

Lancashire County Council

Cabinet

Thursday, 7th April, 2022 at 2.00 pm in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston

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 3 March 2022** (Pages 1 - 8)

4. **Questions for Cabinet**

To answer any verbal questions and supplementary questions from a county councillor, about any matter which relates to any item under Part I on the agenda for this meeting under Standing Order C35(7).

To submit a question to Cabinet, click [here](#).

There will be a maximum of 30 minutes for the questions to be asked and answered.

Matters for Decision:

The Cabinet Member for Resources, HR and Property (Deputy Leader) - County Councillor Alan Vincent

5. **Procurement Report** (Pages 9 - 16)

The Cabinet Member for Highways and Transport - County Councillor Charles Edwards

- 6. Burnley Manchester Road Railway Station Access for All Improvements** (Pages 17 - 22)
Please note that Appendix 'A' to this report is in Part II and appears as Item No. 22 on the Agenda.
- 7. County Road and Yew Tree Road, Ormskirk, Various Highway Measures Including Toucan Crossing and Prohibition of Driving** (Pages 23 - 34)
- 8. Enhanced Partnership Plan and Scheme with Local Bus Operators** (Pages 35 - 40)
- 9. Highways Decarbonisation Strategy** (Pages 41 - 78)
- 10. Lancashire County Council (Long Marsh Lane, Lancaster, Lancaster City) (Prohibition of Driving Except Cycles) Order 202*** (Pages 79 - 88)
- 11. Lancashire County Council (Various Locations, Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre) (Various Parking Restrictions 21-22 (NO1)) Order 202*** (Pages 89 - 178)
- 12. Proposed 2022/23 Highway Maintenance New Start Capital Programme - Additional Resources** (Pages 179 - 206)
- 13. Provision of a Bus Shelter at the Petre Arms, Whalley Road, Langho** (Pages 207 - 216)

The Cabinet Member for Adult Social Care - County Councillor Graham Gooch

- 14. Lancashire Safeguarding Adults Board Annual Report 2020-21** (Pages 217 - 256)

The Cabinet Member for Education and Skills - County Councillor Jayne Rear

- 15. Capital Strategy for Schools - Condition Led Capital Investment Programme 2022/23** (Pages 257 - 262)
Please note that Appendix 'A' to this report is in Part II and appears as Item No. 23 on the Agenda.

16. The Proposed Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe

(Pages 263 - 268)

Please note that Appendix 'A' to this report is in Part II and appears as Item No. 24 on the Agenda.

Matters for Information:

17. 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 in accordance with Standing Order C16(1) since the last meeting of Cabinet, and can be viewed by clicking on the relevant link:

- [Land Disposal](#)

18. 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.

19. Date of Next Meeting

The next meeting of Cabinet will be held on Thursday 5 May 2022 at 2.00pm at County Hall, Preston.

20. 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.

21. 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 Cabinet Member for Highways and Transport - County Councillor Charles Edwards

22. Appendix 'A' of Item 6 - Burnley Manchester Road Railway Station Access for All Improvements (Pages 269 - 272)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' 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 Education and Skills - County Councillor Jayne Rear

23. Appendix 'A' of Item 15 - Capital Strategy for Schools - Condition Led Capital Investment Programme 2022/23 (Pages 273 - 276)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' 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.

24. Appendix 'A' of Item 16 - The Proposed Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe (Pages 277 - 280)

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' 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

Lancashire County Council

Cabinet

Minutes of the Meeting held on Thursday, 3rd March, 2022 at 2.00 pm in Committee Room 'C' - The Duke of Lancaster Room, County Hall, Preston

Present:

County Councillor Phillippa Williamson Leader of the Council
(in the Chair)

Cabinet Members

County Councillor Alan Vincent
County Councillor Peter Buckley
County Councillor Charles Edwards
County Councillor Graham Gooch
County Councillor Michael Green
County Councillor Jayne Rear
County Councillor Aidy Riggott
County Councillor Cosima Towneley
County Councillor Shaun Turner

County Councillor Lorraine Beavers was also in attendance under the provisions of Standing Order No. C14(2).

1. Apologies for Absence

Apologies were received from CC Azhar Ali OBE.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None

3. Minutes of the Meeting held on 3 February 2022

Resolved: That the minutes of the meeting held on 3 February 2022 be confirmed as a correct record and signed by the Chair.

4. Questions for Cabinet

There were no questions received.

5. Procurement Report

Cabinet considered a report seeking approval to commence the following procurement exercises in accordance with the county council's procurement rules:

- i. Flat Roofing Works Framework;
- ii. Cold recycled bound materials;
- iii. Provision of earthworks (Zone C) at Samlesbury Enterprise Zone;
- iv. Roving Nights; and
- v. Supported Accommodation for Young People.

In presenting the report, members expressed thanks to all the officers involved on the Cold recycled bound materials initiative.

Resolved: That, the commencement of procurement exercises for the following be approved:

- i. Flat Roofing Works Framework;
- ii. Cold recycled bound materials;
- iii. Provision of earthworks (Zone C) at Samlesbury Enterprise Zone;
- iv. Roving Nights; and
- v. Supported Accommodation for Young People.

6. Music Service - Music Hub Vehicle

Cabinet considered a report on the purchase of a music service vehicle, to act as an opportunity to inspire thousands of pupils to re-ignite their passion for music, to start learning a musical instrument and to support not only their academic achievement but also to contribute significantly to their mental health and wellbeing.

In presenting the report, it was noted that Appendix 'A' of this report was in Part II and appeared at item number 21 on the agenda.

It was further noted that there was a typographical error on page 22 of the agenda pack, in the second paragraph under the heading, 'Detail', where it should read 'vulnerable' instead of 'venerable'.

Resolved: That, a waiver of the county council's procurement rules as set out in paragraph 14.2 of the procurement rules of Appendix R to the county council's Constitution, to allow for a direct award of a contract to be made to Torton Bodies Limited, in respect of the supply of a 6.2m body Iveco Daily 72C18 chassis cab, requiring bespoke adaptations and a range of equipment including; wireless sound system and interactive whiteboard to support the requirements of usage, be approved.

7. Palette of Materials

Cabinet considered a report on the Palette of Materials, which, it was noted, provided the requirements on the choice and use of materials for new developments including housing, industrial and other third party works such as public realm.

The proposed palette of acceptable materials sought to address the issue of the increasing use of unsustainable and difficult to maintain materials in developer and third party works on the highway or proposed highway network.

Resolved: That;

- i. The approach in development of the Palette of Materials - Code of Practice for Developer and Third-Party Works as outlined in the report be approved;
- ii. The Director of Strategy and Performance be authorised to approve and publish the Palette of Materials Code of Practice in consultation with the Cabinet Member for Highways and Transport.
- iii. The Head of Service - Asset Management be authorised to permit exemptions from Palette of Materials in appropriate circumstances.

8. Proposed 2022/23 Highways New Start Capital Programme

Cabinet considered a report which recommended the approval of the additional Department for Transport's 2022/23 grant funding allocation for Highway Maintenance to the highway block of the capital programme, as well as recommending the proposed apportionment of the assumed level of funding, as set out at Appendices 'A' and 'B' of the report, and requested approval for a number of detailed programmes of work relating to the funding as set out at Appendices 'C' to 'H' of the report.

In presenting the report, members expressed thanks to all the teams involved in producing the report and programme, and for facilitating the District Highway briefings that all members were invited to attend. Specific thanks were extended to Phil Durnell, John Davies, Mel Ormesher, Paul Binks, Stuart Bradshaw, Rebecca Makinson, Kiara Clarke and Janet Wilson.

Resolved: That;

- i. Approval be given for the Department for Transport 2022/23 Highway Maintenance funding grant, once confirmed, to be added to the Highway Block of the Capital Programme;
- ii. Approval be given for the proposed apportionment of the assumed 2022/23 Department for Transport Highway Maintenance funding as detailed in the report and at Appendices 'A' and 'B';
- iii. The proposed 2022/23 New Starts Highway Maintenance programmes set out as projects at Appendices 'C' to 'H' of the report be approved;
- iv. Any revisions required on receipt of the confirmed funding envelope be developed and presented for approval at a future date ; and
- v. The Carbon Statement detailed at Appendix 'I' of the report be noted.

9. Proposed Prohibition of Pedestrians, Equestrians, Cycles and Horses, B6601 Leapers Wood Road and B6601 Roundabout (M6 Junction 35), Over Kellett.

Cabinet considered a report setting out Traffic Regulation Order proposals to introduce a 40mph speed limit, prohibition of Stopping and Prohibition of Pedestrians, Equestrians, Cycles and Horse Drawn Vehicles, along the B6601 Leapers Wood Road and B6601 Roundabout (M6 Junction 35).

Resolved: That, the Traffic Regulation Orders as advertised be approved and the sealing of the associated Orders be confirmed.

10. Review of Lancashire County Council Foster Carer Fees

Cabinet considered a report proposing a revised payment structure for all approved Lancashire County Council Foster Carers. The proposals put forward were informed by detailed analysis of the financial support arrangements that exist in comparator Local Authorities and Independent Fostering Agencies.

Resolved: That, the payment structure to Lancashire County Council Foster Carers as set out in the report, be approved.

11. Proposed Closure of Wennington Hall School

Cabinet considered a report on the proposed closure of Wennington Hall School. It was noted that Cabinet, at its meeting on 2 December 2021, agreed to publish a statutory notice to begin a representation period on the proposed closure, which took place from 10 December 2021 to 7 February 2022.

It was also noted that as part of the statutory process, a decision would now have to be taken about the proposal outlined in the report.

Resolved: That, following consideration of the information in the report:

- i. The proposal as detailed in the statutory notice to close Wennington Hall School, with effect from 31 August 2022, be approved; and
- ii. Approval be given to send out an appropriate statutory decision letter, as specified under legal requirements, to give the reasons for the decision to those who are to be informed of them.

12. The Future of Maintained Nursery Provision at Edisford Primary School, Clitheroe

Cabinet considered a report on the future of the nursery provision currently delivered by Edisford Primary School in Clitheroe.

In presenting the report, it was noted that Appendix 'E' of this report was in Part II and appeared at item number 22 on the agenda.

Resolved: That, following consideration of the information in the report:

- i. The proposal as detailed in the statutory notice to discontinue the nursery provision at Edisford Primary School by permanently raising its age range from 3-11 years to 4-11 years, with effect from 1 April 2022, be approved; and
- ii. Approval be given to send out an appropriate statutory decision letter, as specified under legal requirements, to give the reasons for the decision to the parties that have been consulted.

13. The Future of Maintained Nursery Provision at Brunshaw Primary School, Burnley

Cabinet considered a report on the formal statutory process to consult on the proposal to cease the maintained nursery provision by permanently reducing the age range from 3-11-year-olds (Nursery 2 to Year 6) to 4-11 year olds (Reception to Year 6) with effect from 31 August 2022 at Brunshaw Primary School in Burnley.

In presenting the report, it was noted that Appendix 'B' of this report was in Part II and appeared at item number 23 on the agenda.

Resolved: That, approval be given to the authority publishing a Statutory Notice, to begin the consultation period on the future of the maintained nursery provision currently delivered by Brunshaw Primary School, Burnley.

14. The Future of Maintained Nursery Provision at The Roebuck Primary School, Preston

Cabinet considered a report on the formal statutory process, to consult on the proposal to cease the maintained nursery provision by permanently reducing the age range at the school from 3-11 year-olds (Nursery 2 to Year 6) to 4-11 year olds (Reception to Year 6) with effect from 31 August 2022 at the Roebuck Primary School in Preston.

In presenting the report, it was noted that Appendix 'B' of this report was in Part II and appeared at item number 24 on the agenda.

Resolved: That approval be given to the authority publishing a Statutory Notice, to begin the consultation period on the future of the maintained nursery provision currently delivered by The Roebuck Primary School, Preston.

15. An Update on the Lancashire Central/Cuerden Site

Cabinet considered a report providing a progress update on the Lancashire Central, Cuerden strategic employment site.

In presenting the report, it was noted that Appendix 'A' of this report was in Part II and appeared at item number 25 on the agenda.

Members expressed thanks to Stephen Young, Executive Director for Growth, Environment Transport and Community Services for all the work he had done for the county in his role, as he would be leaving the council from 31 March 2022.

Resolved: That;

- i. The Executive Director for Growth, Environment Transport and Community Services be authorised, in consultation with the Director of Finance, Director of Corporate Services, and the Cabinet Member for Economic Development and Growth, to submit a planning application, for the updated Lancashire Central scheme when completed in early April 2022; and

- ii. The additional steps and actions as set out in Appendix 'A' of the report, be approved.

16. 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 and the relevant Cabinet Member, since the last meeting of Cabinet, be noted.

17. Urgent Business

There were no items of Urgent Business.

18. Date of Next Meeting

It was noted that the next meeting of Cabinet would be held at 2pm on Thursday 7 April 2022 at County Hall, Preston.

19. 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.

20. Exclusion of Press and Public

Resolved: That under Section 100A(4) of the Local Government Act 1972, the press and 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.

21. Appendix 'A' of Item 6 - Music Service - Music Hub Vehicle

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

Resolved: That, Appendix 'A' of Item 6 - Music Service - Music Hub Vehicle, be noted.

22. Appendix 'E' of Item 12 - The Future of Maintained Nursery Provision at Edisford Primary School, Clitheroe

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

Resolved: That, Appendix 'E' of Item 12 - The Future of Maintained Nursery Provision at Edisford Primary School, Clitheroe, be noted.

23. Appendix 'B' of Item 13 - The Future of Maintained Nursery Provision at Brunshaw Primary School, Burnley

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

Resolved: That, Appendix 'B' of Item 13 - The Future of Maintained Nursery Provision at Brunshaw Primary School, Burnley, be noted.

24. Appendix 'B' of Item 14 - The Future of Maintained Nursery Provision at The Roebuck Primary School, Preston

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

Resolved: That, Appendix 'B' of Item 14 - The Future of Maintained Nursery Provision at The Roebuck Primary School, Preston, be noted.

25. Appendix 'A' of Item 15 - An Update on the Lancashire Central/Cuerden Site

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

Resolved: That, Appendix 'A' of Item 15 - An Update on the Lancashire Central/Cuerden Site, be noted.

Angie Ridgwell
Chief Executive and
Director of Resources

County Hall
Preston

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

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

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Protecting our environment;
Delivering better services;

Procurement Report

(Appendix 'A' refers)

Contact for further information:

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

Brief 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) Supply and distribution of rock salt.
- (ii) Provision of Waste Transport Services at Lancashire's Household Waste Recycling Centres.

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'.

Detail

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

- The description of the goods/service.
- The procurement route proposed.

- The estimated contract value.
- The proposed basis for the evaluation of the 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 proposal's contained 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
None		
Reason for inclusion in Part II, if appropriate		
N/A		

Procurement Title Supply & distribution of Rock Salt
Procurement Option Call off contract via Yorkshire Purchasing Organisation (YPO) framework 1088 (Winter Maintenance) to be completed via mini competition.
New or Existing Provision Existing provision which is due to expire on 31 st July 2022.
Estimated Contract Value and Funding Arrangements The total contract value to be procured is between £4,000,000 and £8,000,000. The contract value will fluctuate dependent on weather conditions. Average annual value £1,222,327.47 (based on last 4 years spend)
Contract Duration The contract will be let for a period of 4 years (01 August 2022 to 31 July 2026).
Lotting The contract will be let via the Yorkshire Purchasing Organisation (YPO) framework for Winter Maintenance. The framework consists of 9 lots and a mini competition will be conducted under Lot 1 (Supply of Brown Rock Salt).
Evaluation The original framework was established by evaluating the suppliers against the following criteria: <ul style="list-style-type: none">• 15% quality• 15% delivery and customer service• 10% social value• 60% price The mini competition will be completed by YPO and will be evaluated on 100% price.
Contract Detail Since 1988, the County Council has operated an 'in season' stock replenishment system, whereby the salt supplier maintains stock levels between pre-defined minimum and maximum levels during the winter. Every local highway authority should have appropriate salt stockholding to meet defined resilience standards, all in line with current best practice. The County Council stockpiles around 24,000 tonnes of salt including strategic reserves, to cover all potential eventualities. Salt is treated with 3% 'Safecote' which provides better distribution on the road and removes the wind-blown problems associated with untreated salt. The majority of requirements under this contract will be for 6mm brown treated rock salt, however, the framework will also allow the purchase of 6mm brown untreated rock salt to replenish grit bins and salt piles. The County Council currently use a

traditional scheme which allows for the County Council to manage and monitor its stock and replenish via placing orders with the supplier as and when required.

The current contract is a call off contract under the Yorkshire Purchasing Organisation (YPO) framework agreement with Compass Minerals. This contract was completed via a mini competition based on 100% price. In previous years this supply has been tendered by the County Council however this resulted in an increase in annual costs and minimal interest from the market due to small volumes of requirement for the large mining and distribution organisations.

The use of a pre-established, compliant framework removes the need for the County Council to complete its own tender exercise, freeing up resources, ensuing robust pre-qualification of suppliers whilst also providing competitive rates through aggregated volumes. The use of the Yorkshire Purchasing Organisation (YPO) Winter Maintenance Framework has been compared to other similar 3rd party frameworks and was deemed the most suitable option for the County Council.

The contract value will fluctuate dependent on weather conditions. The previous 4 year's spend is outlined below:

2018 – 2019	£1,204,843.19
2019 – 2020	£ 732,112.89
2020 – 2021	£1,430,026.33
2021 – 2022	£ 653,137.11 (to January 2022)

It is expected the contract value (over a 4 year term) will be between £4,000,000 and £8,000,000.

Procurement Title:

The Provision of Waste Transport Services at Lancashire's Household Waste Recycling Centres (HWRCs).

Procurement Option:

Above Threshold Open Tender.

New or Existing Provision:

Existing provision – the current arrangements expire on 31st March 2023

Estimated Contract Value and Funding Arrangements:

The estimated annual value of this contract is £2,700,000.

The estimated total contract value is £16,200,000 over the maximum term.

This will be funded, as currently, from the Waste Service revenue budget.

Contract Duration:

Initial contract term of 3 years (1 April 2023 to 31 March 2026) with an option to extend beyond the initial term for a maximum of a further 3 years in 12 monthly increments. Maximum end date 31 March 2029.

Lotting:

The contract will be let in three lots by area (Eastern, Northern, and Southern) or as one whole contract. Bidders will be able to submit a bid for each individual lot or as a 'global' bid for all three lots.

Evaluation:

Quality Criteria 10% (Social Value)	Financial Criteria 90%
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The Quality Criteria will include mandatory social value requirements with a proportion of the percentage allocated to environmental sustainability initiatives.

Financial criteria will be evaluated on the basis of transport costs. Tenderers will be requested to bid in line with a robust specification / contractual terms and conditions and therefore additional quality criteria (over and above social value commitment) are not required, resulting in a higher financial weighting being applied.

As part of assessing a supplier's technical and professional ability, it is intended that a selection criterion is included that requires tenderers to provide a Carbon Reduction Plan, confirming the supplier's commitment to achieving Net Zero by 2050 in the UK, and setting out the environmental management measures that they have in place and utilised during the performance of the contract. Whilst the estimated contract value for this procurement is less than the £5million p.a. mandatory inclusion threshold, both the subject matter and significant value of the contract over the term makes such a criteria a reasonable inclusion in the evaluation.

Contract Detail:

Currently the transportation of wastes and recyclables from Lancashire County Council's household waste recycling centres (HWRCs) is provided through a contract with SUEZ Recycling and Recovery UK Ltd which expires on the 31 March 2023.

The intention is to issue an invitation to tender split into four Lots that cover the administrative county of Lancashire for all relevant HWRC material.

Lots will be split as follows:

Eastern Lot 1	District
Barnoldswick HWRC, West Close Road, Barnoldswick,	Pendle
Burnley HWRC, Balderstone Lane, Burnley	Burnley
Clitheroe HWRC, Henthorn Road, Clitheroe	Ribble Valley
Longridge HWRC, Chapel Hill, Longridge	Ribble Valley
Altham HWRC, Whinney Hill Lane, Altham	Hyndburn
Haslingden HWRC, Clough End Road, Haslingden	Rosendale

Northern Lot 2	District
Carnforth HWRC, Scotland Road, Carnforth	Lancaster
Lancaster HWRC, Ovangle Road, Lancaster	Lancaster
Fleetwood HWRC, Jameson Road, Fleetwood	Wyre
Lytham HWRC, Saltcotes Road, Lytham	Fylde
Garstang CRRC Cloughton Industrial Estate, Catterall	Wyre

Southern Lot 3	District
Preston HWRC, Tom Benson Way, Preston	Preston
Skelmersdale HWRC, Glenburn Road, Skelmersdale	West Lancashire
Burscough HWRC, Abbey Lane, Burscough	West Lancashire
Farington HWRC, Flensburg Way, Farington	South Ribble
Chorley HWRC, Off Coppull Lane, Chorley	Chorley

Lot 4 – Combined (Lots1-3)

Contracts will be awarded either as individual lots 1-3, or as a single lot 4, dependent on which model offers the Council best value.

The successful tenderer(s) for each lot will provide transportation of a range of materials including residual wastes and asbestos to the Council's existing disposal facilities; and the transportation of a number of other materials which can be recovered, such as green waste, paper and card, glass, cans, plastics, ferrous metals, mattresses and hardcore ('inert').

Quality issues can only affect very limited elements of the service (as logistics inefficiency mainly impacts the contractor and not the Council). These elements will be protected by inclusion of robust provisions in the contract specification, and as such, the evaluation procedure will place the main emphasis on the transportation costs tendered by each bidder.

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Service - Public and Integrated Transport**Part I**

Electoral Division affected:
Burnley Central East; Burnley
Central West;

Corporate Priorities:
Supporting Economic Growth;

Burnley Manchester Road Railway Station Access for All Improvements

(Appendix 'A' refers)

Contact for further information:

Mike Cliffe, (01772) 530881, Rail Development Manager
mike.cliffe@lancashire.gov.uk

Brief Summary

Burnley Borough Council has been successful in its Levelling-Up Fund round 1 bid with Central Government, with confirmation received within the 2021 Autumn Budget Statement. A key project within the successful bid is the proposed upgrade to Burnley Manchester Road Railway Station which will create better connections between both platforms and the main station building and will increase accessibility to a wider range of destinations for a wider range of passengers.

Lancashire County Council has supported the bid as a strategic partner and has provided guidance and advice on an ongoing basis to the development of the railway station and associated train services as the Local Transport Authority. It is proposed that Lancashire County Council leads the management of delivery of the project on behalf of Burnley Borough Council.

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

Recommendation

Cabinet is asked to:

- (i) Approve that the management of the project be led by Lancashire County Council subject to an agreement being reached with Burnley Borough Council in respect of roles and responsibilities, project governance, allocation of

financial risk and liabilities and project over/underspends, where financial and programme risk lies with Burnley Borough Council.

- (ii) Approve a waiver of the county council's procurement rules as set out at paragraph 14.2 of Appendix R to the county council's constitution, to allow a direct award of a contract (a Development Services Agreement) to be made to Network Rail to enable Network Rail to deliver the project.
- (iii) Authorise the Director of Highways and Transport, in consultation with the Director of Corporate Services and Director of Finance, to agree and finalise the terms of the agreements with Burnley Borough Council and Network Rail.

Detail

Burnley Manchester Road railway station is Burnley's principal rail hub and provides direct regional train services to Manchester Victoria, Bradford, Leeds, Blackpool North and Preston.

In recent years the station has been upgraded with European Union Interreg programme, Central Government Growth Deal, Lancashire County Council and Burnley Borough Council funding. The role and function of the station has been transformed from a simple halt to a state-of-the-art facility which now provides a key gateway for passengers travelling between Burnley to a range of destinations across Lancashire, Greater Manchester, West Yorkshire and beyond.

The station now features a new station ticket office building, a secure car park with CCTV, comprehensive customer information systems, and a direct rail service to Manchester via the Todmorden Curve which was reopened in 2015. The station now serves half a million passengers per year, with growth of 23% being experienced between 2015/16 and 2019/20 according to published figures from the Office of Rail and Road.

However, access to the Preston bound platform is not currently compliant with the standards required of a modern day station nor the 2010 Equality Act as it involves a circuitous 300 metre route from ticket office to platform involving steep pavement gradients, non-compliant ramps and exiting onto local highways.

The project, funded through Central Government's "Levelling Up" programme will deliver a new footbridge and lifts giving closer links to the core station facilities, increasing accessibility to existing and future passengers, thereby opening-up the station to a wider range of potential travellers with different needs and aspirations.

The project will:

- Complete the transformation of Burnley Manchester Road railway station.
- Deliver a new footbridge and lifts which will remove a 300 metre plus circuitous pedestrian route benefitting passengers with mobility issues.
- Complete the link with the station's ticket office and car park to the westbound platform, completing the original station improvement plan.

- Deliver a contemporary station fit for the modern passenger.

The project will also complement Burnley Town Centre and Canalside Masterplan proposals to redevelop the area, markedly improving public transport access to and from future housing and employment opportunities.

Lancashire County Council has supported Burnley Borough Council's "Levelling Up" bid as a strategic partner and has contributed to the development of the railway station and public realm packages which have been successful. It is proposed that Lancashire County Council, as the Local Transport Authority, leads the management of the project on behalf of Burnley Borough Council.

Consultations

An Option Selection Report was completed in January 2020 by Seed Architects in conjunction with Northern Trains Limited and Community Rail Lancashire which recommended several potential options to improve access arrangements.

The principal objective within the report was to introduce an unobstructed "accessible route" from at least one station entrance and all drop-off points associated with that entrance, to each platform and between platforms served by passenger trains at Burnley Manchester Road Station.

Two shortlisted options were identified within the report as follows:

- Option A: replace the existing ramp with a new ramp from Manchester Road to Platform 1. This option does not effectively address platform to platform issues and distance, in addition to being difficult and more expensive to deliver.
- Option B: Install a new footbridge with steps and lifts between Platforms 1 and 2. Preferred option which better addresses access and constructability issues.

The preferred option sees the installation of a new footbridge linking platforms 1 and 2 with stairs and lifts. The lift shafts to both platforms shall contain 12-person lifts with a new footbridge between lifts. The current ramp to platform 1 will be amended to accommodate the footbridge but will be maintained to maximise accessibility to/from the station.

Agreement in relation to the outline design has been reached with Network Rail and the Department for Transport. There is wide-ranging support for the scheme from Stakeholders including Network Rail, Northern Trains, Community Rail Lancashire and the MP for Burnley. Consultation has also been undertaken with passengers which has demonstrated support for the proposed improvements.

No planning permission is required as the scheme falls within the General Permitted Development Order and rights relating to the operational railway and original Railway Acts.

Implications:

This item has the following implications, as indicated:

Financial

£3.4m of funding for the project package has been approved by Central Government, Burnley Borough Council and Network Rail across the financial years of 2021/22 to 2023/24. Levelling Up funding totals £3m and a requirement of the funding agreement between Burnley Borough Council and Central Government is that expenditure be defrayed before the end of March 2024. It is proposed that any project overspends and any implications arising from late/non-delivery of the project would remain the responsibility of Burnley Borough Council.

The Option Selection Report details the estimated costs split between construction costs, project management, design and professional costs, and associated risk and inflation layers.

Appendix 'A', which is exempt from publication and in Part II of the agenda, provides details on the project's funding sources, the split of project costs and the proposed funding and expenditure profile.

The payments process to be decided will be part of the legal agreements to fit with all related agreements with the initial funders. There may be a decision to Lancashire County Council cash flowing the expenditure initially before claiming from Burnley Borough Council, but this will depend on the risk mitigation and funding of any cost increases and scope changes being agreed.

Procurement

It is proposed that the project be delivered by Network Rail under a standard Direct Services Agreement and under Network Rail's Project Acceleration in a Controlled Environment process.

The preferred method of delivery is for Network Rail to design, project manage and deliver the project given the interaction and close proximity of the project to the operational railway. This follows the approach taken by the county council on the South Lancaster Growth Catalyst Project, in which a direct contract award was made to Network Rail to deliver a railway structure within a wider highway infrastructure project.

As with South Lancaster, constructing a bridge structure of this kind during delivery will have a direct impact on the railway network, in both physical and operational terms, and presents very significant risks which warrant special consideration.

The value of the proposed contract award to Network Rail falls below the current procurement threshold for works and as such the county council is not obliged under the Public Contracts Regulations 2015 to conduct a competitive procurement exercise for this type and value of contract.

Network Rail's framework contractors will be used to deliver the project package with detailed design completed and then subject to a mini competition for pricing. Network Rail's frameworks have been competitively tendered to comply with procurement legislation and assessed on value for money with mandatory 'gateway' standards

pertaining to safety and engineering. The project will be delivered on an emerging cost basis with Lancashire County Council working closely with Network Rail and Burnley Borough Council in relation to project management, any value engineering requirements and the reporting of estimated outturn costs.

The completed project will be transferred to Network Rail for ownership, operations and maintenance following completion, which is a normal procedure for this type of railway structure.

Legal

The value of the proposed contract award to Network Rail falls below the current procurement threshold for works which, with effect from 1 January 2022, is set at £5,336,937 (inclusive of VAT). As such, the county council is not obliged under the Public Contracts Regulations 2015 to conduct a competitive procurement exercise for this type and value of contract.

The recommended direct contract award is not permitted by the provisions of the county council's Procurement Rules ("the Procurement Rules"). Pursuant to paragraph 14.2 of the Procurement Rules, decisions taken contrary to the Procurement Rules must be taken by Cabinet.

Risk management

Cabinet is being asked to approve that the management of the project be led by Lancashire County Council (as the Local Transport Authority) on behalf of Burnley Borough Council. It is proposed that any project overspends and any implications arising from late/non-delivery of the project would remain the responsibility of Burnley Borough Council.

The following risks have been quantified by the project:

- **Control of cost overruns:** The £3.4m project includes £0.92m of contingency at the outset, including a 30% risk layer based on a Quantitative Cost Risk Assessment which is commensurate for Network Rail enhancement projects at the option selection/pre - detailed design stage. An inflation allowance of 6.5% has been assumed within construction works pricing, assessed on the mid-point of construction. This should give some comfort to the affordability of the project within the available funding envelope, however, with the current uncertainties in global markets this cannot be guaranteed. Legal agreements will need to ensure that Lancashire County Council is not facing this risk by agreeing to manage the project on behalf of Burnley Borough Council. The project will be closely monitored with regular reporting to Burnley Borough Council and Central Government in relation to project and financial progress.
- **The Market does not respond as anticipated:** There is a risk that the marketplace would not be able to deliver the project within the timescale, however, there is a considerable supply chain to fall back on, albeit under some pressure at the present time particularly around the availability of materials. Lancashire County Council officers will actively work with Network Rail to agree detailed design specifications to enable the completion of detailed design and

the early ordering of materials, with close monitoring and reporting of any subsequent financial and programme implications.

- Ability to deliver during the levelling-up period: Network Rail supply chain dependent, but there is the considerable expertise and resource within the industry to deliver the project by the end of March 2024. The detailed design solutions are modular and have been delivered at other stations on the national network. Resources to project manage the project will be provided by Lancashire County Council officers in the Public and Integrated Transport team.

List of Background Papers

Paper	Date	Contact/Tel
None	None	None

Reason for inclusion in Part II, if appropriate

Appendix 'A' - Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972. Appendix 'A' 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, 7 April 2022

Report of the Head of Service - Design and Construction**Part I**Electoral Division affected:
Ormskirk;**Corporate Priorities:**
Protecting our environment;**County Road and Yew Tree Road, Ormskirk, Various Highway Measures Including Toucan Crossing and Prohibition of Driving**

(Appendices 'A' - 'C' refer)

Contact for further information:

David Davies, Tel: (01772) 534495, Senior Highway Engineer,
david.davies@lancashire.gov.uk**Executive Summary**

This report outlines various proposals for County Road and Yew Tree Road, Ormskirk, designed to provide an improvement to travel by sustainable transport modes including walking and cycling. Consultation and formal advertising has taken place and a summary of objections received are contained within the report.

Recommendation

Cabinet is asked to approve the following proposals (i) – (iv):

- (i) Removal of footway status on Yew Tree Road and County Road, Ormskirk, pursuant to section 66(4) of the Highways Act 1980.
- (ii) Construction of cycle tracks with right of way on foot on Yew Tree Road and County Road, pursuant to section 65(1) of the Highways Act 1980 and the reduction in width of the carriageway pursuant to s.75(1) of the Highways Act 1980.
- (iii) The construction of a toucan crossing on County Road.
- (iv) Introduction of no waiting at any time, Yew Tree Road, lengths A and B.

Cabinet is asked not to approve proposals (v) and (vi):

- (v) Prohibition of driving, except pedal cycles, Yew Tree Road.
- (vi) No waiting at any time, Yew Tree Road, lengths C and D.

Detail

A number of measures detailed below and shown in Appendices 'A' and 'B' have been proposed for County Road and Yew Tree Road, Ormskirk, to assist in making local journeys using more sustainable transport modes, particularly walking and cycling:

a. Toucan crossing - County Road

Due to the nature and volume of traffic, A59 County Road acts as a barrier to pedestrian and cycle journeys within the local area. A toucan crossing at County Road, east of the junction with Yew Tree Road, is therefore proposed to provide pedestrians and cyclists with a safe location to cross County Road under traffic signal control.

b. Cycle track with a right of way on foot - County Road and Yew Tree Road

The legal procedures to convert a footway to a cycle track are under Section 66 of the Highways Act to remove the footway and under Section 65 to construct a cycle track.

Under Section 66, the Highway Authority is under a duty to provide proper and sufficient footways by the made-up carriageways where it is considered necessary or desirable for the safety or accommodation of pedestrians. The proposed cycle tracks will include a right of way for pedestrians wide enough for cyclists and pedestrians to safely share.

A decision to remove footways and replace them with shared use footway and cycle track should be made with proper consideration of the implications for the safety and accommodation of pedestrians. This report sets out these considerations.

Lengths of shared use cycle track are proposed in order to facilitate cyclists gaining access to the toucan crossing mentioned above. The cycle tracks would be at least 3 metres wide and are considered wide enough for pedestrians to safely share with cyclists. All necessary studies and assessments will be undertaken to ensure that equality issues are addressed and if required provision is made for vulnerable users. The carriageway width of County Road would be reduced by 1.1 metres to construct the cycle tracks under s.75(1) Highways Act 1980. The remaining width of 8.1 metres is considered adequate for a road of this nature.

c. No waiting at any time - Yew Tree Road (lengths A and B)

Lengths of no waiting at any time are proposed to ensure that cyclists' access onto, and egress from, the cycle tracks described above are not impaired by parked vehicles and to ensure adequate visibility is maintained.

d. Prohibition of driving, except pedal cycles - Yew Tree Road

As part of the emergency response to the COVID-19 pandemic during 2020, Yew Tree Road was closed to through traffic; south of the junction with Hillcrest Road

using powers under the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020. The closure was designed to eliminate through traffic and create an environment more suitable for cycling and walking whilst public transport was disrupted due to COVID-19 restrictions.

