved:** That;

- i. The recommendations outlined in the report relating to the proposals for arrangements for short breaks in Lancashire: Break Time, Day Time and Night Time, be approved;
- ii. The commencement of commissioning activity in relation to Break Time with the new Break Time short break offer to go live on 1 April 2022, be approved;
- iii. Additional funding proposals of £409,000 for the new Break Time offer from April 2022, be approved;
- iv. The recommissioning of Day Time and Night Time short breaks with the new contracts for these services starting in 2021 be approved; and
- v. Cabinet receives quarterly progress reports on the implementation of the re-designed Short Break Offer.

## **9. A New Environment and Climate Programme for Lancashire County Council**

Cabinet considered a report setting out proposals for a new programme of environmental improvement and carbon reduction for the county council.

**Resolved:** That, the proposals as set out in the report, be approved.

## **10. Urgent Decisions taken by the Leader of the County Council and the relevant Cabinet Member(s)**

**Resolved:** That the urgent decision taken by the Leader of the County Council, since the last meeting of Cabinet, be noted.



## **11. Urgent Business**

There were no items of Urgent Business.

## **12. Date of Next Meeting**

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 1 April 2021 as a virtual meeting.

## **13. Notice of Intention to Conduct Business in Private**

Cabinet noted the Notice of Intention to Conduct Business in Private and that no representations had been received.

## **14. Exclusion of Press and Public**

**Resolved:** That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following item of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 12A to the Local Government Act 1972 as indicated against the heading to the item.

## **15. Appendix E of Item 5 - Developing Provision for Children and Young People with Special Educational Needs and Disabilities**

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**Resolved:** That, Appendix E of Item 5 - Developing Provision for Children and Young People with Special Educational Needs and Disabilities, be noted.

## **16. Appendix A of Item 6 - Provision of Secondary School Places in Burnley**

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**Resolved:** That, Appendix A of Item 6 - Provision of Secondary School Places in Burnley, be noted.

**17. Appendix A of Item 7 - Review of Accommodation at Burnley Campus - Phase One**

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act, 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**Resolved:** That, Appendix A of Item 7 - Review of Accommodation at Burnley Campus - Phase One, be noted.

Angie Ridgwell  
Chief Executive and  
Director of Resources

County Hall  
Preston

**Report to the Cabinet**

Meeting to be held on Thursday, 1 April 2021

**Report of the Head of Service - Procurement****Part I**

Electoral Division affected:  
(All Divisions);

**Procurement Report**

(Appendix 'A' refers)

Contact for further information:

Rachel Tanner, Tel: (01772) 534904, Head of Service - Procurement,  
rachel.tanner@lancashire.gov.uk

**Executive Summary**

In line with the county council's procurement rules, this report sets out a recommendation to approve the commencement of the following procurement exercises:

- (i) Provision of Apprenticeship Levy Training and Assessment Providers
- (ii) Provision of a Provider List for Break Time, Day Time and Night Time Services for children and young people with disabilities

This is deemed to be a Key Decision and the requirements of Standing Order C19 have been complied with.

**Recommendation**

Cabinet is asked to approve the commencement of the procurement exercises as set out in Appendix 'A'.

**Background and Advice**

Appendix 'A' sets out the detail of the procurement exercises and the basis upon which it is proposed to carry out the process including:

- (i) The description of the service
- (ii) The procurement route proposed
- (iii) The estimated contract value
- (iv) The proposed basis for the evaluation of tender submissions

Where approval has been received from Cabinet to undertake a tender process which is deemed to be a Key Decision, the subsequent award of the contract on the satisfactory completion of the tender exercise shall not be deemed to be a key Decision and can be approved by the relevant head of service or director.

On conclusion of the procurement exercise, the award of the contract shall be made under the county council's scheme of delegation to heads of service and in accordance with the council's procurement rules.

### **Consultations**

Relevant heads of service and key operational staff have been consulted in drawing up the proposals to undertake the procurement exercises included within this report.

### **Implications:**

This item has the following implications, as indicated:

### **Financial**

The estimated value of the contracts will be contained within the funding arrangements as set out in Appendix 'A'. If significant variations should result from this position a further report to Cabinet will be required.

### **List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

<b>Procurement Title</b> Framework Agreement - Provision of Apprenticeship Levy Training and Assessment Providers
<b>Procurement Option</b> Restricted - restricted to those providers listed on the Education and Skills Funding Agency Register of Apprenticeship Training Providers.
<b>New or Existing Provision</b> Existing – current framework end date 30/08/2021
<b>Estimated Contract Value and Funding Arrangements</b>  Approximately £6.5 million over the four year framework agreement term.  Where an employers' pay bill exceeds £3m – the Apprenticeship Levy will be charged at a rate of 0.5% of the pay bill. Each apprenticeship qualification is allocated to one of 30 funding bands, which range from £1,500 to £27,000. This band sets the maximum amount of digital funds an employer who pays the levy can use towards an individual apprenticeship.
<b>Contract Duration</b> Initial period of 24 months with an option to extend the framework beyond the initial term to a maximum of a further 24 months.
<b>Lotting</b>  The framework will be lotted by area of training specialisms across 16 Lots covering;  Lot 1 – Social Care Lot 2 - Schools Lot 3 – Business Administration Lot 4 – Leadership and Management Lot 5 - Chartered Management Lot 6 - Facilities Lot 7 - Finance Lot 8 - Construction and Engineering Lot 9 - Electrical Lot 10 - Cultural Services Lot 11 - IT Lot 12 - Project Management Lot 13 - Outdoor Activity Lot 14 - Schools Admin Lot 15 – Schools Sports Lot 16 – Youth  Each Lot contains a number of different apprenticeship qualifications in relation to that particular area (e.g. Social Care). A single supplier will be appointed to each Lot to deliver all of the apprenticeship standards contained within that Lot for the period of the framework. Bidders will be permitted to tender for a maximum of five Lots.

## Evaluation

<b>Quality Criteria 80%</b>	<b>Financial Criteria 20%</b>
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Apprenticeship qualifications are subject to funding bands, resulting in minimal pricing differences across training organisations, the financial criteria weighting is deliberately low (at 20%) in order to allow a higher focus on the required quality aspects. Social value will account for 10% of the quality criteria focusing on delivery of the main social value objectives, in particular, retaining skills within the Lancashire area, promoting training and employment opportunities for local people and raising the living standards of local residents.

## Contract Detail

The Apprenticeship Levy is a levy on UK employers to fund apprenticeships. In England, control of apprenticeship funding is managed through the Digital Apprenticeship Service account (DAS). The levy is charged at a rate of 0.5% of an employer's pay bill. The Levy arrangements were introduced in April 2017.

The Council's Skills, Learning & Development Team are responsible for the management of the Apprentice Levy funding that supports the apprentice qualification training to all of the council services and the 300 Schools (where the Council is the Employer).

The Levy funding can only be used to fund apprenticeship training – it cannot be used to the fund salaries of employees.

When the Levy was introduced in 2017, the Council successfully procured a range of training providers to deliver apprenticeships, via a restricted OJEU tender exercise, the resulting framework agreement expires on the 30<sup>th</sup> August 2021.

The Council is therefore required to undertake a further tender exercise to meet the apprenticeship needs of the Council and Schools for 2021 onwards, based on an initial framework period of 24 months with the option to extend for a further 24 months.

To be eligible to deliver apprenticeship training, training providers must be listed on the Education and Skills Funding Agency's (ESFA) Register of Apprenticeship Training Providers (RoATP) as a main provider.

The RoATP has been created following on from a Pre-Qualification stage conducted by the Education and Skills Funding Agency. In order to ensure compliance with the Public Contracts Regulations 2015, an Invitation to Tender stage must be completed by the Council (restricted to those organisations listed on the RoATP) in order to select the training providers that will be appointed to the Council's framework to deliver the Council's requirements.

Benefits of this procurement exercise will include the robust and quality delivery of training provision due to the due diligence of the Education and Skills Funding Agency and compliance with the Council's tender requirements, resulting in:

- Continued engagement and positive relationships with local and national providers to meet the training needs of the Council and Schools
- Opportunity for local providers to engage with the Council and enhance and add value to the development of employees
- Return on investment for the Council investing in apprenticeship qualifications

**Procurement Title**

Provision of Provider List for Break Time, Day Time and Night Time Services for Children and Young People with Disabilities.

**Procurement Option**

The proposal is to deliver a Provider List based on an appropriate selection criteria according to service type. From this list new services will be commissioned based on need. Commissioning will be carried out via mini competitions, negotiation or direct award. The Provider List will remain open to new applications at any time and assessment of acceptance onto the Provider List will take place at least annually.

**New or Existing Provision**

Existing provision - current frameworks have now lapsed and existing service contracts are outdated.

**Estimated Contract Value and Funding Arrangements**

The estimated annual spend on these services is £1.1million for Break Time and £2million for Short Breaks.

**Contract Duration**

It is intended that the Provider List will remain in effect for 5 years. Service contracts awarded as call-off contracts from the Provider List will be up to 7 years in length. They will include initial periods, break points and potential extensions configured to balance stability of care for service users and manage service provider performance.

**Lotting**

The Council has a statutory duty to provide a full range of Short Break services to children/young people with Special Educational Needs and Disabilities (SEND). The Lots have been developed to cover the range of services available and have been grouped to align to the service area types and service user's needs:

- 1a Break Time
- 1b Break Time Plus
- 2a Day Time Community Outreach
- 2b Day Time Personal Care
- 3 Night Time Overnight Short Breaks
- 4 Intensive Positive Behaviour Support

**Evaluation**

Acceptance onto the Provider List will be based on the published evaluation criteria and will include:

Lot specific selection criteria focussing upon CQC and OFSTED registration & rating (where appropriate), insurance, safeguarding and data protection policies and service delivery experience and capability.

Service Contracts will be awarded following an assessment of service delivery proposals based on the requirements of the specification for each Lot; this will include service specific requirements and an assessment of price.



## **Contract Detail**

The purpose of services provided under this Provider List is to provide short breaks for disabled children and young people (CYP). The aim is to provide individualised packages of support which builds on the strengths of families and enables parents and carers to fulfil their parenting and caring role and CYP to engage in life enriching activities within the community.

A total of 1,204 children and young people participated in Lancashire Break Time activities between 1 April 2018 and 31 March 2019, attending 72,791 activity hours. This equates to an average of 60 hours per child or young person. The range of hours accessed by individual children and young people was between two and more than 643 hours. 2018/19 data is the most accurate data available currently.

The Service will support the Council in fulfilling its statutory duty to provide a full range of Short Break services to children/young people with Special Educational Needs and Disabilities (SEND), which is sufficient to assist their primary carers to continue to provide care or to do so more effectively.

Short breaks are intended to have positive benefits for both disabled children and young people and their parents and carers. Short breaks have a dual purpose:

1. The main aims of short break services are to provide disabled children and young people the opportunity to:

- spend time away from their parents and carers
- relax and have fun with their friends
- develop their independence.

2. They also give families an opportunity to:

- have a break from their caring responsibilities
- rest and unwind
- spend time with other members of their family.

The current framework in place for Break Time and Short Breaks has now lapsed and the service contracts are no longer fit for purpose and do not provide appropriate means for effective performance management.

Head of Service for the Inclusion Service took a report to Cabinet in March 2021 to seek approval for the 'Review and Redesign of Lancashire's Short Break Offer for Children and Young People with Disabilities', which was approved. In developing the proposed new Provider List, the Council has fully considered feedback from parents, carers, children and young people and short break providers, which was gathered as part of the review and redesign process.

The Council proposes an inclusive and flexible approach to procuring the Break Time, Day Time and Night Time services that will seek to minimise disruption to service users care arrangement, which ensuring the new agreement provides for robust contract performance monitoring.

The Provider List will remain open to new applications at any time and assessment of acceptance onto the Provider List will take place at least annually, or sooner if more than 10 applications are received since the last evaluation phase.

There will be consideration to award new business via mini-competition, service user choice or direct award. Existing business is anticipated to be retained by providers successful in applying to the Provider List, largely on the basis of service user choice and continuity of care.

The Provider List is expected to commence in late Summer early Autumn, allowing time to prepare the documentation, with commissioning of packages of care commencing following the establishment of the Provider List.

**Report to the Cabinet**

Meeting to be held on Thursday, 1 April 2021

**Report of the Head of Service - Design and Construction****Part I**

Electoral Divisions affected:  
 Preston City  
 Preston South East;

**Adelaide Street, Olive Boys School - Loading Bay**

Contact for further information:

Isabel Mead, Tel: (01772) 534503, Assistant Highways Engineer,  
 isabel.mead@lancashire.gov.uk

**Executive Summary**

Following investigation and public consultation it is proposed to make a Traffic Regulation Order to allow for a permanent loading bay on Adelaide Street in order to support local businesses.

This report summarises the results of the formal advertising of the proposed loading bay to which an objection has been received.

**Recommendation**

Cabinet is asked to approve the introduction of a Traffic Regulation Order and installation of signage to introduce a permanent loading bay on Adelaide Street, Preston.

**Background and Advice**

Planning Permission was granted by Preston City Council (ref: 06/2017/0766) for the change of use of a building into Eden Boys School resulting in a new layby recently being constructed on Adelaide Street as part of the Section 278 highway works associated with the planning permission. The loading bay was advertised, and no objections were received, however the school prevented the installation of the associated signage to allow the loading bay to be enforced, and a late objection was received from a local councillor. After lengthy discussions the school withdrew their objection, but unfortunately the Traffic Regulation Order sealing period had expired, and the local councillor's objection remains.