Proposals have been considered to provide a permanent prohibition of driving on Yew Tree Road to replace the temporary COVID-19 related closure. This would involve a physical closure of the road south of Hillcrest Road, although access would be permitted for pedal cycles. Such a closure would complement the proposed cycle tracks and toucan crossing described above, creating a low traffic environment for cyclists, pedestrians and residents.

e. No waiting at any time - Yew Tree Road (lengths C and D)

No waiting at any time restrictions would be required in conjunction with the prohibition of driving described above to ensure that parked vehicles do not obstruct cyclists accessing through the closure point.

Consultations

Advertising and consultation regarding the proposed toucan crossing, cycle tracks and no waiting at any time for lengths A and B took place during April 2021.

Advertising and consultation regarding the prohibition of driving and no waiting at any time for lengths C and D took place during November 2021.

Consultation responses received have been detailed below for each proposal:

A. Toucan crossing, cycle tracks, no waiting at any time - lengths A and B

(i) The county councillor for the electoral division concerned and the local cycling group consultee both offered support for the proposals.

(ii) Lancashire Constabulary raised no objections.

(iii) Two residents offered support.

(iv) Objections were received from two residents as follows:

- The first objection stipulated the cycle track is unnecessary, a waste of money with no demand and no benefit to the residents or motorists of the area.

The cycle tracks and toucan crossing are designed to remove a significant barrier to cycle journeys within the local area and are not intended to cater solely for existing cyclists. The toucan crossing will have a significant benefit to local residents also by providing a safe and accessible location to cross County Road.

- The second objection stipulated the toucan crossing will add to congestion on County Road, exacerbating the problem of queuing vehicles blocking driveways. The number of cyclists crossing County Road at Yew Tree Road

is minimal and pedestrians should take precedence in considering safety measures.

Although the toucan crossing may cause minor additional delay to some drivers. Toucan crossings can be used equally by pedestrians and cyclists and therefore pedestrians are not being disadvantaged over cyclists by the provision of such a facility.

B. Yew Tree Road - Prohibition of driving except pedal cycles and no waiting at any time lengths C and D

(i) The county councillor for the electoral division concerned thanked residents who had taken part in the consultation. The county councillor objected to the proposals due to the impact on Scarisbrick Street and requested that officers urgently consider and seek funding for traffic calming measures on Yew Tree Road.

(ii) Lancashire Constabulary raised no objections.

(iii) The advertising and consultation resulted in 167 responses from residents, 64 in support and 103 objections. Appendix 'C' contains a summary of the comments received in support and opposition to the proposals from various locations in the area. A petition objecting to the closure was also received following the end of the advertising period.

The following issues were common themes within many of the objections received:

- Additional traffic will use Green Lane, Burscough Road and Scarisbrick Street, which are not suitable alternative routes

In response, the proposed closure would be expected to cause some diversion of traffic onto the roads described. The road characteristics of Green Lane do not suggest it would be unsuitable for a limited amount of displaced traffic. However, the traffic signal-controlled junction of Green Lane and County Road has a higher number of injury collisions recorded than the priority junction of Yew Tree Road and County Road.

Burscough Road is a classified B-road and is considered suitable for diverted traffic, although this may lead to additional congestion at the junction with County Road.

Scarisbrick Street is residential in nature and subject to high levels of on-street parking, including terraced properties with marked bays. Available carriageway width is narrow in places. Additional traffic using the street would be considered detrimental and likely to increase risks to vulnerable road users. The junctions of Scarisbrick Street with Green Lane and Burscough Street both have restricted visibility.

- Yew Tree Road is not well used by cyclists

In response, crossing A59 County Road remains a significant barrier to local journeys on foot or by cycle. The proposed County Road toucan crossing would be expected to lead to an increase in such journeys.

- Delay to emergency vehicles

In response, it is possible that emergency vehicles may suffer some delay due to increased journey distance as a result of Yew Tree Road being closed to through traffic.

- Traffic calming should be installed rather than a closure

In response, traffic calming would be expected to have some benefit in terms of reducing vehicle speeds on Yew Tree Road, thereby improving the environment for vulnerable road users. The preferred measures for cyclists are generally considered to be sinusoidal road humps, such measures may however lead to additional noise and vibration for residents. The allocated project budget is insufficient to provide additional traffic calming measures.

Risk management

Considering the objections and the implications resulting from the proposal for:

Yew Tree Road - Prohibition of driving except pedal cycles and no waiting at any time lengths C and D

Although the Prohibition of driving would reduce the risk to pedestrians and cyclists using Yew Tree Road it would result in, traffic being displaced onto unsuitable alternative routes such as Scarisbrick Street as described above, increasing the risk to vulnerable road users at this location. Due to this additional risk, Cabinet is asked not to pursue and approve this proposal along Yew Tree Road.

Implications:

This item has the following implications, as indicated:

Financial

The estimated cost of the measures recommended in this report is £125,000. This would be part funded by a £95,000 Section 106 contribution received from West Lancashire Borough Council in relation to a nearby retail development, along with an allocation from the county council's Cycle Safety Scheme programme.

Legal

Toucan crossings, no waiting restrictions and prohibition of driving are provided under the Road Traffic Regulation Act 1984.

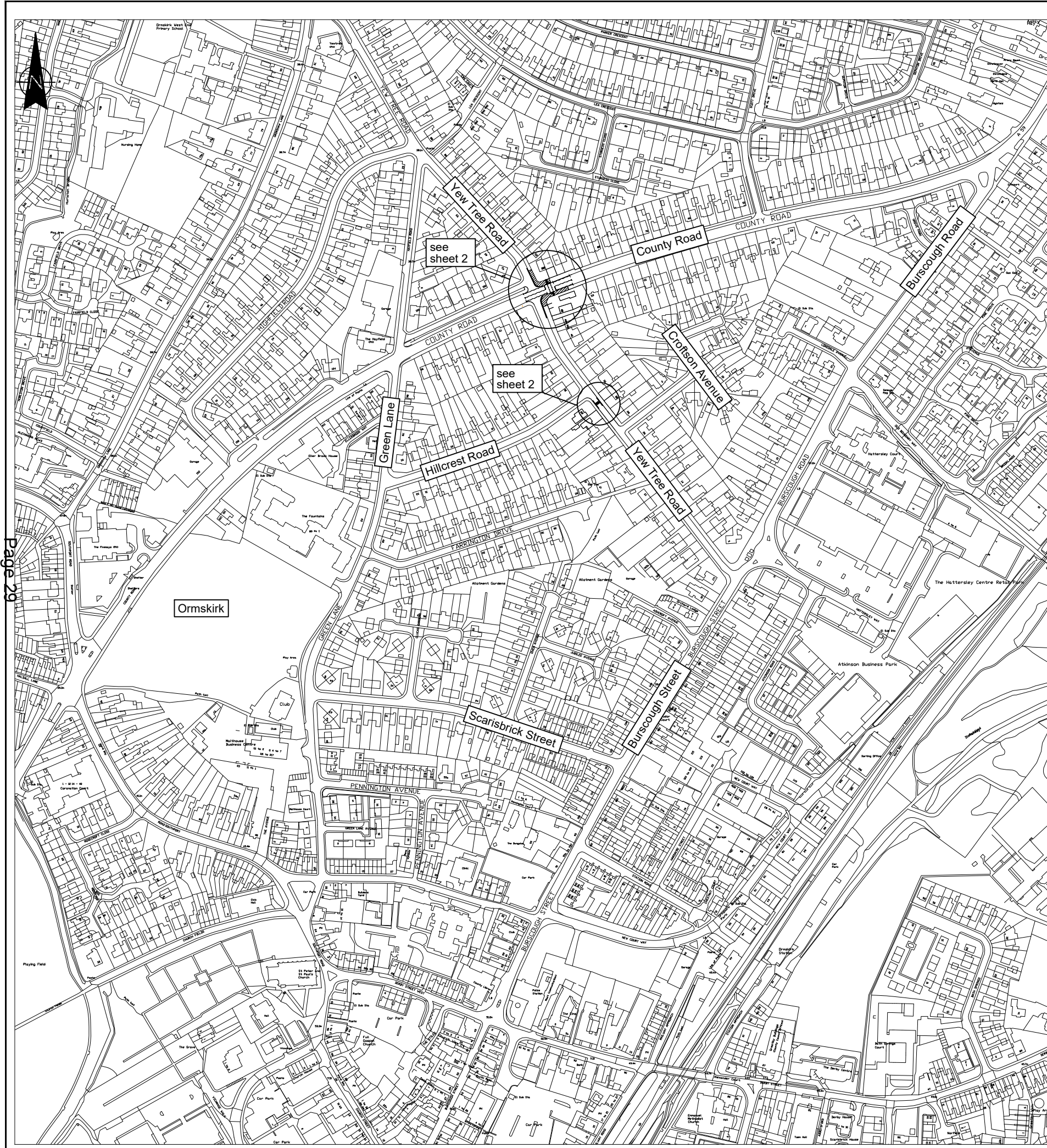
List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A

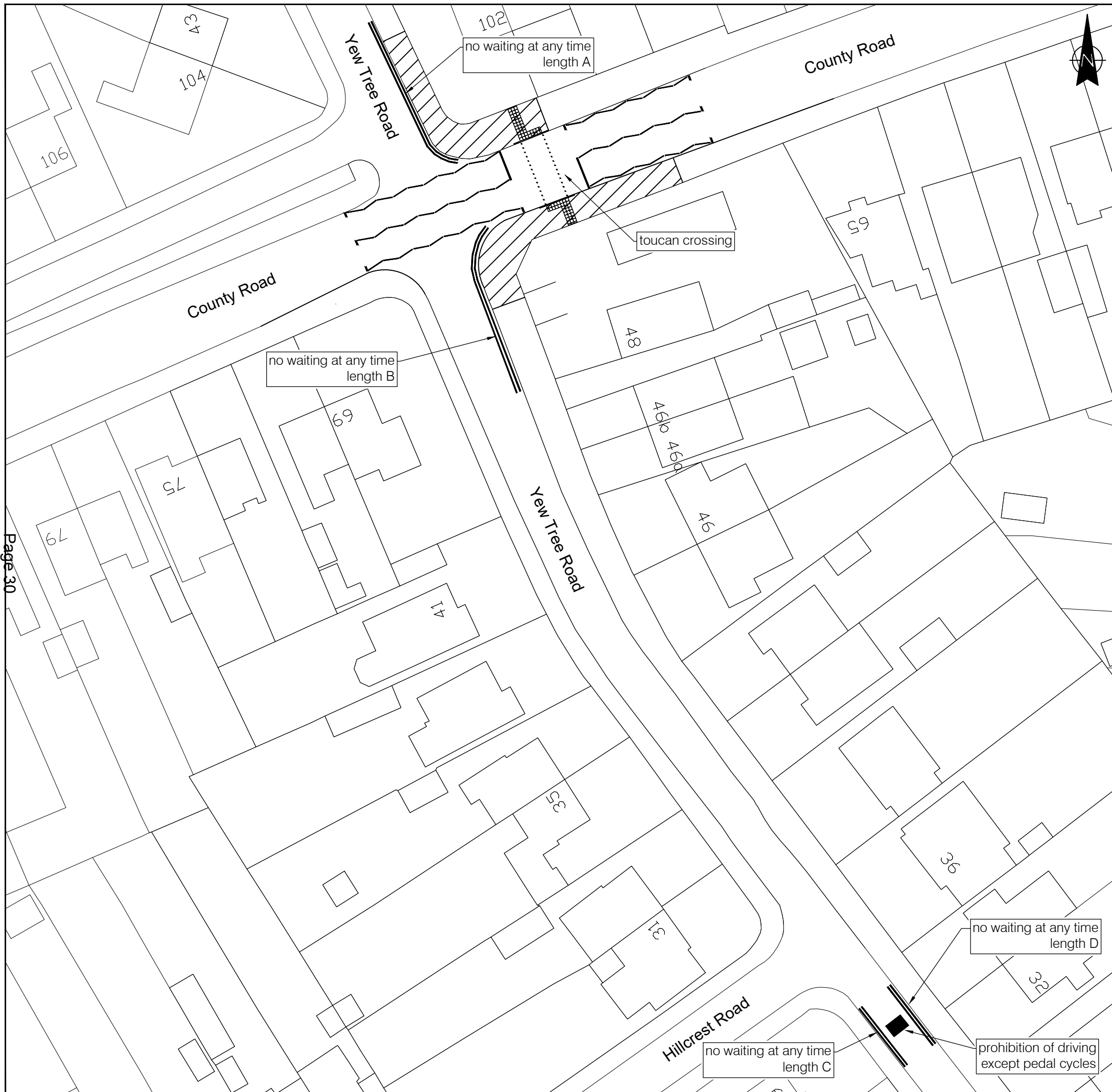
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No.	DATE	AMENDMENT DETAILS	CHECKED BY	DRAWN BY
REVISIONS				
		Design and Construction		
 SCALE BAR (PLOTTED mm)				
PROJECT TITLE COUNTY ROAD AND YEW TREE ROAD, ORMSKIRK VARIOUS HIGHWAY MEASURES				
DRAWING TITLE CABINET REPORT APPENDIX A				
DRAWN BY D.Davies		CHECKED BY D.Davies		
PPMS No. 10221		DATE Feb 2022		
DRAWING No. 10221/1001		SHEET No. 1 of 2		REVISION 0
SCALE @ A3 1:4000		ISSUE PURPOSE Cabinet		

Appendix A



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Key

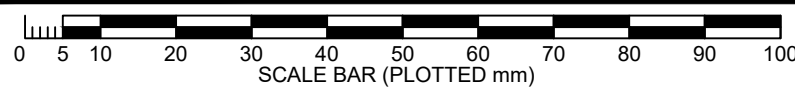
proposed cycle track with right of way on foot

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No.	DATE	AMENDMENT DETAILS	CHECKED BY	DRAWN BY

REVISIONS

Lancashire County Council  **Design and Construction**



PROJECT TITLE
COUNTY ROAD AND YEW TREE ROAD, ORMSKIRK
VARIOUS HIGHWAY MEASURES

DRAWING TITLE
CABINET REPORT
APPENDIX A

DRAWN BY D.Davies	CHECKED BY D.Davies	
PPMS No. 10221	DATE Feb 2022	
DRAWING No. 10221/1001	SHEET No. 2 of 2	REVISION 0
SCALE @ A3 1:500	ISSUE PURPOSE Cabinet	

COUNTY ROAD AND YEW TREE ROAD, ORMSKIRK

APPENDIX – B

Schedule

1. Toucan crossing

County Road, from a point 10 metres south west of its junction with the centreline of Yew Tree Road, for a distance of 48 metres in a north easterly direction.

2. Cycle track with right of way on foot

County Road, the north side, from its junction with Yew Tree Road for a distance of 12 metres in a north easterly direction.

County Road, the south side, from its junction with Yew Tree Road for a distance of 21 metres in a north easterly direction.

Yew Tree Road, the east side, from its junction with County Road for a distance of 20 metres in a north westerly direction.

Yew Tree Road, the east side, from its junction with County Road for a distance of 15 metres in a south easterly direction.

3. No waiting at any time

Length A - Yew Tree Road, the east side, from its junction with the centreline of County Road for a distance of 25 metres in a north westerly direction.

Length B - Yew Tree Road, the east side, from its junction with the centreline of County Road for a distance of 25 metres in a south easterly direction.

Lengths C & D - Yew Tree Road, both sides, from a point 9 metres south east of its junction with the centreline of Hillcrest Road for a distance of 9.5 metres in a south easterly direction.

4. Prohibition of driving except pedal cycles

Yew Tree Road, from a point 13.5 metres south east of its junction with Hillcrest Road for a distance of 1.6 metres in a south easterly direction

Appendix C

APPENDIX C

Yew Tree Road, prohibition of driving, except pedal cycles, and no waiting at any time lengths C and D

Location	
Yew Tree Road	Summary of comments in favour of closure
	Since the temporary closure, living on Yew Tree Road has been a pleasure Many more people are now walking and cycling Road safer for pedestrians and children Improved air quality Road no longer used by large numbers of HGVs
	Summary of comments opposed to the closure
	The closure is at the wrong location Traffic will be diverted onto unsuitable streets including Green Lane, Burscough Road and Scarisbrick Street Additional traffic at the County Road / Burscough Road junction Install traffic calming instead
Hillcrest Road	Summary of comments in favour of closure
	The closure has allowed the road to be safe for school children, families, dog walkers, cyclists and elderly people to enjoy a peaceful space
	Summary of comments opposed to the closure
	Alternative route is via unsuitable Scarisbrick Street Traffic calming on Yew Tree Road and Hillcrest Road would be better than a closure Increased journey lengths and more pollution No increase in walking and cycling Delays to emergency vehicles Increased traffic, noise and pollution on Hillcrest Road
Croftson Avenue	Summary of comments in favour of closure
	Yew Tree Road not suited to increased levels of through traffic High vehicles speeds will be reduced Improved opportunities for walking and cycling, including younger people to and from school
	Summary of comments opposed to the closure
	Alternative route via Scarisbrick Street is not suitable for extra traffic Junction of Scarisbrick Street with Green Lane has poor visibility Junction of Scarisbrick Street and Burscough Street is poor Negative impact due to diverted traffic on Green Lane, Hants Lane and Burscough Road Alternative route via the Burscough Road / County Road junction suffers from congestion and has a history of collisions A better alternative would be traffic calming on Yew Tree Road rather than a full closure Not many cyclists use Yew Tree Road
Scarisbrick Street	Summary of comments opposed to the closure
	Increased traffic flows on Scarisbrick Street, which is narrow with parked cars Increased risk to children on Scarisbrick Street Junctions of Scarisbrick Street with Green Lane and Burscough Street are poor Traffic calming on Yew Tree Road would be better than a closure Yew Tree Road is not used by cyclists Increased traffic on Green Lane, Hants Lane and Burscough Road
	Summary of comments in favour of closure
	The closure has improved safety on Yew Tree Road and encourages local journeys on foot or by cycle Yew Tree Road and Hillcrest Road are now quieter and safer
Burscough Road and Burscough Street	Summary of comments opposed to the closure
	Closure has led to increased traffic levels, noise and pollution Increased traffic at Burscough Road / County Road junction Increased traffic flow on narrow Scarisbrick Street, which has large numbers of parked cars with increased risk to pedestrians Install traffic calming on Yew Tree Road instead of a closure Closure has not lead to an increase in cycling Increased traffic at the "Five ways" junction (County Road / Southport Road junction) Reduced access for emergency services
	Summary of comments in favour of closure
	The closure has improved safety on Yew Tree Road and encourages local journeys on foot or by cycle Yew Tree Road and Hillcrest Road are now quieter and safer

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Service - Public and Integrated Transport**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Delivering better services;**Enhanced Partnership Plan and Scheme with Local Bus Operators**

Contact for further information:

Andrew Varley, Tel: (01772) 533336, Public Transport Manager,
andrew.varley@lancashire.gov.uk**Brief Summary**

"Bus Back Better" is the Government's National Bus Strategy for England and was launched on 15 March 2021. It advocates the development of Enhanced Partnerships between Local Transport Authorities and bus operators to deliver the strategy's objectives.

A decision was taken on 23 December 2021 on behalf of Cabinet under the county council's urgency procedures that notice be given to operators of qualifying local bus services that a draft Enhanced Partnership Plan and Scheme have been prepared and giving a period of not less than 28 days within which objections may be made. The objection period commenced on 14 January 2022 and concluded on 16 February 2022.

Also that, subject to no objections being received, a consultation be undertaken with all statutory consultees as required by legislation.

No admissible objections from operators were received and so the consultation process was started with all statutory consultees and wider stakeholders. The consultation ran between 1 March 2022 and 17 March 2022.

Five responses from the statutory consultees and stakeholders have been received by the 17 March deadline. These are from the Competition and Markets Authority, the Lancaster Bus Users Group, Transport Focus, Fylde Borough Council and North Yorkshire County Council.

Recommendation

Cabinet is asked to approve:

- (i) The Making of the Enhanced Partnership Plan and Scheme, in accordance with s138G Transport Act 2000 without modifications, the Local Transport Authority having complied with s138F regarding preparation, notice and consultation.
- (ii) That the Enhanced Partnership Plan and Scheme will be responsible for directing available funding from central government and elsewhere to deliver improvements to bus services and infrastructure in Lancashire to help achieve the ambition, objectives and targets in the county council's Bus Service Improvement Plan.
- (iii) That the mechanism by which the plan and scheme can be modified, following any future constructive comments, will be managed through the Enhanced Partnership governance structure and county council procedures.

Detail

Details of the requirements of the National Bus Strategy and the development of a Bus Service Improvement Plan and of an Enhanced Partnership Plan and Scheme were set out in the previous reports considered by the Leader of the County Council and the Cabinet Member for Highways and Transport on 24 June 2021 and 23 December 2021.

The Bus Service Improvement Plan was published at the end of October 2021 and submitted to the Department for Transport. Work has been ongoing in preparing the Enhanced Partnership Plan and Scheme, with participation and contribution from local bus operators, in accordance with the statutory provisions and in line with guidance provided by the Department for Transport.

As part of the Enhanced Partnership Plan and Scheme there is a requirement to consult with all local bus operators so that they can offer views on the Enhanced Partnership Plan and Scheme before it is finalised.

Notice that a Plan and Scheme have been prepared was sent, in writing, to all operators of qualifying local bus services. The notice contains full details of the Plan and Scheme and explains how they will deliver the Bus Service Improvement Plan. It explains that operators have a right to object to the plan and sets out what level of objections is required for the Plan and Scheme not to proceed to consultation. The Enhanced Partnership Plan and Scheme can be seen at: [lancs-enhanced-partnership-2022.pdf \(lancashire.gov.uk\)](https://www.lancashire.gov.uk/media/10000000/2022/01/lancs-enhanced-partnership-2022.pdf).

There was a minimum period of 28 days within which operator objections could be made. This operator objection period commenced on 14 January 2022 and ended on 17 February 2022.

No admissible objections were received from operators and so the consultation process started with all statutory consultees and wider stakeholders and was undertaken between 1 March 2022 and 17 March 2022. This was following the issuing of a notice in the matter of the Bus Services Act 2017 and the Transport Act 2000 S138F(1)(d) that Lancashire County Council, Local Transport Authority proposes to make an Enhanced Partnership Plan and Scheme.

The statutory consultees were:

- All operators of local bus services that would be affected by any of the proposals.
- Organisations that represent local passengers.
- Other local authorities that would be affected by the proposals.
- The Traffic Commissioners.
- The chief officer of police for each area to which the plan relates.
- Transport Focus.
- The Competition and Markets Authority.
- Such other persons as the authority thinks fit.

This included the relevant local MPs, all local district and neighbouring councils and numerous other relevant organisations.

Consultations

Five responses were received from the statutory consultees and stakeholders to date. The first being from the Competition and Markets Authority which, given the number of partnership documents it is receiving, is reviewing all relevant documents that are provided to the Competition and Markets Authority by authorities, but it will not be providing detailed individual feedback for all plans. It aims to share high-level points after its review of an initial tranche of documents. The Competition and Markets Authority has sought some clarification from the county council but as it has not indicated when it may provide a definitive response and mechanisms are proposed that will enable the Enhanced Partnership to be varied, it is not considered feasible to delay its approval.

A response has also been received from the Lancaster Bus Users group, which is supportive of the Enhanced Partnership Plan and Scheme and the activity proposed, subject to funding, and has provided some useful feedback on local prioritisation.

Further responses have been received from Transport Focus, Fylde Borough Council and North Yorkshire County Council. Transport Focus is generally supportive of the proposed aim and ambitions and how the Enhanced Partnership meets the aspirations of the county council's Bus Service Improvement Plan. The county council will engage with Transport Focus as required to address some detailed comments, but accommodating these comments would not materially affect the Enhanced Partnership Plan and Scheme. Transport Focus has also provided some details of the type of support it could offer the Partnership going forward.

Fylde Borough Council is broadly supportive of the Bus Service Improvement Plan and has raised some useful comments regarding transport services within the

borough. It has also requested stronger local representation which can be facilitated through the Enhanced Partnership Forum and Management Board in the Scheme and is available to all district authorities.

North Yorkshire County Council supports the ambitions of the Enhanced Partnership and looks forward to working with the county council in achieving these aims in the future.

Should additional feedback be received, after the deadline, then that feedback would be taken into consideration and any that would improve the Bus Service Improvement Plan outcomes will be incorporated as the Enhanced Partnership Plan and Scheme has mechanisms in place to enable it to be modified through the proposed governance arrangements.

Implications:

This item has the following implications, as indicated:

Failure to meet the deadlines and requirements set by Government will mean that the authority, and bus operators will not receive the new discretionary forms of bus funding from Government. In addition, only services operated under these statutory agreements will be eligible for the reformed Bus Service Operators Grant, subject to consultation.

Risk management

Failure to confirm these arrangements will result in funding for public transport and other funding streams being unavailable to Lancashire.

Financial

The county council has already received £700,000 of Local Transport Authority Bus Capacity Grant Funding to deliver the Bus Service Improvement Plan and develop an Enhanced Partnership Plan and Scheme. This will fund resources to initially manage the development of the Bus Service Improvement Plan and Enhanced Partnership Plan and Scheme and will be used to resource the Public Transport Team to ensure it can meet the ongoing requirements of the Bus Service Improvement Plan and Enhanced Partnership Plan and Scheme management.

To date there has been no indication from the Department for Transport of the level of funding to support the Bus Service Improvement Plan.

Legal

Sections 138A-S were put into the Transport Act 2000 in 2017 and provide for authorities to make Enhanced Partnership Plans and Schemes.

Giving Notice of intent commences procedures under statute which may have resource and other implications.

At every step the decisions by the authority could be subject to a Judicial Review challenge. This initial step is not bringing actual changes to services but intending to do so and later steps may bring friction and potential claims against the authority.

List of Background Papers

Paper	Date	Contact/Tel
Enhanced Partnership Plan and Scheme	1 April 2022	Andrew Varley, (01772) 533336

Reason for inclusion in Part II, if appropriate

N/A

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Service - Asset Management**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Protecting our environment;**Highways Decarbonisation Strategy**

(Appendix 'A' refers)

Contact for further information:

Paul Binks, Tel: (01772) 532210, Highways Asset Manager,
paul.binks@lancashire.gov.uk**Brief Summary**

The Highways Decarbonisation Strategy will support the county council's Corporate Priorities, in particular the need to protect our environment by putting in place a Strategy to achieve a realistic carbon reduction from highways maintenance and highway related activities.

Progress reporting will be undertaken via Carbon Dashboards included in the annual Transport Asset Management Plan Refresh documents.

Recommendation

Cabinet is asked to approve the Highways Decarbonisation Strategy as set out at Appendix 'A'.

Detail

In December 2020, Full Council resolved to set out on an ambitious carbon reduction and nature recovery strategy that seeks to 'transition the Lancashire economy away from carbon by 2030 and address the biodiversity crisis'.

The Climate Change Act requires the UK government to set legally-binding 'carbon budgets' which act as steppingstones towards the 2050 target. A carbon budget is a cap on the amount of greenhouse gases emitted in the UK over a five-year period. Budgets must be set at least 12 years in advance to allow policymakers, businesses and individuals enough time to prepare. The Climate Change Committee advises on the appropriate level of each carbon budget. Once accepted by Government, the

respective budgets are legislated by Parliament. The budgets describe the cost-effective pathway to achieving the UK's long-term climate change objectives. They also take into account a range of other factors including scientific knowledge, technology, economic and social circumstances, amongst others.

The first five carbon budgets have been put into law and run up to 2032. The UK is currently in the third carbon budget period (2018 to 2022). The Climate Change Committee has published its advice on the [Sixth Carbon Budget](#) and [Government legislated for this in June 2021](#) to achieve a 78% Reduction of net emissions below 1990 levels by 2035.

The Highways Decarbonisation Strategy has been developed to reflect this 2035 carbon budget and the Full Council resolution and to support the Corporate Priorities, in particular the need to protect the environment by putting in place a Strategy to achieve a realistic carbon reduction from highways maintenance and highway related activities.

Strategy areas have been developed, which include:

- Promoting a low carbon approach to procurement.
- Measuring the impact of highway maintenance activities and publishing carbon baseline and impact assessments.
- Aiming for lowest carbon impact across the lifecycle of the asset by using carbon lifecycle modelling to inform decisions.
- Ensuring carbon impact of revenue and replacement activities are considered.
- Working towards Net Zero across depots and fleet operations.
- Working with partners to promote innovation.

These represent the county council's high-level commitment to decarbonisation.

The Highways Decarbonisation Strategy describe how the county council will go about delivering Highways' contribution towards the Council's strategy that seeks to 'transition the Lancashire economy away from carbon by 2030 and address the biodiversity crisis'; acknowledging the successes already achieved by converting street lighting to LED and utilising recycling opportunities.

In the shorter term, the county council must be proactive in targeting 'quick win' opportunities that reduce carbon in day-to-day operations, particularly amongst the most energy intensive operations; reviewing traditional highways operations and prioritising activities that have the greatest source of carbon footprint. For example, pavement renewal and surface dressing. The 'road map' identified activities that will help to work towards decarbonisation through to 2035.

Carbon Action Plans have been developed with specific activities to be delivered within the first five years of the plan. These will be closely monitored and reviewed. Progress reporting will be done via Carbon Dashboards included in the annual Transport Asset Management Plan Refresh documents.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The Highways Decarbonisation Strategy sets out activities that will help work towards the county council's strategy that seeks to 'transition the Lancashire economy away from carbon by 2030 and address the biodiversity crisis' and will be monitored through the Transport Asset Management Plan. Without this plan it will not be possible to measure any progress towards the ambition to achieve 78% reduction of emissions by 2035, and the county council is unlikely to meet its aspirations.

Carbon reduction and availability of an approved decarbonisation strategy is increasingly becoming a requirement of Department for Transport and other funding bodies when being considered for grant funding and other funding streams, as well as being built into the Department for Transport's Self-assessment requirements. Without such a strategy it is unlikely that the county council would be successful in being awarded the optimum level of funding. This would put pressure on existing budgets for the maintenance of highway assets and result in unacceptable asset deterioration.

The Strategy will not mean that our duties to maintain publicly maintainable highways and other duties are unable to be fulfilled

Financial

The projects delivering this strategy will be funded within the existing budget and grant funded programmes for highways maintenance unless specific funding is approved by Cabinet for later specific projects which will need separate approvals.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



Lancashire County Council Highway Decarbonisation Strategy

April 2022

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Version Control

Version	Description	Author	Approver	Date
1	Highway Decarbonisation Strategy	Highways Asset Manager	Cabinet	07/04/22

Date of next review – April 2023

Lancashire County Council – Highway Decarbonisation Strategy

Executive Summary

Here at Lancashire County Council, we are helping to make Lancashire the best place to live, work, visit and prosper; in accordance with our corporate priorities for 2021-2025:

- Delivering better services
- Caring for the vulnerable
- Protecting our environment
- Supporting economic growth

This Highways Decarbonisation Strategy is endorsed by senior stakeholders and delivers on these corporate priorities, in particular the need to protect our environment by setting out our commitment towards achieving Net Zero from highways maintenance and highway related activities.

The table opposite summarises our Strategy Areas that have been developed to help deliver against these commitments.

In conjunction with this Highways Decarbonisation Strategy, further consideration should be given to enabling a wider strategic approach to reduce demand on the highway network by promoting active travel and considering appropriate use of and provision of the highway. Also, utilising the replacement of the asset as an opportunity to review the existing suitability of provision with a view to installing a long-term sustainable highway provision.

	Promoting low carbon approach in procurement of goods and services; Stimulate innovation from our supply chain, by communicating our ambition and leveraging commercial incentives to take action.
	Measure the carbon impact of all highway maintenance activities and publish carbon baseline and impact assessments; so we can prioritise initiatives and continuously improve.
	Aim for lowest carbon impact across the lifecycle of the asset; by considering the impact of carbon in lifecycle modelling as part of the decision-making process.
	Ensure the carbon impact of ongoing revenue maintenance activities are considered as well as replacement carbon costs; achieving sustainability through durability.
	Purchase of green energy [OM1]; buy 100% of our electricity via a certified renewables tariff.
	Replace energy intensive services with low energy products and processes; futureproof for evolving highways infrastructure and technology associated with a low carbon society.
	Consider carbon off-setting as option of last resort; Minimise dependency on offsetting and remain transparent on scope 3 emissions throughout the value chain.
	Work towards Net Zero across all depots and fleet operations; working collaboratively with other service lines.
	Work with other stakeholders to consider innovation and develop low carbon initiatives across highway maintenance activities; embed a decarbonisation culture with the necessary behaviours, roles and skill sets.
	Consider the planting of trees within the highway boundary and measures to increase net biodiversity; wherever appropriate.

Lancashire County Council – Highway Decarbonisation Strategy

Document Structure

This Highways Decarbonisation Strategy is structured into three tiers, as illustrated in Figure 1 below. These will be periodically reviewed and improved as new solutions become available and we progress on our decarbonisation journey. The guiding **strategy areas** represent our high-level commitment to decarbonisation and are endorsed by our senior management team. These set out our ambition and core themes underpinning the reduction of Green House Gases emissions from Highways activities. They define the boundaries of the Highways Decarbonisation Strategy scope and, in turn, the aspects that are within our control and influence.

The Highways Decarbonisation Strategy **principles and road map** describe how we will go about delivering Highways' contribution towards the Council's strategy that seeks to 'transition the Lancashire economy away from carbon by 2030 and address the biodiversity crisis' Initially, we must acknowledge the successes already achieved, such as LED street lighting, and communicate these as part of the ongoing need to raise awareness amongst our staff and Members.

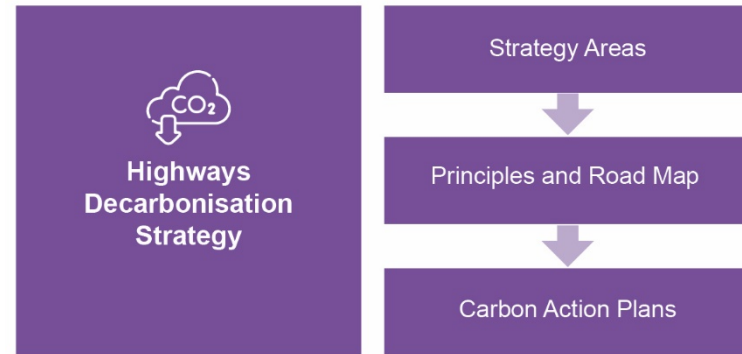


Figure 1: HDS Structure

In the shorter term, we must be proactive in targeting 'quick win' opportunities that reduce carbon in our day-to-day operations, particularly amongst the most energy intensive operations; reviewing our traditional highways operations and prioritising on activities that have the greatest source of carbon footprint. For example, pavement renewal and surface dressing. In parallel and over the longer term, we will collate data to baseline, set targets, measure and report carbon reduction. This will enable us to prioritise improvement initiatives and build a credible Highways Decarbonisation Strategy against which we can produce robust cost/carbon benefits cases that attract the necessary funding.

We recognise that people will be an essential component of our success and we are setting up new roles dedicated to the driving the necessary changes. Everyone has a part to play, and we must continually raise awareness, so staff understand the contribution they have to make in achieving decarbonisation efficiently. We will

Lancashire County Council – Highway Decarbonisation Strategy

collaborate externally by articulating our vision to the supply chain, empowering them to innovate into carbon reducing solutions. We will stimulate innovation from our supply chain, by communicating our ambition and leveraging commercial incentives to take action.

Finally, our **carbon action plan** sets out the specific initiatives that we will be pursuing up to 2035 (see Appendix A). These are governed as a programme, with a dedicated steering group, and aligned to the wider initiatives going on in the Council and Greater Lancashire Region. Prior to commencement, each initiative will be properly resourced, funded and have clearly defined benefits with an accountable owner.

Benefits of this Highways Decarbonisation Strategy

This Strategy sets the foundations for achieving for Highways contribution towards the Council's the strategy that seeks to 'transition the Lancashire economy away from carbon by 2030 and address the biodiversity crisis', by:

- Providing a structured and quantifiable route map for minimising scope 1,2 and 3 carbon emissions associated with highways asset management.
- Setting out a detailed and resourced action plan for the near term that enables the Council's longer term carbon reduction ambitions..
- Considering the existing maintenance backlog and utilise outputs from lifecycle modelling analysis.

- Analysing the carbon impact of planned versus reactive maintenance to inform business case and funding applications.
- Stimulating innovative thinking and appraise the risk/benefits of trying new product and approaches.
- Encouraging cultural change in which everyone takes responsibility for decarbonisation,
- Considering the cost of carbon reduction and provide procurement guidance and measures that incentivise the supply chain transparently and fairly.

The Department for Transport is increasingly placing greater emphasis on business cases that promote carbon reduction and we can attract additional funding by implementing a Highways Decarbonisation Strategy. It is also anticipated that scope of the Department for Transport self-assessment questionnaire for incentive funding will be expanded shortly to also include decarbonisation within lifecycle planning and enhancement of net biodiversity. We are currently waiting for guidance on this and on indicative funding levels for 2022/23 and beyond. The Highways Decarbonisation Strategy will ensure that we put the necessary procedures in place to collect robust evidence in respect of these new areas so that we can retain our Band 3 status.

In order to achieve these objectives decarbonisation needs to be engrained throughout the culture of the Council, by empowering our staff to take steps every day in the way they work to reduce

Lancashire County Council – Highway Decarbonisation Strategy

our carbon footprint and save money. We will raise awareness by publishing this Highways Decarbonisation Strategy, collaborating with stakeholders and celebrating successes.

Lancashire County Council – Highway Decarbonisation Strategy

1 – Context

Background

Here at Lancashire County Council, we are helping to make Lancashire the best place to live, work, visit and prosper.

This Highways Decarbonisation Strategy delivers on these ambitions by setting out our commitment towards decarbonisation from highways maintenance and highway related activities.

In December 2020, Full Council adopted a resolution to set out on an ambitious carbon reduction and nature recovery strategy that seeks to 'transition the Lancashire economy away from carbon by 2030 and address the biodiversity crisis'.

In June 2021 the UK government amended the Climate Change Act 2008 with the Carbon Budget Order 2021. This set the UK target of cutting net emissions to 78% by 2035 compared to 1990 levels. This target will be used as a starting point for the Highways Decarbonisation Strategy; however it will be reviewed when a corporate target is subsequently agreed. This strategy supports the corporate priorities for 2021-2025, as set out in the following table:

Corporate Priority	Highways Decarbonisation Strategy
Delivering better services	By building decarbonisation into the Transport Asset Management Plan approach, and considering the lifecycle of the asset, will ensure sustainability through durability and that best value and least disruption is delivered for everyone.
Caring for the vulnerable	By building decarbonisation into the Transport Asset Management Plan approach will ensure all decisions are based on assessment of asset condition and strategic importance and are therefore equitable.
Protecting our environment	Ensure carbon is considered in all decisions and where possible schemes and activities have low carbon impact
Supporting economic growth	Ensure support is given so that carbon impact is considered, and low carbon activities and products used in developing the infrastructure

Progress has already been made. Work is nearing completion to convert all of our 152,000 streetlights to LED. Since 2009 the county council has cumulatively:

Lancashire County Council – Highway Decarbonisation Strategy

- Reduced carbon emissions by over 86,400 tonnes,
- Reduced energy consumption by over 48,189MWh
- Saved almost £40m in energy costs

Acknowledging Success in Highways

We recognised that the planned highway capital surfacing programme is a highly carbon intensive programme and have begun a journey to ascertain the carbon output of our planned carriageway surfacing programme. We are measuring reduction in carbon outputs and developing tools to allow us to integrate carbon usage into the asset lifecycle modelling.

The introduction of warm mix asphalt saved 94 tonnes of CO₂e last year, while the trialling of foam mixed recycled asphalt saved 97 tonnes. The expansion of the use of foam mix asphalt in 2021 has resulted in a year-to-date reduction in CO₂e of 144 tonnes. The ongoing use of the in-situ recycling process also provides significant CO₂e savings.

Monitoring of further opportunities to reduce CO₂e emissions associated with the highway capital surfacing programme is ongoing. This includes increasing the recycled aggregate content within asphalt mixes, use of recycled or synthetic binders and additives and alternative manufactured aggregates, all of which are actively being explored.

Monitoring of further opportunities to reduce CO₂e emissions associated with the highway capital surfacing programme is ongoing. This includes increasing the recycled aggregate content

within asphalt mixes, use of recycled or synthetic binders and additives and alternative manufactured aggregates, all of which are actively being explored.

Our objectives in undertaking this approach are to understand the CO₂e of different products and process, and to inform the decision-making process when it comes to choice of materials, treatments and intervention timing. With the overall aim to reduce CO₂e of the highway surfacing programme both in the immediate term and whole life cycle.

Scope

Decarbonisation is a very broad topic and without a clear scope, the development of a Highways Decarbonisation Strategy can easily drift and stifle progress. For this reason, we have defined the 'spheres of influence' of the Council's Highways function, to focus effort on services that are within the Teams direct control.

It is intended to produce a co-ordinated approach across the whole Authority and the associated initiatives across the wider organisation. Figure 2 illustrates the top-down influences from global, national and regional levels on the Highways Decarbonisation Strategy. It also represents the more critical 'peer' service lines that are most critical to Highways, including depots, fleet, major projects and procurement.

Lancashire County Council – Highway Decarbonisation Strategy

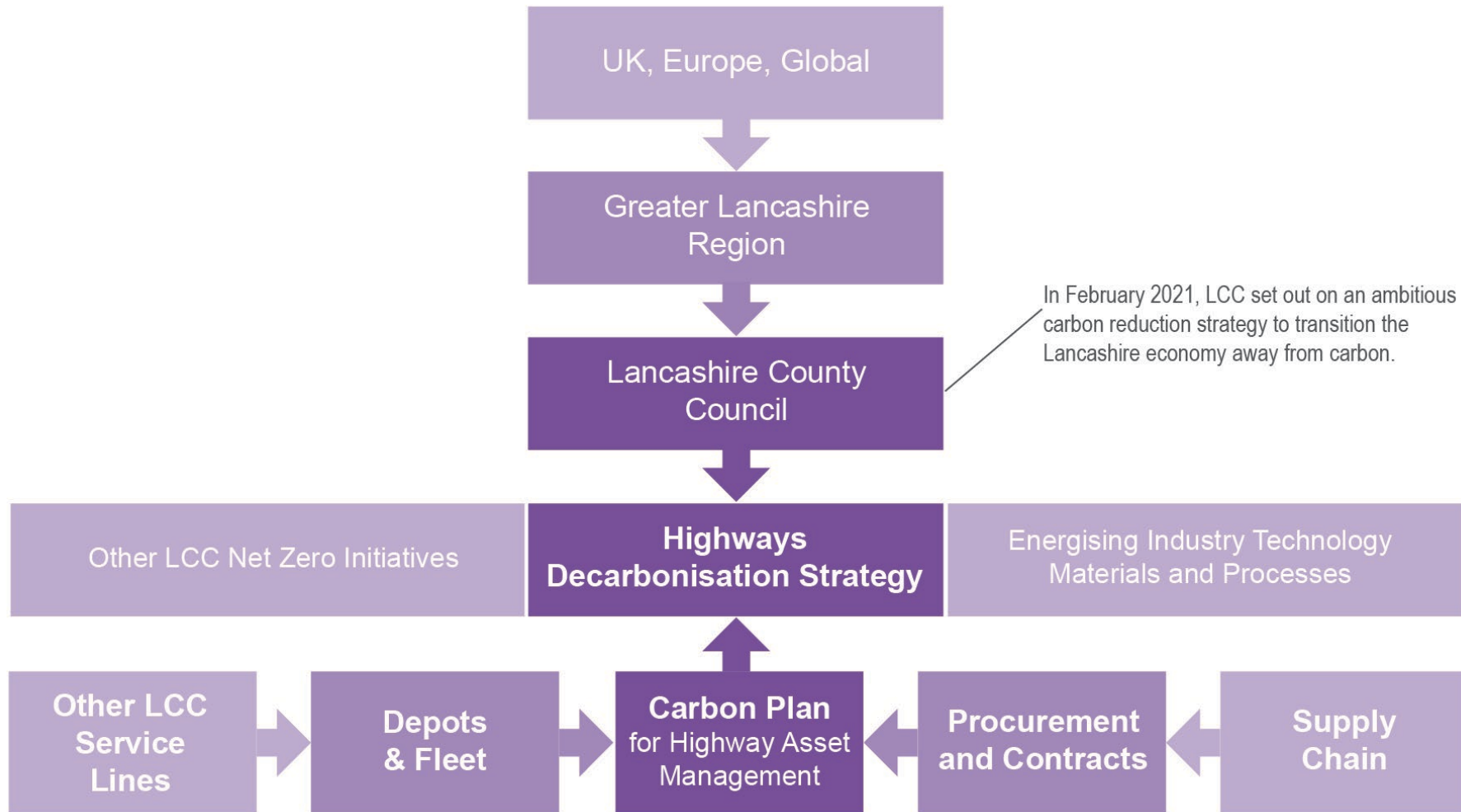


Figure 2: Sphere of control and influence of the HDS

Lancashire County Council – Highway Decarbonisation Strategy

Our carbon footprint consists of:

- Scope 1 emissions – heating and ventilation of our highways depot buildings and use of fleet vehicles
- Scope 2 emissions – electricity use for power and lighting (including street lighting)
- Scope 3 emissions – including business travel using staff's own vehicles, procurement of goods and services, waste and water use

We have direct control over and direct ways of measuring scope 1 and 2 emissions. This is also true of business travel in Scope 3.

We do not have such direct control over, nor currently, direct ways of measuring, many of the emissions in Scope 3. However, as set out below, we are seeking to address this.

The following list sets out the core activities covered within this issue of the Highways Decarbonisation Strategy.

- Capital renewals and improvements.
- Reactive and preventive maintenance.
- Inspections, surveys and condition monitoring.
- Winter service.
- Flooding and adverse weather.
- Incident response.
- Depots and equipment.
- Fleet.
- Major Schemes.
- Facilities and estates management (other buildings, out of scope for now).

- Resilience and contingency plans (out of scope for now).

Asset Management is more than just maintenance. The International Standard (ISO55000) describes it as an organisation wide decision-making framework, for assuring value to all of its stakeholders within the constraints (budget) available. Asset Management is predicated on aligning front line activity with higher level corporate objectives and considering the whole lifecycle of its asset portfolio. It also facilitates culture of systemic plan-do-check challenge which stimulate continuous improvement.

Adopting a Highways Asset Management approach can become a key enabler for steering the organisation towards its decarbonisation ambitions. It drives decisions on design, inspection regime, maintenance interventions, and materials selection, all of which drive their respective carbon footprint. Highway asset management carbon sources are mapped out in Figure 3.

This version of the Highways Decarbonisation Strategy does not aim to address network resilience or the impact of climate change, e.g., increased surface water/flooding or accelerating asset deterioration from freeze/thaw action.

Evolving changes in the highway's infrastructure (e.g. EV charging) or travel behaviours (e.g. modal shift and active travel) will become more prominent in later iterations of the Highways Decarbonisation Strategy.

Lancashire County Council – Highway Decarbonisation Strategy

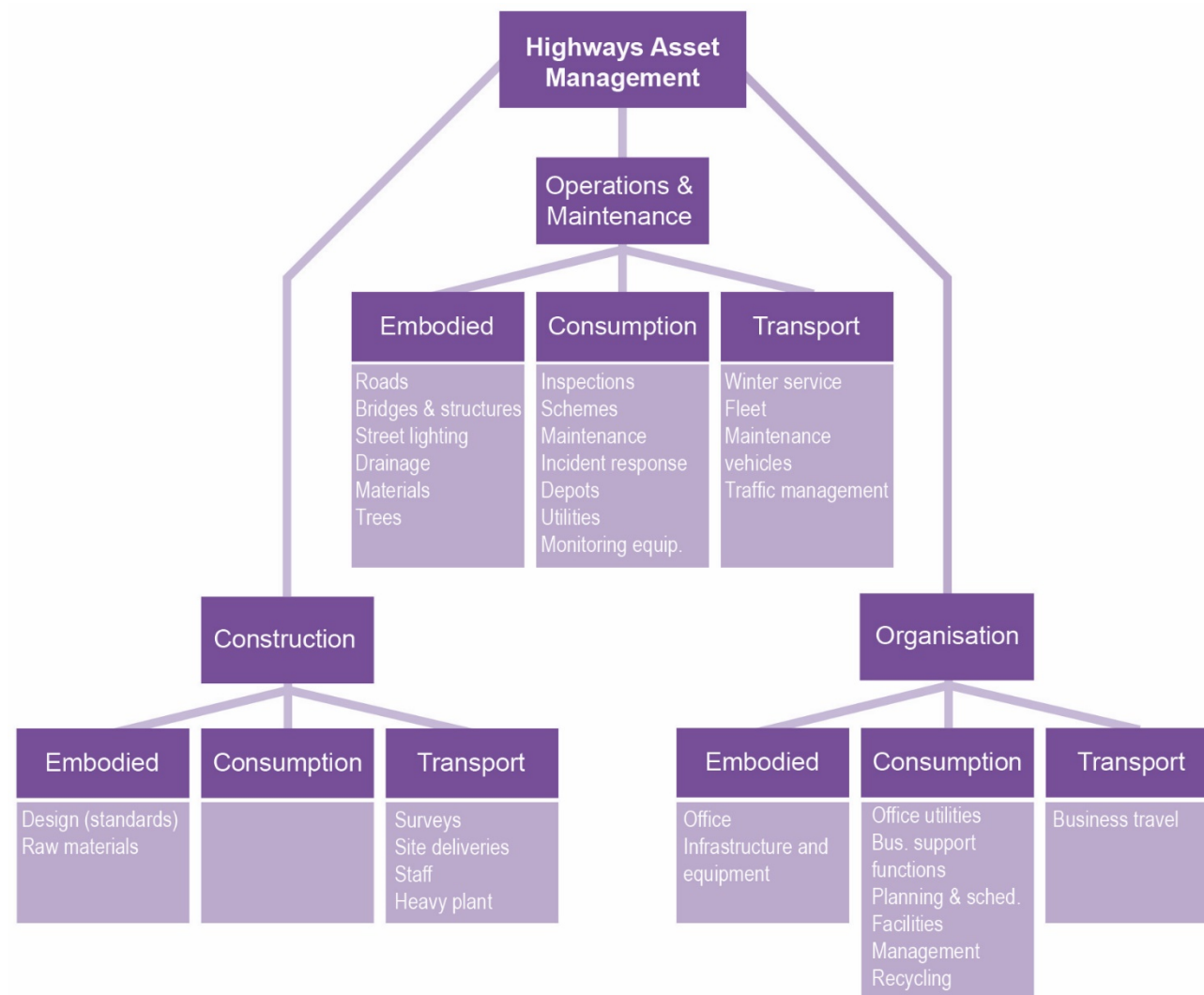


Figure 3: Mapping of Carbon Source

Lancashire County Council – Highway Decarbonisation Strategy

2 – Principles

Carbon Hierarchy

This Highways Decarbonisation Strategy follows the PAS2080 carbon emissions reduction hierarchy. Noting that the existing guidance focuses mainly on the design and construction stages of the asset lifecycle, we have adapted the principles to the context of operations and maintenance.

For example, ‘build nothing’ for an existing network infrastructure translates into ‘life extension’. Furthermore, at end-of-life, we should challenge whether an asset is still needed to retain the required levels of customer service and if it can be removed rather than replaced. There may also be opportunities to change asset type or repurpose assets to reduce whole life carbon. For example, internally lit bollards at pedestrian crossings could be replaced with unlit retroreflective bollards.

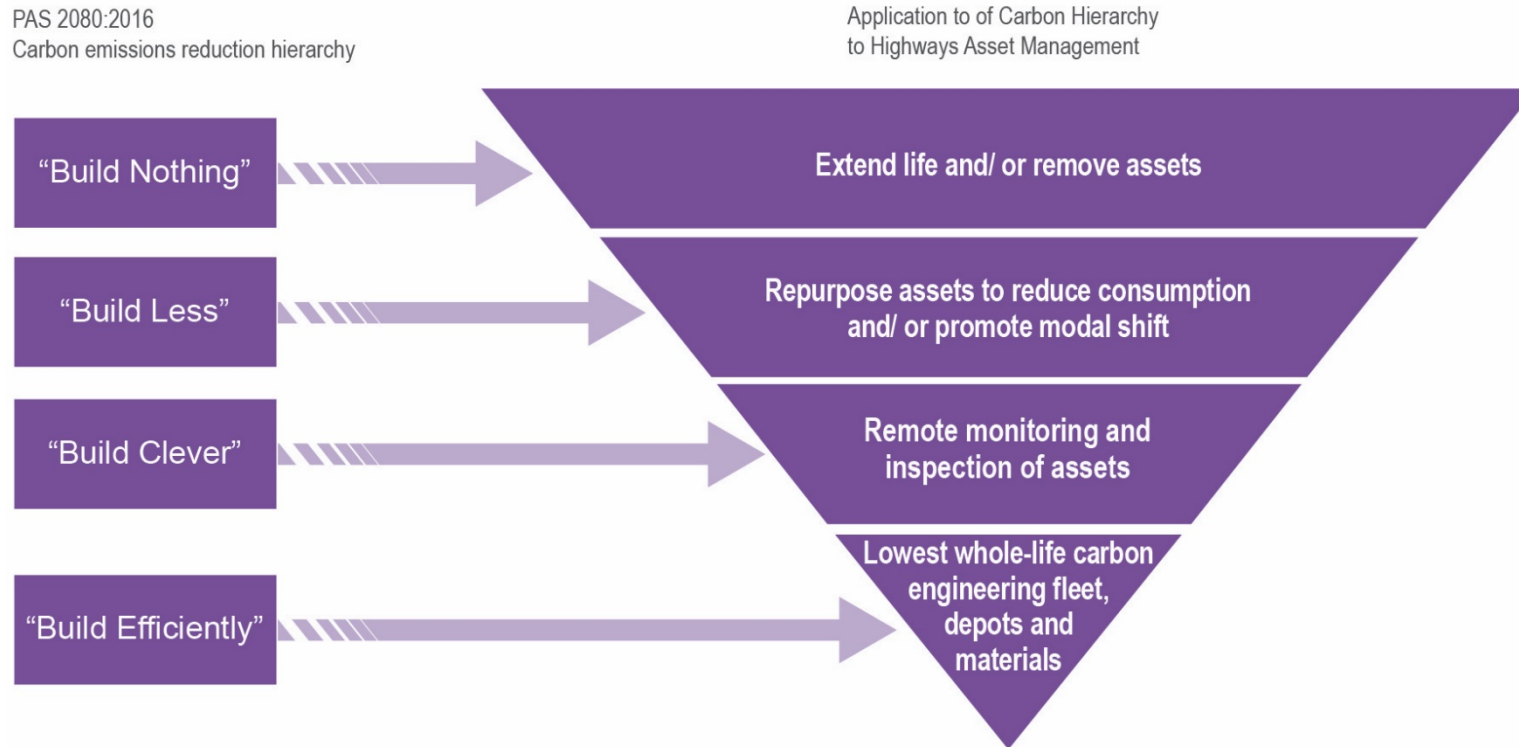


Figure 4: Carbon Hierarchy for Highways Asset Management

Lancashire County Council – Highway Decarbonisation Strategy

This 'carbon hierarchy for highways maintenance' provides an effective framework for challenging traditional working practices and support the decarbonisation targets. This thought process will become embedded within our asset management decision making. We will apply this carbon emissions reduction hierarchy to refresh our asset policies and specifications.

Our strategic approach is two-pronged. We are being proactive in targeting highest energy consumption activities in our day-to-day operations. In parallel, we are collating data to baseline, set targets, measure and report carbon reduction. This will enable us to prioritise improvement initiatives and build a credible Highways Decarbonisation Strategy against which we can produce robust cost/carbon benefits cases that attract the necessary funding.

Measuring and Baselineing

We have identified the following suite of carbon reduction measures for highways maintenance. We accept that, with the current materials and technology available, we cannot achieve zero carbon in our highway's activities. We also need to address a maintenance backlog so have included a 'carbon savings' measure to ensure the drivers to reduce consumption are balanced against the need get repair and enhancement works delivered on the ground.

- Assets removed (quantity of annual maintenance and inspection eliminated)
- Asset life extension (whole-life CO₂e avoided, not just deferred)

- Assets repurposed (reduction in maintenance need and/or modal shift encouraged)
- Directly measurable footprint (e.g., reduction in car fuel usage from fewer journeys by using remote inspections)
- Indirectly measurable footprint (aspects our team make a contribution towards corporately but difficult to attribute to Highways, e.g., office heating bills)
- Carbon savings (reduction in carbon emissions from improved materials and maintenance techniques)
- Awareness (the number of stakeholders bought and committed to our decarbonisation roadmap, e.g. measured through the NHT on-line survey)

As part of our Carbon Plan, we will develop the metrics and processes to report these measures and, in turn, manage the progress of the Highways Decarbonation Strategy. We recognise the principle of 'what gets measured gets done' but, equally, that we need to be pragmatic about the data available.

Maintenance Backlog

We have identified a suite of highways carbon reduction measures. In addition to measuring the carbon footprint of our maintenance operations, we have a 'carbon savings' measure to capture the reduction in carbon emissions achieved from deploying lower carbon materials and process. This measure will ensure the drivers to reduce consumption are balanced against the need get repair and enhancement works delivered on the

Lancashire County Council – Highway Decarbonisation Strategy

ground. We are therefore still incentivised to address the existing maintenance backlog, as 'carbon savings' score will increase in proportion to the volume of work undertaken

We are using undertaking whole life modelling analysis to evaluate the carriageway condition and future investment need. This enables us the develop long-term programmes and drive greater value from the funding available. It will also enable us to pre-empt future peaks and troughs in investment need, which we can smooth out across portfolio to optimise traffic management and minimise customer disruption. Once completed this work will inform future funding strategies.

By having longer term visibility, we can also engage the supply chain early and provide greater certainty of the forward works programme. By adapting our contracting approaches accordingly, we can stimulate industry to innovate and to deliver lower carbon solutions.

This approach to tackling the backlog is aligned to our Transport Asset Management Plan (TAMP) and its associated annual refresh.

Reporting

Whilst gathering momentum and over the longer term, we will collate data to baseline, set targets, measure and report carbon reduction. This will enable us to prioritise improvement initiatives and build a credible Highways Decarbonisation Strategy against which we can produce robust cost/carbon benefits cases that attract the necessary funding.

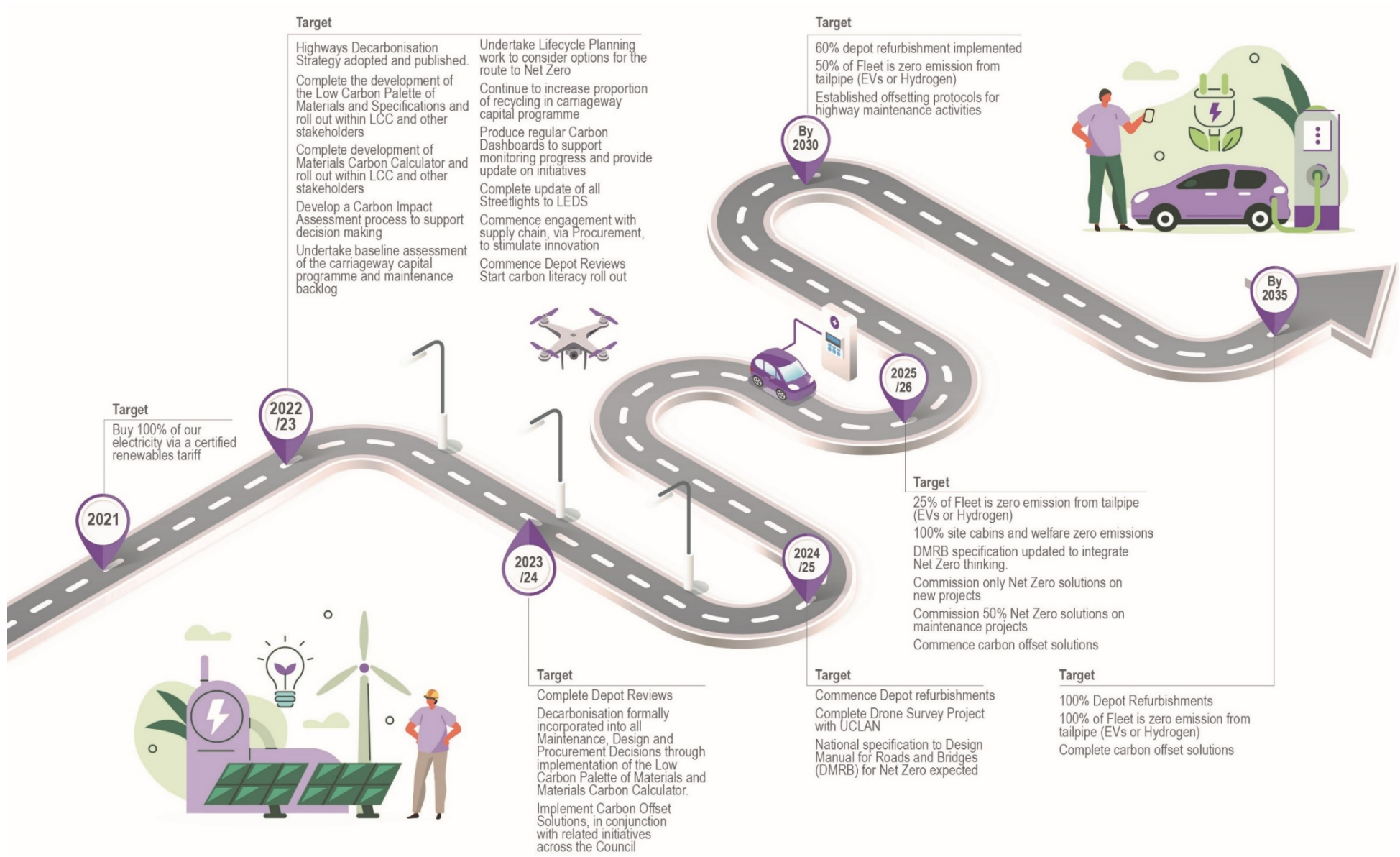
We will identify and source the information required to develop, implement and monitor this Highways Carbon Plan. Reporting will be done via Carbon Dashboard and developed to be included in the Transport Asset Management Plan. This document will be updated annually with details of the progress made in each of the action plans.

We will regularly update all related data collection processes, systems, training, and communications as part of our continuous improvement review cycles.

Highway Decarbonisation Road Map

The following table shows the proposed targets to be achieved in the major areas of Highways Asset Management leading up to 2035.

Lancashire County Council – Highway Decarbonisation Strategy



Lancashire County Council – Highway Decarbonisation Strategy

Conclusions and Further Works

Financial investment is required to delivery this Strategy but, as has already been seen with the street lighting LED investment and the change to more durable resurfacing strategies, this investment will also return considerable financial savings in the future in terms of lower energy costs and lower maintenance costs.

The main outcomes of this strategy will be:

- Baselined Highways carbon footprint and embedded systems for monitoring and reduction.
- Embedded whole-life carbon models to prioritise, quantify and resource our Net zero pathway.
- Supply chain innovation, to stimulate technology advancements and identify new potential solutions to reduce carbon consumption without escalating cost.
- Engagement with stakeholders to ensure that the Highways Carbon Plan is supported and integrated into our corporate change management processes.
- Adoption of carbon hierarchy principles into our asset specific polices and standards so that carbon emissions and other environmental considerations are taken into account when decisions are made.
- Agreed approach for addressing the existing maintenance backlog and utilise outputs from lifecycle modelling analysis.
- Enhanced awareness and a cultural change in which everyone takes responsibility for decarbonisation.

To achieve these outcomes, decarbonisation will be engrained throughout the culture of the Council, by empowering our staff to take steps every day in the way they work to reduce our carbon footprint and save money. The following further works are proposed:

- Put actual values to the Low/Medium/High Carbon Savings.
- Put actual values to the Low/Medium/High Costs.
- Raise the awareness of the issue with briefings and training.
- Provide the Carbon Impact Assessment Toolkit to all Highways Teams.
- Roll out approach to other service lines.

Appendix A – Carbon Action Plans

This section sets out our ongoing carbon reduction activities for Highways Asset Management and related functions. This plan will undergo regular review and refinement as part of our overall management review cycle.

It is acknowledged that this Carbon Plan covers all service areas within Highways direct control and those identified as being able to influence towards the carbon reduction targets.

Action Plan 1 - DIRECT CONTROL - sets out the interventions that the Highways Asset Management Team intend to implement in order to lead the Highways service towards its decarbonisation targets.

Action Plan 2 - INDIRECT CONTROL - lists the interventions that the Highways Asset Management Team need to be implemented by other Lancashire County Council services.

Action Plan 3 - INFLUENCE - lists the interventions that Highways Asset Management Team need to be implemented by external organisations and service providers.

Emphasis on Action Plans 2 and 3 is placed on the need for collaboration and co-ordination between Highways Asset Management Team, other internal Highway Service providers and the external Supply Chain.



Lancashire County Council – Highway Decarbonisation Strategy

Appendix A1 - Action Plan 1 – Highways Asset Team Direct Control:





Owner: Highways Asset Manager

Principal Stakeholders: Highways Services, Design & Construction, Infrastructure Delivery




This Action Plan encourages consideration of whole life embodied carbon in maintenance standards and early in the design process.

Service Owner / Area	Intervention/Action	How?/Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Asset	Baselining Capture differences between traditional approach vs new carbon saving approaches	Use 2020 Carbon Calculator data as baseline. Compare each project with the 2020 value to demonstrate carbon savings	None	2022/23	Pre-requisite for prioritising Carbon Plan initiatives	Low	2022/23 Carriageway Programme CO ₂ savings statement produced 
Asset	Lifecycle planning	Undertake baseline assessment of the carriageway capital programme and maintenance backlog. Undertake Lifecycle Planning (LCP) work to consider options for the route to Net Zero	None	2022/23	Pre-requisite for prioritising Carbon Plan initiatives	Low	Base line assessment started. LCP commissioned 


Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How?/Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Asset	Materials Selection – To be calculated on a project-by-project basis and saving reported quarterly; i.e. Traditional vs Whole Life Carbon approaches	Use Carbon Calculators at options stage of every project. Identify and implement lowest carbon option where budget allows. Ensure lowest carbon options are considered and visible in decision making	May be increased costs for low carbon solutions.	2022/23	High (if lowest whole life carbon options are chosen)	Very small to carry out the exercise.	Calculator being developed 
Asset	Materials Selection – Sustainability through durability	Demonstrate whole life cost / carbon savings for more durable materials and processes. Costs/carbon to be evaluated at both project and portfolio levels	May be increased up front capital costs for more durable materials.	2022/23	Traditional approach vs whole-life savings to be reported quarterly.	Very small to carry out the exercise	Develop tools for options reports – eg bridges 
Asset	Materials Selection – Palette of materials	Develop a <i>Palette of Materials</i> to recommend alternative low whole life carbon options	None anticipated	2022/23	None directly but essential for monitoring.	Low	Report approved March '22 Cabinet 
Asset	Materials Selection – Development Control and Planning	Provide <i>Palette of Materials</i> for external organisations e.g. private developers, District Councils. Implement premium rates to discourage of high carbon options.	Resistance from developers and designers. Possible legal issues	2023/24	To be calculated on a project-by-project basis and savings reported annually	Low	Published following Cabinet approval March'22 

Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How?/Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Asset	Awareness – Ensure technical teams have the appropriate skills to facilitate development of low carbon solutions.	Training sessions and supporting materials for Highways Operations and Design and Construction Staff in how to use the Carbon Calculator and palette of materials	Raise awareness through carbon working groups and 'champions' Align to personal development objectives	2023/24	None directly but essential for implementation of the Strategy	Low cost, but requires staff time input	Discussions started with Carbon Team and L&D 
Asset	Extend Life / Repurpose / Remove Assets – Application of carbon hierarchy for Highways Asset Management	When assets are in line for routine maintenance or renewal, consider whether the asset is actually required or if there is a lower carbon option. Examples could be the replacement of internally lit bollards at pedestrian crossings with unlit retroreflective bollards.	Alternatives must meet Highways requirements. May be difficult if impacts on customer perception or road safety feature.	2023/24 and ongoing	To be calculated on a project by project basis and saving reported quarterly	Very small to carry out the exercise. Costs to be calculated on a project by project basis	Integrate to the Impact Assessment template 
Asset	Carbon Impact Assessment Toolkit	Develop the toolkit to be used on all projects. Needs to be simple and scalable. Embed this in processes.	Time to develop toolkit.	2022/23	High	Low	Calculator being developed 



Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How?/Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Asset	Awareness – Culture Change	<p>All works need to consider lifecycle costs, embodied carbon and maintainability early in the process.</p> <p>Leadership endorsement is required to drive that culture change that underpins the Highways Decarbonisation Strategy</p>	Financial support and time to develop training tools.	2022/23	High	High	<p>Starting to engage with all stakeholders</p> <div style="text-align: right; margin-top: 100px;"></div>


Lancashire County Council – Highway Decarbonisation Strategy

Appendix A2 - Action Plan 2 A, B, C & D – Highways Asset Team Indirect Control



This action plan aims to cut Scope 1 and Scope 2 carbon emissions from the business functions within Lancashire County Council that the Asset Team depend upon to undertake their Highways responsibilities.