The bay will aid local businesses in loading and unloading goods, in addition the bay provides a place to safely drop off and pick up children who attend both Olive and Eden Boys Schools which sit directly opposite the proposed loading bay.

## **Consultations**

A formal advertising process was undertaken between October and November 2020.

Lancashire Constabulary has been consulted and raised no objections.

One objection has been received from Preston City Council and this is summarised below along with our responses.

## **Objections**

- a. There is a concern that the proposed loading bay would not be utilised by lorries and would instead become a lorry park, with vehicles parked there for a considerable time.
- b. The loss of potential temporary parking for local businesses.

## **Responses**

- a. There are five businesses local to the proposed location that can utilise the loading bay. This proposed location also allows the loading bay to be utilised by those who are dropping off and picking up children who attend Olive and Eden Boys School. The loading bay will be created by a Traffic Regulation Order, the effect of which is that it should be used for the continuous loading or unloading of heavy or unmanage goods. If a vehicle were parked without loading being observed (and where no exception applied), they would be subject to civil enforcement and a Penalty Charge Notice may be issued.
- b. Parking for people wanting to visit local businesses is already provided on New Hall Lane, along with a relatively large, free car park located on Witton Street nearby. The car park has a height barrier which prevents goods vehicles using it and the entry angles also prohibit this. Therefore, the proposed location specifically for unloading/loading goods vehicles is considered necessary. Also, additional cars parking on Adelaide Street may increase the risk to pedestrians, particularly children of Olive and Eden Boys School, due to a rise in traffic and decreased visibility and may lead to unsafe on-road parking.

## **Implications:**

This item has the following implications, as indicated:

## **Risk Management**

There are no significant risks associated with the proposals in this report.

## **Financial**

The total estimated construction cost is £1,759. This will be funded from the S278 revenue budget.

## **List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A





# NEW HALL LANE


WITTON STREET  
26 to 30

40  
PH

44

Lancashire County Council proposes to enforce Good Vehicle Loading only in order to support local businesses.

# ADELAIDE STREET



Good Vehicle Loading only

Mon - Sat  
7 am - 7 pm





**Report to the Cabinet**

Meeting to be held on Thursday, 1 April 2021

**Report of the Head of Service - Highways****Part I**Electoral Division affected:  
Penwortham West;**Approval for the Introduction of Bus Stop Clearway, Liverpool Road, Penwortham**

(Appendix 'A' refers)

Contact for further information:

Dan Spencer, Tel: (01772) 530373, Highways Development Support  
dan.spencer@lancashire.gov.uk**Executive Summary**

Approval is sought for the introduction of a Traffic Regulation Order along Liverpool Road, Penwortham to provide marked Bus Stop Clearways at existing bus stop location as shown in Appendix 'A'.

The purpose of this proposal is to improve local transport infrastructure. It will also enhance awareness of potential conflicts with stationary buses, improving safety. The bus stop has been moved to accommodate wider works associated with a granted planning permission for a supermarket on the corner of Cop Lane and Liverpool Road.

An objection has been received regarding the proposed bus stop clearway. It relates to use of the bus stop by private vehicles.

**Recommendation**

Cabinet is asked to approve the proposals for the Bus Clearway along Liverpool Road, Penwortham as shown in Appendix 'A' for the reasons outlined in this report.

**Background and Advice**

As part of works associated with the development of a new supermarket on Liverpool Road, Lancashire County Council Highways has been working with the applicant to deliver the access to the site and improvements to the local highway network. This follows completion of the Penwortham bypass and also serves to promote use of the bypass through reallocation of carriageway space for sustainable transport.

The introduction of bus stop clearways along Liverpool Road is intended to improve road safety by reducing the potential for conflict and injury/accident between buses and cyclists and also ensure bus users can board and alight safely without obstructions.

## **Consultations**

The proposal was advertised between 18 November and 16 December 2020 with one response in support and one objection in relation to the proposed bus stop clearway on the north side of Liverpool Road. After correspondence with engineers, the objection remained.

Lancashire Constabulary did not object to the proposals.

The objection cited the use of the bus layby by private vehicles.

"The lay-by opposite my house is longer at the moment and is used by people stopping to post a letter and to drop children off to catch school buses. People are also dropped off for a bus pickup to go rambling, etc. I also pull up with a caravan to drop my wife off on the journey back prior to returning it to storage."

Officer response:

Vehicles should set down in a safe and appropriate location that does not breach traffic regulations (i.e. outside of the bus stop clearway). Rule 243 of the Highway Code advises that drivers must not stop or park at a bus stop. The police have the authority to fine drivers for this, should they consider them to be causing an obstruction. Movement of the location of the layby was necessary to accommodate wider changes to the junction and as part of this the length was amended. It is designed to accommodate two buses. The developer has advised that the new premises are suitable for drivers to stop and park for short periods safely.

## **Implications:**

This item has the following implications, as indicated:

### **Risk management**

The proposals will increase safety for road users.

### **Traffic Management and Road Safety**

The proposal will:

- Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road.
- Ensure that bus services operate on time and are not delayed; and
- Enhance road user awareness of stationary buses.

## **Equality**

The proposal will:

- Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops; and
- Help the bus align with the kerb to enable level access for disabled passengers and pushchair users.

## **List of Background Papers**

Paper	Date	Contact/Tel
None		
Reason for inclusion in Part II, if appropriate		
N/A		



Email: [tro-consultation@lancashire.gov.uk](mailto:tro-consultation@lancashire.gov.uk)  
Date: 18<sup>th</sup> October 2020

Dear Sir / Madam

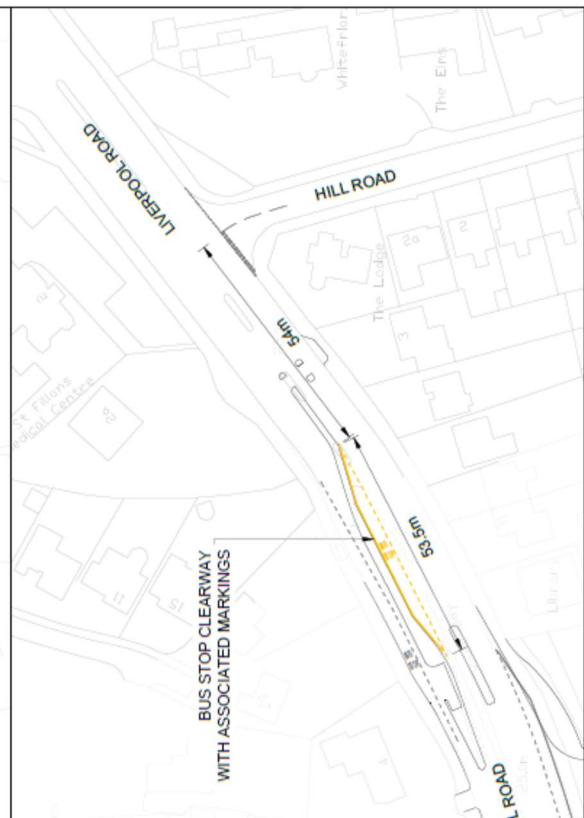
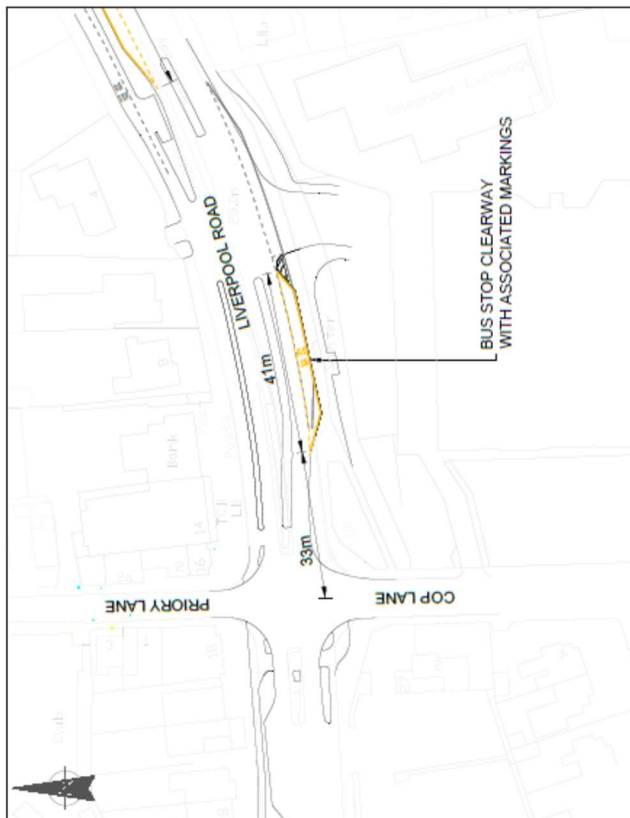
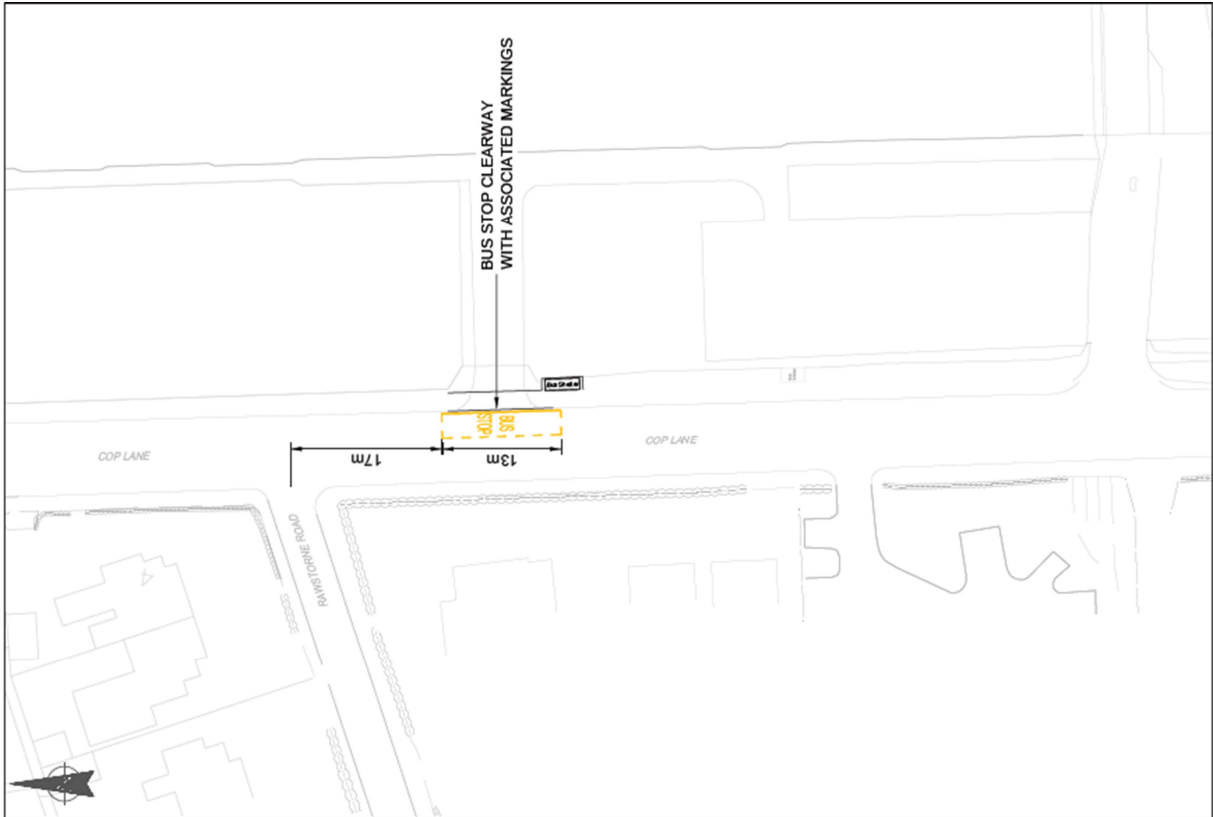
Further to Planning Permission being granted by South Ribble Borough Council for a new Tesco store and associated access / signalised junction, Lancashire County Council are advertising changes to bus stop Clearways that are required in order to facilitate these works. A bus stop Clearway is a wide, solid yellow line that prohibits parking within a bus stop bay.

The advert will be live from today (Wednesday 18<sup>th</sup> November) for a duration of 4 weeks. Site notices can be found on street lights or bus stop poles at the relevant bus stops and the plans shown on these notices can also be viewed overleaf.

Should you wish to express support or object to any of the proposed Clearway changes, you can do so by emailing [tro-consultation@lancashire.gov.uk](mailto:tro-consultation@lancashire.gov.uk) quoting reference number 894.12364 for the Cop Lane bus stop and 894.12365 for either of the two bus stops on the A59 (Liverpool Road).