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Action Plan 2A Owner: Fleet Services Manager. Principal Stakeholders: Highways Services, Design & Construction, Infrastructure Delivery							
Fleet Services / Asset	Baselining Baseline carbon footprint	Fleet services carbon emissions should be easily quantifiable from fuel usage	None	2022/23	None but essential for monitoring	Low	
Fleet Services	Reduce Fuel Consumption – Move Fleet away from Petrol/Diesel towards alternative fuels such as Electric or Hydrogen	Fleet services to change to all (suitable) diesel vehicles to electric to minimise fossil fuel usage. EVs may not be the long term solution for vehicles, so risk of investment with only short term gain	Not all depots capable of supporting electric infrastructure required for an electric fleet. Capital funding. EVs currently up to three times more expensive than traditional vehicles. Revenue costs are lower.	2022-2035	High	High	Kickstart funding (£1.985m vehicles and £1m charging infrastructure for whole LCC not just Highways) Highways - Minimum of 2 vehicles and 2 charging points in each depot (7 depots) 

Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Fleet Services	Reduce Fuel Consumption – Trial and promote new vehicle technology when it arrives on the market e.g. Hydrogen powered vehicles	Engage the vehicle and plant suppliers and get involved with trials.	There are risks associated with being early adopters of new technology.	2022-2035	High	High	Working group already in place for charging infrastructure between Fleet/Property and D&C
Fleet Services / Asset	Reduce Fuel Consumption – Transition Bridge Inspectors to electric vehicles	Change existing vehicles to electric at end of service life for Bridge Inspectors, Fleet Services also exploring possibility of home charging and fuel card type system for charging electric vehicles	Charging in depots may not be practical for size of fleet.	2022-2027	High (relative to existing vehicles)	High	Arranged for 1 (of 2) vehicles for delivery early in 2022/23 
Asset and all other Service areas	Reduce Fuel Consumption – Look at travel plans for site teams and personnel visiting site	Group together inspections to minimise travel. Provide electric pool vehicles for members of staff regularly traveling for work.	None	2022-2035	High	Low	



Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Highway Operations	Reduce Fuel Consumption – Green scheduling of work/jobs to reduce carbon emissions through travel	Review end-to-end functions, such as winter service, and apply carbon hierarchy to identify carbon reduction opportunities.	May be difficult to implement.	2022-2035	Low	Low	
Fleet Services	Reduce Fuel Consumption – Masternaut Introduction	Introduction of latest version of Masternaut influences driver behaviour and can help make vehicle use more economic. Reports also collect data on usage which may enable more efficient use of vehicles.	No issues. Already being delivered. Approx. 95% already installed in highway fleet vehicles.	2022-23	Medium	Medium	Approx. 95% already installed in highway fleet vehicles 
Highway Operations	Maintenance Process – First time fix avoids duplicate visits	Avoiding multiple visits should reduce carbon cost.	Difficulty in ensuring maintenance solution is properly specified could be difficult if based on site reports.	2022-23	Low	Potentially high to resource	

Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Action Plan 2B Owner: Property Asset Manager. Principal Stakeholders: Highways Services, Fleet Services							
Property Review (Asset Management)	Facilities Map energy efficiency of LCC operational highways and fleet depots and understand potential for improvement and target energy efficiency solutions	Survey and review depots, i.e. insulation, LED Lighting, PV Solar Panel, Heat Pumps, glazing. Identify Carbon savings that can be made to depot buildings. Improve energy efficiency of depots	Surveys already ongoing under One Public Estate	2023/24	To be reported upon following surveys, but expected to be high	High to be reported upon following surveys	
Action Plan 2C Owner: Planning Manager. Principal Stakeholders: Highways Services, Fleet Services, Asset Service							
Asset	Repurpose Assets – Application of carbon hierarchy for Highways Asset Management	Greener segregation, narrow roads, install cycleways. Consider low carbon options for every scheme.	Opportunity to tie into active travel funding application	2022-2035	Medium	Low	
Transport Planning	Repurpose Assets – Change Strategy on new roads to promote safer and more sustainable travel	Consider sustainable transport options such as public transport, cycling and walking for every scheme.	Opportunity to tie into active travel funding application	2025-2035	High	Low	

Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Transport Planning	Repurpose Assets – Re-allocate road space. Eg. 15m road width reduced to 7.4m and cycle lanes installed.	Consider sustainable transport options such as public transport, cycling and walking during every scheme.	Opportunity to tie into active travel funding application	2022-2035	High	Low	
Action Plan 2D Owner: Carbon Asset Manager. Principal Stakeholders: Asset Service, Highways Services, Fleet Services							
Energy	Green Energy – LCC have already rolled out a corporate initiative in all LCC buildings except schools of purchasing	Purchasing energy from tariffs is one of the simplest ways to reduce Scope 3 emissions	Relies on the supply chain to provide green energy	Already in place	High	Premium but expect costs to reduce as green energy production becomes the norm	
Street Lighting Energy	Green Energy – LCC already on green energy tariff	Purchasing energy from tariffs is one of the simplest ways to reduce Scope 3 emissions	Relies on the supply chain to provide green energy	Already in place	High	Premium but expect costs to reduce as green energy production becomes the norm	



Lancashire County Council – Highway Decarbonisation Strategy

Appendix A3 - Action Plan 3 – Highways Asset Team Influence


Owner: Highways Asset Manager

Principal Stakeholders: Highways Services, Design & Construction, Infrastructure Delivery, Procurement

The emphasis in this plan is placed on the need for collaboration and co-ordination between Highways Asset Management Team, Highway Service Areas and the Supply Chain.

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Asset	<p>Innovation – Surveys</p> <p>Working with Universities e.g. UCLAN to develop new technology</p>	UCLAN/LCC joint project to develop a drone capable of carrying out Principal Bridge and Post Tensioned Bridge Inspections. This will replace the need for expensive access equipment and road closures to carry out surveys thus saving in carbon.	Unable to develop the technology to adequately replicate existing inspection techniques	2023/24	Indicative tCO2e per inspection?	£zero initially funded by the university	
Asset	<p>Innovation – Materials</p> <p>Work with supply chain and local Universities</p>	Tap into and promote innovation already being developed	Unable to develop the technology for use in materials	2023/24	Potentially high.	Currently unknown	

Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
Asset	Recycled Materials	<p>Safeguard existing recycling capacity and support new aggregate recycling proposals.</p> <p>Need to find a way to engage with local suppliers to explain requirements to decarbonise the supply chain.</p>	The Lancashire region has an abundance of locally sourced aggregates, so suppliers are not set up to provide recycled materials on the scale required. Also, levies imposed by government to discourage use of virgin materials are simply passed on to LCC as costs.	2022-2035	Indicative tCO ₂ e per t of recycled aggregate use	Initially may be high but should lead to costs returning to or ending up below current costs.	<p>Framework currently being drafted</p> <p style="text-align: right;"></p>
Procurement	Recycled Materials – Local Materials	<p>Incorporate Carbon Assessment into all procurement decisions.</p> <p>Apply penalties for failing to comply with tender</p>	Needs a robust method of assessment that will stand up to legal challenge.	2023/24	Medium	Medium	
Procurement	Innovation – Supply Chain Incentivise Low Carbon Options	Collaborate externally by articulating our vision to the supply chain, empowering them to innovate and bring carbon reducing products to the market.	Needs a robust method of assessment that will stand up to legal challenge.	2022-2035	High	Initially high but reducing as low carbon options become the norm	

Lancashire County Council – Highway Decarbonisation Strategy

Service Owner / Area	Intervention/Action	How? / Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
All	Collaboration – Engage with local partners, such as District Councils and Local Enterprise Partnership	Continued liaison and consultation with these groups. Sharing of ideas, successes, and failures	Ensuring details are communicated with the correct departments. Avoid duplication of works.	2022-2035	High	Low to be members of these groups	
All	Collaboration – Engage with National Partners, such as the LCRIG, ADEPT and MSIG groups.	Continued Memberships of these groups. Consider proposals for Live Labs2	None anticipated	2022-2035	High	Low to be members of these groups	
All/Asset Lead	Climate Change Adaptation – Resilience Tool	Develop a climate change impact assessment tool and incorporate it into our processes so that carbon emissions and other environmental considerations are taken into account systematically within our Highways asset decision making	Will need to be incorporated into internal and external procedures and be robust enough to withstand scrutiny.	2022/23	High	Low	

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Service Owner / Area	Intervention/Action	How?/Why?	Delivery Issues	Target Delivery Date	Carbon Savings Potential	Cost £	Update Direction of Travel
All	Offset Carbon – Carbon Storage Solutions (sequestering)	It is acknowledged that even implementing all the actions within this document achieving Net Zero will still be difficult and carbon offsetting will be required. The primary solutions recognised are Woodland and Peatland creation. Both these solutions will take time to grow into an offset fix.	Essential to start the offsetting process now rather than wait until the 2035 date to see how much remaining carbon there is to offset.	2022-2035	High	Medium	

Appendix B - Glossary of Terms

Scope 1	Direct Carbon Emissions
Fuel combustion	Includes boilers for heating buildings, gas furnaces and gas-fired combined heat and power (CHP) plants. The most common fuels are natural gas, liquified petroleum gas (LPG), gas oil (aka red diesel) and burning oil (aka kerosene)
Process emissions	Includes emissions release into the atmosphere during industrial processes, for example the production of carbon dioxide (CO2) as part of cement manufacturing
Company vehicles	All vehicles owned or leased by an organisation that burn fuels producing greenhouse gases fall into Scope 1. Typically, these will be cars, vans, trucks, and motorcycles powered by petrol or diesel engines. However, transport is changing. Alternative fuels, such as liquid petroleum gas (LPG) and liquefied natural gas (LNG) are being adopted, as are the biofuels; biodiesel and bioethanol. Full electric vehicles (EVs) and plug-in hybrids (PHEVs) are also becoming more popular. (The increasing use of electric vehicles could mean that some of an organisation’s fleet will fall into scope 2).
Scope 2	Indirect Carbon Emissions
Purchased electricity, heat, and steam	Indirect emissions from the generation of purchased energy, from a utility provider
Scope 3	Emissions as a result of our operations that are outside of our direct control
Purchased goods and services.	Extraction, production, and transportation of goods and services purchased or acquired by the reporting company in the reporting year, not otherwise included in capital goods, fuel and energy related activities, upstream transportation and distribution, waste generated in operations, business travel, employee commuting and upstream leased assets.
Capital goods	Extraction, production, and transportation of capital goods purchased or acquired by the reporting company in the reporting year.
Fuel- and energy- related activities (not included in	Extraction, production, and transportation of fuels and energy purchased or acquired by the reporting company in the reporting year, not already accounted for in scope 1 or scope 2, including: <ul style="list-style-type: none"> a. Upstream emissions of purchased fuels (extraction, production, and transportation of fuels consumed by the reporting company

Lancashire County Council – Highway Decarbonisation Strategy

scope 1 or scope 2)	<ul style="list-style-type: none"> b. Upstream emissions of purchased electricity (extraction, production, and transportation of fuels consumed in the generation of electricity, steam, heating, and cooling consumed by the reporting company) c. Transmission and distribution (T&D) losses (generation of electricity, steam, heating, and cooling that is consumed (i.e., lost) in a T&D system) – reported by end user. d. Generation of purchased electricity that is sold to end users (generation of electricity, steam, heating, and cooling that is purchased by the reporting company and sold to end users) – reported by utility company or energy retailer only
Upstream transportation and distribution	<p>Transportation and distribution of products purchased by the reporting company in the reporting year between a company's tier 1 suppliers and its own operations (in vehicles and facilities not owned or controlled by the reporting company)</p> <p>Transportation and distribution services purchased by the reporting company in the reporting year, including inbound logistics, outbound logistics (e.g., of sold products), and transportation and distribution between a company's own facilities (in vehicles and facilities not owned or controlled by the reporting company)</p>
Waste generated in operations.	Disposal and treatment of waste generated in the reporting company's operations in the reporting year (in facilities not owned or controlled by the reporting company)
Business travel	Transportation of employees for business-related activities during the reporting year (in vehicles not owned or operated by the reporting company)
Employee commuting	Transportation of employees between their homes and their worksites during the reporting year (in vehicles not owned or operated by the reporting company)
Upstream leased assets	Operation of assets leased by the reporting company (lessee) in the reporting year and not included in scope 1 and scope 2 – reported by lessee.
Downstream transportation and distribution	Transportation and distribution of products sold by the reporting company in the reporting year between the reporting company's operations and the end consumer (if not paid for by the reporting company), including retail and storage (in vehicles and facilities not owned or controlled by the reporting company)
Processing of sold products.	Processing of intermediate products sold in the reporting year by downstream companies (e.g., manufacturers)

Lancashire County Council – Highway Decarbonisation Strategy

Use of sold products.	End use of goods and services sold by the reporting company in the reporting year.
End-of-life treatment of sold products.	Waste disposal and treatment of products sold by the reporting company (in the reporting year) at the end of their life.
Downstream leased assets	Operation of assets owned by the reporting company (lessor) and leased to other entities in the reporting year, not included in scope 1 and scope 2 –reported by lessor.
Franchises	Operation of franchises in the reporting year, not included in scope 1 and scope 2 – reported by franchisor

Appendix C - Related Materials

This strategy has been developed including reference to:

- PAS2080: 2016, Carbon Management in Infrastructure
- Taking Account of Carbon Reduction Plans in the Procurement of Major Government Contracts, 2021
- Climate Change Act 2008 (amended 2019) and the Orders made under it
- Lancashire Net-Zero Pathways, Options Reports, 2022
- Renewable Energy Deployment Opportunities Across Lancashire to 2030
- Lancashire Climate Resilience Study
- Lancashire State of the Environment Report 2021
- HM Government Net Zero Strategy: Build Back Greener
- Lancashire County Council Corporate Priorities 2021-2025 and Communications Strategy 2021-2025
- Climate Emergency Action Planning Guidance for asset owning organisations, Institute of Asset Management, 2021
- Decarbonisation Strategy: draft for consultation, Transport for the North, 2021
- Decarbonising Transport: A Better Greener Britain, Department for Transport, 2021
- Decarbonising Construction: Building a New Net Zero Industry, National Engineering Policy Centre, 2021
- Carbon Tool Guidance V2.3, Highways England, 2020

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Service - Highways**Part I**Electoral Division affected:
Lancaster Central**Corporate Priorities:**
Delivering better services;**Lancashire County Council (Long Marsh Lane, Lancaster, Lancaster City)
(Prohibition of Driving Except Cycles) Order 202***
(Appendices 'A' and 'B' refer)

Contact for further information:

Eddie Mills, Tel: (01772) 538176, Area East Traffic - Services
eddie.mills@lancashire.gov.uk**Brief Summary**

This report outlines proposals to introduce a Traffic Regulation Order for a Prohibition of Driving for all motor vehicles on Long Marsh Lane, Lancaster, which is required as a road safety and amenity measure aimed at promoting walking and cycling on local roads around the Luneside East housing and regeneration site.

During the period of public consultation 10 objectors responded and 27 others supported the proposals.

Recommendation

Cabinet is asked to approve the proposals to introduce a Traffic Regulation Order for a Prohibition of Driving for all motor vehicles on Long Marsh Lane, Lancaster as advertised and as shown on the plans attached at Appendices 'A' and 'B'.

Detail

The site developer secured planning consent for the construction of 149 dwellings on the Luneside East site, Lancaster. The proposals include the construction of a pedestrian and cycle access from the housing site onto Long Marsh Lane which serves as direct access to the historic Castle area and onward city centre, and to the Lancaster cycle and pedestrian path network. The Traffic Regulation Order will introduce a prohibition of driving except cycles on Long Marsh Lane to enhance the amenity of the road for pedestrians, cyclists, and the increased number of adjacent

residents. The proposed measures, including signs and bollards and turning space to implement the prohibition, are funded through a Section 278 agreement with the developer.

The prohibition of driving is necessary to ensure that the road is more safe to be used for local access only and to enhance walking and cycling routes to the cycle/pedestrian path network and city centre by preventing the use of Long Marsh Lane to through traffic at all times. The prohibition leaves other routes available for vehicular traffic. Other options have been considered as set out below.

Consultations

Formal consultation was carried out between 29 April 2021 and 27 May 2021 and advertised in the local press and notices were also displayed on site. The divisional county councillor was also consulted. Public consultation has resulted in 27 responses in support and 10 responses objecting to the proposal. Both sets of responses included multiple reasons as to why the proposal should be abandoned altogether or implemented.

Objections and support

A summary of the responses both supporting and objecting the proposal is detailed below along with the county council response where relevant:

10 Respondents objected to the proposal for the following reasons:

Reason 1

Parking and unloading in Castle Park area and near to the junction with Market Street will cause egress and access problems for residents of Castle Park and Hillside.

Response

Unloading and loading to the Storey Institute and the adjacent pub have been observed but this does not prevent access to Castle Park and Long Marsh Lane. The Castle Park area is subject to a Restricted Parking Zone and enforcement action can be taken against drivers who also park illegally.

Reason 2

The restriction on access to motor vehicles will result in reduced natural public surveillance and potentially create anti-social behaviour issues.

Response

Long Marsh Lane serves as a link to the cycle and pedestrian specific networks which do not have motor vehicle use and any issues are not anticipated to be increased or relocated due to the restriction. There is street lighting throughout the area to deter anti-social behaviour. The proposal also has the potential to increase walking and cycling activity in the area.

Reason 3

Alternative traffic calming measures should have been considered instead such as chicanes and humps rather than a restriction on motor vehicle use.

Response

Proposals to introduce chicanes, one-way traffic and humps also present several design considerations within the highway and in the terraced areas where there is high demand for on-street parking, physical traffic calming measures were not deemed suitable due to the road layout.

Reason 4

The closure of Long Marsh Lane will reduce options for drivers and result in congestion due to displacement of traffic onto other roads which access the city centre gyratory.

Response

Long Marsh Lane has no direct access to the city centre gyratory system and access to the wider network is via St George's Quay/Damside Street and Market Street and therefore through traffic that used Long Marsh Lane will be using routes that are already directly accessed at some point for most car journeys from the area.

Reason 5

Long Marsh Lane is an historic road and has always carried drawn vehicles such as drawn carts and subsequently cars.

Response

There are many historic roads in Lancaster which over a period of time have had restrictions imposed to manage traffic for safety, amenity and access reasons.

Reason 6

The proposal will affect access for emergency vehicles and their response times to incidents.

Response

All of the emergency service providers were consulted directly, and no objections were received. Local access will be retained at the north and south ends of Long Marsh Lane.

Reason 7

The prohibition of driving will increase traffic use at one end of Long Marsh Lane due to it becoming a cul-de-sac.

Response

The closure will prevent 'rat-running' by through traffic and will only generate traffic for local residents' access and delivery or service access. While two-way flows may increase this would be more than offset by the removal of through traffic particularly at peak travel times. It is important to keep the flow of through traffic to a minimum as the route, at one point only supports one way working. At this point there is also a problem with forward vision. This situation contributes to a collision risk.

Reason 8

There is no evidence or data to support the closure.

Response

While there is a good road safety record on Long Marsh Lane the reasons for making the proposal is in line with those grounds for making an Order as set out in Section 1 of the Road Traffic Regulation Act 1984 and for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and for preserving or improving the amenities of the area through which the road runs.

Reason 9

It is pleasant to drive the route past the castle.

Response

The castle area is of historic character and the proposal does not prevent vehicular access to Castle Park and the wider castle area for those that wish to visit or require access. The proposal will prevent through traffic on Castle Park and the historic castle area. The prohibition of through traffic will provide additional road safety benefit and amenity for vulnerable road users and support both the county council's and national government ambition to get more people walking and cycling for short journeys where possible.

Reason 10

Traffic volume and use is already low, so the restriction is not required.

Response

It is acknowledged that traffic volumes are relatively low. However, in order to create and support further improvements to the cycle and pedestrian networks and encourage further modal shift to cycle and pedestrian journeys the removal of current through traffic would result in a benefit to alternative modes of transport.

Reason 11

Access will be an issue when temporary road closures are in place on alternative roads.

Response

If temporary or emergency closures are required on adjacent access routes, Long Marsh Lane could potentially be reopened temporarily at relatively short notice if the Traffic Management plan determines that this is required to support access across the wider network.

28 Respondents supported the proposal with the following reasons given:

- Concern that currently drivers do not appear to observe the posted 20mph sign only speed limit raising road safety concerns.
- There are no footways over a significant length of Long Marsh Lane toward Castle Park.
- Concerned about their safety when accessing or exiting the cycle path link at the railway bridge due to reduced visibility and vehicle speeds.
- Concerns about the ongoing rat-running on Long Marsh Lane and use by through traffic on a regular basis.
- Visibility is poor due to the historic nature and character of Long Marsh Lane.
- Due to their proximity to the carriageway some properties are subject to noise and vibration issues which will be exacerbated in the longer term as traffic volumes increase.
- Concerns over air quality and increased through motor vehicle use.
- Reported vehicle damage incidents.
- Support but raised concern over possible emergency access issues if the restrictions are introduced.

Other comments received

The proposal is supported by the divisional county councillor and city councillor.

Lancashire Constabulary has confirmed that they have no objection to the proposal being implemented.

United Utilities has confirmed the presence of apparatus within the proposed restriction. In response this is not affected by the proposed restriction and access for all utility providers and Network Rail to maintain the bridge structure will be permitted as required.

The Cyclists Touring Club responded confirming support for the proposals.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order and supporting traffic measures are funded by the developer of the Luneside East housing regeneration site. The cost of the order and the works will all be included in the cost of the Section 278 works and be paid by the developer in full. The developer will be responsible for all costs including any cost over runs.

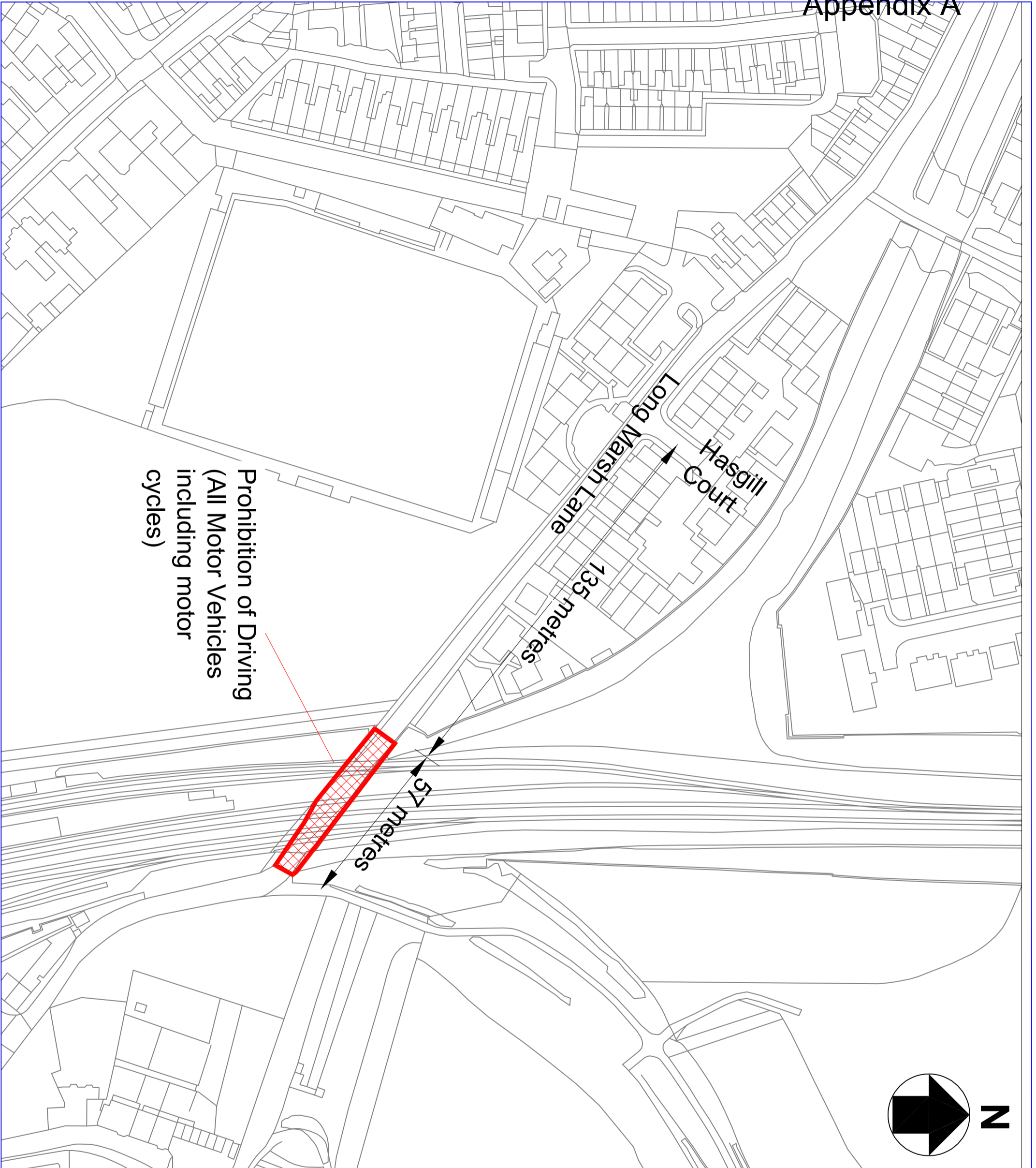
Risk management

Without implementation of the Traffic Regulation Order and measures as detailed in this report road safety and amenity for use of the route by vulnerable road users is likely to be reduced due to through traffic. The number of said users is to increase. The proposal also meets the county council's wider aims to promote walking and cycling as an alternative to vehicle usage for short journeys.

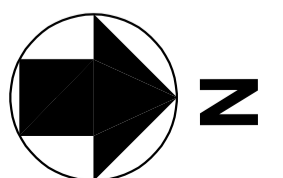
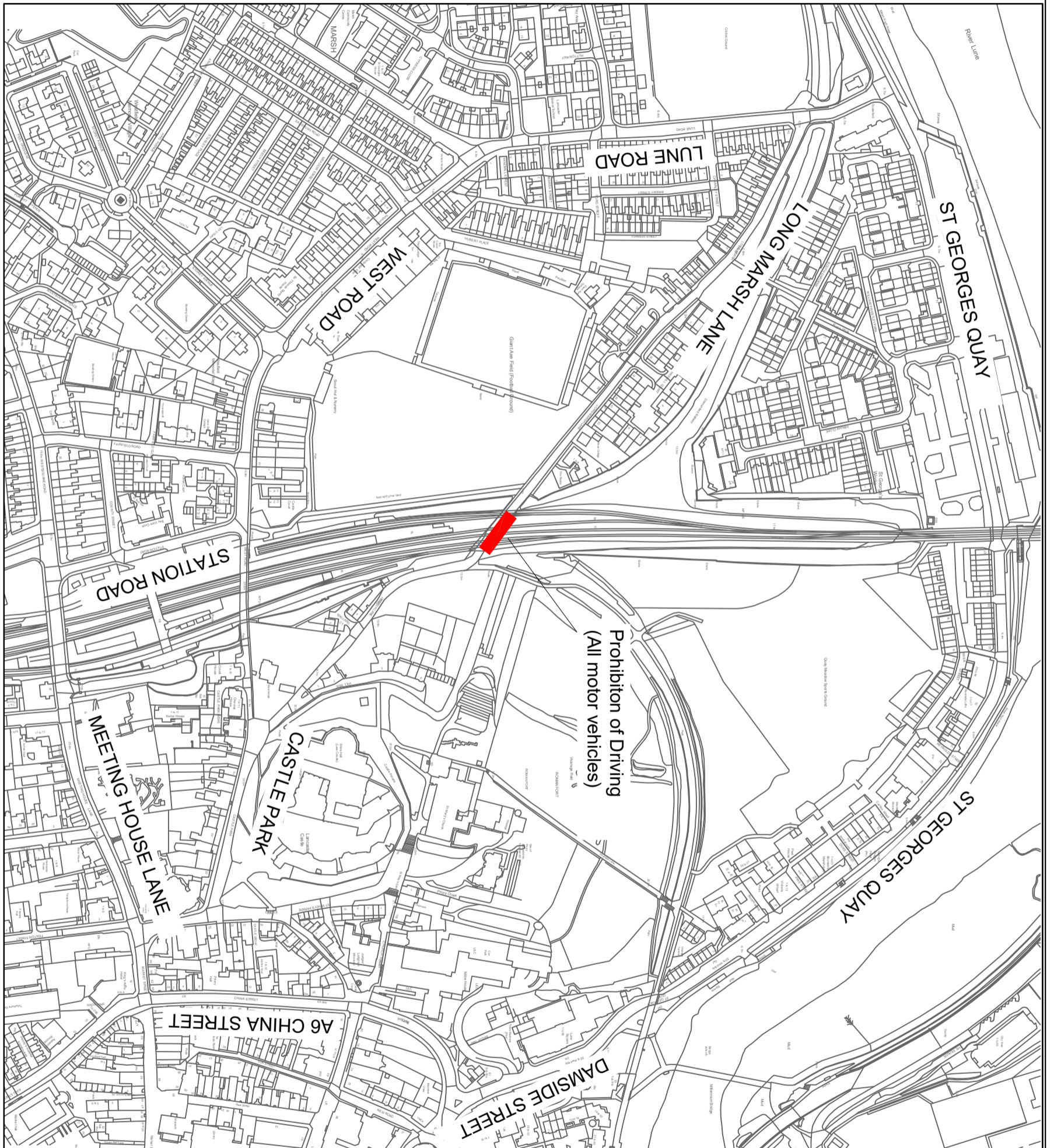
The Road Traffic Management Act sets out various grounds to satisfy before an Order can be made and there has been careful consideration that the grounds can be satisfied and consideration of traffic using the network and other objectives in accordance with the county council's duty under the Traffic Management Act to manage the road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic on the network.



List of Background Papers

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



NO.	DATE	REVISIONS	DESIGNED BY	DRAWN BY
<p>Lancashire County Council</p>				
<p>Highways & Transport</p>				
<p>Area East Highways/ Traffic</p>				
<p>PROJECT TITLE Long Marsh Lane, Lancaster - Prohibition of Driving for motor vehicles</p>				
<p>DRAWING TITLE Proposals</p>				
<p>DRAWN BY EM</p>		<p>PROJECT NO. PROJECT NO.</p>		
<p>CHECKED BY CHECKED BY</p>		<p>DRAWING NO. DRAWING NO.</p>		
<p>DATE MAR 2021</p>		<p>TRO-LA-MAR21-POD-01 SHEET NO.</p>		
<p>SCALE NOT TO SCALE</p>		<p>SHEET NO. SHEET NO.</p>		
<p>CLIENT No. CLIENT No.</p>		<p>SHEET No. SHEET No.</p>		



 <p>Lancashire County Council</p>	<p>Highways & Transport</p>		<p>PROJECT TITLE</p> <p>Long Marsh Lane, Lancaster</p>		<p>DRAWN BY</p> <p>EM</p>		<p>CLIENT No.</p> <p>LML LOC1</p>		
	<p>Area East - Traffic</p>		<p>PROHIBITION OF DRIVING</p>		<p>CHECKED BY</p> <p>EM</p>		<p>JOB No.</p> <p>LML LOC1</p>		
		<p>DRAWING TITLE</p> <p>Location Plan</p>		<p>DATE</p> <p>Feb-22</p>		<p>DRAWING No.</p> <p>-</p>		<p>NO. Date Amendment Details</p>	
<p>Scale</p> <p>NTS</p>		<p>SHEET No.</p> <p>1 of 1</p>		<p>REVISIONS</p>		<p>Drawn by:</p>		<p>Checked by:</p>	

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

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

Electoral Divisions affected:
 Burnley Central East; Burnley Rural; Burnley South West; Chorley South; Hoghton with Wheelton; Leyland Central; Lytham; Nelson East; Padiham and Burnley West; Pendle Hill; Penwortham East & Walton-le-Dale; Poulton le Fylde; Preston Central East; Preston City; Preston East; Preston North; Preston Rural; Preston South East; Skelmersdale West; South Ribble East; Wyre Rural East;

Corporate Priorities:

Delivering better services;

Lancashire County Council (Various Locations, Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre) (Various Parking Restrictions 21-22 (NO1)) Order 202*

(Appendices 'A1' to 'J1' refer)

Contact for further information:

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Brief Summary

Following investigations and formal public consultation it is proposed to make a Traffic Regulation Order to address safety concerns in relation to vehicles parking causing serious problems with regard to safe traffic movement and parking that is obstructing driver's sightlines, impeding access and egress at junctions and access to some businesses. Some of the measures are proposed to ensure access for emergency service vehicles, refuse collections and larger deliveries to properties.

The proposal looks to introduce new restrictions in the districts of Burnley, Chorley, Pendle, Preston, South Ribble, West Lancashire and Wyre whilst removing current

restrictions that are no longer required and correcting inconsistencies with the current Order in the districts of Fylde, Pendle, Preston and South Ribble.

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

Recommendation

Cabinet is asked to approve the proposals for parking restrictions on the various lengths of road within the Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre districts, as detailed within this report and as set out in the Modified Draft Order at Appendix 'A2', which includes the removal of the proposals for Great George Street, Preston as previously advised in Appendix 'F' and amendment to Mill Street, Padiham in Appendix 'B1'.

Detail

It is proposed to introduce a number of restrictions to address potential road safety issues following concerns of vehicles parking causing serious problems with regard to safe traffic movement and obstruction of driver's visibility impeding access and egress to adjacent properties in particular for emergency service vehicles, refuse collections and larger deliveries.