Yours faithfully,

Dan Spencer  
Travel Plan Support  
Highways



**Report to the Cabinet**

Meeting to be held on Thursday, 1 April 2021

**Report of the Head of Service - Policy Information and Commissioning (Age Well)****Part I**

Electoral Division affected:  
(All Divisions);

**Highways Capital Programme - Proposed Additional Schemes**  
(Appendices 'A' to 'I' refer)

Contact for further information:

Janet Wilson, Tel: (01772) 538647, Senior Commissioning Manager,  
janet.wilson@lancashire.gov.uk

**Executive Summary**

On 5 March 2021 Cabinet approved the proposed apportionment of the 2021/22 New Starts Highway Maintenance capital programme totalling £38.811 million together with detailed programmes of work totalling £22.434 million. This report seeks approval to fund additional schemes up to the value of the approved programme allocations.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

**Recommendation**

Cabinet is asked to:

- (i) Approve the proposed scheme lists set out at Appendices 'C' to 'I'.
- (ii) Approve that the Local Deterioration Fund be top sliced to create a £0.619 million contingency to allow flexibility to deal with any justifiable emerging issues identified with the proposed programme or at other locations.
- (iii) Authorise the Director of Highways and Transport to approve and publish the proposed schemes/changes in consultation with the Deputy Leader and Cabinet Member for Highways and Transport.

**Background and Advice**

On 5 March 2021 Cabinet approved the proposed apportionment of the 2021/22 New Starts Highway Maintenance capital programme totalling £38.811 million

together with detailed programmes of work totalling £22.434 million. This report seeks approval to fund additional schemes up to the value of the approved programme allocations detailed at Appendix 'A'. The proposed schemes, totalling £13.52 million, have been identified using the approved criteria at Appendix 'B'.

With regard to the Localised Deterioration Fund (£3 million), this has been approved to fund small schemes determined on a countywide prioritisation based on condition, the number of defects, repeat visits to defects, claims and complaints received, along with the route strategic significance. It is proposed that the allocation is top sliced to create a £0.619 million contingency to allow flexibility to deal with any justifiable emerging issues identified with the proposed programme or at other locations. It is also proposed that the Director of Highways and Transport be authorised to approve and publish the proposed schemes/changes in consultation with the Deputy Leader and Cabinet Members for Highways and Transport.

## **Consultations**

N/A

## **Implications:**

This item has the following implications, as indicated:

## **Risk management**

The delivery of the proposed programmes/projects is dependent on the 2020/21 highway maintenance programme outturn position which will not be known until spring 2021. The programmes may be subject to change after this date.

There is a risk that some of the detailed highway programmes/projects may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year as a result of bad weather or other unforeseen circumstances.

The impact of the COVID-19 pandemic is being managed but may result in delays to delivery.

## **Financial**

### **Highways Maintenance**

The programmes will be funded from the 2021/22 highway maintenance grant funding from the Department for Transport and the additional £10 million of funding approved by Full Council for highways on 11 February 2021. Should the level of funding in the Determination of Grant letter be different to the publicised allocations then the implications will be reported to Cabinet.

## **Legal**

The Authority has a duty to maintain publicly maintainable highways – both vehicular and those which are in the Public Rights of Way network.



Maintenance includes drainage and includes maintaining various structures such as some bridges, culverts etc.

**List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



## Approved Apportionment of Highway Maintenance Funding

Programme	Value of Programme approved on 5 <sup>th</sup> March 2021	Approved Apportionment of DfT Funding (£28.811m) and Additional Highway Maintenance Funding (£10m)	Value of Proposed Programmes
ABC	£4,219,685	£8,810,000	£4,590,315
Urban Unclassified	£3,341,647	£6,400,000	£3,058,353
Rural Unclassified	£1,620,530	£2,791,000	£1,170,470
Footways	£965,704	£2,000,000	£1,034,296
Moss Roads	£724,276	£950,000	£225,724
Traffic Signals	£600,000	£1,225,000	£625,000
Bridges and Structures	£3,379,950	£3,500,000	£120,050
Localised Deterioration Fund	£300,000	£3,000,000	£2,700,000
<b>Total</b>	<b>£15,151,792</b>	<b>£28,676,000</b>	<b>£13,524,208</b>



## 2021/22 Approved Criteria to Determine Highway Maintenance New Starts Programmes

### Highway Maintenance

The proposed criteria for determining the countywide allocations and the projects to be included in the 2021/22 Highways Maintenance capital programme is set out below:

Asset Class	2021/22 Proposed Criteria
A,B,C Roads	<p>Committed level of investment as set out in the Transport Asset Management Plan (TAMP)</p> <p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Urban Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Rural Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data and local parameters which include life expectancy and deterioration modelling. Also includes the number of defects, claims and complaints received. Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.</p> <p>Surface dressing schemes have been ranked based on the principles set out in the TAMP. Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).</p>
Footways	<p>A countywide allocation prioritisation based on condition survey data and the number of highway safety defects identified. Also includes the number of defects, claims and complaints received.</p>

Asset Class	2021/22 Proposed Criteria
Moss Roads	A strategy for Moss Roads has been approved and includes a prioritised hierarchy of need which has been used to determine the proposed 2021/22 programme
Traffic Signals	Countywide prioritisation based on the age of units beyond their operational life, number of faults attended and vehicle accident records.
Bridges and Structures	Countywide prioritisation based on priority bridges as indicated by condition and strategic importance.
Localised Deterioration Fund	Small schemes determined on a countywide prioritisation based on condition, the number of defects, repeat visits to defects, claims and complaints received, along with the route strategic significance.

**2021/22 Maintenance of Highways Assets**  
**ABC Roads 2021/22 Additional Monies Capital Programme**

2021/22 Programme: A, B & C Roads – Resurfacing Additional Monies						
Road No	Project Name	Division	District	Scheme Description	Treatment	Estimate
A583	Water Lane	Preston South West, Preston Central West	Preston	Wellington Street to West View Terrace	Resurfacing	£18,428
B5269	Cumeragh Lane	Preston Rural	Preston	Whittingham Lane to Longridge Border	Resurfacing	£81,081
B6230	Cuerdale Lane	South Ribble East	South Ribble	From the A677 for 600m	Resurfacing	£151,885
A582	A582 double roundabout	Moss Side & Farrington	South Ribble	Flensburg Way at the Farrington Way double roundabout	Resurfacing	£76,781
C206	Cowling Brow	Chorley North	Chorley	From junction with Moorland Gate to Brownley Street	Resurfacing	£98,280
B5229	Harpers Lane	Chorley North	Chorley	From junction with Springs Road to junction with Erskine Road	Resurfacing	£98,280
B5228	Lyons Lane	Chorley North	Chorley	From junction with Eaves Lane to junction with Cavendish Street	Resurfacing	£98,280
A586	Garstang Road Phase 2	Wyre Rural Central	Wyre	Allotment Lane to experimental road surface 30 sign and St Michaels Bridge	Resurfacing	£78,629
A682	Manchester Road	Burnley South West/ Burnley Central West	Burnley	East bound carriageway from Spring Hill to Reynolds Street	Resurfacing	£78,211
C487	Back Lane	Lancaster Rural North	Lancaster	Adjacent to entrance to Back Lane Quarry	Resurfacing	£32,746
A6	Cable Street	Lancaster Central, Lancaster East	Lancaster	Water Street to Church Street	Resurfacing	£154,383

**2021/22 Programme: A, B & C Roads – Resurfacing Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Description</b>	<b>Treatment</b>	<b>Estimate</b>
B6230	Cuerdale Lane	South Ribble East	South Ribble	Cowell's Farm south for approx 350m	Resurfacing	£80,010
B6245	Preston Road	Longridge with Bowland	Ribble Valley	34 Church Street to 80m past Kitchen Green Farm	Resurfacing	£313,742
B5240	Hall Lane	West Lancashire East	West Lancashire	Spa Lane to Lords Cottage	Resurfacing	£35,364
A588	Station Road	Poulton-Le-Fylde	Wyre	Outside number 56 north to outside no 42	Resurfacing	£17,716
B5229	Harpers Lane	Chorley North	Chorley	Talbot Close (Botany Brow) to St Peters Parish Club (Eaves Lane)	Resurfacing	£46,186
B5266	Normoss Road	Poulton-Le-Fylde	Wyre	From Normoss Avenue to Avenue Road	Resurfacing	£58,075
C590	Smalden Lane	Ribble Valley North East	Ribble Valley	Adjacent to Cow Hill Laithe	Reconstruction	£22,656
A59	Main Street	Ribble Valley North East	Ribble Valley	Outside the cattle market	Resurfacing	£230,054
A667	Whalley Clitheroe Bypass	Ribble Valley South West	Ribble Valley	Northbound from Petre Roundabout	Resurfacing	£12,822
A6	Bolton Road	Chorley Central	Chorley	Repairs to bus lay-by	Reconstruction	£7,104



**2021/22 Programme: A, B & C Roads – Resurfacing Additional Monies**

Road No	Project Name	Division	District	Scheme Description	Treatment	Estimate
A6119	Whitebirk Drive	Great Harwood, Rishton & Clayton-le-Moors	Hyndburn	From the roundabout to adjacent to Currys Store	Resurfacing	£305,619
A667	Preston New Road	Ribble Valley South West	Ribble Valley	Contribution to cross boundary works with Blackburn with Darwen	Resurfacing	£15,660
M65	M65 Motorway	Burnley South West, Burnley Central West, Burnley North East, Pendle Hill, Brierfield and Nelson West, Pendle Central	Burnley and Pendle	From J10 to A6068 including all slip roads except J13 to J12 on slip	Surface preservation	£1,095,807
A6119	Whitebirk Roundabout	Great Harwood, Rishton & Clayton-le-Moors	Hyndburn	Whole roundabout	Surface preservation	£86,243
NA	21/22 contingency	NA	NA	In year contingency	As required	£105,902
<b>Forecast Outturn Capital Expenditure:</b>						<b>£3,399,944</b>

**2021/22 Programme: A, B & C Roads – Surface Dressing Additional Monies**

Road No	Project Name	Division	District	Scheme Description	Treatment	Estimate
B5269	Cumeragh Lane	Preston Rural	Preston	Halfpenny Lane to outside number 842	Surface dressing	£208,733
C142	Hesketh Lane	West Lancashire North	West Lancashire	Fermor Road to Carr View Close	Surface dressing	£42,524

2021/22 Programme: A, B & C Roads – Surface Dressing Additional Monies						
Road No	Project Name	Division	District	Scheme Description	Treatment	Estimate
A589	Marine Road East	Morecambe North, Morecambe Central	Lancaster	Lord Street to Broadway	Surface dressing	£61,020
A6068	Barrowford Road	Pendle Hill	Pendle	Scotland Road to Fir Trees Lane	Surface dressing	£399,459
A59	Longton Bypass	South Ribble West	South Ribble	Liverpool Road to Gill Lane	Surface dressing	£74,242
NA	Anti-skid and cats eyes renewal	As required	As required	Anti-skid and cats eyes renewal	Anti-skid and cats eyes renewal	£67,498
NA	Surface dressing pre-patching	As required	As required	Surface dressing pre-patching	Pre-patching	£336,894
<b>Forecast Outturn Capital Expenditure:</b>						<b>£1,190,370</b>

# Appendix D

## 2021/22 Maintenance of Highways Assets Unclassified Roads 2021/22 Additional Monies Capital Programme

### Urban Unclassified

2021/22 Programme: Urban Unclassified – Resurfacing Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U14151	Cambridge Street and Moor Hall Street	Preston Central West, Preston Central East	Preston	Full lengths	Resurfacing as part of a multi-treatment scheme	£28,157
U6684	Mayfield Road	St Annes South	Fylde	Two sections between Oxford road and Headroomgate Road	Resurfacing as part of a multi-treatment scheme	£60,397
U5763	West Paddock	Leyland Central, Leyland South	South Ribble	Roberts Court to Fox Lane	Resurfacing	£76,781
U5635	Wheelton Lane	Moss Side & Farrington, Leyland Central	South Ribble	Golden Hill Lane to Centurion Way; 250m in either direction	Resurfacing	£97,717
U13373	Whinfield Lane	Preston South West	Preston	Full length	Resurfacing	£73,710
U12523	Brook Street	Preston Central West	Preston	Blackpool Road to Fylde Road	Resurfacing	£24,570
U5814	Clayton Brook Road	Hoghton with Wheelton	Chorley	Preston Road to Westwood Road	Resurfacing	£217,043
U19427	Richmond Avenue	Morecambe South	Lancaster	Lathom Avenue to Burlington Avenue	Resurfacing	£57,570
U18337	Williamson Road	Lancaster East	Lancaster	Moorgate to the end	Resurfacing	£52,170
U20888	Vincent Street	Pendle Central, Pendle Rural	Pendle	Oak Street to Fern Street	Resurfacing	£44,791

**2021/22 Programme: Urban Unclassified – Resurfacing Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
U13764	Padway	Penwortham East and Walton le Dale	South Ribble	Full length	Resurfacing	£41,257
U16255	Conway Avenue	Poulton-Le-Fylde	Wyre	Full lengths of Conway Avenue, Ravenswood Avenue and Fairfield Avenue. Normoss Avenue between Ravenswood Avenue to Newton Drive East	Resurfacing	£94,595
U18486	Edenvale Crescent	Skerton	Lancaster	Barley Cop Lane to outside number 21	Resurfacing	£76,447
U7350	Peel Street	Rosendale West	Rosendale	Fern Terrace to Charles Lane	Resurfacing	£35,135
U19288	Battismore Road	Morecambe Central	Lancaster	Schola Green Lane to West End Road	Resurfacing	£94,923
U19804	Farrer Street	Brierfield and Nelson West	Pendle	Back Manchester Road to Every Street	Resurfacing	£33,148
U11971	Connaught Road	Lancaster South East	Lancaster	Lenister Road to Cork Road	Resurfacing	£57,087
U19469	Rosebery Avenue	Morecambe South	Lancaster	Lowlands Road to Lancaster Road	Resurfacing	£71,131
U7474	Yew Tree Grove	Rosendale South	Rosendale	Full length from Lavender Hill to the end of cul-de-sac	Resurfacing	£43,109
U18126	Wharfedale Road	Lancaster Central	Lancaster	Willow Lane to outside number 20	Resurfacing	£56,271

**2021/22 Programme: Urban Unclassified – Resurfacing Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
U13659	Clovelly Drive	Penwortham West	South Ribble	Liverpool Road to Newland	Resurfacing	£14,309
U18523	Tarnsyke Road	Skerton	Lancaster	From Ryelands Road to Summersgill Road	Resurfacing	£57,859
U18452	Beaumont Street	Skerton	Lancaster	Slyne Road (A6) to Tan Hill Drive	Resurfacing	£58,383
U7194	Bank Street	Rosendale West	Rosendale	Deardengate to Bury Road and junction of Bank Street to Cleveland House car park entrance	Resurfacing	£36,177
U18106	Fairfield Road	Lancaster Central	Lancaster	Westborne Road to West Road	Resurfacing	£53,808
U60050	Common Bank Lane	Chorley Central	Chorley	Ackhurst Road to number 1 Common Bank Lane	Resurfacing	£22,470
U19156	Brunswick Road	Morecambe Central	Lancaster	Alexandra Road to Sefton Road	Resurfacing	£44,502
U40716	Hind Street	Burnley North East	Burnley	Full length	Resurfacing	£35,270
U19426	Borrowdale Grove	Morecambe South	Lancaster	Full length	Resurfacing	£29,915
U5585	Towngate	Leyland Central	South Ribble	St Andrews Way to the police station	Resurfacing	£74,764

2021/22 Programme: Urban Unclassified – Resurfacing Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U19188	Clarendon Road East	Morecambe Central	Lancaster	Regent Road to West End Road	Resurfacing	£99,044
U533	Thornwood and surrounding roads	Skelmersdale West	West Lancashire	Thornwood; house number 1 to house 61. Thornberry from lighting column 4 to the dead end, and bellmouth of thanet	Resurfacing	£80,124
U4981	Back Lane	Longridge with Bowland	Ribble Valley	Newton Road to Woodhouse Lane	Resurfacing	£100,983
U3221	Beacon lane	Skelmersdale West	West Lancashire	Cobbs Brow Lane to Whalleys Road	Resurfacing	£42,443
U42112	Marlborough Street	Burnley Rural	Burnley	Full length - Healey Row to Springfield Road	Resurfacing	£32,738
U60064	Blackacre Lane	Ormskirk	West Lancashire	Pipping Street to Heskin Lane	Resurfacing	£74,775
U5239	Black House Lane	Longridge with Bowland	Ribble Valley	Parsonage Lane to Collins Hill Lane	Resurfacing	£58,060
U16302	Blackpool Old Road	Poulton-Le-Fylde	Wyre	Between nos 291 and 292	Resurfacing	£7,985
U2261	North Drive	Cleveleys East	Wyre	Patching from lamp column 6 to house 615	Patching	£5,716
NA	21/22 contingency	NA	NA	In year contingency	As required	£143,659
<b>Forecast Outturn Capital Expenditure:</b>						<b>£2,408,993</b>

2021/22 Programme: Urban Unclassified – Surface Dressing Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U14151	Ripon Street and surrounding area	Preston Central West, Preston Central East	Preston	Ripon Street; A6 to Bold Street. Brackenbury Road; Ripon Street to Blackpool Road. Trafford Street; Brackenbury Road to Brook Street. Eldon Street; Brackenbury Road to lighting column 21. Broughton Street; Ripon Street to Blackpool Road. Lowndes Street; full length. Otway Street; full length. Henderson Street; Eldon Street to Blackpool Road. Full lengths of Dallas Street, Elmsley Street and Jemmett Street	Surface dressing as part of a multi-treatment scheme	£164,454
U6699	Oxford Road and surrounding area	St Annes North, St Annes South	Fylde	Full lengths of Oxford Road, Gretdale Avenue and Dorset Road	Surface dressing as part of a multi-treatment scheme	£76,352
U12285	Miller Road and Pope Lane	Preston South East, Preston East	Preston	Miller Road; from Blackpool Road to Pope Lane. Pope Lane; from Miller Road to Grizedale Crescent	Surface dressing	£97,543
U3176	Alexandria Drive and surrounding area	St Annes South	Fylde	Alexandria Drive; Fairhaven Road to Cartmel Road. Fairhaven Road; South Prom to Clifton Drive South. Derbe Road; South Prom to Clifton Drive South. Lightburne Avenue; South Prom to Clifton Drive South. Riley Avenue; South Prom to Clifton Drive South. Cartmel Road; South Prom to Clifton Drive South	Surface dressing	£128,356
NA	Urban Surface dressing pre-patching	As required	As required	Surface dressing pre-patching	Pre-patching	£182,654
<b>Forecast Outturn Capital Expenditure:</b>						<b>£649,359</b>

## Rural Unclassified

2021/22 Programme: Rural Unclassified – Resurfacing Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U13026	Daub Hall Lane	South Ribble East	South Ribble	Gregson Lane to Houghton Lane	Resurfacing	£96,953
U13230	Main Street Phase 2	Ribble Valley North East	Ribble Valley	Three areas between Clitheroe Road and Whalley Clitheroe bypass	Resurfacing including ex-situ recycling	£84,372
U40301	Coal Pit Lane	Pendle Rural	Pendle	Two sections; Keighley Road to Mire Ridge, and Rockwood to Church Street	Resurfacing including ex-situ recycling	£291,962
U41093	Moorland Road area	Ribble Valley South West	Ribble Valley	Moorland Road and 3 adjoining junctions with Cronshaw Drive, Bushburn Drive and the small cul-de-sac opposite house number 60	Resurfacing	£192,200
U370	Burnside	West Lancashire East	West Lancashire	Broadmead to Bankside	Resurfacing	£28,377
U41563	Chapel Street and Wharf Street	Great Harwood, Rishton and Clayton-le-Moors	Hyndburn	Chapel Street: Buter Street to Wharf Street. Wharf Street: High Street to the ginnel entrance to Chapel Street	Resurfacing	£43,763
U698	Gillcroft	Chorley Rural West	Chorley	Boundary close to The Fields	Resurfacing	£29,957
U8191	Eastway	Fylde South	Fylde	From Lamaleach Drive to the dead end	Resurfacing	£33,800
U11105	Grizedale Avenue	Wyre Rural East	Wyre	From Kepple Lane to the dead end	Resurfacing	£34,421
U11766	School Lane	Wyre Rural Central	Wyre	From Lancaster Road to Cricket Club culvert	Resurfacing	£48,642
<b>Forecast Outturn Capital Expenditure:</b>						<b>£884,447</b>



2021/22 Programme: Rural Unclassified – Surface Dressing Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U40301	Coal Pit Lane	Pendle Rural	Pendle	Mire Ridge to Rookwood	Surface dressing	£26,562
U18787	Pasture Lane	Morecambe North	Lancaster	Shore Lane to the Shore, and Shore Lane from Coastal Road to the end	Surface dressing	£47,596
U8937	Barret Hill Brow	Ribble Valley North East	Ribble Valley	Grindleton Road to Holden Lane	Surface dressing	£77,589
U21400	Back Lane	Thornton and Hambleton	Wyre	Union Lane to Stricklands	Surface dressing	£53,820
NA	Rural Surface dressing pre-patching	As required	As required	Surface dressing pre-patching	Pre-patching	£80,453
<b>Forecast Outturn Capital Expenditure:</b>						<b>£286,020</b>



# Appendix E

## 2021/22 Maintenance of Highways Assets Footways 2021/22 Additional Monies Capital Programme

2021/22 Programme: Footways Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
B6214	Helshore Road	Rossendale	Rossendale	West side from Gregory Fold to the sports college	Footway reconstruction	£74,545
B6214	Helshore Road	Rossendale	Rossendale	Westside Grane Road to Victoria Drive	Footway reconstruction	£95,897
C680	Barkerhouse Road	Pendle	Pendle	Town House Road to outside Lower Townhouse Farm	Footway reconstruction	£40,393
U2506	Lancaster Drive	Burnley	Burnley	Manchester Road to number 2; and number 22 to 70	Footway reconstruction	£31,634
A588	Ashton Road	Lancaster	Lancaster	West side from Pathfinders Drive to Haverbanks Road	Footway reconstruction	£40,030
U22843	Whittam Road and Whittam Crescent	Ribble Valley	Ribble Valley	Full length of Whittam Road and Whittam Crescent	Footway reconstruction	£85,712
C553	Moor Lane	Burnley	Burnley	Barbon Street to Adamson Street	Footway reconstruction	£27,572
U22761	Beaufort Close	Ribble Valley	Ribble Valley	Beaufort Close	Footway reconstruction	£38,612
B6235	Holcombe Road	Rossendale	Rossendale	Number 421 to number 391	Footway reconstruction	£23,985
U42922	Widow Hill Road	Burnley	Burnley	From LCC highways depot main entrance to the end	Footway reconstruction	£79,742

2021/22 Programme: Footways Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U22409	Rosemount Avenue	Wyre Rural and Wyre Central	Wyre	Full length both sides between Parkstone Avenue and Alisan Road	Footway reconstruction	£258,560
B5261	Blackpool Road	Lytham	Wyre	Either side of Skew Bridge	Footway reconstruction	£36,161
U21972	Duddon Avenue	Fleetwood West & Cleveleys West	Wyre	Chatsworth Avenue to house number 6	Footway reconstruction	£201,453
<b>Forecast Outturn Capital Expenditure:</b>						<b>£1,034,296</b>

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# Appendix F

**2021/22 Maintenance of Highways Assets**  
**Moss Roads 2021/22 Additional Monies Capital Programme**

2021/22 Programme: Moss Roads Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
C107	New Cut Lane (Phase 2)	West Lancashire West	West Lancashire	New Cut Farm to London Lane	In-situ recycling	£88,524
C140	Gravel Lane	West Lancashire North	West Lancashire	Bobbiners Lane to A565 roundabout	Resurfacing	£137,200
<b>Forecast Outturn Capital Expenditure:</b>						<b>£225,724</b>

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**2021/22 Maintenance of Highways Assets**  
**Traffic Signals 2021/22 Additional Monies Capital Programme**

<b>2021/22 Programme: Traffic Signals Additional Monies</b>				
<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Project Description</b>	<b>Estimate</b>
F5022 & F5023 - Blackpool Road, East of Broadway, Preston Pedestrian Crossing	Preston	Preston South West	Full site upgrade including major civils works to meet modern standards	£130,000
F3036 - Guild Way/ Marsh Lane/ Wellfield Road, Preston Signal Junction	Preston	Preston Central West	Full site upgrade including major civils works to meet modern standards including improvements to the pedestrian crossing facility on the junction	£260,000
F5043 - Deepdale Road, South of Meadow Street, Preston Pedestrian Crossing	Preston	Preston South East	Full site upgrade subject to further investigation on the suitability of the current location to meet modern standards	£80,000
B5012 - Anchorage Road, West of Seaview Way, Fleetwood Pedestrian Crossing	Wyre	Fleetwood East	Full site upgrade to meet modern standards	£75,000
N5005 - Colne Road, South of Chapel Street, Brierfield Pedestrian Crossing	Pendle	Brierfield & Nelson West	Full site upgrade to meet modern standards	£80,000
<b>Forecast Outturn Capital Expenditure:</b>				<b>£625,000</b>





**2021/22 Maintenance of Highways Assets**  
**Bridges 2021/22 Additional Monies Capital Programme**

2021/22 Programme: Bridges Additional Monies				
Project Name	Division	District	Project Description	Estimate
21/22 Lark Hill Lane	Mid Rossendale	Rossendale	Reconstruct/repair bridge following removal of collapsed adjacent property	£120,050
<b>Forecast Outturn Capital Expenditure:</b>				<b>£120,050</b>

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# Appendix I

## 2021/22 Maintenance of Highways Assets Local Deterioration Fund 2021/22 Additional Monies Capital Programme

2021/22 Programme: Local Deterioration Fund Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
B5254	Stanifield Lane	Moss Side and Farington	South Ribble	Lydiat Lane to Moss Lane	Resurfacing	£178,655
A585	Kirkham Bypass	Fylde East	Fylde	Circulatory carriageway of Weeton Road roundabout	Resurfacing	£29,945
U1008	Rosehill Drive	West Lancashire West	West Lancashire	Prescot Road to Swanpool Lane	Resurfacing	£25,590
C661	Brownside Road	Burnley Rural	Burnley	Speed table at junction with Lindsay Park	Resurfacing	£10,734
B6228	Lyons Lane	Chorley North	Chorley	Eaves Lane to Cavendish Street	Resurfacing	£30,885
A585	Kirkham Bypass	Fylde East	Fylde	Replace anti-skid on west bound approach to Weeton Road roundabout	Anti-skid renewal	£9,246
U6701	Headroomgate Road	St Annes North	Fylde	Kilnhouse Lane, including 2 roundabouts to Heeley Road	Resurfacing	£25,597
U409	Glenroyd Drive	Burscough and Rufford	West Lancashire	Mill Lane to Junction Lane	Resurfacing	£14,862
U22843	Whittam Road and Whittam Crescent	Ribble Valley North East	Ribble Valley	Full lengths of both	Resurfacing	£65,478
B6242	Andertons Way	Preston East	Preston	Between lighting columns 1 and 2	Resurfacing	£9,102