In addition to the introduction of restrictions the proposal looks to remove current restrictions that are no longer required and provide additional unrestricted on-street parking where appropriate for residents and visitors to nearby properties, shops and businesses whilst correcting inconsistencies within the current Traffic Regulation Order to clarify and simplify the order to correctly reflect the restrictions as they are marked out on site with no material change.

The published proposed order includes proposals in the districts of **Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre** as shown on the plans at Appendices 'B' to 'I' for the reasons outlined in the Statement of Reasons at Appendices 'J' and 'J1'.

Consultations

Formal consultation was carried out between 7 December 2021 and 7 January 2022 and advertised in the local press. Notices were displayed on site for all areas where new restrictions were proposed. Divisional county councillors were consulted along with the council's usual consultees and the consultation documents posted on the council's website.

Notices were not placed at the locations of the existing restrictions where no material change to the restrictions as currently indicated on site are proposed.

Following the end of the consultation objections were received regarding the extent of the No Waiting at Any Time (double yellow line) restriction on Mill Lane, Padiham in relation to the cottages Nos.25-29 and as a result of this a further consultation on a modification was carried out between 27 January 2022 and 17 February 2022.

Details of this consultation are contained within the Plan (Appendix 'B' Drawing '21-22(1)/MB-B7a') and Appendix 'B1' Modification Site Notice, the modified statement of reason is included as Appendix 'J1'.

Objections

As a result of both consultations, 21 objections and 3 correspondences of support with additional comments, were received. A further two letters of support were received with regard to the proposed limited waiting on Spendmore Lane Coppull, there were no objections to this section of the proposed order.

The comments were regarding the items in the proposed order as follows along with the engineer's comments as they are relevant.

BURNLEY

Blackburn Street, Burnley – Appendix 'B' – Drawing No.21-22(1)/MB-B2)

"Following concerns from local businesses regarding their access being obstructed by parked vehicles officers are proposing to introduce a Prohibition of Waiting on the entrance to Calder Mill. The purpose of these proposals are to ensure that access can be maintained at all times".

Objections

Objections from two local businesses were received on the grounds that they are the only two businesses on Blackburn Street with vehicle entrances and believe that if the introduction of 'no waiting at any time' (yellow lines) were brought in to force, that this could cause both companies major issues and slow down the process for people exiting the yard or wagons being able to wait at the top of the street until it is safe to get into the yard. One of the objectors also states that they currently have problems with people parking on their private car park to avoid car parking fees and believe that these proposals would cause more issues with their private parking areas.

A statement from the objector was that the main area of concern on Blackburn Street is actually at the bottom corner access from their gates that people park on the corner and obstruct cars, wagons and customers leaving the yard and suggested that the main focus should be on this area.

Officers Comments

An Officer attended the location to discuss the objections. During this meeting it quickly became apparent that there was some confusion regarding the extent of the proposed restrictions. The officer illustrated the extents of the proposed restrictions on site and subsequently, both objectors have withdrawn their objections in writing.

Officers recommend the proposed measures are implemented.

Plumbe Street, Burnley – Appendix 'B' – Drawing No.21-22(1)/MB-B3)

"The purpose of these proposals are to remove sections of the existing daytime restrictions on Plumbe street which would provide unrestricted on-street parking spaces for residents in the area. It will also seek to introduce junction protection restrictions to ensure that access is maintained into side streets. Additionally, the remaining daytime restriction period would be reduced to provide an extended period for unrestricted parking in the evening and overnight".

Objections

An objection was received from the manager of a local business situated on Plumbe Street. He explained that his facilities are often used on impulse and that business users regularly park on Plumbe Street outside the business address when attending the training centre. He stressed future enforcement may have a detrimental impact on his business both financially and on the business's reputation.

Officers Comments

An officer attempted to visit the business on two occasions to discuss the objection further but was unable to contact the manager. Officers have subsequently written to the objector but have not received a response. There are existing waiting restrictions outside the property although during the site visit it was noted that a parking plate was missing off the signpost which will be replaced. The proposal reduces the duration of the restrictions from 6.30pm to 6.00pm outside the objector's premises so there would be a slight benefit over the current arrangement.

Officers recommend the proposed measures are implemented.

Wheat Street, Padiham – Appendix 'B' – Drawing No.21-22(1)/MB-B5)

"Reports and evidence suggest that vehicles frequently park on Thompson Street up to the junction with Wheat Street which was making it difficult for road users to exit Wheat Street.

The purpose of this proposal is to provide junction protection at the Wheat Street/Thompson Street junction to prevent vehicles parking close to the junction and ensure that road users can navigate the junction without obstruction and with unobstructed visibility".

Objections

During the informal consultation a resident raised an objection to the proposal, raising concerns that the proposal was not for the benefit of residents but for road users seeking to use Wheat Street as a cut through to avoid traffic. They also explained that residents' vehicles had been damaged by road users navigating along Wheat Street. The resident suggested that the council consider making Wheat Street a one-way street and to implement restrictions on Wheat Street that would prevent HGVs using this section of carriageway.

Furthermore, the resident alleged that concerns about HGVs connected to the business on Thompson Street unloading in the early hours of the morning were being overlooked by the council and that road users, including buses operating in the area, were regularly speeding along Thompson Street. These issues are however not within the scope of the proposed measures and will be considered separately outside of the Traffic Regulation Order process.

Officers Comments

As the objector did not provide any contact details, officers have been unable to initiate any contact to discuss their concerns. The junction protection type waiting restrictions have been proposed to improve driver visibility when exiting Wheat Street onto Thompson Street following complaints to the local Councillor. Officers are not aware of damage to vehicles from HGV movements although manhole covers in the footway on Thompson Street have recently been damaged and officers

have installed bollards to protect the footway area. Officers have considered the request to make Wheat Street one-way but are concerned this will lead to undesirable increases in vehicle speeds.

Officers recommend the proposed measures are implemented.

Scott Street, Padiham – Appendix 'B' – Drawing No.21-22(1)/MB-B6)

"There is an increased demand for parking in this area due to a café being present at the junction. Vehicles frequently park up to the junction which is obstructing road users accessing and exiting Scott Street to the detriment of road safety.

The purpose of this proposal is to provide junction protection at the junction of Scott Street and Padiham Road to prevent vehicles parking close to the junction and ensure that unobstructed access is maintained".

Objections

During the informal consultation, the owner of a café on Padiham Road raised an objection to the proposal along with two other members of the public. The owner raised concerns that the proposal would limit parking availability for their customers which may have a detrimental impact on their business. They explained that the closest alternative parking was not in close proximity and that the lack of parking as a result of the proposal would encourage their customers to use alternative cafes.

The owner explained that they had been significantly affected over the 18 month period leading up to the proposal and that the loss in custom may lead to further additional stress and anxiety for the business owner. Officers were also made aware that the business requested support from their customers on a social media platform which may have prompted further objections. The other two objections raised concerns that the proposals would have a detrimental effect on the café business and that people with mobility issues need to be able to park close to the business.

Officers Comments

An officer visited the café to discuss the request in person. It quickly became clear that there was an element of confusion about the extents of the proposed restrictions. The officer marked out the restrictions on site to show exactly where the proposed markings would start and finish. As a result, the cafe owner agreed to withdraw the objection and this was confirmed in writing.

The officer contacted the other two objectors and explained the extent of the measures and that the café owner had withdrawn their objection. One objection was subsequently withdrawn in writing. The other objector did not respond to the correspondence and therefore their objection remains in place.

It was pointed out that the proposal would offer protection to the existing dropped kerbs at this junction and that this would ensure that the junction and pedestrian access points remained clear for members of the public and customers of the café.

Officers recommend the proposed measures are implemented.

Mill Street, Padiham – Appendix 'B' – Drawing No.21-22(1)/MB-B7)

"The purpose of the proposed order is to create several unrestricted parking spaces for residents and visitors in the area. The proposal would see the existing daytime restrictions removed and the introduction of lengths of No Waiting at Any Time restriction to ensure that road users are still able to navigate along Mill Street without obstruction".

Objections

Objections were received to the proposal, expressing concern about the extent of the No Waiting At Any Time restrictions outside the resident's properties Nos 25, 27 and 29. Originally a divisional county councillor had visited properties and put forward a scheme which didn't have any restrictions outside the properties. However, there is a yard entrance opposite No 27 which requires access and therefore officers originally proposed a scheme which protected vehicle movements in and out of the yard.

The two objections from residents in the area stated that they did not want any restrictions outside their properties and the divisional county councillor also expressed concerns over the extent of the No Waiting At Any Time restrictions outside the properties.

Officers Comments

Following concern from residents, the proposed measures have been modified to maintain the existing restrictions outside the properties numbered 25-29 Mill Street instead of the proposed No Waiting At Any Time restriction as indicated on Appendix 'B1'.

This modification was consulted upon between 27 January 2022 and 17 February 2022 with a letter drop being undertaken to the properties affected and site notices being posted on site.

Only one of the original objectors has written in again objecting to the proposed revised scheme requesting the restrictions are removed altogether to allow parking. As there is a gateway access to a business yard opposite the properties which will require daytime access, removing the restrictions could result in access difficulties. The objector states the business does not get deliveries however officers have observed delivery vehicles in the yard and there is a forklift truck on site.

The proposed restrictions outside the objector's property in the revised scheme are the same as are currently outside therefore there is no material difference in the parking restrictions at their property. However, the proposal removes long sections of current restrictions adjacent to the properties which will allow unrestricted parking for residents and visitors.

Officers recommend the revised measures are implemented.

CHORLEY

Quaker Brook Lane-Hoghton Lane and The Straits, Hoghton – Appendix 'C' – Drawing No.21-22(1)/KP-CH1)

"Following receipt of concerns regarding vehicles parking in the direct vicinity of the Quaker Brook Lane/Hoghton Lane/The Straits junction compromising sightlines traffic officers are proposing the introducing of a Prohibition of Waiting to protect sightlines and improve road safety. "The purpose of these proposals are to facilitate the passage of vehicles along on the road and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads".

Objections

An objection was received from Hoghton Parish Council stating that they have previously suggested a traffic management scheme incorporating a mini roundabout at the junction of Quaker Brook Lane and believe that the proposed parking restrictions do not solve the problem of traffic movement on Blackburn Old Road (A675).

Officers Comments

The proposals have been put forward as a result of the identification of vehicle parking within 10 metres of the junction which represents a contravention of Highway Code directions and a hazard for vehicles entering and exiting the road. Their presence will serve as both a visual deterrent to future recurrences and allow for appropriate enforcement activity where vehicles disregard the restrictions.

Whilst officers appreciate the concerns regarding traffic movement around the junction it is officers understanding that an assessment was carried out during October 2021 regarding this element following contact by the Parish Council which, in conjunction with Lancashire Constabulary records for the area did not establish the presence of any demonstrated road safety concerns related to the operation of the junction. To date officers are not aware of any change in these circumstances, however the removal of the potential for parking in close proximity to the junction will provide a positive improvement for all vehicles using the road. As with all new restrictions the changes will be monitored and should further measures be seen as necessary these will be investigated.

Officers recommend the proposed measures are implemented.

PRESTON

Acregate Lane – Canterbury Road, Preston – Appendix 'F' – Drawing No.21-22(1)/MI-PR1)

"The proposed restrictions for the Acregate Lane / Canterbury Road junction were in response to complaints from residents that parked vehicles close to the junction were affecting general access and obstructing sightlines for exiting drivers.

The proposals are for the immediate junction area only and reflect the requirements of the Highway Code at rule 242 "*You **must not** leave a vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road*". Rule 243 then lists examples of such locations under the heading "**Do not stop or park**": One of which is "*Opposite or within 10.00m of a junction.*"

The actual extent of the proposed restrictions is slightly less than the 10.00m quoted by the Highway Code.

Objections

Two objections have been received to the proposals for Acregate Lane and Canterbury Road.

Objection 1

The objector lists a number of grounds for his opposition to the proposed restrictions as follows; -

- 1. The objector states that he requires continuous easy access to his car as he has family members who need regular care and hospital appointments, and the proposed double yellow lines will impact them and me.*
- 2. The proposed double yellow lines would disproportionately affect my property. It would therefore devalue my property which the Council is offering no monetary value for this.*
- 3. The proposals will displace vehicles to other locations such as Acregate Lane where there are already parking issues with residents struggling to park their cars due to a lack of space. This will result in residents having to park in front of other properties, with the potential for conflicts and damage to his vehicle.*
- 4. The objector also cites that many of the issues and congestion is due to a number of white van and lorry drivers parking their vans on Canterbury Road. The objector notes that the council is not proposing restricting the whole of the cul-de-sac but only on Acregate Lane / Canterbury Road corner. This won't impact the white van drivers who park slightly further up, and therefore not remedy the issue the council is trying to solve, but instead impact and affect car drivers such as himself with no driveway and a single car.*
- 5. The proposed double yellow lines go across a dipped curb to the side access to my property and also the front access.*
- 6. The council could resolve the problem by issuing resident permits instead.*

- 7. The council are unfairly targeting the objector's property whilst leaving other locations in the area unaffected.*

Objection 2

This objector opposes the proposal for parking controls to be installed at the junction of Acregate Lane and Canterbury Road as this is an area used by himself to park his vehicle due to the proximity to his address. Also parking spaces in the area are very limited, with barely any spaces for residents to park their vehicles.

The objector also indicates that he requires this nearby parking due to family members who need additional care.

Officers Comments

The various issues that the objectors have raised are commented on below; -

1. The objector's position in relation to his family members is understandable and accepted, unfortunately, it does not alter the situation that parking on the public highway close to a road junction has been raised by other residents and is causing problems for other road users. In addition, the highway code specifically requires drivers not to park in these locations.
2. Investigations into highway complaints / issues etc. does not include what impact on, or how this will affect the value of adjacent residential properties. The primary concerns are directed to road safety and providing practical solutions to the various situations that are raised.
3. It is often the case that when parking controls are installed that some vehicles are displaced to other areas. It is therefore accepted that in this instance the objectors view is most likely correct that a few displaced vehicles will have to seek alternative parking.
4. This is a common situation, and many people have vans as part of their work and often take these home as they may be on call, or their job is mobile in nature. However, it is not these vehicles specifically that the proposals are directly aimed at. The proposals are confined to the immediate junction and reflect the requirements indicated in the Highway Code for Drivers not to park within 10.00m of a junction.
5. The proposed restrictions extend for 9.00m along the side and for 2.50m across the front of the objector's property. The presence of a dropped section of kerb and private access do not have any bearing on the use of or extent of the restrictions. The provision of the proposed restrictions will keep the area clear for access and available for safe use by pedestrians.
6. The current situation with residents parking is that this type of parking control is only used in areas where the majority of the residents have no nearby alternative to parking on the road. This is usually in the high-density terraced streets in the older areas of towns and cities. Canterbury Road is a relatively new development of 36 properties all of which have off street parking available for 1 or more vehicles and does not meet the primary criterion for Residents Parking to be

considered. In any case, even if this were considered possible the need for parking controls at the junction, as currently being proposed, would still apply.

7. The reasons for the proposals at this junction have been set out above and are not directed at singling out any particular property, they are fully directed at the junction area to improve access and sightlines for emerging drivers and reflect the requirements as set out in the Highway Code.

The proposals for Acregate Lane and Canterbury Road will effectively remove parking at the junction that is currently affecting access and egress for residents and restricting sightlines. It is therefore, recommended that the proposals be installed as advertised.

Kinsella Close, Preston – Appendix 'F' – Drawing No.21-22(1)/MI-PR4)

"The proposals for Kinsella Close were put forward in response to complaints from residents and city councillors that parking both at the junction with St Paul's Road and along the length of the road was affecting access / egress to and from their properties. In addition, this issue has also been directly raised by Preston City Council's Refuse Collection Department which has asked for assistance due to this parking making access for refuse collection vehicles very difficult resulting in numerous bin collections being missed.

The proposal, as consulted on, consists of No Waiting at Any Time (Double Yellow Lines) on both sides for 8.00m, at the immediate junction with St Pauls Road and a daytime restriction (Single Yellow Line) prohibiting waiting Monday to Friday, 8am to 6pm applied the remainder of the cul-de-sac so that displaced vehicles don't just merely move to other positions in the road".

Objection

One objection has been submitted to the proposals for Kinsella Close and whilst the objector acknowledges the difficulties that the parking has with access and bin collection's they express concerns regarding access to emergency vehicles. They also mention that some residents from Meadow Street use Kinsella Close for parking and ask if residents only parking could be considered?

Officers Comments

With regard to the objectors concerns for "access by emergency vehicles", the proposals will remove the parking on Kinsella Close during the period of operation and will make access much easier, safer, and quicker than at present.

The current situation with residents parking is that this type of parking control is only used in areas where the majority of the residents have no nearby alternative to parking on the road. This is usually in the high-density terraced streets in the older areas of towns and cities. Kinsella Close is a small new development of 5 properties all of which have off street parking available and do not meet the primary criterion for Residents Parking to be considered.

The proposals for Kinsella Close will effectively remove the parked vehicles that are currently affecting access and egress for residents and disrupting refuse collection processes. It is therefore recommended that the proposals be installed as advertised.

Great George Street, Preston – Appendix 'F' – Drawing No.21-22(1)/MI-PR7)

"The proposal for the provision of parking controls for Great George Street was in direct response to complaints of highway parking abuse and to tackle the repeated vandalism/theft of the yellow time plates that impeded the enforceability of the current daytime Single Yellow Line restrictions that currently exist and should be observed by road users.

The main reports of the issue came from some of the businesses whose access to premises was being affected. This was confirmed by the council's parking services which was receiving these complaints and when trying to carry out enforcement, reported that the sign plates, when replaced, would disappear or be vandalised within 24 hours.

The proposal to change the existing restrictions to No Waiting at Any Time Double Yellow Line was chosen as this does not require any associated signs, thereby removing the situation described above with missing or defaced sign plates rendering the restrictions unenforceable".

Objections

Five objections to the proposals for Great George Street have been received from several business and also from Preston City Council. These generally put forward the same or similar comments as grounds for their objection, such as -

- Lancashire County Council has already erected poles in readiness for the Traffic Regulation Order, this makes the consultation exercise a complete sham.
- This is all to do with making life easier for the articulated vehicles that Askew's and Holts use for their collections.
- Parking by "others" is taking up the unrestricted sections where the business customers could park which means they have to use the Single Yellow Line.
- Detrimental impact on business.

Officers Comments

On the particular issue that Lancashire County Council has pre-empted the situation and has already installed signs for the proposed Traffic Regulation Order. The new signs that have recently been installed at the three entry points onto Great George Street are associated with and indicate the times of operation of the existing single yellow line, daytime restriction that is already in place. Signing the restriction in this way removes the need for the smaller repeater sign plates within the area. These signs, which are not related to the new proposal for Double Yellow Lines, were provided as an interim measure to allow enforcement of the existing Single Yellow Line restrictions to be carried out.

On the objector's overall comments, having considered these and the potential impact on the businesses it is considered that a less onerous solution could be used instead of the full No Waiting at Any Time (Double Yellow Lines) restrictions being proposed.

To this end it is recommended that the proposal for Great George Street be withdrawn and that the alternative way of signing the existing Single Yellow Line

daytime restrictions, as described previously be kept in place. This would not require any further consultation as nothing has legally changed. If problems continue with the operation of these restrictions, then we would have to look again at the options available.

SOUTH RIBBLE

Carrwood Road – The Cawsey and surrounding Street, Penwortham/Walton-le-Dale Appendix 'G' – Drawing Nos. 21-22(1)/HR-SR3A and 21-22(1)/HR-SR3B and 21-22(1)/HR-SR3C)

"These restrictions are being proposed following receipt of significant road safety concerns regarding compromised sightlines at junctions and free flow of traffic on this strategic route. "The purpose of this proposed order is to facilitate the free flow of traffic by removing parked vehicles which have been compromising sightlines at specific junctions along the strategic route whilst improving access to the residential properties and improve general road safety for all highway users".

Objections

One objection from a resident of Loxwood Close was received in relation to the new proposals on the grounds that there needs to be balance, car parking in the immediate entrance to adjoining roads such as Loxwood Close and across the T junctions in some cases is dangerous, car parking on certain sections of the road benefits many people but ultimately, the problem being moved to side streets is unviable and needs to be managed in conjunction with the present proposal.

The objector states that while they recognise that the revised parking restrictions scheme opens up certain sections of the road for parking, they believe that these are in areas which are impractical and also a little senseless as they are proposed at points where there are no pavement provisions or opposite bus stops.

In addition, photographs of inconsiderate parking within the vicinity of the side road were supplied along with a suggestion that whilst car parking restrictions along certain parts of Carrwood Road/The Cawsey and in the adjoining road entrances are supported, roads such as Loxwood Close also need to be made and sign posted as "Except for Access" to prevent unwarranted pressure on smaller adjoining roads.

Officers Comments

No Waiting at Any Time Restrictions were originally proposed for the full length of The Cawsey and Carrwood Road, from Leyland Road to London Way, and at the junctions of the side roads along the route. In response to these proposals 15 objections were received in the main concerning that the removal of all the parking on these roads would encourage visitors that would like to use the Old Tram Road for recreation on to the residential roads and encourage higher road speeds. Having considered all the comments received the original proposals in these areas were removed from the earlier order to allow officers to review the area for appropriate restrictions that would allow parking on one side of the road whilst keeping congestion to a minimum.

It is appreciated that some parking restrictions are necessary on this route to ensure that traffic flows are maintained. This proposal will provide some parking for visitors

to the area whilst still maintaining traffic flows, a situation is especially significant as the road offers access to the former tram track that is now used as a leisure facility.

The option for providing parking in this area is much reduced due to the number of side roads off the main road, controlled crossing points and traffic islands along the route. However, officers have surveyed the road to see where parking can be provided whilst also meeting the needs to provide traffic flow.

The survey looked at highlighting lengths where parking could be provided on one side or the other taking into account where the parking may help to provide a degree of traffic calming. Where parking could be provided on either side the provision was deliberately alternated as it is proven that such a measure will slow traffic speeds.

In addition, the proposal introduces No Waiting at Any Time junction protection to improve sightlines at the junction of the side roads along the strategic route whilst improving access to the residential properties and improving general road safety for all highway users.

The request for the side roads to be subject to signs saying, "Access only" is acknowledged, however this is not possible without a specific order. It should also be noted that the "Access only" signs should not be used as a means of controlling undesirable parking.

As with all new restrictions the changes will be monitored and should further measures be seen as necessary to help control dangerous or obstructive parking then these will be investigated.

Officers recommend the proposed measures are implemented.

WYRE

Fouldrey Avenue, Breckside Close, Breck Road and Riversway, Poulton-le-Fylde Appendix 'I' – Drawing No.21-22(1)/MI-WY2

"These restrictions are being proposed following receipt of significant road safety concerns regarding compromised sightlines at junctions and free flow of traffic on a strategic route along with concerns regarding the safety of school children. "The purpose of this proposed order is to facilitate the free flow of traffic by removing parked vehicles which have been compromising sightlines at specific junctions along the strategic route whilst improving access to the residential properties and improve general road safety for all highway users including school children".

Objections

One objection was received via the local county councillor on behalf of the local school. The school objected to the proposal as the school feels the changes will leave it in conflict with the local residents.

The school considers that the reduced parking outside the school will result in the following:

- Leave parents with little option other than to park either in the side streets or Breck Road which they believe will have a catastrophic effect on the whole of the local road infrastructure.

- Allow higher speeds on Fouldrey Avenue that also carries staff and large HGV traffic which will introduce an untenable potential risk for the children who attend the local Schools.

The objection also includes that they believe the proposal does not take into consideration the Brookfield School, which is a special school for boys where pupils need to be dropped off at school in a safe environment. In addition, the school also owns its own fleet of transport vehicles all of which need to be stored somewhere during the day.

Within the correspondence the local county councillor also stated that he believes the school situation, which is getting worse and more dangerous, is a product of the extensive development in the town over the past 10 years. This is now having a severe impact on the roads in Poulton and the school traffic is just another example of this. A request that the school road safety team get involved to try to improve the issues stated was also suggested.

Officers Comments

The situation around school parking has been ongoing for some time and 2 preliminary consultations have been undertaken. This formal proposal was developed following an on-site meeting with the local county councillor and a local representative where lengths and positions of parking restriction proposals were agreed.

The county council were notified of issues with parking that obstructed the carriageway to the extent that lawful traffic use by a business was obstructed along with issues of parking in inappropriate locations causing issues with residents and parents picking up from the school.

Displacement of parking is inevitable when introducing parking restrictions and would be looked at separately once a scheme was installed and the full effects could be evaluated, it is not the Highway Authorities responsibility to provide parking areas but to ensure that all legitimate traffic can use the Highway.

Fouldrey Avenue has a speed limit on it of 20mph any vehicles travelling in excess of this speed or driving dangerously should be reported to the police for further investigation.

It is not the responsibility of the Highway Authority to provide parking areas for vehicle fleets from schools or business during the working hours. The suggestion to create a new road for access with associated pick up and drop off zones with a car park may indeed help resolve the issues, However, using public funds to create facilities for the school should not be considered and would need to be wholly privately funded.

Correspondence Supporting the Proposals

Three items of correspondence supporting the proposals were received from local residents.

Two of these noted that the double yellow lines, parking restrictions, are to be placed on the 'School' side of the road meaning children may have to cross between parked

cars which they considered could be dangerous and suggested having the restrictions on the 'Residential' side of the Avenue and not on the 'School' side. In addition, both felt that the yellow lines should be extended around the whole of Breckside Close.

The third confirmed that they welcomed the introduction of parking restriction at the junction of Breck Drive and Riversway, however enquired as to whether there was a possibility of extending the prohibition of waiting at the Royston Avenue and Riversway junction to prevent hazardous parking within 10 metres of a junction.

Officers Comments

Following initial consultations and meetings with local elected representatives, the current proposals were agreed to combat obstruction of the Highway preventing lawful use and in the case of Breckside Close dangerous parking at the junction.

Initially the proposal for parking restrictions at this junction was aimed solely at protecting sight lines and pedestrian crossing points, but after representation it was agreed to extend this to past the point where vegetation prevents pedestrians stepping off the carriageway onto a grass verge.

The parking restrictions proposed are predominantly on the school side to enable parents with children unobstructed views of oncoming vehicles, whilst at the bottom of the Avenue this changes as parking opposite the school would require children to enter the car from the carriageway side as there is no footway.

The request for further restrictions at the junction of Royston Avenue and Riversway has been noted and whilst the consideration of parking restrictions at this junction are not included as part of this proposal officers have agreed to carry out investigations once this proposal, if approved, is implemented to determine the full effect of parking issues at this junction.

Similarly, the request for extending the restriction around the whole of Breck Close to allow residents free access to their properties at all times is noted. However, although, as with all new restrictions the changes will be monitored and should further safety measures be seen as necessary these will be investigated. Vehicles obstructing the driveways is a matter for the Police and the use of parking restrictions to combat this would be an inappropriate use of the legislation.

After considering both the objections submitted and the comments of support, officers recommend the proposed measures are implemented as advertised.

Implications:

This item has the following implications, as indicated:

Financial

The costs of the Traffic Regulation Order will be funded from the 2021/22 highways budget for new signs and lines at an estimated cost of £10,000.

Risk management

Road safety may be compromised should the proposed restrictions not be approved.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

Appendix A1

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(VARIOUS LOCATIONS, BURNLEY, CHORLEY, FYLDE, PENDLE, PRESTON, SOUTH RIBBLE, WEST LANCS AND WYRE) (VARIOUS PARKING RESTRICTIONS 21-22 (NO1))
ORDER 202*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 1, 2 and 4 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended ("the Act") and of all other enabling powers, after consultation with the Chief Officer of Police hereby make the following Order: -

1. Definitions and Interpretations

For all the purposes of this Order the terms described in this Article shall have the meanings specified:

- a) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- b) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- c) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- d) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- e) "**Parking Disc**" means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.
- f) "**Parking Place**" means any length of road subject to restriction in accordance with Articles 7 and 8;
- g) "**Penalty Charge Notice**" means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- h) a Vehicle displays a Disabled Person's Badge or Parking Disc in the "**Relevant Position**" if -
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or

- ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- i) **"The Council's Duly Authorised Officer"** means a person appointed by the council or its local agent, or authority, to administer the powers conferred on the said Council by the 1984 Act, with respect to this and other Traffic Regulations;
- j) **"Vehicle"** means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a goods vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power.

2. Revocations

- a) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1a to this Order, are hereby revoked.
- b) Those parts of the "Lancashire County Council (Chorley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1b to this Order, are hereby revoked.
- c) Those parts of the "Lancashire County Council (Fylde Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1c
- d) Those parts of the "Lancashire County Council (Pendle Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1d to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Preston Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1e to this Order, are hereby revoked.
- f) Those parts of the "Lancashire County Council (South Ribble Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1f to this Order, are hereby revoked.
- g) Those parts of the "Lancashire County Council (Great George Street, St Georges Road, Stanleyfield Close, Access Road to Edward Square on the Northern Side of Stanleyfield Close, Preston, Preston City) (Prohibition and Restriction of Waiting) Order 2009", as set out in Schedule 1g to this Order, are hereby revoked.
- h) The "Lancashire County Council (Jemmett Street, Preston, Preston City) (Disabled Parking Place) Order 2012" is hereby revoked in full.
- i) Those parts of the "Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre) (Revocation and Various Parking Restrictions March (No1)) Order 2021", as set out in Schedule 1h of the Order, are hereby revoked.

3. Prohibition of Waiting

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, in the lengths of road set out in the Schedule 2 to this Order.

4. Restriction of Waiting Monday to Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 6pm, in the lengths of road set out in Schedule 3 to this Order.

5. Restriction of Waiting Monday to Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Saturday inclusively, between 8am and 6pm, in the lengths of road set out in Schedule 4 to this Order.

6. Restriction of Waiting Monday to Friday 8am – 9am and 3pm – 4pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Saturday inclusively, between 8am and 9am, and between 3pm and 4pm, in the lengths of road set out in Schedule 5 to this Order.

7. Limited Waiting Parking Place 20 Minutes No Return Within 1 Hour Monday to Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding twenty minutes, with no return within one hour, from Monday to Friday inclusively between 8am and 6pm, in the length of road set out in Schedule 6 to this Order.

8. Limited Waiting Parking Place 30 Minutes No Return Within 1 Hour Monday to Saturday between 8am and 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding thirty minutes, with no return within one hour, from Monday to Saturday inclusively between 8am and 6pm, in the length of road set out in Schedule 7 to this Order.

9. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7 and 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) a person to board or alight from the Vehicle;
- b) goods to be loaded onto or unloaded from the Vehicle;
- c) if it cannot conveniently be used for such purpose in any other road to be used in connection with any of the following:-
 - i) building, industrial or demolition operations;

- ii) the removal of any obstruction to traffic;
 - iii) the maintenance, improvement or reconstruction of the said lengths of road;
 - iv) the laying, erection, alteration or repair in, or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.
- d) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;
 - e) A Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;
 - f) the Vehicle to be used for fire brigade, ambulance or police purposes in pursuance of statutory powers or duties;
 - g) the Vehicle to wait at or near to any premises situated on or adjacent to the said length of road for so long as such waiting by the Vehicle is reasonably necessary in connection with any wedding or funeral.

10. Exemption for Disabled Person's Vehicle

- a) Nothing in Articles 3, 4, 5 and 6 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same Vehicle in the same length of road on the same day) if the Vehicle is a Disabled Person's Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.
- b) Nothing in Articles 7 and 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

11. Additional Exemptions

Nothing in Articles 3, 4, 5, 6, 7 and 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait, in the lengths of road referred to therein when the person in control of the Vehicle:

- a) is required by law to stop;
- b) is obliged to stop in order to avoid an accident; or
- c) is prevented from proceeding along the road due to circumstances beyond his/her control.

12. Manner of standing in a Parking Place

- a) The driver of a motor Vehicle using a Parking Place shall stop the engine as soon as the Vehicle is in a position in the Parking Place and shall not start the engine except when about to change the position of the Vehicle in or, or depart from, the Parking Place.
- b) Every Vehicle left in a Parking Place in accordance with the foregoing provisions of this Order shall be left so that every part of the Vehicle is within the limits of the Parking Place.
- c) A driver of a Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining a road or the use of a road by other persons or so as to be a nuisance.

13. Alteration of position of a Vehicle in a Parking Place

Where any Vehicle is left standing in a Parking Place in contravention of the provisions of Article 12 of this Order, a police constable in uniform or a Civil Enforcement Officer may alter or cause to be altered the position of the Vehicle in order that its position shall comply with those provisions.

14. Removal of a Vehicle from a Parking Place

Where a police constable in uniform or a Civil Enforcement Officer is of the opinion that any of the provisions contained in Article 12 of this Order have been contravened or not complied with in respect of a Vehicle left in a Parking Place, he/she may remove or cause to be removed the Vehicle from the said Parking Place, and where it is so removed, shall provide for the safe custody of the said Vehicle.

15. Movement of a Vehicle in a Parking Place in an Emergency

- a) A police constable in uniform or a Civil Enforcement Officer may in case of emergency move or cause to be moved any Vehicle left in a Parking Place to any place he thinks fit and shall provide for the safe custody of the Vehicle.
- b) A person causing or permitting a Vehicle to wait in a Parking Place by virtue of the provisions of this Order shall take all such steps as are necessary to ensure that in the case of a Parking Place it shall stand in accordance with Article 12 so that every part of the Vehicle is within the limits of the Parking Place.

16. Power to suspend use of Parking Places

- a) The Council's Duly Authorised Officer may suspend the use of a Parking Place or any part thereof whenever he/she considers such suspensions reasonably necessary and make such charge for the administration of this service, as may from time to time be determined by the Council.
- b) A police constable in uniform may suspend for not longer than 7 days the use of a Parking Place or any part thereof whenever he/she considers such suspension reasonably necessary for the purpose of mitigating congestion or obstruction of traffic or a danger to or from traffic in consequence of extraordinary circumstances.
- c) Any persons suspending the use of a Parking Place or any part thereof in accordance with the provisions of paragraph a) or b) of this Article shall thereupon place or cause to be placed in or

adjacent to any part of that Parking Place the use of which is suspended, an authorised Traffic Sign or cone indicating that waiting by Vehicles is prohibited.