**2021/22 Programme: Local Deterioration Fund Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
U18954	Lister Grove	Heysham	Lancaster	Full length	Resurfacing	£113,388
C651	Abingdon Road	Padiham and Burnley West	Burnley	House number 15 to Dryden Street	Resurfacing	£47,830
U18673	Fulwood Drive	Morecambe South	Lancaster	House number 45 to 51, and 35 to 41	Resurfacing	£24,800
U20662	Marsden Road	Burnley North East	Burnley	110 to 164 Service Road	Resurfacing	£37,259
U7987	Carlton Street	Rosendale East	Rosendale	Todmorden Road to Beech Street	Resurfacing	£39,767
U22639	Grosvenor Road	Lancaster Rural North	Lancaster	Haws Hill to Grosvenor Place	Resurfacing	£39,760
A673	Chorley Road	Chorley Rural East	Chorley	Junction with Rawlinson Lane	Resurfacing	£26,500
C701	Bury Road	Rosendale South	Rosendale	Hall Carr Road to New Hall Bridge	Resurfacing	£12,991
U7771	Hardman Drive and surrounding roads	Mid Rosendale	Rosendale	1-27 Hardman Drive, Hardman Close and Anderton Close	Resurfacing	£63,700
B5259	Moss Side Lane	Fylde South	Fylde	Wrea Green outside The Villa	Resurfacing	£7,104

**2021/22 Programme: Local Deterioration Fund Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
U20249	Hendon Road	Nelson East	Pendle	Full length	Resurfacing	£72,952
C704	Bury Road	Rossendale West	Rossendale	Regent Street to Chapel Street	Resurfacing	£79,643
U40198	Lower North Avenue	Pendle Rural	Pendle	Full length	Resurfacing	£26,652
A680	Blackburn Road	Rossendale West	Rossendale	Entry to Prinny Hill to the end of bus stop	Resurfacing	£57,776
U16333	Hardhorn Way	Poulton-Le-Fylde	Wyre	From outside number 3 to outside number 32	Resurfacing	£28,486
U11172	Moss House Lane	Wyre Rural Central	Wyre	Barnfold to Moss Bank	Resurfacing	£28,163
U40755	Pratt Street	Burnley North East	Burnley	Colne Road to outside house number 40	Resurfacing	£43,006
C107	Asmall Lane	West Lancashire West	West Lancashire	Outside Asmall Hall	Resurfacing	£20,250
U47916	Brenbar Crecent	Whitworth and Bacup	Rossendale	Tong Lane to the end of adoption	Resurfacing	£29,578
U5482,	Kingsdale, Alandale and Lyndale Close	Leyland South	South Ribble	Full length of all three cul-de-sacs	Resurfacing	£19,525

**2021/22 Programme: Local Deterioration Fund Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
C464	Middleton Road	Heysham	Lancaster	25m before bridge to just south of the golf club entrance	Resurfacing	£37,990
U423	Mill Dam Lane	Burscough and Rufford	West Lancashire	Liverpool Road to Manor Avenue	Resurfacing	£19,397
U7712	Springfield Drive	Mid Rossendale	Rossendale	Full length	Resurfacing	£45,437
U21740	Heys Street	Cleveleys East	Wyre	Trunnah Road to Crabtree Road	Resurfacing	£14,654
U7138	Rydal Mount	Oswaldtwistle	Hyndburn	Full length	Resurfacing	£48,864
U40266	Denton Street	Pendle Rural	Pendle	Richmond Road to Harper Street	Resurfacing	£32,531
U47926	Mill Lane	Whitworth and Bacup	Rossendale	Full length	Resurfacing	£53,712
U18880	Heathfoot Avenue	Heysham	Lancaster	Full length	Resurfacing	£119,160
U40472	Kiln Lane	Ribble Valley North East	Ribble Valley	Paythorne Bridge	Resurfacing	£19,988
U42393	Coal Clough Lane	Burnley South West	Burnley	Replace 8 speed tables/cushions	Speed cushion renewal	£10,467

**2021/22 Programme: Local Deterioration Fund Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
U41737	Parish Street	Padiham and Burnley West	Burnley	Full length	Resurfacing	£24,744
U449	Pit Hey Place	Skelmersdale East	West Lancashire	Pimbo Road to sub-station	Resurfacing	£23,409
U21818	Willow Close	Thornton and Hambleton	Wyre	Lambs Road to the dead end	Resurfacing	£17,902
U18912	Yewdale Avenue	Heysham	Lancaster	Full length	Resurfacing	£66,117
U49952	Hollowhead Lane	Ribble Valley South West	Ribble Valley	Full length	Resurfacing	£36,726
U20899	Foreside	Pendle Hill	Pendle	Gisburn Road to Barleydale Road	Resurfacing	£28,667
A671	Cavalry Way	Burnley Central West	Burnley	Lanes two and three from subway entrance to the roundabout	Resurfacing	£23,793
U41828	Russell Terrace	Padiham and Burnley West	Burnley	Dryden Street to Pendle Street	Resurfacing	£43,863
U7493	Hall Carr Road	Rossendale South	Rossendale	Replace 3 speed tables/cushions	Speed cushion renewal	£18,305
U788	Hewlett Street	Chorley South	Chorley	Between Park Road and Darlington Street	Resurfacing	£13,985

**2021/22 Programme: Local Deterioration Fund Additional Monies**

<b>Road No</b>	<b>Project Name</b>	<b>Division</b>	<b>District</b>	<b>Scheme Extents</b>	<b>Treatment</b>	<b>Estimate</b>
A6	Preston Road	Hoghton with Wheelton	Chorley	Junction with Clayton Brook Road	Resurfacing	£22,306
U21984	Greta Place	Fleetwood West and Cleveleys West	Wyre	From Grange Road to the dead end	Resurfacing	£10,248
U933	Hallmoor Close	West Lancashire East	West Lancashire	Full length	Resurfacing	£21,155
U7514	Queen Street	Rossendale South	Rossendale	Full length	Resurfacing	£22,374
U40471	Neps Lane	Ribble Valley North East	Ribble Valley	2 sections; A682 Settle Road for approx 160m, and approx 50m after the river bridge	Resurfacing	£31,020
U5455	Bristol Avenue	Moss Side and Farington	South Ribble	Number 117 north to Stanfield Lane	Resurfacing	£20,800
U49342	Healey Mount	Burnley Central West	Burnley	Manchester Road to the end	Resurfacing	£37,326
U7863	Fernhill Drive and Fernhill Avenue	Rossendale East	Rossendale	Osborne Terrace to Newchurch Road	Resurfacing	£64,148
U7376	Balmoral Road and Sandringham Grove	Rossendale West	Rossendale	Full lengths	Resurfacing	£28,211
U18603	Homfray Grove	Morecambe South	Lancaster	Homfray Avenue to Stanhope Avenue	Resurfacing	£67,721



2021/22 Programme: Local Deterioration Fund Additional Monies						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
A585	Kirkham Bypass	Fylde East	Fylde	Roundabout junction with Fleetwood Road	Resurfacing	£33,016
U20426	Junction Street	Brierfield and Nelson West, Pendle Central	Pendle	Regent Street to speed reducing chicane 100m from Leeds Road junction	Resurfacing	£103,338
NA	21/22 contingency	As required	As required	As required	As required	£619,405
<b>Forecast Outturn Capital Expenditure:</b>						<b>£3,000,000</b>

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**Report to the Cabinet**

Meeting to be held on Thursday, 1 April 2021

**Report of the Head of Service - Highways****Part I**Electoral Division affected:  
Padiham and Burnley West**Institute Street, Padiham - Highway Improvement Scheme  
Burnley Road - Relocation of Bus Stop**  
(Appendix 'A' refers)

Contact for further information:

Matthew Hargreaves, Tel: (01772) 531254, Operations Engineer,  
matthew.hargreaves@lancashire.gov.uk**Executive Summary**

The local Highways Traffic team has identified a need for an existing permanent bus stop to be moved approximately 9 metres further east along Burnley Road, Padiham as part of a proposed junction visibility improvement scheme at Institute Street.

This report summarises the results of the consultation of the proposed bus stop relocation to which one objection has been received.

**Recommendation**

Cabinet is asked to approve the construction of the new permanent bus stop, replacing the existing bus stop on Burnley Road, Padiham.

**Background and Advice**

The local Highways Traffic team has highlighted a bus stop on Burnley Road, Padiham as needing relocating as part of a proposed junction improvement scheme at the junction of Burnley Road and Institute Street, Padiham, as shown on the plan at Appendix 'A'.

If constructed, the bus stop would see the creation of a paved boarding area and raised kerbs to ensure easy access on and off the bus for passengers with impaired mobility to match the existing stop. If approved, a further consultation will be undertaken for the relocation of the bus stop clearway markings to ensure buses have adequate access to the new bus stop, at the same time as the formal advertisement of the proposed traffic regulation order associated with the junction

improvements. The bus stop clearway markings would prohibit vehicles, except buses, from stopping within the area of the marked bus stop.

The proposed traffic regulation order associated with Institute Street improvements cannot be progressed at the moment as there is currently a new traffic regulation order, which supports the Padiham Townscape Heritage Initiative scheme, waiting to be implemented and the Institute Street scheme will need to make changes to this order once it is brought into effect.

## **Consultations**

The local consultation process was undertaken between 21 January and 3 February 2021.

The local County Councillor has raised no objection.

Lancashire Constabulary has raised no objection.

One objection has been received, indicating that the proposals would increase noise outside their residence, bring anti-social behaviour from local youths using the bus stop at nights and result in rubbish being thrown over their back fence. The resident has lived there for 14 years and believes moving the bus stop 9 metres east will place the bus stop outside their property which will cause them more trouble and affect their lives. They also say they will be able to see it from their window.

Officer response:

Noise may be increased marginally by the slightly closer proximity of waiting bus passengers, however, the bus stop is positioned at an appropriate distance away from the residence to minimise disturbance as far as is reasonably practicable. The property has a high, solid fence to the rear of the footway, which should maintain any privacy to the property from users of the bus stop. However, the top of the shelter would be visible from the ground floor of the property.

Anti-social behaviour by local youths can be raised with the police who are trained to deal with this type of nuisance. Officers will raise the concerns raised with the police at the next Burnley district traffic liaison meeting.

With regard to the litter, this could be general litter blown into the rear gardens as the high rear fence would discourage casual littering from the bus stop users. Officers note there are no litter bins in the immediate area and will raise this with Burnley Borough Council.

## **Implications:**

This item has the following implications, as indicated:

## Risk management

If the proposed relocation of the bus stop is not supported, then the scheme will be unlikely to proceed as buses may not be able to approach and align with the bus stop which will diminish the service to vulnerable users.

## Financial

The total estimated construction cost for the Institute Street scheme is £25,000, including the bus stop relocation. The scheme has been allocated funding from the Road Safety – Transport Capital Programme allocation.

## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



"The data in this map is derived from the Ordnance Survey MasterMap dataset, and is used here under Ordnance Survey Licence No. 100023320."

Revoke existing DYL in Parking Bat o/s 165-169

Propose New Limited Waiting TRO for Parking Bay o/s 165- 169

Propose NLAAT on Institute Street from junction Burnley Road to Back Street (Rear 169-171)

0.8m wide Hatch Area adjacent to Limited Waiting Bay. (TSRGD 1040)

Construct 2.5 wide build out with Bitmac Surfacing 2m Kerb Radius.

Move Give Way Line forward. (TSRGD 1003A & 1023A)

Move Quality Bus Stop 9m east including reconstructing raised kerbs etc. Reinstate footway at original location. Extend bus stop markings. (TSRGD 1052.1)

2.5m wide Hatch Area adjoining Bus Stop Markings.

Shorten and Remark existing Cycle Lane. (Min Width 1.5m)

3.5m wide running lane.

2.75m wide running lane.

Lining adjusted to suit.

Remove existing kerbed central reservation. Reinstate with c/w construction.

Move associated signage inc. electrical connection (weebol + illuminated beacons with 'Keep Left' arrow).

Possibly remove old traffic counter box.

odthorpe

No. DATE AMENDMENT DETAILS CHECKED BY DRAWN BY

REVISIONS



Highways and Transport

PROJECT Junction Improvement Scheme

LOCATION Institute Street, Padiham

DRAWN BY	CD	DRAWING No.
CHECKED BY	MH	
DATE	30/11/2020	SHEET No.
SCALE	NTS	

Appendix A





**Report to the Cabinet**

Meeting to be held on Thursday, 1 April 2021

**Report of the Director of Strategy and Performance****Part I**Electoral Division affected:  
(All Divisions);**Capital Strategy for Schools – Condition Led Capital Investment Programme  
2021/22**

(Appendix 'A' refers)

Contact for further information:

Simon Smith, Tel: 01772 535467, Capital Programme Principal,  
simon.smith@lancashire.gov.uk**Executive Summary**

This report sets out the proposals for the allocation of schools capital funding, to address a further phase of high priority building condition repairs on Community, Voluntary Controlled and Maintained Schools in Lancashire.

The condition programme is funded by a grant from the Department for Education. However, there has been a delay in the announcement of the grant amount this year. Previous years allocations indicate that approximately £10.000m should be received, and the programme has been developed to utilise this. Once the amount is announced, the programme will be adjusted accordingly.

This is deemed to be a Key Decision and the provisions of Standing Order No. C19 have been complied with.

**Recommendation**

Cabinet is asked to approve the proposed list of maintenance schemes in Lancashire schools, detailed at Appendix 'A', totalling £9.850m, as a further phase of high priority school repairs, subject to the grant settlement being £10.000m.

**Background and Advice**

The Schools Condition Led Programme began in 2011. Utilising Department for Education grant monies, each round of the programme has addressed the worst condition issues that have been identified. Through a process of cross-referencing asset management building condition data held by the county council, officers have prepared a schedule of Priority 1 school repairs. These are set out at Appendix 'A'.

The programme has been formulated using the most current information available, but from experience on earlier programmes, and the complexities of assessing the condition of existing buildings, there could be a risk that further Priority 1 issues may become apparent. With this in mind, a significant contingency is recommended, which will be available to capture any justifiable projects which come to light, during the delivery of already identified works and which meet the Priority 1 criteria.

The criteria for schools being included in the programme is based on the Department for Education Schools Asset Management Guidance which defines Schools Priority 1 repairs as:

Priority 1. Urgent work that will prevent immediate closure of premises and/or address an immediate high risk to the health and safety of occupants and/or remedy a serious breach of legislation.

The Department for Education provides annual funding for Schools Condition. This is based on their set methodology for Local Authority controlled schools. Due to the finite budget, it will not be possible to address all high priority issues in all schools. The remaining Priority 1 issues and any Priority 2 issues will be reviewed, prioritised and considered for any future condition led programmes.

#### Legionella remedial works

School's premise managers are required to undertake Legionella Risk Assessments to ensure the buildings remain safe and comply with legislation. The testing and inspection regime produces remedial actions that are then prioritised, and technical solutions identified to ensure buildings remain safe and compliant. There is an allowance in the programme to address the most urgent known Legionella priorities.

#### Specialist surveys and investigations

There is also an allowance in the programme to undertake further investigations and specialist surveys on buildings, where there is deemed to be a potential risk due to the age, type of construction or condition. This will assist in managing risk and determining priorities in future programmes of work.

All schemes will be commissioned with and delivered by the council's Design and Construction Service. The delivery timescales will be dependent on several factors, linked to the practicalities of undertaking the work in occupied premises which would have an impact on education. It is anticipated therefore that the programme will be delivered when possible in school holidays, and this will likely include the summer breaks in both 2021 and 2022.

It is anticipated that 40% of the proposed programme will be delivered in 2021/22, with the remainder of the programme being delivered the following financial year.

Due to the continued impact of COVID-19 and the potential effect on school working patterns the programme may be affected, and the delivery of projects delayed.

## **Consultations**

N/A

## **Implications:**

This item has the following implications, as indicated:

## **Risk management**

If the recommended work is not undertaken, the risk would be managed by further regular reactive maintenance to 'patch' the problems. However, in some cases, further deterioration of the building fabric or discontinued components would result in closure of parts of, or the whole school, until significant emergency repairs could be undertaken.

Due to the nature of building maintenance works, the full extent of repairs required may not be apparent until the building infrastructure is exposed, which may result in the need to undertake additional work and therefore increased project costs. Furthermore, there may also be additional severe condition related projects that come to light, and it is recommended therefore that a contingency fund is retained to be approved and managed by the Asset Management Service. This contingency figure is included in the overall programme value.

It should be noted that this condition works programme does not address all condition works required in the Lancashire schools building stock, but addresses the worst known condition works that can be addressed within the funding available. There remains a risk that as yet unknown issues may arise in the year which will require further works.

## **Financial**

The Department for Education is yet to announce the 2021/22 schools condition grant allocation. Based on allocations in the previous two years, it is anticipated that the county council will receive approximately £10m.

The Department for Education School Condition previous allocations are as follows:

- 2019/20 £10.600m (confirmed) and spent;
- 2020/21 £9.600m (confirmed) and committed to existing projects;
- 2020/21 £4.463m additional one off in year allocation (confirmed) and committed to existing projects
- 2021/22 £10.000m (anticipated allocation announcement due April 2021)

Whist the proposed works utilise the majority of the grant anticipated the scheduling of the works over two years allows for flexibility to apply 2022/23 grant to some for these works should the 2021/22 grant be lower than the 310m anticipated.

## **Procurement**

The selection of contractors to undertake the capital works will be carried out in full compliance with the Public Contract Regulations 2015, either through the use of established frameworks, or through undertaking a compliant procurement exercise, where appropriate.

The programme in Appendix 'A' will be reviewed if there is a significant variance from the expected amount for 2021/22.

The financial implications are set out at Appendix 'A' and are deemed to be Part II for the reason set out below:

This section of the report contains information relating to the financial or business affairs of any particular person (including the authority holding that information).

### **List of Background Papers**

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate

Appendix 'A' is not for publication - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**Report to the Cabinet**

Meeting to be held on Thursday 1 April 2021

**Report of the Head of Service – Health, Equity, Welfare and Partnerships****Part I**Electoral Division affected:  
(All Divisions);**Community Safety Agreement**

(Appendices 'A' and 'B' refer)

Contact for further information:

Debbie Thompson, Tel: 01772 625290, Public Health Specialist (Stronger and Safer Communities) [debbie.thompson@lancashire.gov.uk](mailto:debbie.thompson@lancashire.gov.uk)**Executive Summary**

There is a statutory requirement for the Lancashire Community Safety Partnership Board, in its role as the Community Safety Strategy Group, to develop a community safety agreement. The agreement sets out how responsible authorities will work together to address the key community safety issues in Lancashire on an annual basis.

This report presents the annual refresh of the Lancashire Community Safety Agreement which has been developed in collaboration with community safety leads, to reflect the issues and threats from crime and anti-social behaviour evidenced in the current strategic assessment.

**Recommendation**

Cabinet is asked to note the Community Safety Agreement (Appendix B) and recommend its approval to Full Council, as determined by the Council's Policy Framework.

**Background and Advice**

The Lancashire Community Safety Partnership Board undertakes the function of the County Community Safety Strategy Group. Under the Crime and Disorder Act 1998 there is a requirement for the group to review and prepare the Community Safety Agreement for the county area on behalf of the responsible authorities each year.

The Community Safety Agreement is a strategic agreement between the responsible authorities identifying how we will work together to address the community safety priorities and thereby reduce crime and disorder. It is based on the strategic

assessment of crime and disorder which gives an account of long-term issues and threats from crime and anti-social behaviour across Lancashire. The latest full assessment for Lancashire (Lancashire Strategic Assessment) was completed in October 2018 (Appendix A). Fourteen separate profiles have also been produced for each district and unitary authority.

Local Community Safety Partnerships utilise the information contained in the strategic assessment to address the key priorities through development and delivery of a local partnership plan.

The current Community Safety Agreement (Appendix B) reflects the issues and threats from crime and anti-social behaviour evidenced in the latest strategic assessment and sets out how the responsible authorities will work together to address the identified priorities and reduce crime and anti-social behaviour. It has been updated in collaboration with the district community safety leads from across the county.

The Community Safety Agreement is not intended to detail all activity, but it does identify the key priorities and the partnership approach to be taken. It identifies the link to local Community Safety Partnership plans and other relevant strategies and plans that help deliver against the identified priorities.

Partners are currently working on the data and evidence base for the next Community Safety Agreement, with the final document planned for publication in October 2021. Undoubtedly the scope of the next full assessment will address community safety issues that may have arisen as a consequence of the Covid-19 pandemic.

## **Consultations**

The Community Safety Agreement has been refreshed in collaboration with community safety partner leads and was endorsed by the Lancashire Community Safety Partnership Board at its meeting on 26 February 2020. It was also subject to consideration by the External Scrutiny Committee at its meeting on 5 March 2019.

The priorities have been informed by the 2018 full strategic assessment which is the result of 6 months of research, analysis, engagement and consultation with key stakeholders.

## **Implications:**

This item has the following implications, as indicated:

### **Risk management**

### **Crime and Disorder**

The Community Safety Agreement 2019/22 fulfils the statutory obligations of community safety partners as set out in the Crime and Disorder Act 1998.

## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II

N/A







**PARTNERSHIP  
INTELLIGENCE**

## **LANCASHIRE STRATEGIC ASSESSMENT**

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**2018 - 2021**

**October 2018**

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**AIM**

The strategic assessment (SA) is a statutory requirement for community safety partnerships as outlined in the Crime and Disorder Act 1998. The aim of this SA is to provide an account of long-term issues and threats from crime and anti-social behaviour (ASB) across Lancashire<sup>1</sup>. This SA is produced on a 3-year cycle, which increases capacity to develop partnership intelligence assessments on significant threats, issues and gaps in knowledge. These assessments provide extensive research and understanding of strategic issues.

**PURPOSE**

The purpose of this SA is to highlight significant crime and ASB threats and issues that impact on community safety. It is the key evidence base that supports the community safety agreement, local partnership plans, the policing and crime plan and the Constabulary control strategy. Research, study and analysis draw out key conclusions to aid strategic decision-making in developing control measures to reduce the threat and harm from crime and ASB.

This assessment is a concise account of key strategic issues impacting across the county. For a more in-depth understanding of localised issues, this assessment should be read alongside the strategic assessment district profiles (14 in total, 1 per local authority), existing partnership intelligence assessments and the serious and organised crime local profile. The serious and organised crime local profile provides detail on organised crime groups and gangs and the impact of their activity within the local communities. The local profile is based on Home Office guidance for police and community safety partners.

This assessment does not provide an exhaustive account of all threats and issues: the Counter Terrorist Unit (at Lancashire Constabulary) produce a separate assessment that details the threats and issues from terrorism and extremist activity.

It is not the purpose of this assessment to provide a commentary on performance or management information.

**METHOD**

This assessment (along with 14 SA district profiles) is the result of 6 months research, analysis, engagement and consultation with key stakeholders, community safety partner agencies and all 14 local authorities. The process commenced with a stakeholder conference (April 2018) and has been followed by 3 area<sup>2</sup> workshop consultations (May 2018), project steering group meetings and additional local authority (local CSP) consultation meetings. The assessment has also been through a critical review by its project steering group.

The Living in Lancashire questionnaire has been used to survey the residents of Lancashire as to their concerns regarding crime, ASB and community safety. This has been supported by research from PACT (Police and communities Together) panels.

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<sup>1</sup> Lancashire in this document refers to pan-Lancashire, which includes all 14 local authority areas.

<sup>2</sup> Police divisional areas (also known as BCU – Basic Command Unit)

This assessment is accompanied by 14 local SA district profiles that detail significant issues in each area of the county. Existing partnership intelligence assessments, and local analytical profiles have been used to provide supporting evidence, additional research and analysis. These are listed in the bibliography.

The date parameters for trend analysis are April 2015 to March 2018, unless otherwise stated.

## **EXECUTIVE SUMMARY**

This assessment highlights some of the key issues and risks across Lancashire which affect the local communities. They require multi-agency engagement to improve safeguarding, reduce vulnerability, reduce crime and anti-social behaviour, and fear of it.

- The top crime and anti-social behaviour categories impacting across the county are:
  - Violence against the person
  - Domestic abuse
  - Sexual offences incl child sexual exploitation
  - Burglary
  - Road safety
- Health issues are becoming more and more apparent as factors relating to community safety (crime and disorder) – this is supported by wider research.
- Vulnerability for different age groups is a theme throughout the assessment.
  - Young people – missing from home episodes, links to domestic abuse, sexual exploitation, anti-social behaviour, road safety, mental health and links to serious organised crime (county lines).
  - Elderly – increase in missing from homes, victim of fraud and cyber-crime, road safety, mental health and fire safety within the home.
  - Partners at the stakeholder events held across the county were concerned at the lack of services/diversionary activities for young people. Behaviours of young people was seen as an issue, both school and ASB related – and the need to educate young people at primary level around healthy relationships and life skills, appropriate to their age.

Mental health services for both young and adult age groups were highlighted as an issue – and it was often felt that the response was too late and only dealt with at crisis point, although this was sometimes due to denial of the issue by the individual concerned.

*A recommendation from the workshops was to invite and involve the Education Department into partnership meetings/environment.*

- There is the opportunity to support the above issues by developing and understanding knowledge of the Place Based Integrated Hubs (Early Action) and what services are available. Each team is tailored to meet the need of the area, and its purpose is to provide a multi-agency intervention at the earliest opportunity, delivering sustained solutions to individual and family problems which will ultimately build social resilience and thriving communities. This provides a platform for the community safety partnerships across the county to have involvement at an early stage within the process, rather than at crisis point.
- The issues across the county and dwindling resources also highlight the need to include asset-based community development (ABCD). This focusses on using existing knowledge, skills and strengths within the community, and empowers them by encouraging them to utilise what they already possess, rather than seek assistance from outside of their community. This offers the opportunity for non-commissioned services to deal with lower level issues within the community. This is seen as a positive way of engaging the local community and compliments the priority set out by the Police and Crime Commissioner of 'developing safe and confident communities'.

## **RECOMMENDATIONS**

1. The Strategic Assessment enables future work streams to be identified. It is evident that there needs to be further work undertaken to better understand issues around the below, with governance provided by the Public Service Board:
  - a. Domestic Abuse
  - b. Child Abuse/Exploitation
  - c. Modern Day Slavery
  - d. Victim Engagement
2. Community Safety Agreement – key themes within the assessment to feature within the CSA, which include vulnerability, victims, justice, public safety and serious organised crime.
3. The Strategic Assessment and Local District Profiles are to be used as evidence to support commissioning and targeting of issues across the county. They are to support the local delivery of the partnership plan, and the setting of the priorities for the next three years.