- d) No person shall cause or permit a Vehicle to be left in any part of a Parking Place during such period when an authorised Traffic Sign or cone is placed in or adjacent to that part of the Parking Place pursuant to paragraph c) of this Article provided that this paragraph shall not apply to a Vehicle:
- i) being used by the respective Fire or Police Authority or Ambulance Health Trust to deal with an emergency; or
 - ii) being used for any purpose specified in Article 11; or
 - iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

17. Restriction of use of a Vehicle in a Parking Place

While any Vehicle is in the lengths of road set out in the schedule to this Order no person shall use the said Vehicle in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling of or offering for sale of his/her skills or services.

18. Miscellaneous

The Restriction imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any regulations made, or having effect as if made, under the Act or by or under any other enactment.

19. Effect of Contravention

Failure by a person to comply with any prohibition or restriction contained within this order or any subsequent orders shall constitute a contravention of the same and shall result in the issue by the Council and/or its agents of a Penalty Charge Notice which shall be payable by such persons in accordance with the legislation.

20. Commencement of Order

This Order shall come into force on the XX day of XX 202X and may be cited as the “Lancashire County Council (Various Locations, Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancs And Wyre) (Various Parking Restrictions 21-22 (No1)) Order 202*”.

Dated this XX day of XXX 202X.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the Scheme of Delegation to Chief Officers **OR** following a decision made on **/**/**** by The Cabinet

Authorised Signatory

Schedule 1a – Revocation

- a) Item (192) of Schedule 10.01
- b) Items (11)a) and (11)b) of Schedule 11.075.
- c) Items (56)a)(i), (56)a)(ii) and (56)b) of Schedule 11.008.

Schedule 1b – Revocation

- a) Item (6) of Schedule 2.01.
- b) Items (2)b)(i) and (2)b)(ii) of Schedule 12.035.

Schedule 1c – Revocation

Items (276)a)(i) and (276)a)(ii) of Schedule 10.01.

Schedule 1d – Revocation

Item (88) of Schedule 2.01.

Schedule 1e – Revocation

- a) Items (187)a), (187)b) and (382)c)(i) of Schedule 10.01.
- b) Items (1) and (2) of Schedule 10.06.
- c) Items (100)a) and (100)b) of Schedule 11.075.

Schedule 1f – Revocation

Item (13)(i) of Schedule 11.075.

Schedule 1g – Revocation

Schedule 2.

Schedule 1h – Revocation

Schedule 5.

Schedule 2 - Prohibition of Waiting

- a) Acregate Lane, Preston, the north east side, from a point 9.5 metres north-west of its junction with the Centreline of Canterbury Road for a distance of 17 metres in a south-easterly direction.
- b) Blackburn Street, Burnley, the north side, from a point 40 metres west of its junction with the Centreline of Brown Street for a distance of 6 metres in a westerly direction.
- c) Breck Drive, Poulton-le-Fylde, the north side, from its junction with the Centreline of Breck Road for a distance of 25 metres in a general westerly direction.
- d) Breck Drive, Poulton-le-Fylde, the south side, from its junction with the Centreline of Breck Road for a distance of 12 metres in a general westerly direction.
- e) Breck Road, Poulton-le-Fylde, the east side, between points 13 metres north and 13 metres south of its junction with the Centreline of Riversway.
- f) Breck Road, Poulton-le-Fylde, the east side, between points 13 metres north-east and 15 metres south-west of its junction with the Centreline of Fouldrey Avenue.
- g) Breck Road, Poulton-le-Fylde, the north west side, between points 11 metres north-east and 12 metres south-west of its junction with the Centreline of Breck Drive.
- h) Breckside Close, Poulton-le-Fylde, both sides, from its junction with the Centreline of Fouldrey Avenue for a distance of 31 metres in a south-westerly direction.
- i) Brock Mill Lane, Cloughton-on-Brock, both sides, from its junction with the Centreline of White Lee Lane, Goosnargh for a distance of 316 metres in a south-westerly direction.
- j) Canterbury Road, Preston, both sides, from its junction with the Centreline of Acregate Lane for a distance of 13 metres in a north-easterly direction.

- k) Carrwood Road, Walton-le-Dale, the north side, from a point 207 metres north-east of its junction with the Centreline of Loxwood Close to a point 91 metres west of its junction with the Centreline of Clough Avenue in an easterly direction.
- l) Carrwood Road, Walton-le-Dale, the north side, from a point 28 metres west of its junction with the Centreline of Clough Avenue to a point 25 metres north-east of its junction with the Centreline of Millwood Road in an easterly direction.
- m) Carrwood Road, Walton-le-Dale, the north west side, from its Centreline junction with The Cawsey, Penwortham, in a north-easterly direction to a point 88 metres north-east of its junction with the Centreline of Loxwood Close.
- n) Carrwood Road, Walton-le-Dale, the north west side, from its junction with the Centreline of the A6 London Way roundabout for a distance of 50 metres in a south-westerly direction.
- o) Carrwood Road, Walton-le-Dale, the south east side, from a point 41 metres north-east of its junction with the Centreline of Loxwood Close to a point 28 metres east of its junction with the Centreline of The Oaks in a north-easterly direction.
- p) Carrwood Road, Walton-le-Dale, the south east side, from a point 25.5 metres west of its junction with the Centreline of Millwood Road to its junction with the Centreline of the A6 London Way roundabout in a north-easterly direction.
- q) Carrwood Road, Walton-le-Dale, the south east side, from its Centreline junction with The Cawsey, Penwortham for a distance of 66 metres in a north-easterly direction.
- r) Carrwood Way, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road roundabout for a distance of 32.5 metres in a southerly direction.
- s) Carter Avenue, Hapton, the west side, from its junction with the Centreline of Ruskin Grove for a distance of 8 metres in a northerly direction.
- t) Clough Avenue, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road for a distance of 13.5 metres in a northerly direction.
- u) Club Street, Bamber Bridge, the east and west side, measured along the Centreline from a point 112 metres east of its junction with the Centreline of Station Road for a distance of 20 metres in a northerly direction.
- v) Club Street, Bamber Bridge, the east and west side, measured along the Centreline, from a point 112 east, then 51 metres north of its junction with the Centreline of Station Road for a distance of 38.5 metres in a general northerly direction, to the northerly extent of the adopted highway.
- w) Club Street, Bamber Bridge, the north side, from a point 90 metres east of its junction with the Centreline of Station Road for a distance of 39 metres in an easterly direction.
- x) Club Street, Bamber Bridge, the north side, from a point 162 metres east of its junction with the Centreline of Station Road for a distance of 7 metres in an easterly direction.
- y) Eagleton Way, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 15 metres in a westerly direction.
- z) Firs Drive, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 26 metres in a south-easterly direction.
- aa) Fouldrey Avenue, Poulton-le-Fylde, both sides, from its junction with the Centreline of Breck Road for a distance of 14 metres in a south-easterly direction.
- bb) Fouldrey Avenue, Poulton-le-Fylde, the east side, from a point 58 metres south-east of its junction with the Centreline of Breckside Close for a distance of 7 metres in a south-easterly direction.
- cc) Fouldrey Avenue, Poulton-le-Fylde, the north east side, from a point 33 metres north-west of its junction with the Centreline of Breckside Close in a north-westerly direction, to a point 51 metres south-east of its junction with the Centreline of Breck Road.
- dd) Fouldrey Avenue, Poulton-le-Fylde, the north east side, from a point 3 metres south-east of its junction with the Centreline of Breckside Close for a distance of 29 metres in a south-easterly direction.

- ee) Fouldrey Avenue, Poulton-le-Fylde, the south west side, Between points 14 metres north-west and 14 metres south-east of its junction with the Centreline of Breckside Close.
- ff) Fouldrey Avenue, Poulton-le-Fylde, the west side, from a point 85 metres south of its junction with the Centreline of Breckside Close for a distance of 33 metres in a southerly direction to the extent of the adopted highway.
- gg) Franklands Drive, Preston, both sides, from a point 15 metres west of its junction with the Centreline of Glen Grove to a point 20 metres east of its junction with the Centreline of Glen Grove.
- hh) Garstang Road, Preston, the east side, from a point 20 metres north of its junction with the Centreline of Greystock Avenue to a point 20 metres south of its junction with the Centreline of Greystock Avenue.
- ii) Glen Grove, Preston, both sides, from its junction with the Centreline of Longridge Road to a point 23 metres north of its junction with the Centreline of Franklands Drive.
- jj) Great George Street, Preston, both sides, for its entire length.
- kk) Greystock Avenue, Preston, both sides, from its junction with the Centreline of Garstang Road for a distance of 20 metres in an easterly direction.
- ll) Handshaw Drive, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 14 metres in a south-easterly direction.
- mm) Harewood Road, Preston, both sides, from its junction with the Centreline of Skeffington Road for a distance of 31 metres in a north easterly direction.
- nn) Harewood Road, Preston, the south east side, from its junction with the Centreline of Skeffington Road for a distance of 20 metres in a south westerly direction.
- oo) Hoghton Lane, Hoghton, the north side, from its junction with the Centreline of Quaker Brook Lane/The Straits for a distance of 10 metres in a westerly direction.
- pp) Kinsella Close, Preston, both sides, from its junction with the Centreline of St Paul's Road for a distance of 13 metres in a westerly direction.
- qq) Liverpool Road (B5312), Skelmersdale, both sides, from a point 49 metres west of its junction with the Centreline of Railway Road, in a south westerly direction to a point 23 metres west of its junction with the Centreline of White Moss Road.
- rr) Liverpool Road (U523), Skelmersdale, both sides, from its junction with the Centreline of Liverpool Road B5312 for a distance of 14 metres in an easterly direction.
- ss) Local Access Road, Off Liverpool Road (B5312), Skelmersdale, both sides, from a point 65.5 metres west of its junction with the Centreline of Railway Road B5312 for a distance of 16 metres in a northerly direction.
- tt) Longridge Road, Preston, the north side, from a point 10.5 metres west of its junction with the Centreline of Glen Grove to a point 11.5 metres east of its junction with the Centreline of Glen Grove.
- uu) Loxwood Close, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road for a distance of 12 metres in a north-westerly direction.
- vv) Mill Street, Padiham, the north east side, from its junction with the Centreline of Burnley Road for a distance of 61 metres in a north-westerly direction.
- ww) Mill Street, Padiham, the north east side, from a point 110.5 metres north-west of its junction with the Centreline of Burnley Road to its junction with the Centreline of Church Street.
- xx) Mill Street, Padiham, the south west side, from its junction with the Centreline of Burnley Road for a distance of 108.5 metres in a north-westerly direction.
- yy) Millwood Road, Lostock Hall, both sides, from its junction with the Centreline of Carrwood Road for a distance of 19 metres in a south-easterly direction.
- zz) Padiham Road, Burnley, the south side, from a point 8 metres east of its junction with the Centreline of Scott Street for a distance of 14 metres in a westerly direction.

- aaa) Pennine Way, Brierfield, both sides, from its junction with the Centreline of Reedley Road for a distance of 11.5 metres in a north-westerly direction.
- bbb) Quaker Brook Lane, Hoghton, both sides, from its junction with the Centreline of Hoghton Lane/The Straits for a distance of 26.5 metres in a north-easterly direction.
- ccc) Reedley Road, Reedley, Burnley, the north side, between points 6 metres west and 9 metres east of its junction with the Centreline of Pennine Way.
- ddd) Riversway, Poulton-le-Fylde, both sides, from its junction with the Centreline of Breck Road for a distance of 15 metres in an easterly direction.
- eee) Ruskin Grove, Hapton, the north side, from its junction with the Centreline of Carter Avenue for a distance of 32 metres in a westerly direction.
- fff) Saxon Place, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 14 metres in a north-westerly direction.
- ggg) Scott Street, Padiham, both sides, from its junction with the Centreline of Padiham Road for a distance of 14 metres in a southerly direction.
- hhh) Skeffington Road, Preston, both sides, between points 35 metres north west and 15 metres south east of its junction with the Centreline of Harewood Road.
- iii) Skeffington Road, Preston, the south west side, from its junction with the Centreline of St Gregory Road for a distance of 20 metres in a south easterly direction.
- jjj) The Cawsey, Penwortham, the north west side, from a point 42 metres south-west of its junction with the Centreline of Saxon Place to its junction with Leyland Road roundabout in a south-westerly direction.
- kkk) The Cawsey, Penwortham, the north west side, from a point 13 metres south-west of its junction with the Centreline of Saxon Place for a distance of 100 metres in a north-easterly direction.
- lll) The Cawsey, Penwortham, the north west side, from a point 30 metres south-west of its junction with the Centreline of Eagleton Way in a north-easterly direction, to its Centreline junction with Carrwood Road, Walton-le-Dale.
- mmm) The Cawsey, Penwortham, the north west side, from a point 53 metres north-east of its junction with the Centreline of Handshaw Drive for a distance of 35 metres in a north-easterly direction.
- nnn) The Cawsey, Penwortham, the south east side, from a point 13 metres south-west of its junction with the Centreline of Handshaw Drive for a distance of 66 metres in a north-easterly direction.
- ooo) The Cawsey, Penwortham, the south east side, from a point 82 metres south-west of its junction with the Centreline of Firs Drive for a distance of 178 metres in a north-easterly direction.
- ppp) The Cawsey, Penwortham, the south east side, from a point 130 metres south-west of its junction with the Centreline of Saxon Place to its junction with Leyland Road roundabout in a south-westerly direction.
- qqq) The Cawsey, Penwortham, the south east side, from a point 13 metres north-east of its junction with the Centreline of Saxon Place for a distance of 86 metres in a south-westerly direction.
- rrr) The Cawsey, Penwortham, the south east side, from a point 75.5 metres south-west of its junction with the Centreline of Eagleton Way for a distance of 127 metres in a north-easterly direction.
- sss) The Cawsey, Penwortham, the south east side, from a point 164 metres north-east of its junction with the Centreline of Firs Drive in a north-easterly direction, to its Centreline junction with Carrwood Road, Walton-le-Dale.
- ttt) The Green, Churchtown, both sides, from its junction with the Centreline of The Avenue for a distance of 18 metres in a southerly direction.

- uuu) The Oaks, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road for a distance of 14 metres in a southerly direction.
- vvv) The Straits, Hoghton, the north east side, from its junction with the Centreline of Quaker Brook Lane/Hoghton Lane for a distance of 17 metres in a south-easterly direction.
- www) Thompson Street, Padiham, the south west side, from a point 15 metres south of its junction with the Centreline of Wheat Street for a distance of 30 metres in a northerly direction.
- xxx) Valley View, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road roundabout for a distance of 35 metres in a north-westerly direction.
- yyy) Victoria Street, Lytham St Annes, the north side, from its junction with the Centreline of Preston Road for a distance of 25 metres in a westerly direction.
- zzz) Wheat Street, Padiham, both sides, from its junction with the Centreline of Thompson Street for a distance of 10 metres in a south westerly direction.
- aaaa) White Lee Lane (U5304), Goosnargh, both sides, from its junction with the Centreline of Brock Mill Lane, Cloughton on Brock for a distance of 480 metres in a south-easterly direction.
- bbbb) White Moss Road, Skelmersdale, both sides, from its junction with the Centreline of Liverpool Road B5312 for a distance of 10.5 metres in a southerly direction.

Schedule 3 - Restriction of Waiting Monday to Friday 8am – 6pm

- a) Kinsella Close, Preston, all sides, from a point 13 metres west of its junction with the Centreline of St. Paul's Road to its south westerly end including the turning heads.
- b) Ruskin Avenue, Padiham, the east side, from its junction with the Centreline of Victoria Road for a distance of 8 metres in a northerly direction.
- c) Victoria Road, Padiham, the north east side, from its junction with the Centreline of Ruskin Avenue to its junction with the Centreline of Wordsworth Avenue.
- d) Wordsworth Avenue, Padiham, the west side, from its junction with the Centreline of Victoria Road for a distance of 8 metres in a northerly direction.

Schedule 4 - Restriction of Waiting Monday to Saturday 8am – 6pm

- a) Plumbe Street, Burnley, the east side, from its junction with the Centreline of Branch Road in a northerly direction to its junction with the Centreline of Pine Street.
- b) Plumbe Street, Burnley, the east side, from its junction with the Centreline of Parliament Street, in a northerly direction to its junction with the Centreline of Rear 15 to 101 Parliament Street.
- c) Plumbe Street, Burnley, the west side, from a point 25 metres north of its junction with the Centreline of Lutner Street for a distance of 14 metres in a northerly direction.
- d) Plumbe Street, Burnley, the west side, from a point 52 metres north of its junction with the Centreline of Lutner Street, in a northerly direction to a point 12 metres south of its junction with the projected Centreline of Pine Street.
- e) Plumbe Street, Burnley, the west side, from its junction with the Centreline of Parliament Street, in a northerly direction to a point 8 metres north of its junction with the Centreline of Lutner Street.

Schedule 5 - Restriction of Waiting Monday to Friday 8am – 9am and 3pm and 4pm

Reedley Road, Reedley, the north side, from a point 10 metres east of its junction with the Centreline of Hillside Avenue to its junction with the Centreline of Pennine Way.

Schedule 6 - Limited Waiting Parking Place 20 Minutes No Return Within 1 Hour Monday to Friday 8am – 6pm

Victoria Road, Padiham, the south west side, from a point 4 metres south east of its junction with the Centreline of Ruskin Avenue for a distance of 25 metres in a south-easterly direction.

Schedule 7 - Limited Waiting Parking Place 30 Minutes No Return Within 1 Hour Monday to Saturday between 8am and 6pm

Spendmore Lane, Coppull, the south east side, from a point 6 metres south west of its junction with the Centreline of Clayton Gate for a distance of 43.5 metres in a south westerly direction.

ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(VARIOUS LOCATIONS, BURNLEY, CHORLEY, FYLDE, PENDLE, PRESTON, SOUTH RIBBLE, WEST LANCS AND WYRE) (VARIOUS PARKING RESTRICTIONS 21-22 (NO1))
ORDER 202*

The County Council of Lancashire ("the Council") in exercise of its powers under Sections 1, 2 and 4 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended ("the Act") and of all other enabling powers, after consultation with the Chief Officer of Police hereby make the following Order: -

1. Definitions and Interpretations

For all the purposes of this Order the terms described in this Article shall have the meanings specified:

- a) "**Centreline**" means the centre line of a highway as shown on Ordnance Survey graphical information systems at the time that the Order was prepared;
- b) "**Civil Enforcement Officer**" means a person authorised by or on behalf of Lancashire County Council in accordance with Section 76 of the Traffic Management Act 2004;
- c) "**Disabled Person's Vehicle**" means a Vehicle displaying a Disabled Person's Badge in the circumstances prescribed in Regulations 13, 14, 15 or 16 of The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000;
- d) "**Disabled Person's Badge**" means a badge which was -
 - i) issued, or has effect as if issued, to a disabled person or an institution under The Disabled Persons (Badges for Motor Vehicles) (England) Regulations or under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Persons Act 1970; and
 - ii) has not ceased to be in force.
- e) "**Parking Disc**" means a device which -
 - i) is 125 millimetres square and coloured blue, if issued on or after 1st April, 2000 or orange if issued before that date;
 - ii) has been issued by a local authority and has not ceased to be valid; and
 - iii) is capable of showing the quarter hour period during which a period of waiting has begun.
- f) "**Parking Place**" means any length of road subject to restriction in accordance with Articles 7 and 8;
- g) "**Penalty Charge Notice**" means a notice served by a Civil Enforcement Officer pursuant to the provisions of section 78 of the 2004 Act and supporting regulations;
- h) a Vehicle displays a Disabled Person's Badge or Parking Disc in the "**Relevant Position**" if –
 - i) the badge/disc is exhibited on the dashboard or fascia of the Vehicle; or

- ii) where the Vehicle is not fitted with a dashboard or fascia the badge/disc is exhibited in a conspicuous position on the Vehicle, so that the front of the badge/disc is clearly legible from the outside of the Vehicle.
- i) **"The Council's Duly Authorised Officer"** means a person appointed by the council or its local agent, or authority, to administer the powers conferred on the said Council by the 1984 Act, with respect to this and other Traffic Regulations;
- j) **"Vehicle"** means a motor vehicle, a passenger vehicle, a dual-purpose vehicle, a goods vehicle, a motorcycle or an invalid carriage or any other vehicle of any description whether drawn or propelled along a road by animal or mechanical power.

2. Revocations

- a) Those parts of the "Lancashire County Council (Burnley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1a to this Order, are hereby revoked.
- b) Those parts of the "Lancashire County Council (Chorley Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1b to this Order, are hereby revoked.
- c) Those parts of the "Lancashire County Council (Fylde Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1c
- d) Those parts of the "Lancashire County Council (Pendle Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1d to this Order, are hereby revoked.
- e) Those parts of the "Lancashire County Council (Preston Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1e to this Order, are hereby revoked.
- f) Those parts of the "Lancashire County Council (South Ribble Area) (On Street Parking Places, Prohibition and Restriction of Waiting) Consolidation Order 2009", as set out in Schedule 1f to this Order, are hereby revoked.
- g) The "Lancashire County Council (Jemmett Street, Preston, Preston City) (Disabled Parking Place) Order 2012" is hereby revoked in full.
- h) Those parts of the "Lancashire County Council (Various Roads, Burnley, Chorley, Fylde, Hyndburn, Pendle, Preston, Rossendale, South Ribble and Wyre) (Revocation and Various Parking Restrictions March (No1)) Order 2021", as set out in Schedule 1g of the Order, are hereby revoked.

3. Prohibition of Waiting

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait at any time, on any day, in the lengths of road set out in the Schedule 2 to this Order.

4. Restriction of Waiting Monday to Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Friday inclusively, between 8am and 6pm, in the lengths of road set out in Schedule 3 to this Order.

5. Restriction of Waiting Monday to Saturday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Saturday inclusively, between 8am and 6pm, in the lengths of road set out in Schedule 4 to this Order.

6. Restriction of Waiting Monday to Friday 8am – 9am and 3pm – 4pm

Save as is hereinafter provided, no person shall, except upon the direction or with the permission of a police constable in uniform, or a Civil Enforcement Officer, cause or permit any Vehicle to wait from Monday until Saturday inclusively, between 8am and 9am, and between 3pm and 4pm, in the lengths of road set out in Schedule 5 to this Order.

7. Limited Waiting Parking Place 20 Minutes No Return Within 1 Hour Monday to Friday 8am – 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding twenty minutes, with no return within one hour, from Monday to Friday inclusively between 8am and 6pm, in the length of road set out in Schedule 6 to this Order.

8. Limited Waiting Parking Place 30 Minutes No Return Within 1 Hour Monday to Saturday between 8am and 6pm

Save as is hereinafter provided, no person shall, except upon direction or with the permission of a Police Constable in uniform or a Civil Enforcement Officer cause or permit any Vehicle to wait for a period exceeding thirty minutes, with no return within one hour, from Monday to Saturday inclusively between 8am and 6pm, in the length of road set out in Schedule 7 to this Order.

9. General Exemptions

Nothing in Articles 3, 4, 5, 6, 7 and 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for so long as may be necessary to enable :-

- a) a person to board or alight from the Vehicle;
- b) goods to be loaded onto or unloaded from the Vehicle;
- c) if it cannot conveniently be used for such purpose in any other road to be used in connection with any of the following:-
 - i) building, industrial or demolition operations;
 - ii) the removal of any obstruction to traffic;
 - iii) the maintenance, improvement or reconstruction of the said lengths of road;

- iv) the laying, erection, alteration or repair in, or in land adjacent to the said lengths of road of any sewer or of any main, pipe or apparatus or the exercise of any other statutory power or duty for the maintenance and supply of gas, water or electricity or of any telecommunications system as defined in Section 4 of the Telecommunications Act 1984.
- d) the Vehicle to be used for the purposes of a local authority in pursuance of statutory powers or duties if it cannot conveniently be used for such purpose in any other road;
- e) A Royal Mail liveried Vehicle engaged in the collection and/or delivery of letters in accordance with the statutory provisions as defined in the Postal Services Act 2000;
- f) the Vehicle to be used for fire brigade, ambulance or police purposes in pursuance of statutory powers or duties;
- g) the Vehicle to wait at or near to any premises situated on or adjacent to the said length of road for so long as such waiting by the Vehicle is reasonably necessary in connection with any wedding or funeral.

10. Exemption for Disabled Person's Vehicle

- a) Nothing in Articles 3, 4, 5 and 6 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of road referred to therein for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same Vehicle in the same length of road on the same day) if the Vehicle is a Disabled Person's Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.
- b) Nothing in Articles 7 and 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait in the lengths of roads referred to therein if the Vehicle is a Vehicle which displays in the Relevant Position both a Disabled Person's Badge and a Parking Disc marked to show the quarter hour period during which the period of waiting began.

11. Additional Exemptions

Nothing in Articles 3, 4, 5, 6, 7 and 8 of this Order shall render it unlawful to cause or permit any Vehicle to wait, in the lengths of road referred to therein when the person in control of the Vehicle:

- a) is required by law to stop;
- b) is obliged to stop in order to avoid an accident; or
- c) is prevented from proceeding along the road due to circumstances beyond his/her control.

12. Manner of standing in a Parking Place

- a) The driver of a motor Vehicle using a Parking Place shall stop the engine as soon as the Vehicle is in a position in the Parking Place and shall not start the engine except when about to change the position of the Vehicle in or, or depart from, the Parking Place.
- b) Every Vehicle left in a Parking Place in accordance with the foregoing provisions of this Order shall be left so that every part of the Vehicle is within the limits of the Parking Place.
- c) A driver of a Vehicle shall not use a Parking Place so as unreasonably to prevent access to any premises adjoining a road or the use of a road by other persons or so as to be a nuisance.

13. Alteration of position of a Vehicle in a Parking Place

Where any Vehicle is left standing in a Parking Place in contravention of the provisions of Article 12 of this Order, a police constable in uniform or a Civil Enforcement Officer may alter or cause to be altered the position of the Vehicle in order that its position shall comply with those provisions.

14. Removal of a Vehicle from a Parking Place

Where a police constable in uniform or a Civil Enforcement Officer is of the opinion that any of the provisions contained in Article 12 of this Order have been contravened or not complied with in respect of a Vehicle left in a Parking Place, he/she may remove or cause to be removed the Vehicle from the said Parking Place, and where it is so removed, shall provide for the safe custody of the said Vehicle.

15. Movement of a Vehicle in a Parking Place in an Emergency

- a) A police constable in uniform or a Civil Enforcement Officer may in case of emergency move or cause to be moved any Vehicle left in a Parking Place to any place he thinks fit and shall provide for the safe custody of the Vehicle.
- b) A person causing or permitting a Vehicle to wait in a Parking Place by virtue of the provisions of this Order shall take all such steps as are necessary to ensure that in the case of a Parking Place it shall stand in accordance with Article 12 so that every part of the Vehicle is within the limits of the Parking Place.

16. Power to suspend use of Parking Places

- a) The Council's Duly Authorised Officer may suspend the use of a Parking Place or any part thereof whenever he/she considers such suspensions reasonably necessary and make such charge for the administration of this service, as may from time to time be determined by the Council.
- b) A police constable in uniform may suspend for not longer than 7 days the use of a Parking Place or any part thereof whenever he/she considers such suspension reasonably necessary for the purpose of mitigating congestion or obstruction of traffic or a danger to or from traffic in consequence of extraordinary circumstances.

- c) Any persons suspending the use of a Parking Place or any part thereof in accordance with the provisions of paragraph a) or b) of this Article shall thereupon place or cause to be placed in or adjacent to any part of that Parking Place the use of which is suspended, an authorised Traffic Sign or cone indicating that waiting by Vehicles is prohibited.
- d) No person shall cause or permit a Vehicle to be left in any part of a Parking Place during such period when an authorised Traffic Sign or cone is placed in or adjacent to that part of the Parking Place pursuant to paragraph c) of this Article provided that this paragraph shall not apply to a Vehicle:
 - i) being used by the respective Fire or Police Authority or Ambulance Health Trust to deal with an emergency; or
 - ii) being used for any purpose specified in Article 11; or
 - iii) left in such Parking Place with the permission of the person suspending the use of the Parking Place.

17. Restriction of use of a Vehicle in a Parking Place

While any Vehicle is in the lengths of road set out in the schedule to this Order no person shall use the said Vehicle in connection with the sale of any article to any person in or near the Parking Place or in connection with the selling of or offering for sale of his/her skills or services.

18. Miscellaneous

The Restriction imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any regulations made, or having effect as if made, under the Act or by or under any other enactment.

19. Effect of Contravention

Failure by a person to comply with any prohibition or restriction contained within this order or any subsequent orders shall constitute a contravention of the same and shall result in the issue by the Council and/or its agents of a Penalty Charge Notice which shall be payable by such persons in accordance with the legislation.

20. Commencement of Order

This Order shall come into force on the XX day of XX 202X and may be cited as the “Lancashire County Council (Various Locations, Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancs And Wyre) (Various Parking Restrictions 21-22 (No1)) Order 202*”.

Dated this XX day of XXX 202X.

THE COMMON SEAL of the Lancashire County Council was hereunto affixed pursuant to the Scheme of Delegation to Chief Officers **OR** following a decision made on **/**/**** by The Cabinet

Authorised Signatory

Schedule 1a – Revocation

- a) Item (192) of Schedule 10.01
- b) Items (11)a) and (11)b) of Schedule 11.075.
- c) Items (56)a)(i), (56)a)(ii) and (56)b) of Schedule 11.008.

Schedule 1b – Revocation

- a) Item (6) of Schedule 2.01.
- b) Items (2)b)(i) and (2)b)(ii) of Schedule 12.035.

Schedule 1c – Revocation

Items (276)a)(i) and (276)a)(ii) of Schedule 10.01.

Schedule 1d – Revocation

Item (88) of Schedule 2.01.

Schedule 1e – Revocation

- a) Item (382)c)(i) of Schedule 10.01.
- b) Items (1) and (2) of Schedule 10.06.

Schedule 1f – Revocation

Item (13)(i) of Schedule 11.075.

Schedule 1g – Revocation

Schedule 5.

Schedule 2 - Prohibition of Waiting

- a) Acregate Lane, Preston, the north east side, from a point 9.5 metres north-west of its junction with the Centreline of Canterbury Road for a distance of 17 metres in a south-easterly direction.
- b) Blackburn Street, Burnley, the north side, from a point 40 metres west of its junction with the Centreline of Brown Street for a distance of 6 metres in a westerly direction.
- c) Breck Drive, Poulton-le-Fylde, the north side, from its junction with the Centreline of Breck Road for a distance of 25 metres in a general westerly direction.
- d) Breck Drive, Poulton-le-Fylde, the south side, from its junction with the Centreline of Breck Road for a distance of 12 metres in a general westerly direction.
- e) Breck Road, Poulton-le-Fylde, the east side, between points 13 metres north and 13 metres south of its junction with the Centreline of Riversway.
- f) Breck Road, Poulton-le-Fylde, the east side, between points 13 metres north-east and 15 metres south-west of its junction with the Centreline of Fouldrey Avenue.
- g) Breck Road, Poulton-le-Fylde, the north west side, between points 11 metres north-east and 12 metres south-west of its junction with the Centreline of Breck Drive.
- h) Breckside Close, Poulton-le-Fylde, both sides, from its junction with the Centreline of Fouldrey Avenue for a distance of 31 metres in a south-westerly direction.
- i) Brock Mill Lane, Cloughton-on-Brock, both sides, from its junction with the Centreline of White Lee Lane, Goosnargh for a distance of 316 metres in a south-westerly direction.
- j) Canterbury Road, Preston, both sides, from its junction with the Centreline of Acregate Lane for a distance of 13 metres in a north-easterly direction.

- k) Carrwood Road, Walton-le-Dale, the north side, from a point 207 metres north-east of its junction with the Centreline of Loxwood Close to a point 91 metres west of its junction with the Centreline of Clough Avenue in an easterly direction.
- l) Carrwood Road, Walton-le-Dale, the north side, from a point 28 metres west of its junction with the Centreline of Clough Avenue to a point 25 metres north-east of its junction with the Centreline of Millwood Road in an easterly direction.
- m) Carrwood Road, Walton-le-Dale, the north west side, from its Centreline junction with The Cawsey, Penwortham, in a north-easterly direction to a point 88 metres north-east of its junction with the Centreline of Loxwood Close.
- n) Carrwood Road, Walton-le-Dale, the north west side, from its junction with the Centreline of the A6 London Way roundabout for a distance of 50 metres in a south-westerly direction.
- o) Carrwood Road, Walton-le-Dale, the south east side, from a point 41 metres north-east of its junction with the Centreline of Loxwood Close to a point 28 metres east of its junction with the Centreline of The Oaks in a north-easterly direction.
- p) Carrwood Road, Walton-le-Dale, the south east side, from a point 25.5 metres west of its junction with the Centreline of Millwood Road to its junction with the Centreline of the A6 London Way roundabout in a north-easterly direction.
- q) Carrwood Road, Walton-le-Dale, the south east side, from its Centreline junction with The Cawsey, Penwortham for a distance of 66 metres in a north-easterly direction.
- r) Carrwood Way, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road roundabout for a distance of 32.5 metres in a southerly direction.
- s) Carter Avenue, Hapton, the west side, from its junction with the Centreline of Ruskin Grove for a distance of 8 metres in a northerly direction.
- t) Clough Avenue, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road for a distance of 13.5 metres in a northerly direction.
- u) Club Street, Bamber Bridge, the east and west side, measured along the Centreline from a point 112 metres east of its junction with the Centreline of Station Road for a distance of 20 metres in a northerly direction.
- v) Club Street, Bamber Bridge, the east and west side, measured along the Centreline, from a point 112 east, then 51 metres north of its junction with the Centreline of Station Road for a distance of 38.5 metres in a general northerly direction, to the northerly extent of the adopted highway.
- w) Club Street, Bamber Bridge, the north side, from a point 90 metres east of its junction with the Centreline of Station Road for a distance of 39 metres in an easterly direction.
- x) Club Street, Bamber Bridge, the north side, from a point 162 metres east of its junction with the Centreline of Station Road for a distance of 7 metres in an easterly direction.
- y) Eagleton Way, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 15 metres in a westerly direction.
- z) Firs Drive, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 26 metres in a south-easterly direction.
- aa) Fouldrey Avenue, Poulton-le-Fylde, both sides, from its junction with the Centreline of Breck Road for a distance of 14 metres in a south-easterly direction.
- bb) Fouldrey Avenue, Poulton-le-Fylde, the east side, from a point 58 metres south-east of its junction with the Centreline of Breckside Close for a distance of 7 metres in a south-easterly direction.
- cc) Fouldrey Avenue, Poulton-le-Fylde, the north east side, from a point 33 metres north-west of its junction with the Centreline of Breckside Close in a north-westerly direction, to a point 51 metres south-east of its junction with the Centreline of Breck Road.