## RISK/THREATS

The MORILE (Management of Risk in Law Enforcement) risk assessment process has been used to rank the various threats and issues identified by Lancashire Constabulary. The risk matrix then considers the mitigation of the organisational position through scoring its capacity and capability. The scoring of the matrix was completed in consultation with identified operational SMEs (subject matter experts) and key practitioners. This process has drawn out thematic issues that are known (table 1) and a separate list of those that are unknown / unable to score, due to a lack of subject knowledge, lack of data or intelligence and a requirement for partnership support/evidence (table 2). Child abuse and human trafficking are in both tables as it is not clear at this stage if there is suitable strategic understanding of the threat from either to Lancashire.

Table 1: Identified known threats

Rank	Thematic: known threats
1	Terrorism
2	Violence: domestic assault
3	Hate
4	KSI collisions
5	Child abuse
6	Domestic abuse
7	Human trafficking
8	Rape
9	Cross border: county lines
10	CSE

Table 2: Identified unknown threats/gaps

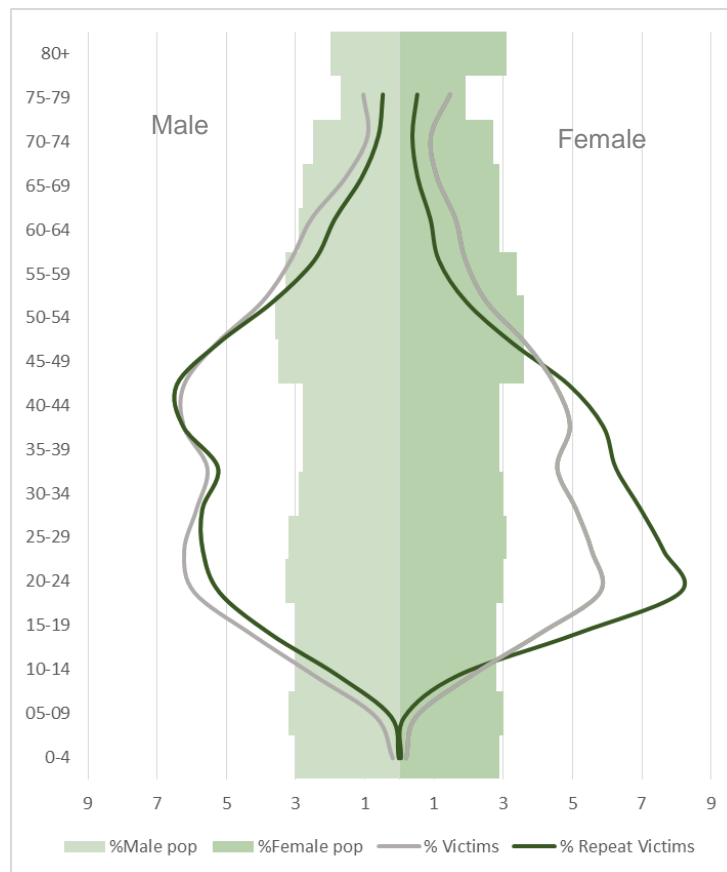
Rank	Thematic: significant gaps
1	Counterfeit goods
2	Fraud
3	Cyber-crime: dependent
4	Child abuse
5	Human trafficking

## VULNERABILITY/VICTIMS

- **Domestic Abuse (DA)** is an issue for all districts of Lancashire. Domestic abuse crimes have shown significant increases, especially assaults. However, serious assaults remain static over the last 3 year period. The number of MARAC cases discussed, repeat cases and number of children in household have increased over the same period – this can have long term effects on the child as they reach adulthood.
- **Repeat Victimization** has been recorded at 21% (but could still be as high as 40%). A concern is that the volume of repeat victims is on the increase. Repeat victims are more likely to be re-victimised within 3 months of their previous victimisation. Therefore, crime prevention and victim support are recognised as being essential in reducing the future risk and safeguarding victims and vulnerable people.
  - Alcohol and domestic abuse are key drivers in relation to repeat victimisation. Alcohol was a factor in at least 15% of cases and domestic abuse was cited as a factor in at least 18% of cases.
  - In relation to those who were revictimised the most, mental health and vulnerability were significant factors. This supports previous research around traits of those individuals victimised.

- Males were more likely to be a repeat victim of acts endangering life, theft, robbery and public order offences. Females are more prone to becoming a repeat victim of violence against the person, harassment and sexual offences.
- The highest number of repeat victimisation occurred in the most deprived wards in the county.
- There were 3,820 repeat victims of crime who had also been an offender during the five year time period considered (2012-2017). These were predominantly violent crimes committed by males between the ages of 16 and 24 years.

**Figure 1: Percentage population of Lancashire by gender overlaid with the percentage victim and repeat victim population in Lancashire – 2012-2017.**



In 2017, the new service provider, Victim Support, commenced delivery of revised service specification for Lancashire victim services. The service includes specialist support for victims of domestic abuse, sexual abuse, hate crime and children & young people. Victims, especially vulnerable victims are rarely the victim of just a single crime type. An integrated approach offers the best opportunity to meet the victims’ needs without them having to go through their experience to multiple different providers.

- **Child sexual exploitation** referrals have reduced in the last 2 years. There have been a number of partnership activities undertaken across the county to increase awareness, work with victims and to educate a better understanding of the issues relating to CSE. As highlighted above within the MORILE assessment, CSE/child abuse is a key threat, and remains an area of business where there are knowledge gaps. Continued partnership working is required to obtain a better understanding.
- **Hate crime** reporting has increased in recent years. There has been a lot of partnership work undertaken to encourage victims to come forward and report such crimes, as these people are often seen as some of the most vulnerable within society, and they have had little or no support with these issues. Hate crime is a 'perception' based crime and it must be seen as a priority to support the victims in these cases. Research with Leeds University has identified pockets of hate incidents and potential community tensions by use of social media. Results from the research using crime data show that 10% of the victims are school pupils or university students, with offenders and victims living in different neighbourhoods and the majority of hate incidents occurring in town centres where the populations meet.
- **Modern Day Slavery (MDS)** – there have been an increasing number of reports since the beginning of 2018. The east of the county has had the highest number of reports, but it is likely that the numbers correlate to the resources aligned to each area at this moment in time. Increased awareness and education around this area of crime are also likely to have had a direct impact, with increased reporting from partner agencies also noted during the last 12 months.
  - Referrals into the National Referral Mechanism (NRM) predominantly relate to criminal exploitation of Vietnamese males discovered in cannabis farm settings. These have been evidenced across the County and links established between offences suggesting that a much larger network and organised group are responsible with crossovers into neighbouring force areas. Labour exploitation of British, Vietnamese and Romanian nationals is also evidenced relating to various scenarios ranging from nail bars to agricultural businesses.
  - Recent analysis of the typologies of modern slavery highlight that whilst some areas of modern slavery are routinely recognised, reported and understood in Lancashire i.e. sexual exploitation of adult females, criminal exploitation in relation to labour in illegal activities (cannabis farms), other areas are potentially overlooked and opportunities missed i.e. criminal exploitation for acquisitive crime and forced begging, domestic servitude involving partners and extended family, and criminal exploitation for gang related criminality (county lines). Action Plans to address these gaps are being formulated and will be shared across the Genga platform when complete.
- **Missing From Home (MFH)** reports have increased in recent years. 70% of MFH relates to persons under 18 years of age. 4% relate to those 65 years and over. As Lancashire has an aging population, and with the links to mental health (dementia) deterioration, it is anticipated that elderly MFH's are likely to increase in the coming years. Of note, is that the peak locations of where people frequently go missing from are predominantly children's care homes.



**JUSTICE/REOFFENDING**

- The **reoffending** rate remains around 30%. This is not expected to change in the near future.

Partnership intelligence research, supported by UCLan, has shown that robbery and theft offences, as a first time offence, is a predictor of chronic reoffending. Key findings were also found that indicated key characteristics within the 3 main chronicity groupings of reoffending

- Minor & major offenders were younger (10-17yrs, 18-24yrs)
- Chronic offenders were older (25-31yrs, 32-40yrs), and theft was registered as a first offence
- Increase odds of robbery appearing as chronicity of reoffending increases.

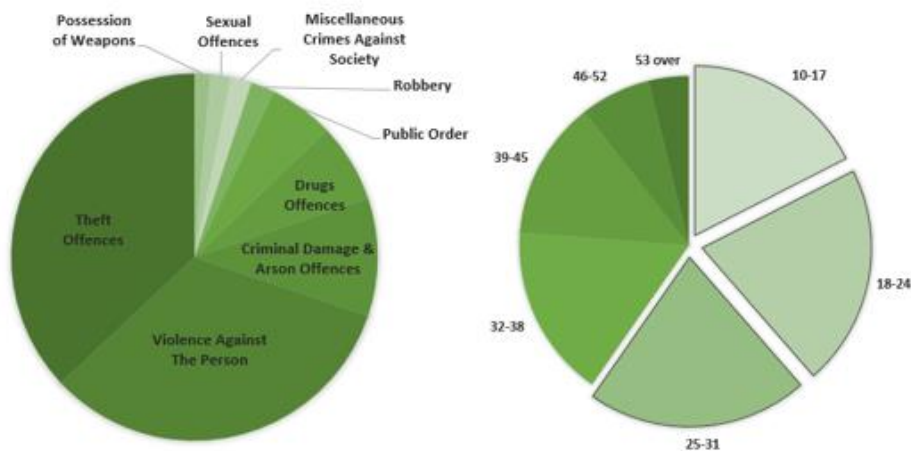
Young white males are more likely to reoffend, with offences that lead to potential financial gain (robbery and theft), strongest in predicting future reoffending. Those who committed a robbery were twice as likely to reoffend within 12 months as those who had not. Offenders who committed drug offences were less likely to reoffend in the near future – potentially due to being on remand for such offences.

Peak age groups for male reoffenders were 18-31 years, whilst for females it was 32 years+. Over half of all reoffenders who had committed a theft as their most recent offence were aged 32 years+.

18-31 years was the peak age group for violence offences, with 37% of all reoffenders being involved in a domestic abuse offence within the last 12 months. Younger people (10-24 years) were more likely to increase the severity (harm) of offending.

**Figure 2: Latest offence distribution of reoffenders**

**Age distribution of reoffenders**



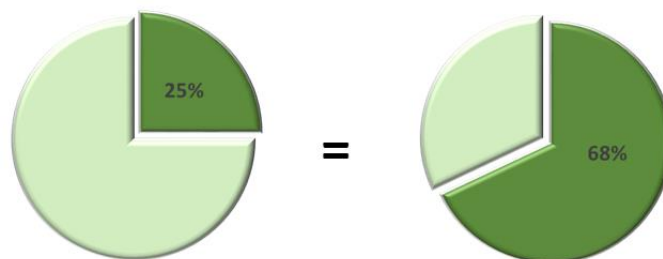
Welfare reform – since the introduction of Universal Credit, nationally there has been an increase of charity-run foodbanks which offer not only food, but housing advice, job finding clubs, budgeting sessions and more, as the voluntary sector is stepping up where the welfare state has stopped. A number of media articles have been written stating how the individuals do not have enough money to survive and are pushed into destitution, crime and ill health. It has been said that those in need are committing crimes such as drug dealing and shoplifting to survive. It has also been noted, that due to the payments being made on a monthly basis, individuals are being taken advantage of, as they are seen to be ‘cash rich’ for a short time. Further work needs to be undertaken locally to assess the impact of the reform across Lancashire and the effects on crime, offending and wellbeing.

## PUBLIC SAFETY

- **Crime** has been increasing in recent years, with a 30% increase from 2015/16 to 2017/18. The peak crime categories include assault with injury, assault without injury, criminal damage, other theft and shoplifting. These categories account for over half of all volume of crime. When looking at crime in a different perspective – harm – and using the ONS Crime Severity Tool<sup>3</sup>, these volume crimes account for 20% of harm across the county.

Using the ONS Crime Severity Tool to look at the most harmful crime categories, gives a different picture to that mentioned above. The most harmful crime types include residential and commercial burglary, assaults, wounding, rape, robbery and sexual activity involving a child. These crimes account **for 25% of the volume, but 68% of harm**. Investigations into the most harmful crimes are also the most resource intensive, not just for the police, but for partners as well.

**Figure 3: % of crime count and its proportion of harm**



There has been a slight increase in all burglary across Lancashire, but with the definition of burglary dwelling being amended from April 2017 to residential burglary, it is difficult to say whether there have been actual increases in burglary to domestic properties. The Optimal Forager approach to domestic burglary targeting has been used in Lancashire since 2014 and is based on research by the Jill Dando Institute into ‘Near Repeat Victimisation’. Forager is very much a partnership response and process where tasking and resourcing can be shared across agencies.

<sup>3</sup> ONS Crime Severity Tool – weighting based on sentencing data. October 2017.

Implementation failure can hinder its impact, therefore it is essential for partners to engage fully to ensure success as a variety of tactics can be applied including community engagement and crime prevention.

With an estimated growth of 8% in dwellings across the county, this creates growth in the local communities and further opportunity for offenders to commit crime, which impacts on the demands of the partners. Residential burglary is currently the top harm category (ONS) in Lancashire. Community resilience is essential in developing long-term strategies to tackle localised harm, especially with diminishing resources. This is difficult to develop and requires collaboration and leadership from local partnerships with responsible authorities, supporting agencies and the 3<sup>rd</sup> sector. Research demonstrates the benefits of working directly in local community and the appropriate targeting of hot spots through a number of ways.

**Fraud and cyber-crime** – Online and postal scams have been identified as targeting vulnerable people. **Trading Standards** have identified that online fraudsters are directly targeting vulnerable adults (1/3 of those targeted already known to social care as vulnerable). Therefore, there is a growing requirement to work in collaboration to reduce impact and prevention from such crime.

**Violence against the person** accounts for one-third of all reported crime. Non-injury violence – including non-injury assaults, harassment, malicious communication and stalking are showing the largest increases. The number of public order offences has also seen a large increase during the last few years. Over one-third (35%) of assaults are alcohol related.

- **Anti-Social Behaviour (ASB)** continues to be an issue across Lancashire – this includes noise nuisance, neighbour disputes, repeat incidents and youth related nuisance. Numerically, the number of reported ASB incidents has been reducing, with some of the incidents previously recorded as ASB now being reported as a public order crime. Research into ASBRAC has shown links with a person's health as a contributory/determining factor
  - Mental health is a determining factor or as a result of ASB in at least 43% of cases.
  - One-third of cases involved drugs/alcohol or both.
  - There was a strong correlation between cases involving mental health and noise.
- **Fire Safety** – Lancashire Fire and Rescue Service have highlighted issues around elderly and vulnerable residents within their strategy – particularly those living alone. There are 13.2% of households with an adult living alone aged 65 or over, and whilst living alone may not necessarily affect an individual's fire risk; combined with specific demographic characteristics can do so. Age, mental health, physical wellbeing and living environments can all play a part in contributing to an individual's circumstances to make them considered to be at higher risk from death or injury caused by fire. At present, those living alone over pensionable age fall in the highest category for accidental dwelling fires.

Deliberate fire settings have reduced over the last 10 years and whilst education is important, it is not the only tool that LFRS use. By working in close partnership with the Police, the Local Authorities and many other key partners the Service has in place an abundance of deliberate fire reduction activities. These range from the Arson Threat Home Fire Safety Check (ATHFSC) which is a specialist service in place for individuals at high risk of an arson attack, to meetings such as the Service Intelligence and Analysis Group (SIAG) where incident related intelligence is shared and analysed to influence and inform future risk reduction work.

## **ENGAGE THE PUBLIC**

The Living in Lancashire survey involved sending out 2,916 questionnaires to residents across Lancashire. There was a 68% (1,991) response rate with all community safety, crime and policing questions answered by respondents. Analysis of the results found the following highlights:

85% of respondents felt safe in their local area – with the age group of 60 yrs+ feeling most safe (88%).

A lack of police presence (14%) was the most significant reason why respondents felt unsafe in their local area.

More than three-quarters of respondents felt that issues with violence, sexual exploitation and organised crime were *not a big problem*.

38% of respondents felt that burglary, with half of respondents aged 25-44 years, was a *problem*.

53% felt drug dealing was a *problem* in their area, with respondents aged 25-59 years having most concern.

Dangerous driving was seen as a *big problem* for 49% of respondents (increase from previous survey).

Less than half of respondents felt that the police and other local public services are dealing with crime and ASB successfully – this has been reducing in recent surveys.

Cleanliness of the streets (34%) and access to green areas (12%) were issues that had increased in dissatisfaction in local communities.

## **SERIOUS ORGANISED CRIME**

The most direct harm to local communities is through the distribution and supply of a variety of drugs. The harmful effect from drug use is seen in the user's health, and also within the chaotic lifestyle they adopt – impacting on the community and partner resources.

The Trafficking of Class A Drugs is significant problem which impacts on local communities and families. Drug dependency drives the crime cycle and Organised Crime Group's (OCG's) exploit young and vulnerable persons and enforce debts and territory through the use of violence enabled by weapons and firearms.

There is an enduring and growing threat from the increasing number of OCGs coming from Greater Manchester and Merseyside. Threats from violence and the targeting of vulnerable people in relation to 'cuckooing'<sup>4</sup> has been evident in the county. Therefore, partners need to work together (GENGA<sup>5</sup>) to improve community resilience and community response to tackle issues. It is also apparent that the county lines model<sup>6</sup> for drug dealing is evident in Lancashire. This is increasing the county's exposure to a growing number of OCGs.

The total number of OCG's in Lancashire has risen. The majority of the groups fall within tier 4 for monitoring with approximately 30% of active OCG's being tackled at tiers 1-3 (1: live operation, 2: disruption, 3: development). The main crime type remains drug activity which is coupled with violent criminal activity. This is a reflection of the county lines approach mentioned above.

Issues around the exploitation of vulnerable people have become a more prominent issue across Lancashire. A number of operations have evidenced the sexual exploitation of women (notably Romanian females) and labour exploitation of people (e.g. in car washes and nail bars). The majority of human trafficking referrals are in relation to sexual exploitation.

There has been a rise in the number of modern day slavery / human trafficking OCG's over the last 12 months as this remains a National high priority and multi-agency working is crucial to develop this area further within Lancashire. There is a rising concern around commissioned services and support for identified victims of human trafficking and modern slavery. There have been identified issues where victims have fallen out of protective services and become re-trafficked. This requires a partnership response and solution to ensure that victims can be housed and safeguarded.

SOC disruption is difficult to measure and challenging to fully understand what successful disruption looks like. There is a growing emphasis on working in partnership (GENGA) to tackle the harm in local communities from SOC. Therefore, there is a need to improve collaborations and working at a local Community Safety Partnership level. It is recognised that more work can be done to engage with local community assets to improve local resilience.

Community Safety partners in Blackpool have successfully used a range of tools and powers to tackle and mitigate the risk factors around premises and individuals linked to child sexual

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<sup>4</sup> Cuckooing is the term associated to drug dealers using the home addresses of drug users and vulnerable individuals as a base to deal drugs from. Coercive tactics and violence have been used by OCGs.

<sup>5</sup> GENGA – multi agency partnership approach to tackle SOC.

<sup>6</sup> A single telephone number for ordering drugs, operated from outside the area, with children/vulnerable people used to deliver the drugs.

exploitation (CSE). Intelligence sharing between partners through the local SOC board identified the emergence of problem hotspots. Provisions under the Anti-Social Behaviour, Crime & Policing Act 2014 issued a range of Community Protection Warnings, Notices and Civil Injunctions by community officers and partners and ensured locations and people were targeted. This model should be considered in other areas of the county.

## **ROAD SAFETY**

The numbers of road users killed and seriously injured continues to fall across Lancashire, despite the backdrop of increases in vehicle miles travelled. Collisions of all severity of injury are also reducing as a rate of 'casualties per million miles travelled'. Despite this progress the residents of Lancashire continue to consider road safety and especially excessive speed a priority (Living in Lancashire Survey).

Child Pedestrians remain a key priority for many districts, especially in and around areas of terraced housing and general high density populations. In these areas it is common for children to enter roads from between parked vehicles and street furniture, becoming casualties of road traffic collisions and despite low speed limits in force.

Young riders of motorcycles are also an issue in bespoke geographies of the county where inadequate clothing contributes greatly to disproportionately serious injuries as a result of poor impact protection. The expense and aesthetics of adequate motorcycling clothing and gear is a common factor in young riders being ill-prepared for a collision, regardless of how minor.

Despite the county-wide initiative to promote 'Green and Healthy Travel' in order to improve health and wellbeing, increases in pedal cyclist casualties have not been realised. Initiatives such as 'Cycle Safe Pass Scheme' are being developed and rolled out across the county in order to maintain relatively low numbers of cyclist casualties as cycling becomes ever more popular for both leisure riders and commuters.

The Lancashire Road Safety Partnership has launched a series of workshops intended to engage older road users. This concerted effort is to tackle the identified issues of increase in older road user casualties, predicted to become of greater importance over the next 10-15 years.

Early indications and evaluations are highlighting that average speed cameras are having a positive impact on the eight routes now live. Reductions in collisions and the associated casualties are accompanied in reductions in vehicle emissions and rolling vehicle noise.

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# Lancashire Community Safety Agreement 2019-2022

"Working together to make people in Lancashire feel safe; by engaging with communities to target vulnerability, increase resilience and reduce crime".

The Community Safety Agreement sets out how we will work together to address the key community safety issues for the communities of Lancashire. It is owned by the Lancashire Community Safety Partnership Board, as the Community Safety Strategy Group. This brings together representatives from the responsible authorities to set the strategic direction and coordinate partnership activity to help make people feel safer by tackling crime and disorder. Partnership plans are tailored to local need and are developed and delivered by local Community Safety Partnerships (CSPs). A number of related Lancashire partnerships and strategies are also integral to addressing our key community safety issues.

## The Evidence

The Strategic Assessment (SA) identifies significant crime and anti-social behaviour threats and issues across Blackburn with Darwen, Blackpool and Lancashire.

It is produced on a 3-year cycle with an annual evaluation of key priorities and forms the key evidence base that underpins the *Community Safety Agreement* and development of local partnership plans.

District and unitary profiles, partnership intelligence assessments and joint strategic needs assessments (JSNA) have provided supporting evidence through consultation with key stakeholders, partner organisations and local community groups.

**Community Engagement:** The *Living in Lancashire* resident's panel and other local consultation mechanisms have been used to survey local communities, regarding their concerns in relation to crime, anti-social behaviour (ASB) and community safety. Dangerous driving, burglary, drug dealing, cleanliness of streets and pavements and access to green areas have been identified as the issues which concern our communities.

## \*Our Key Issues

The SA identifies the top crime and anti-social behaviour issues across Lancashire as:

- **Violence against the person**
- **Domestic abuse**
- **Sexual offences**
- **Exploitation (children, adults and older people)**
- **Road safety**

The main contributory factors in the commission of crime and increased risk of victimisation are:

- **Alcohol use / misuse**
- **Drug use / misuse**
- **Previous offending**
- **Mental Health**

The SA identifies key themes that require multi-agency engagement as being **vulnerability/victims; justice/ re-offending; public safety and serious organised Crime (SOC)** through the distributions and supply of a variety of drugs. (County Lines).

Within these themes risks and threats relate to domestic abuse; repeat victimisation; CSE; hate crime; modern day slavery; missing from home(MFH);re-offending; crime; fraud; cybercrime; violence against the person; anti-social behaviour; fire safety within the home and road safety, knife crime.

The SA district and unitary profiles provide a breakdown of local threats and issues and demonstrate the geographic and demographic diversity of Lancashire. Local variations must, therefore, be considered in all approaches tackling crime and ASB.

## Our Approach

We will continue to build on the strong history of partnership working between Blackburn with Darwen, Blackpool and Lancashire. Our local CSPs take a pragmatic and flexible approach to joint working on shared priorities on a thematic and geographical footprint. Our approach will include:

- Collaboration with other strategic partnerships, in addressing shared priorities, particularly the contributory factors and determinants, such as mental health, that influence offending and vulnerability.
- Working in partnership to review the structures and governance across the CSP landscape to ensure that key issues are addressed effectively.
- Continually developing and improving links and activities with all local authorities to support local residents and better understand the geographic and demographic diversity of Lancashire.
- Working with the Office of the Police and Crime Commissioner (OPCC) to deliver community safety activity that supports the aims and priorities of the Police and Crime Plan.
- A commitment to taking a preventative and 'early help' approach; to recognising the effect of Adverse Childhood Experience (ACE's); to taking a trauma informed approach to working; and to building on strengths and community assets, at a neighbourhood level, to prevent the development of issues that can often become more significant challenges.
- A work programme of intelligence assessments to further develop knowledge around domestic abuse; child exploitation; modern day slavery and victim engagement, which have all been identified as issues of common concern. This will be flexible enough to develop knowledge around emerging issues as they become of common concern; an example being that of knife crime.
- Supporting the appropriate and effective sharing of information between responsible authorities and partner organisations, through the continued use of [Multi Agency Data Exchange \(MADE\)](#) platform.
- Working together to engage and communicate with our local communities to strengthen local assets and build community resilience.

## Our Activity

**Local partnership plans identify key actions that address the priorities to reduce crime and anti-social behaviour.**

**Dashboards are available, for officers to access through MADE, that monitor issues and significant threats relating to community safety; these are available to those who have access [here](#)**

### Strategic Partnerships with links to Community Safety

Health and Wellbeing Board  
Children's Safeguarding Assurance Partnership/Adult Safeguarding Boards  
Lancashire Criminal Justice Board

### Boards/Partnerships with links to Community Safety

- CONTEST Board
- GENGA/Serious Organised Crime(SOC) Group
- Lancashire Reducing Reoffending Board
- Lancashire Road Safety Partnership
- Pan Lancashire Complex Safeguarding and Exploitation Strategic Board
- Pan Lancashire Domestic Abuse Board
- Lancashire Strategic Hate Crime and Cohesion Group
- Pan Lancashire Anti-Slavery Partnership
- Anti-Social Behaviour County Group
- Violence Reduction Unit

\* Terrorism is also a key issue that is referenced in the CSA – however it is dealt with by a specialist unit within the Police; Counter Terrorism (Prevent) is a specified authority responsibility as set out in the Prevent Duty (Counter Terrorism Security Act 2015- section 26).



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered that all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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