- dd) Fouldrey Avenue, Poulton-le-Fylde, the north east side, from a point 3 metres south-east of its junction with the Centreline of Breckside Close for a distance of 29 metres in a south-easterly direction.
- ee) Fouldrey Avenue, Poulton-le-Fylde, the south west side, Between points 14 metres north-west and 14 metres south-east of its junction with the Centreline of Breckside Close.
- ff) Fouldrey Avenue, Poulton-le-Fylde, the west side, from a point 85 metres south of its junction with the Centreline of Breckside Close for a distance of 33 metres in a southerly direction to the extent of the adopted highway.
- gg) Franklands Drive, Preston, both sides, from a point 15 metres west of its junction with the Centreline of Glen Grove to a point 20 metres east of its junction with the Centreline of Glen Grove.
- hh) Garstang Road, Preston, the east side, from a point 20 metres north of its junction with the Centreline of Greystock Avenue to a point 20 metres south of its junction with the Centreline of Greystock Avenue.
- ii) Glen Grove, Preston, both sides, from its junction with the Centreline of Longridge Road to a point 23 metres north of its junction with the Centreline of Franklands Drive.
- jj) Greystock Avenue, Preston, both sides, from its junction with the Centreline of Garstang Road for a distance of 20 metres in an easterly direction.
- kk) Handshaw Drive, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 14 metres in a south-easterly direction.
- ll) Harewood Road, Preston, both sides, from its junction with the Centreline of Skeffington Road for a distance of 31 metres in a north easterly direction.
- mm) Harewood Road, Preston, the south east side, from its junction with the Centreline of Skeffington Road for a distance of 20 metres in a south westerly direction.
- nn) Hoghton Lane, Hoghton, the north side, from its junction with the Centreline of Quaker Brook Lane/The Straits for a distance of 10 metres in a westerly direction.
- oo) Kinsella Close, Preston, both sides, from its junction with the Centreline of St Paul's Road for a distance of 13 metres in a westerly direction.
- pp) Liverpool Road (B5312), Skelmersdale, both sides, from a point 49 metres west of its junction with the Centreline of Railway Road, in a south westerly direction to a point 23 metres west of its junction with the Centreline of White Moss Road.
- qq) Liverpool Road (U523), Skelmersdale, both sides, from its junction with the Centreline of Liverpool Road B5312 for a distance of 14 metres in an easterly direction.
- rr) Local Access Road, Off Liverpool Road (B5312), Skelmersdale, both sides, from a point 65.5 metres west of its junction with the Centreline of Railway Road B5312 for a distance of 16 metres in a northerly direction.
- ss) Longridge Road, Preston, the north side, from a point 10.5 metres west of its junction with the Centreline of Glen Grove to a point 11.5 metres east of its junction with the Centreline of Glen Grove.
- tt) Loxwood Close, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road for a distance of 12 metres in a north-westerly direction.
- uu) Mill Street, Padiham, the north east side, from its junction with the Centreline of Burnley Road for a distance of 48.5 metres in a north-westerly direction.
- vv) Mill Street, Padiham, the north east side, from a point 110.5 metres north-west of its junction with the Centreline of Burnley Road to its junction with the Centreline of Church Street.
- ww) Mill Street, Padiham, the south west side, from its junction with the Centreline of Burnley Road for a distance of 108.5 metres in a north-westerly direction.
- xx) Millwood Road, Lostock Hall, both sides, from its junction with the Centreline of Carrwood Road for a distance of 19 metres in a south-easterly direction.

- yy) Padiham Road, Burnley, the south side, from a point 8 metres east of its junction with the Centreline of Scott Street for a distance of 14 metres in a westerly direction.
- zz) Pennine Way, Brierfield, both sides, from its junction with the Centreline of Reedley Road for a distance of 11.5 metres in a north-westerly direction.
- aaa) Quaker Brook Lane, Hoghton, both sides, from its junction with the Centreline of Hoghton Lane/The Straits for a distance of 26.5 metres in a north-easterly direction.
- bbb) Reedley Road, Reedley, Burnley, the north side, between points 6 metres west and 9 metres east of its junction with the Centreline of Pennine Way.
- ccc) Riversway, Poulton-le-Fylde, both sides, from its junction with the Centreline of Breck Road for a distance of 15 metres in an easterly direction.
- ddd) Ruskin Grove, Hapton, the north side, from its junction with the Centreline of Carter Avenue for a distance of 32 metres in a westerly direction.
- eee) Saxon Place, Penwortham, both sides, from its junction with the Centreline of The Cawsey for a distance of 14 metres in a north-westerly direction.
- fff) Scott Street, Padiham, both sides, from its junction with the Centreline of Padiham Road for a distance of 14 metres in a southerly direction.
- ggg) Skeffington Road, Preston, both sides, between points 35 metres north west and 15 metres south east of its junction with the Centreline of Harewood Road.
- hhh) Skeffington Road, Preston, the south west side, from its junction with the Centreline of St Gregory Road for a distance of 20 metres in a south easterly direction.
- iii) The Cawsey, Penwortham, the north west side, from a point 42 metres south-west of its junction with the Centreline of Saxon Place to its junction with Leyland Road roundabout in a south-westerly direction.
- jjj) The Cawsey, Penwortham, the north west side, from a point 13 metres south-west of its junction with the Centreline of Saxon Place for a distance of 100 metres in a north-easterly direction.
- kkk) The Cawsey, Penwortham, the north west side, from a point 30 metres south-west of its junction with the Centreline of Eagleton Way in a north-easterly direction, to its Centreline junction with Carrwood Road, Walton-le-Dale.
- lll) The Cawsey, Penwortham, the north west side, from a point 53 metres north-east of its junction with the Centreline of Handshaw Drive for a distance of 35 metres in a north-easterly direction.
- mmm) The Cawsey, Penwortham, the south east side, from a point 13 metres south-west of its junction with the Centreline of Handshaw Drive for a distance of 66 metres in a north-easterly direction.
- nnn) The Cawsey, Penwortham, the south east side, from a point 82 metres south-west of its junction with the Centreline of Firs Drive for a distance of 178 metres in a north-easterly direction.
- ooo) The Cawsey, Penwortham, the south east side, from a point 130 metres south-west of its junction with the Centreline of Saxon Place to its junction with Leyland Road roundabout in a south-westerly direction.
- ppp) The Cawsey, Penwortham, the south east side, from a point 13 metres north-east of its junction with the Centreline of Saxon Place for a distance of 86 metres in a south-westerly direction.
- qqq) The Cawsey, Penwortham, the south east side, from a point 75.5 metres south-west of its junction with the Centreline of Eagleton Way for a distance of 127 metres in a north-easterly direction.
- rrr) The Cawsey, Penwortham, the south east side, from a point 164 metres north-east of its junction with the Centreline of Firs Drive in a north-easterly direction, to its Centreline junction with Carrwood Road, Walton-le-Dale.

- sss) The Green, Churchtown, both sides, from its junction with the Centreline of The Avenue for a distance of 18 metres in a southerly direction.
- ttt) The Oaks, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road for a distance of 14 metres in a southerly direction.
- uuu) The Straits, Hoghton, the north east side, from its junction with the Centreline of Quaker Brook Lane/Hoghton Lane for a distance of 17 metres in a south-easterly direction.
- vvv) Thompson Street, Padiham, the south west side, from a point 15 metres south of its junction with the Centreline of Wheat Street for a distance of 30 metres in a northerly direction.
- www) Valley View, Walton-le-Dale, both sides, from its junction with the Centreline of Carrwood Road roundabout for a distance of 35 metres in a north-westerly direction.
- xxx) Victoria Street, Lytham St Annes, the north side, from its junction with the Centreline of Preston Road for a distance of 25 metres in a westerly direction.
- yyy) Wheat Street, Padiham, both sides, from its junction with the Centreline of Thompson Street for a distance of 10 metres in a south westerly direction.
- zzz) White Lee Lane (U5304), Goosnargh, both sides, from its junction with the Centreline of Brock Mill Lane, Claughton on Brock for a distance of 480 metres in a south-easterly direction.
- aaaa) White Moss Road, Skelmersdale, both sides, from its junction with the Centreline of Liverpool Road B5312 for a distance of 10.5 metres in a southerly direction.

Schedule 3 - Restriction of Waiting Monday to Friday 8am – 6pm

- a) Kinsella Close, Preston, all sides, from a point 13 metres west of its junction with the Centreline of St. Paul's Road to its south westerly end including the turning heads.
- b) Ruskin Avenue, Padiham, the east side, from its junction with the Centreline of Victoria Road for a distance of 8 metres in a northerly direction.
- c) Victoria Road, Padiham, the north east side, from its junction with the Centreline of Ruskin Avenue to its junction with the Centreline of Wordsworth Avenue.
- d) Wordsworth Avenue, Padiham, the west side, from its junction with the Centreline of Victoria Road for a distance of 8 metres in a northerly direction.

Schedule 4 - Restriction of Waiting Monday to Saturday 8am – 6pm

- a) Plumbe Street, Burnley, the east side, from its junction with the Centreline of Branch Road in a northerly direction to its junction with the Centreline of Pine Street.
- b) Plumbe Street, Burnley, the east side, from its junction with the Centreline of Parliament Street, in a northerly direction to its junction with the Centreline of Rear 15 to 101 Parliament Street.
- c) Plumbe Street, Burnley, the west side, from a point 25 metres north of its junction with the Centreline of Lutner Street for a distance of 14 metres in a northerly direction.
- d) Plumbe Street, Burnley, the west side, from a point 52 metres north of its junction with the Centreline of Lutner Street, in a northerly direction to a point 12 metres south of its junction with the projected Centreline of Pine Street.
- e) Plumbe Street, Burnley, the west side, from its junction with the Centreline of Parliament Street, in a northerly direction to a point 8 metres north of its junction with the Centreline of Lutner Street.
- f) Mill Street, Padiham, the north east side, from a point 48.5 metres north west of its junction with the Centreline of Burnley Road for a distance of 12.5 metres in a north westerly direction.

Schedule 5 - Restriction of Waiting Monday to Friday 8am – 9am and 3pm and 4pm

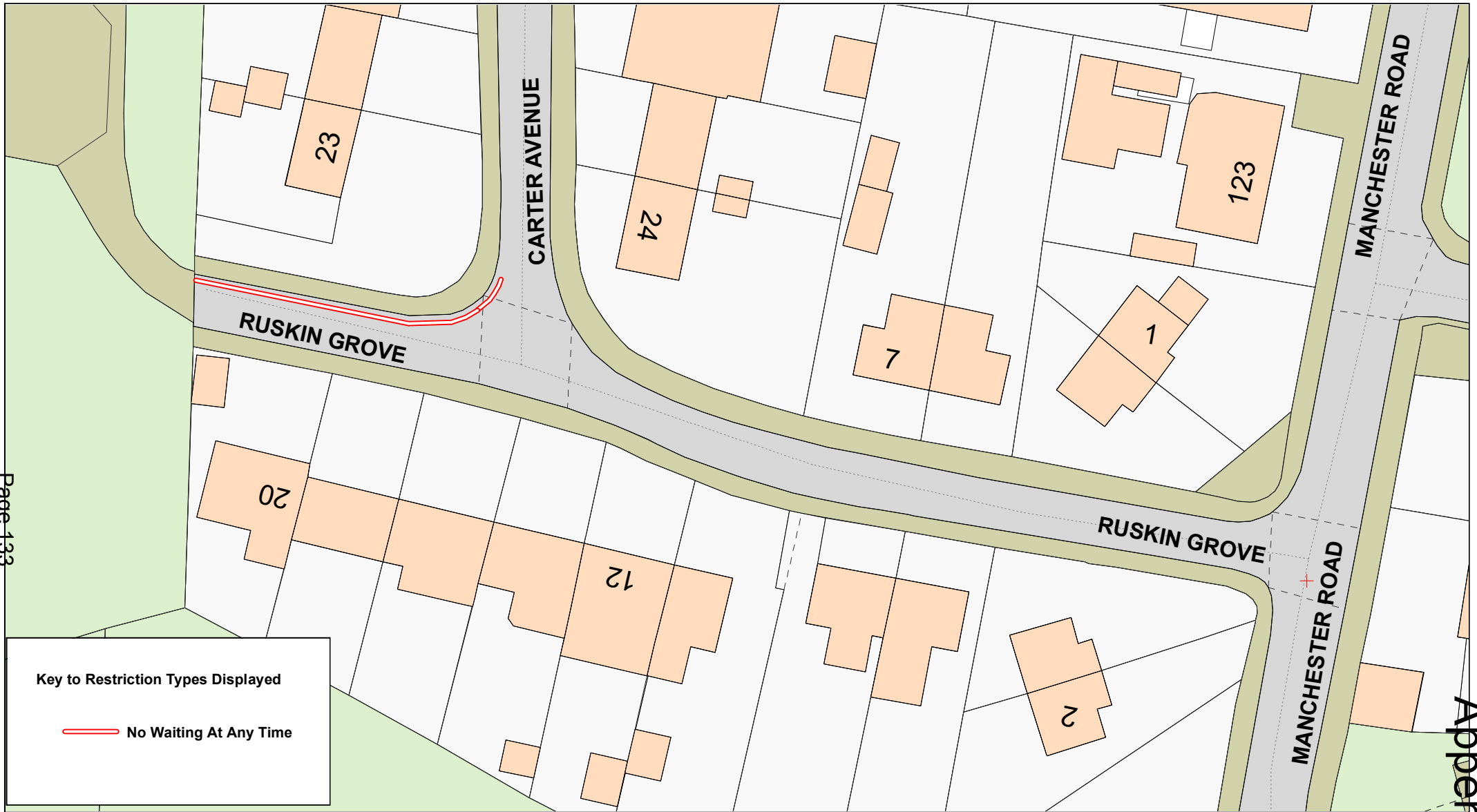
Reedley Road, Reedley, the north side, from a point 10 metres east of its junction with the Centreline of Hillside Avenue to its junction with the Centreline of Pennine Way.

Schedule 6 - Limited Waiting Parking Place 20 Minutes No Return Within 1 Hour Monday to Friday 8am – 6pm

Victoria Road, Padiham, the south west side, from a point 4 metres south east of its junction with the Centreline of Ruskin Avenue for a distance of 25 metres in a south-easterly direction.

Schedule 7 - Limited Waiting Parking Place 30 Minutes No Return Within 1 Hour Monday to Saturday between 8am and 6pm

Spendmore Lane, Coppull, the south east side, from a point 6 metres south west of its junction with the Centreline of Clayton Gate for a distance of 43.5 metres in a south westerly direction.



Key to Restriction Types Displayed

 No Waiting At Any Time



Ruskin Grove and
Carter Avenue,
Hapton




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Key to Restriction Types Displayed
 No Waiting At Any Time

Page 134



**Blackburn Street,
Burnley**

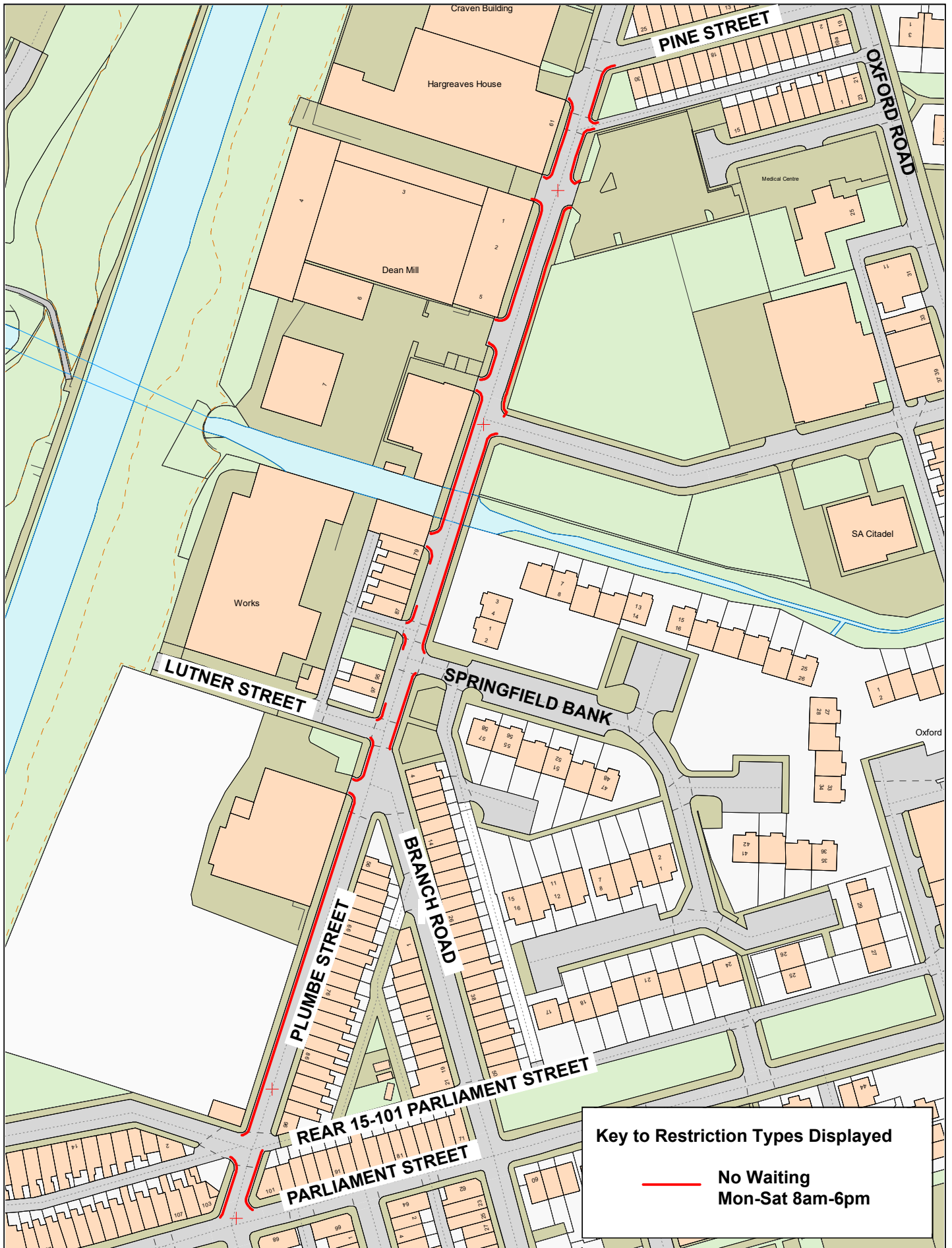


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Key to Restriction Types Displayed

— **No Waiting
Mon-Sat 8am-6pm**



**Plumbe Street,
Burnley**

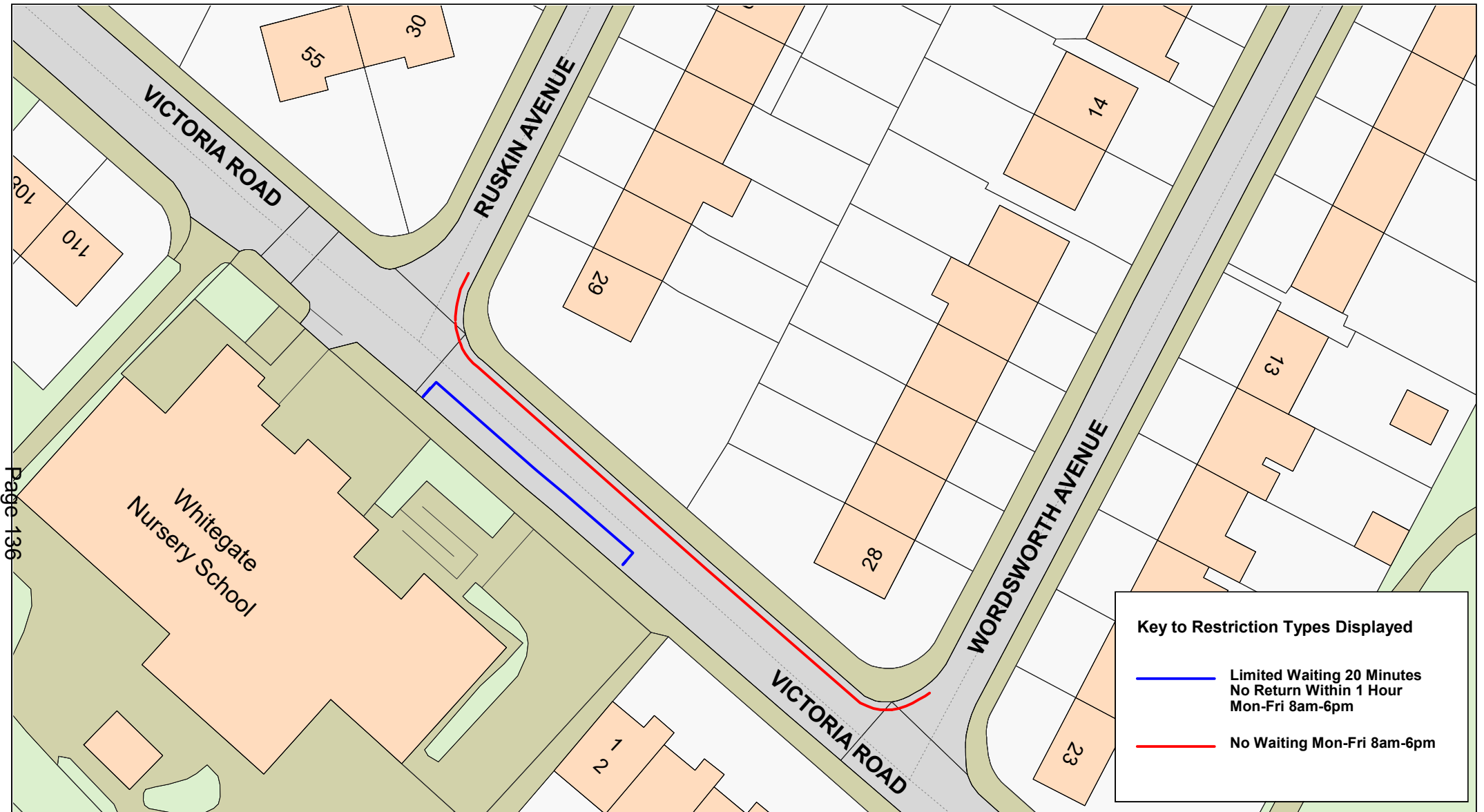


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Key to Restriction Types Displayed

- Limited Waiting 20 Minutes
No Return Within 1 Hour
Mon-Fri 8am-6pm
- No Waiting Mon-Fri 8am-6pm

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**Victoria Road;
Ruskin Avenue and
Wordsworth Avenue,
Padiham**

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Key to Restriction Types Displayed


 No Waiting At Any Time

Page 137
26



Lancashire
County Council

**Wheat Street and
Thompson Street,
Padiham**

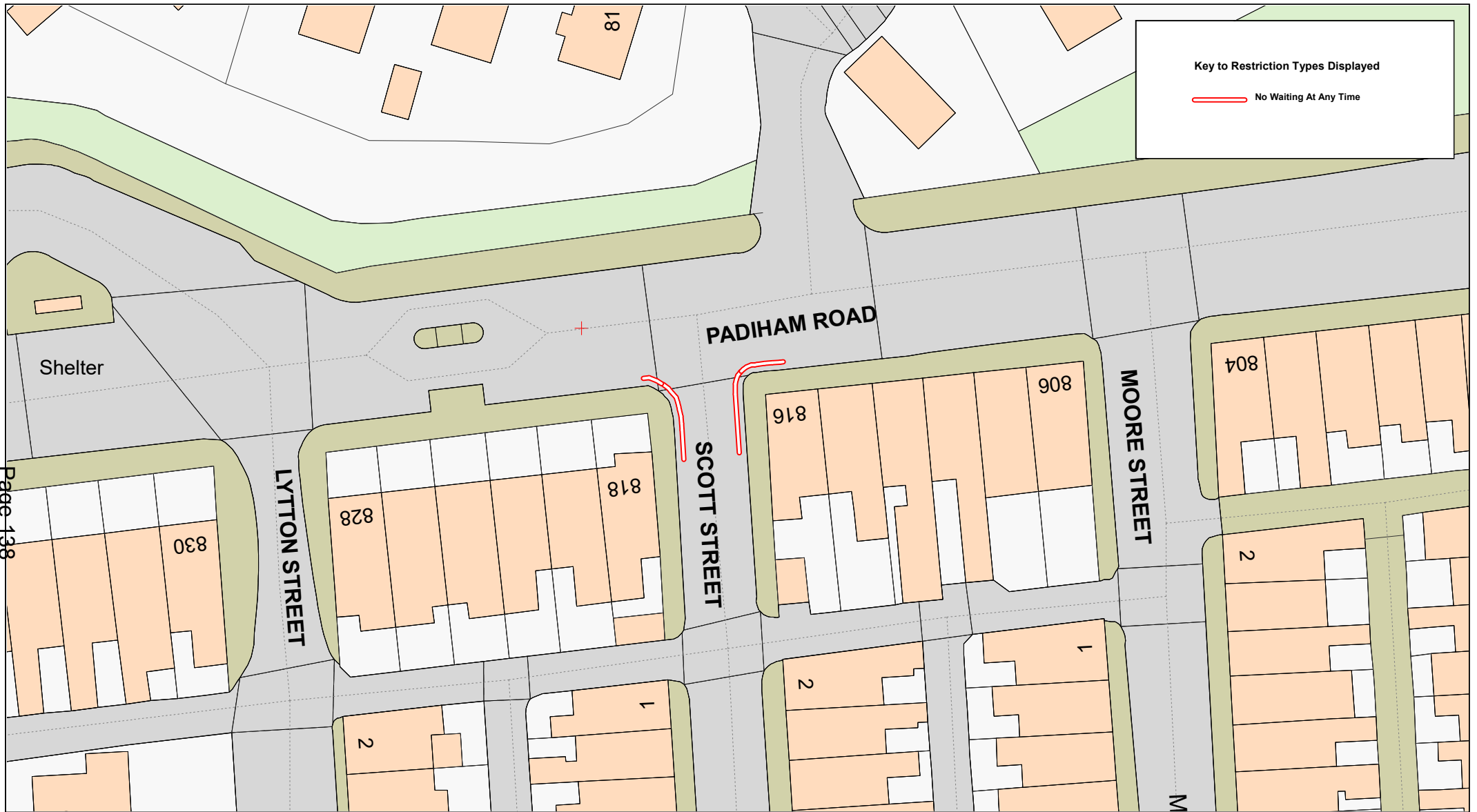


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Key to Restriction Types Displayed


 No Waiting At Any Time

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County Council

Scott Street and Padiham Road, Padiham



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DATE	02/08/2021
DRAWING No.	21-22(1)/MB-B6
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Key to Restriction Types Displayed

 No Waiting At Any Time



Lancashire
County Council

**Mill Street,
Padiham**

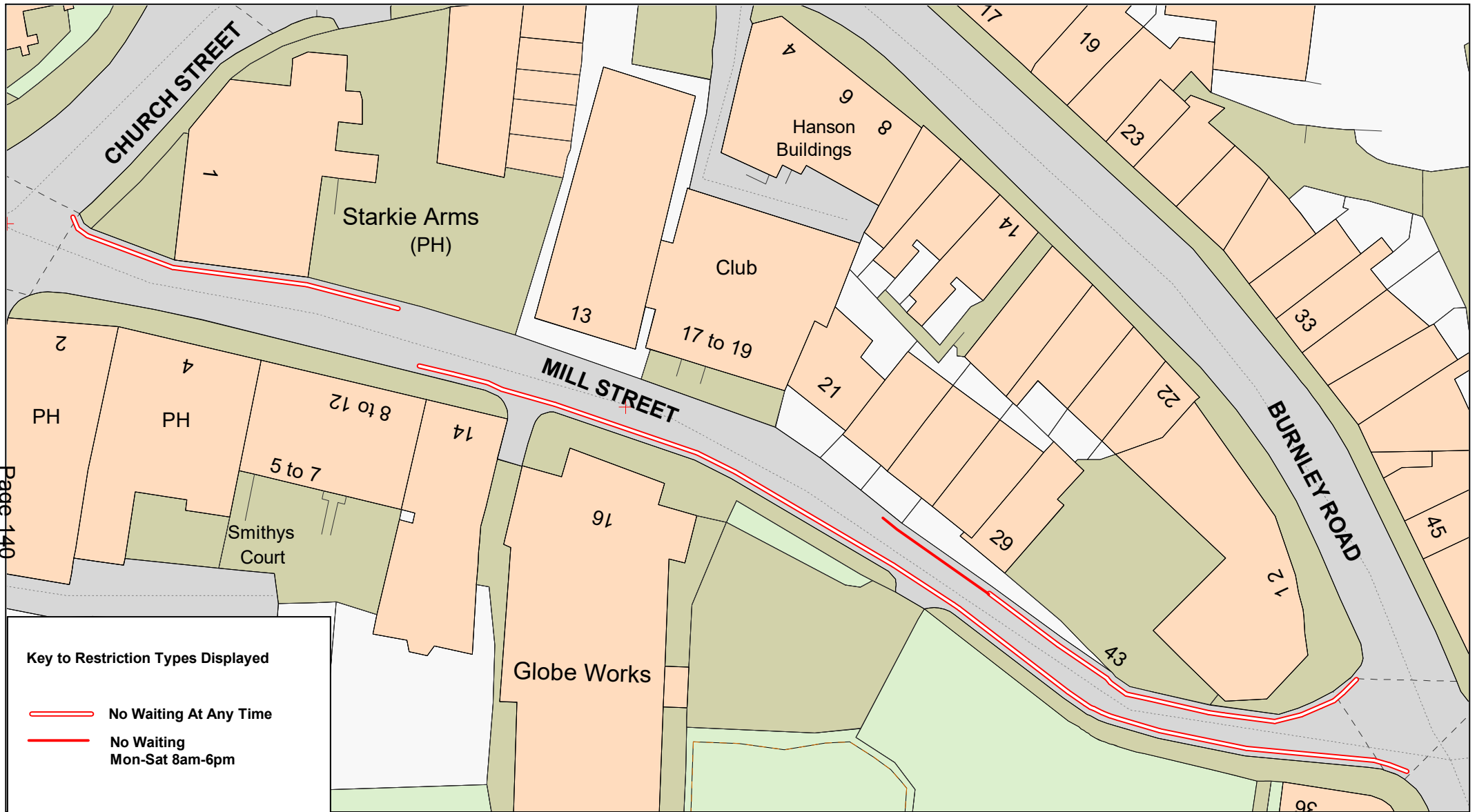


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DRAWING No.	21-22(1)/MB-B7
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Key to Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8am-6pm



**Mill Street,
Padiham**



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DATE	24/01/2022
DRAWING No.	21-22(1)/MB-B7a
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NOTICE OF MODIFICATION
ROAD TRAFFIC REGULATION ACT 1984
LANCASHIRE COUNTY COUNCIL
(VARIOUS LOCATIONS, BURNLEY, CHORLEY, FYLDE, PENDLE,
PRESTON, SOUTH RIBBLE, WEST LANCS AND WYRE) (VARIOUS
PARKING RESTRICTIONS 21-22 (NO1)) ORDER 202*

NOTICE IS HEREBY GIVEN that Lancashire County Council proposed to make the above Traffic Regulation Order under Sections 1, 2 and 4 to the **Road Traffic Regulation Act 1984**, as amended. Following consultation carried out between 07 December 2021 and 07 January 2022, it is now intended to modify the proposed Order as titled above, as set out below.

- a) Remove the length prohibition of waiting on Mill Street, Padiham, the north east side, from its junction with the Centreline of Burnley Road for a distance of 61 metres in a north-westerly direction. and replace it with, Mill Street, Padiham, the north east side, from its junction with the Centreline of Burnley Road for a distance of 48.5 metres in a north westerly direction.
- b) Introduce a restriction of waiting Monday to Saturday between 8am and 6pm in Mill Street, Padiham, the north east side, from a point 48.5 metres north west of its junction with the Centreline of Burnley Road for a distance of 12.5 metres in a north westerly direction.



Statement of Reasons

Following concern from residents, the proposed measures have been amended to maintain the existing restrictions outside the properties numbered 25-29 Mill Street instead of the proposed No Waiting At Any Time restriction. The restrictions are still required at that location to maintain access and egress to an off street area on the opposite side of the road. The reduction is felt to be reasonable as there have been no recorded complaints regarding the access/egress with the current restrictions in place.

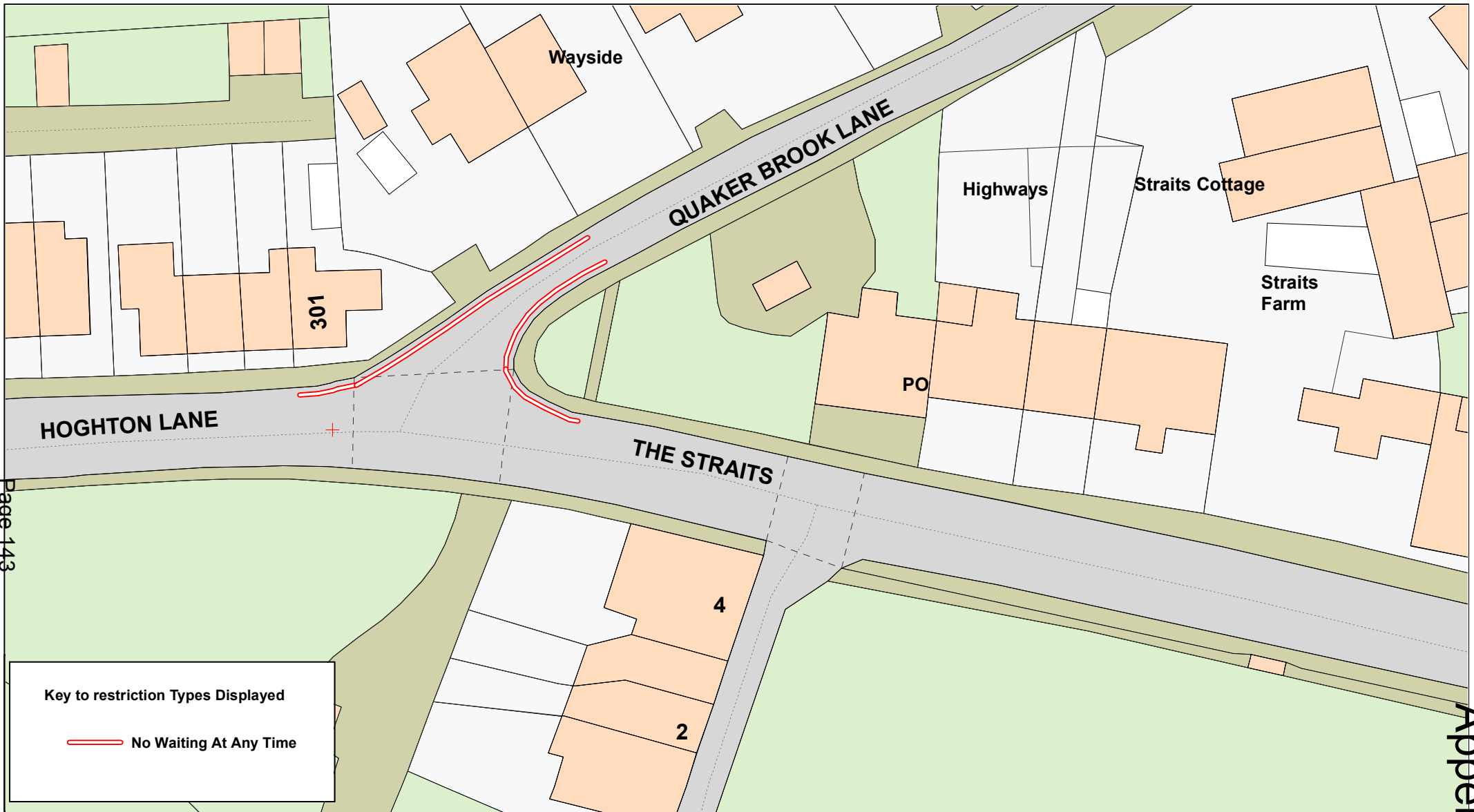
A copy of the draft Order and associated documents for proposing to make the Order may be inspected on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/roadworks-and-traffic-regulation-orders/permanent.aspx>

Documents can also be requested by email at tro-consultation@lancashire.gov.uk, or in writing to The Director of Corporate Services, Lancashire County Council, P O Box 78, County Hall, Preston PR1 8XJ **quoting ref: LSG4/894.14180/AFR.**

Note. The above alternative arrangements for the inspection of deposited documents are connected with the effects of the COVID-19 pandemic.


Any representations or objections (specifying the grounds on which they are made) relating to the proposal must be made in writing and should be sent to The Director of Corporate Services, Lancashire County Council, P O Box 78, County Hall, Preston PR1 8XJ or by e-mail to tro-consultation@lancashire.gov.uk **quoting ref:LSG4\894.14180\AFR** before the 17 February 2022.

Laura Sales, Director of Corporate Services
27 January 2022



Page 143

Key to restriction Types Displayed


 No Waiting At Any Time

Appendix C



Lancashire
County Council

**Quaker Brook Lane;
Hoghton Lane;
The Straits,
Hoghton**



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DATE	12/10/2021
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Key to Restriction Types Displayed


 Limited Waiting
 Mon-Sat 8am-6pm
 Max Stay 30 minutes
 No Return within 1 hour

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Lancashire
 County Council

**Spondmore Lane,
 Coppull**



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Key to Restriction Types Displayed

 PROPOSED
No Waiting at Any Time
REVOCATION

 EXISTING
No Waiting at Any Time
TO REMAIN


Appendix D



Lancashire
County Council

PART REVOCATION

**Victoria Street,
Lytham-St-Annes**

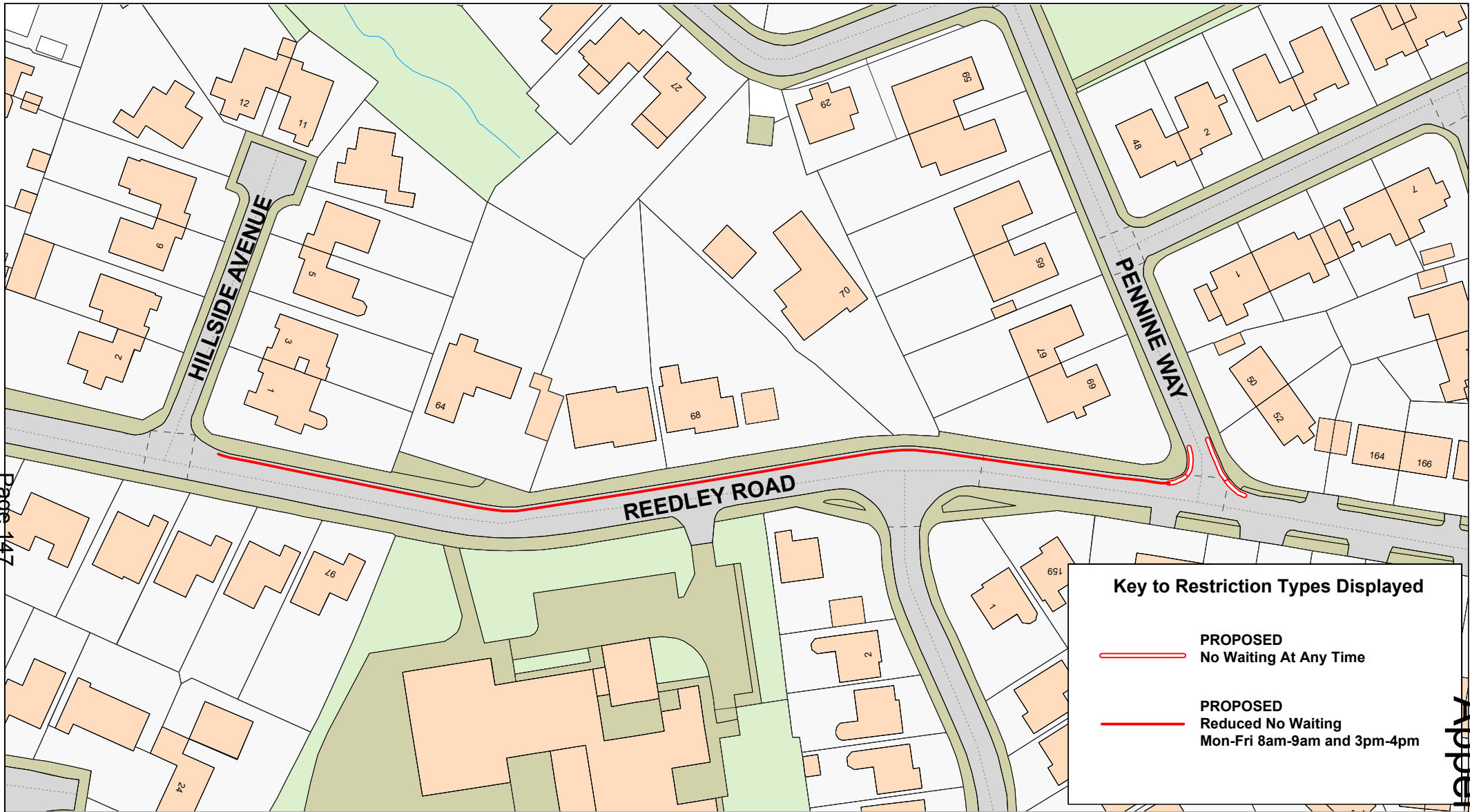


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DATE	12/11/2021
DRAWING No.	21-22(1)/WM-FY1
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Key to Restriction Types Displayed

 **PROPOSED**
No Waiting At Any Time

 **PROPOSED**
Reduced No Waiting
Mon-Fri 8am-9am and 3pm-4pm



**Pennine Way and
Reedley Road,
Reedley**



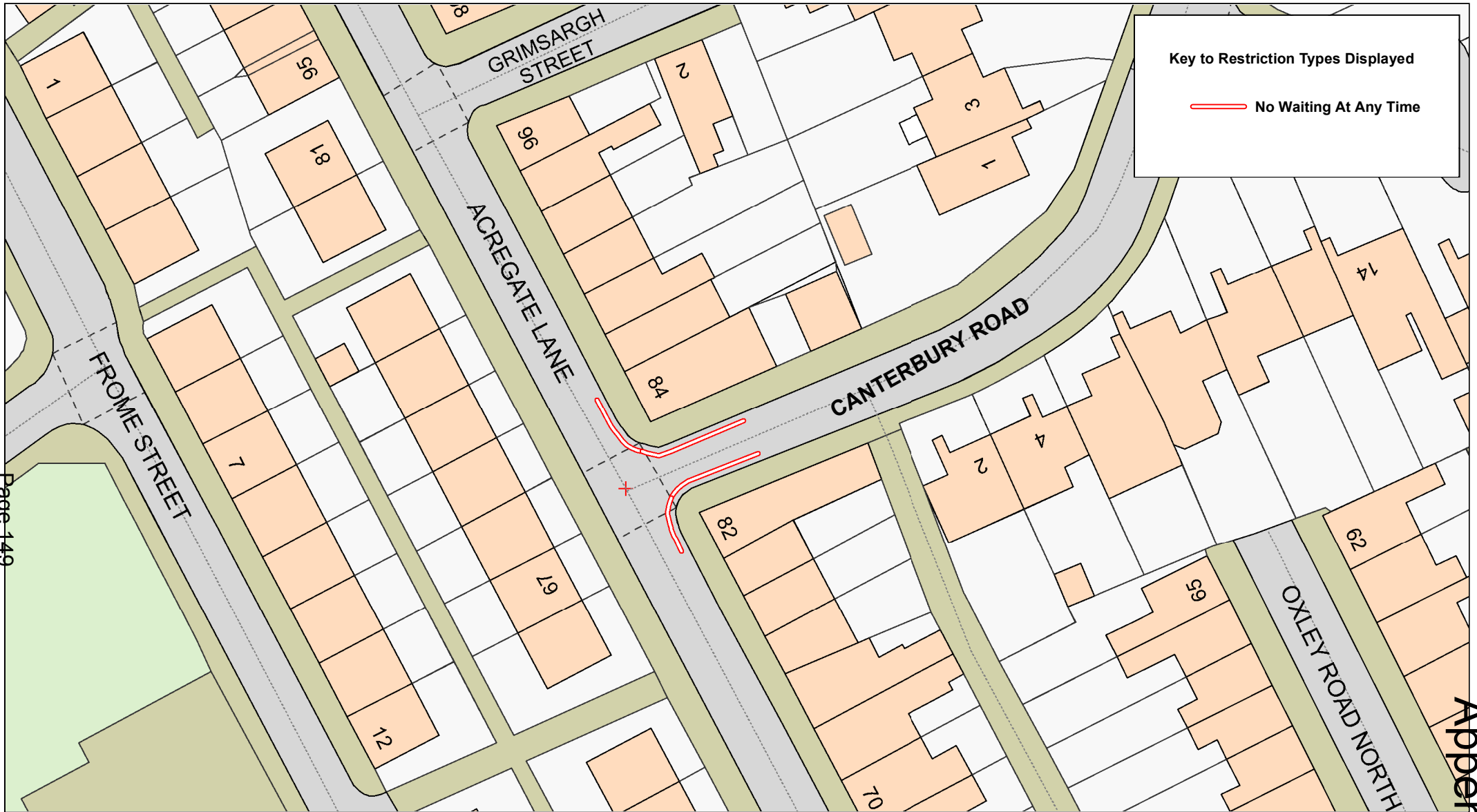
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DATE	15/11/2021
DRAWING No.	21-22(1)/CD-PE1
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Key to Restriction Types Displayed

 No Waiting At Any Time



Lancashire
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**Acregate Lane and
Canterbury Road,
Preston**



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DATE	04/06/2021
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Key to Restriction TRypes Displayed

Disabled Parking Bay marked for Revocation




REVOCATION ONLY

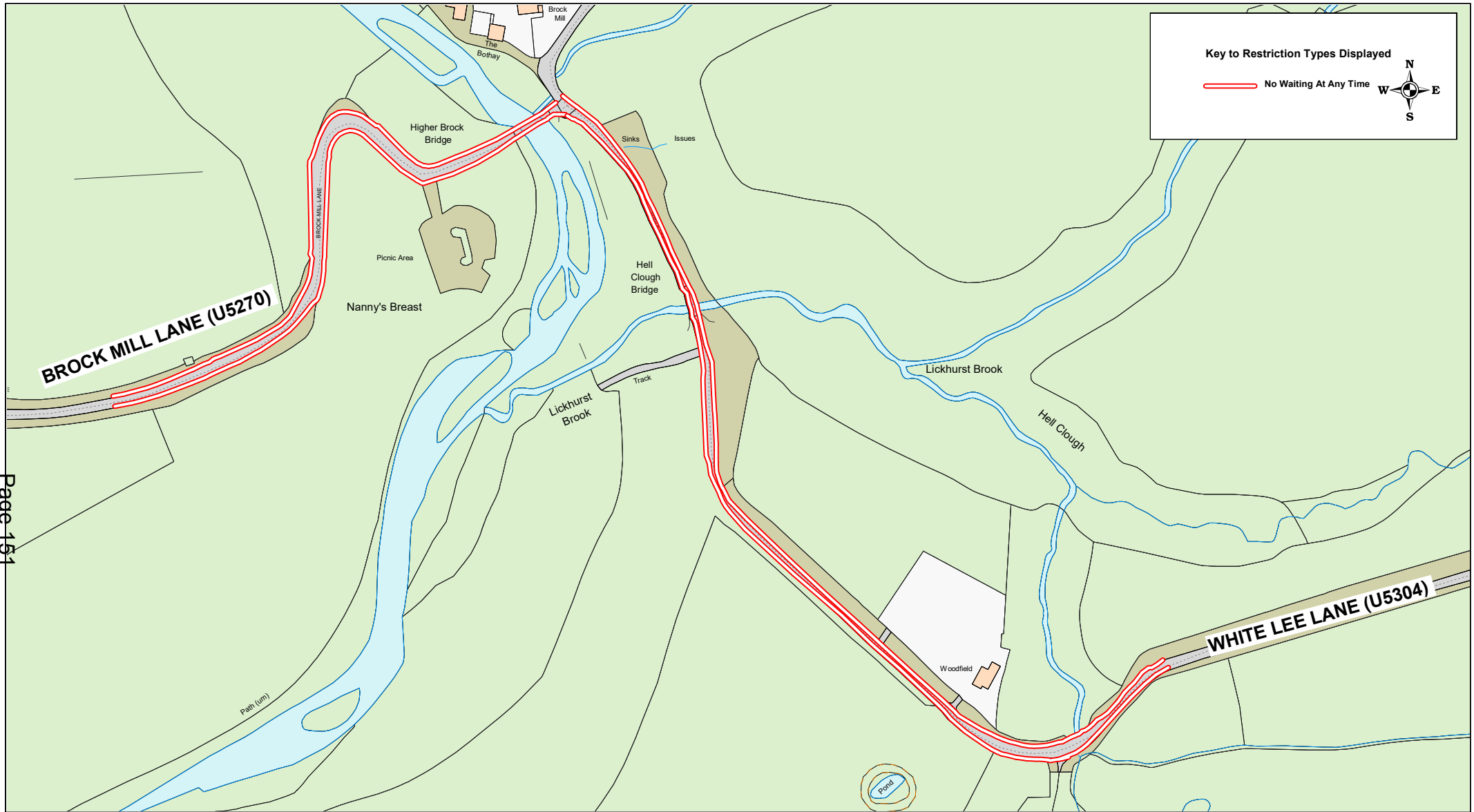
**Jemmett Street,
Preston**



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**Brock Mill Lane (U5270),
Claughton on Brock**

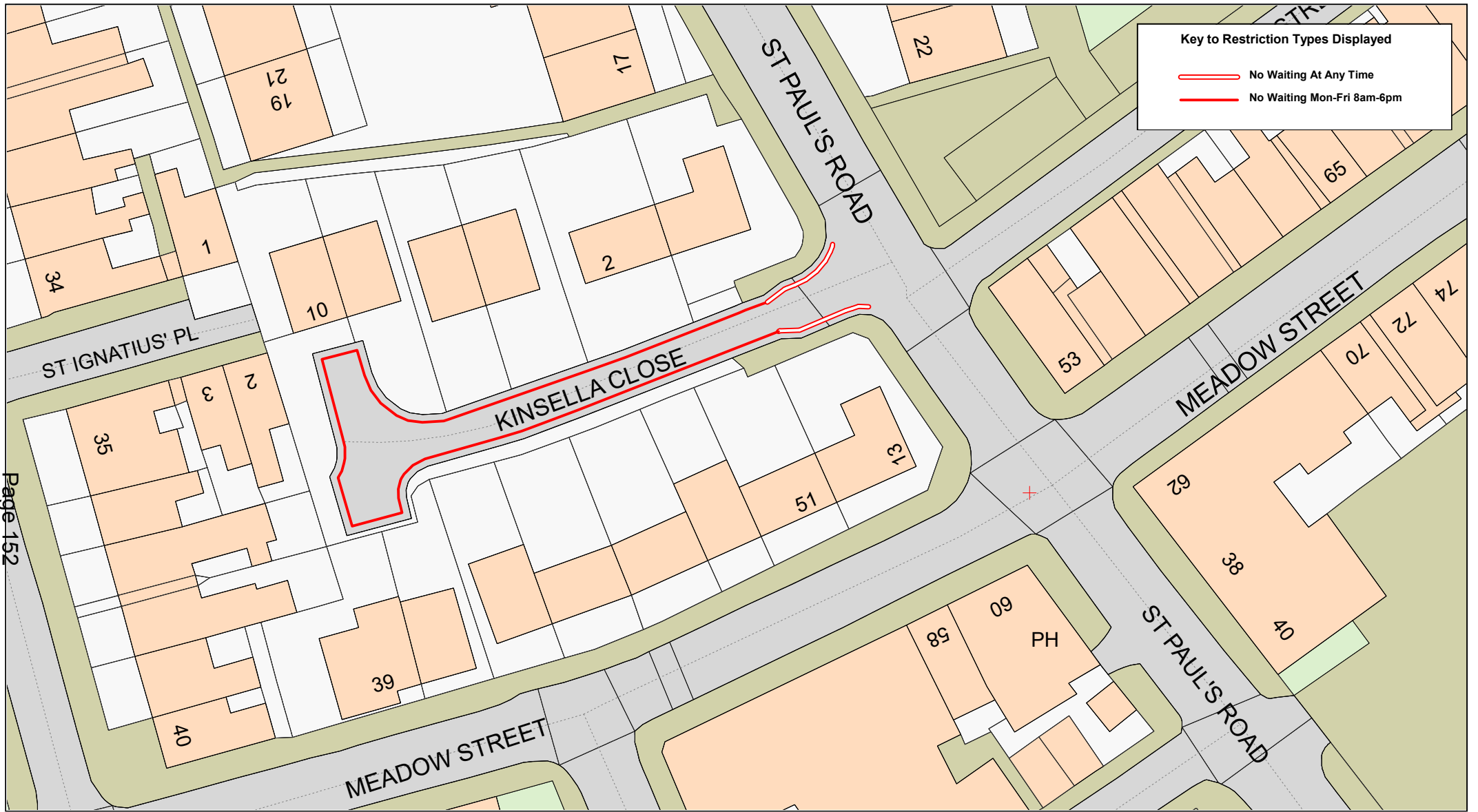
**White Lee Lane (U5304),
Goosnargh**

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Key to Restriction Types Displayed


-  No Waiting At Any Time
-  No Waiting Mon-Fri 8am-6pm

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Lancashire
County Council

**Kinsella Close,
Preston**

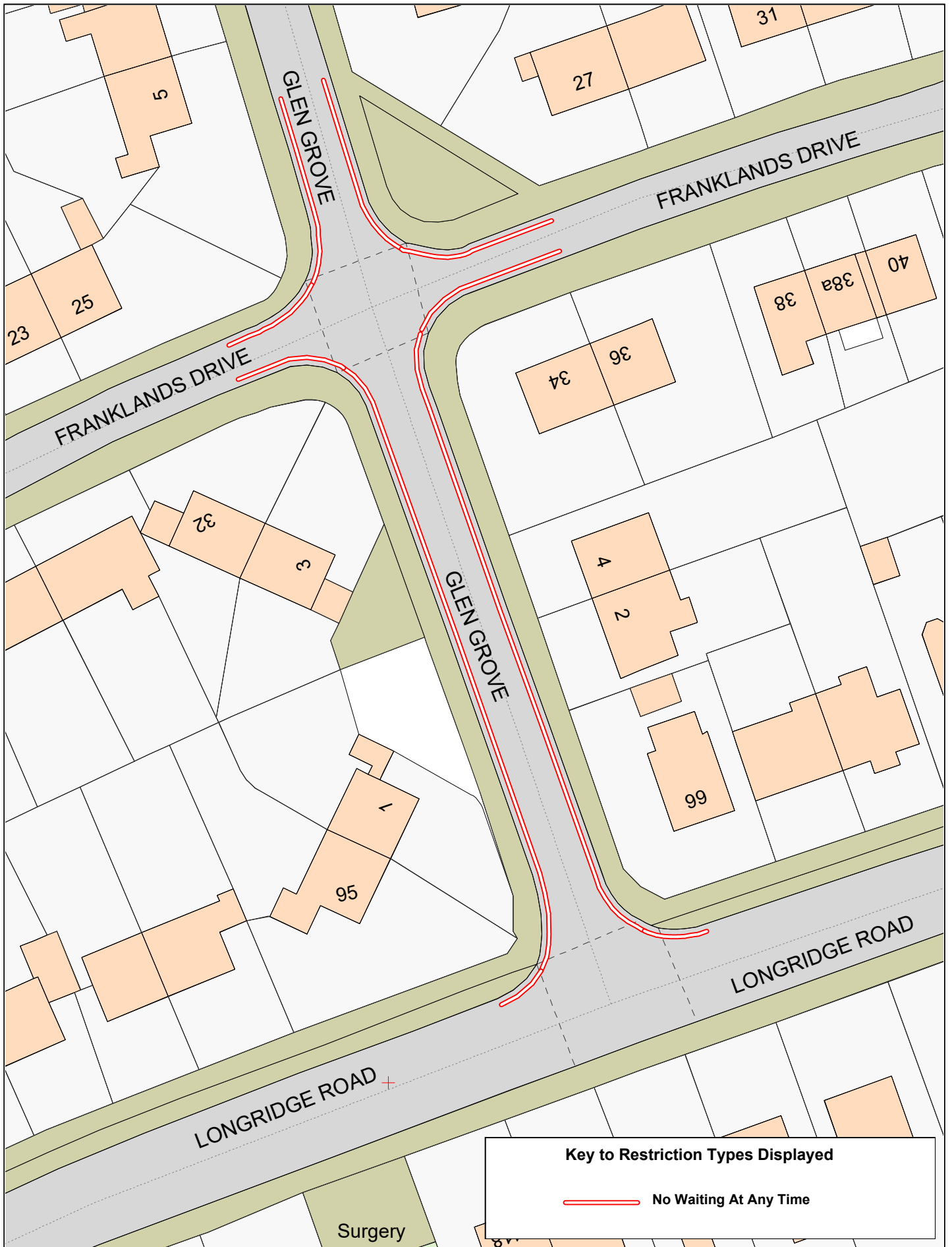


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Key to Restriction Types Displayed

 **No Waiting At Any Time**



**Glen Grove;
Feranklands Drive;
Longridge Road,
Preston**

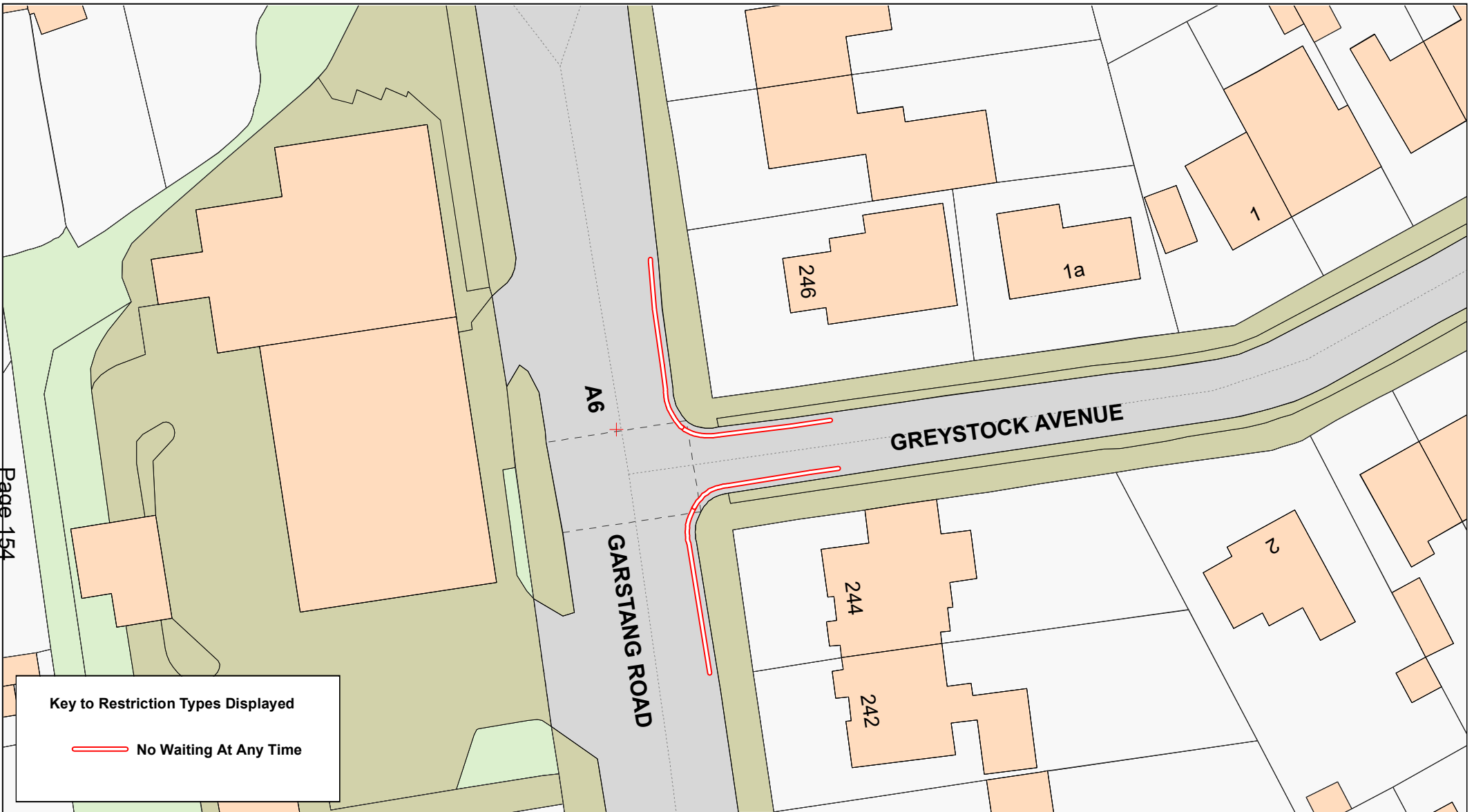


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DRAWING No.	21-22(1)/EM-PR5
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Key to Restriction Types Displayed

 No Waiting At Any Time



Lancashire
County Council

A6 Garstang Road and Greystock Avenue, Fulwood, Preston

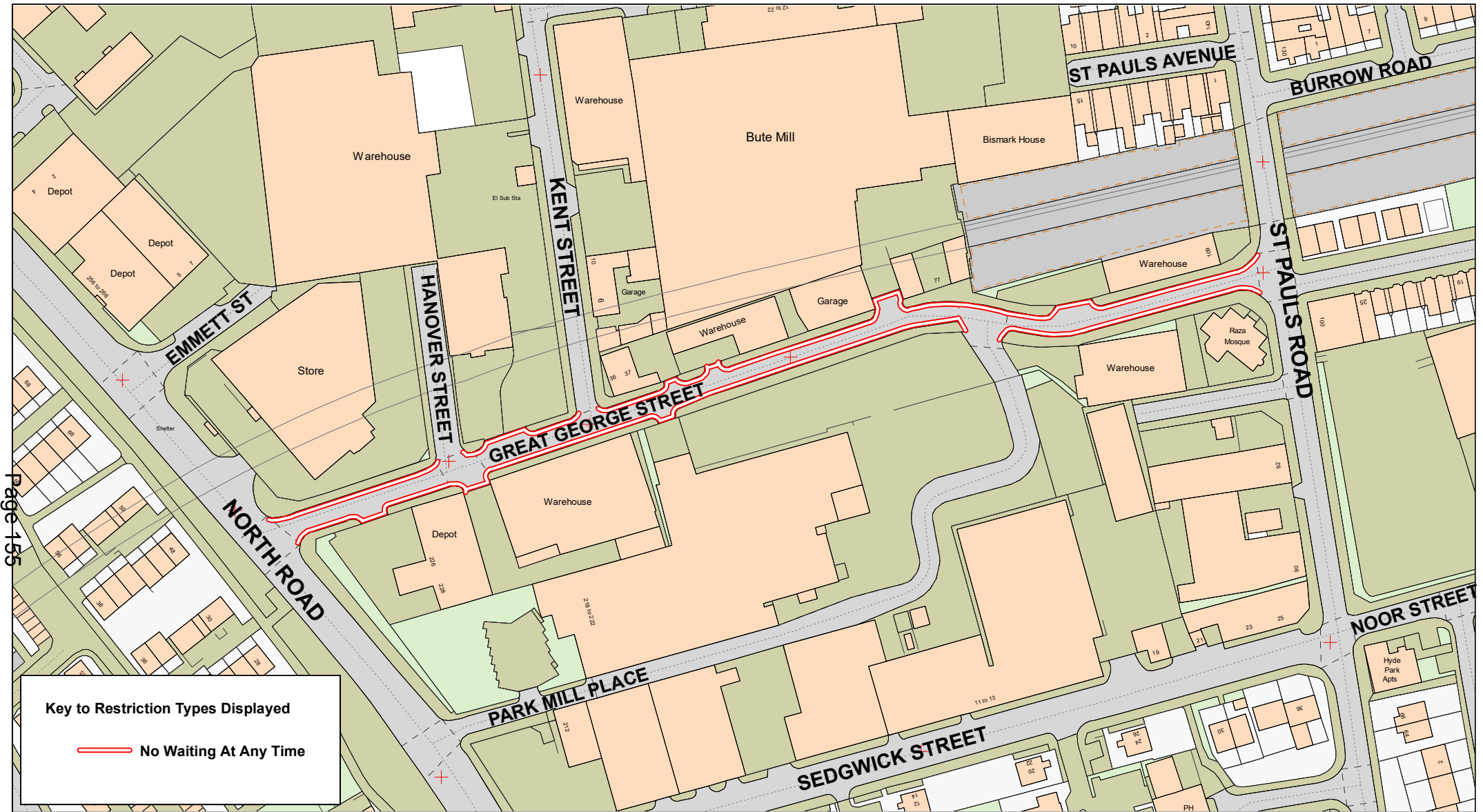


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Key to Restriction Types Displayed

 No Waiting At Any Time



Lancashire
County Council

**Great George Street,
Preston**

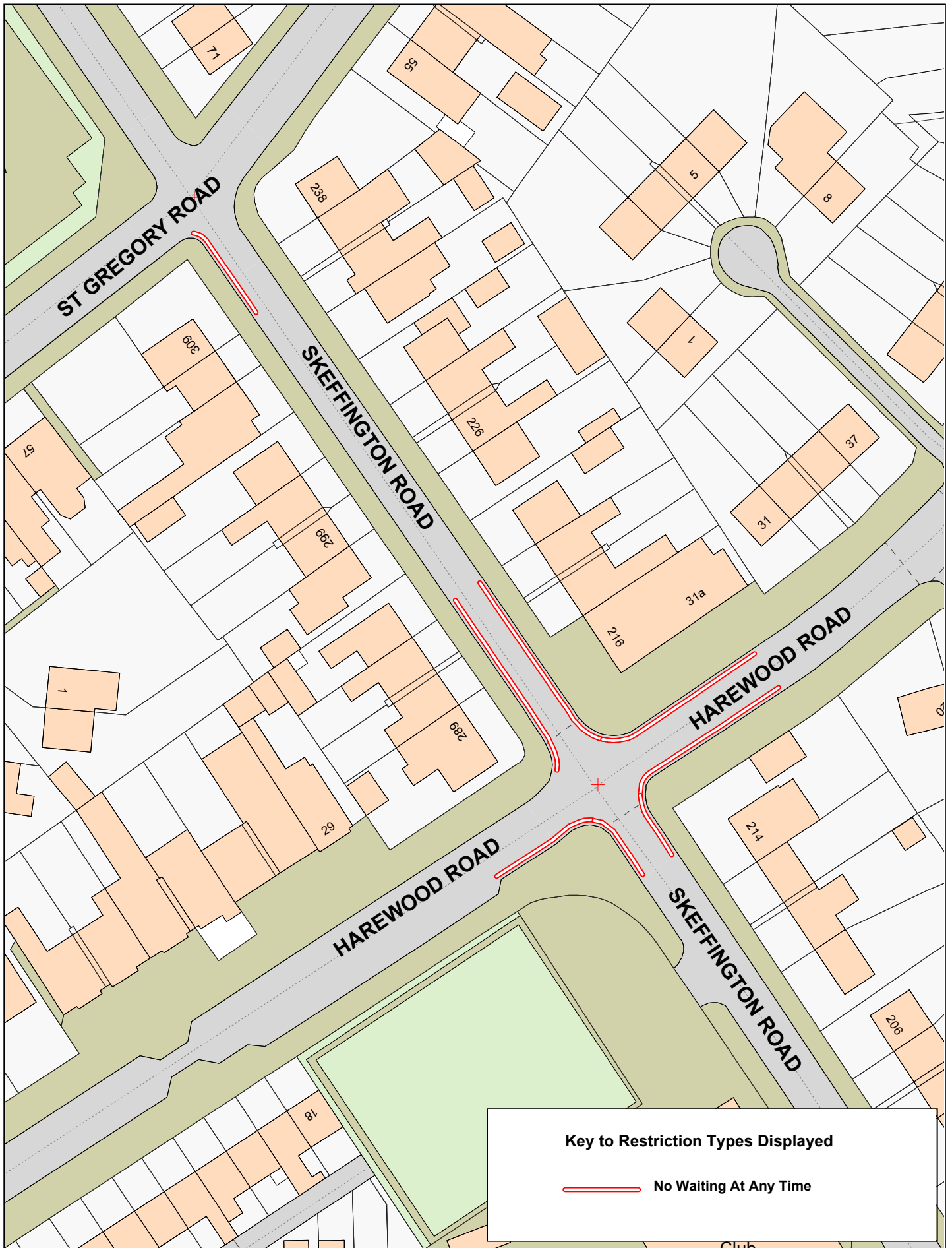


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Key to Restriction Types Displayed

No Waiting At Any Time



Harewood Road and Skeffington Road, Preston



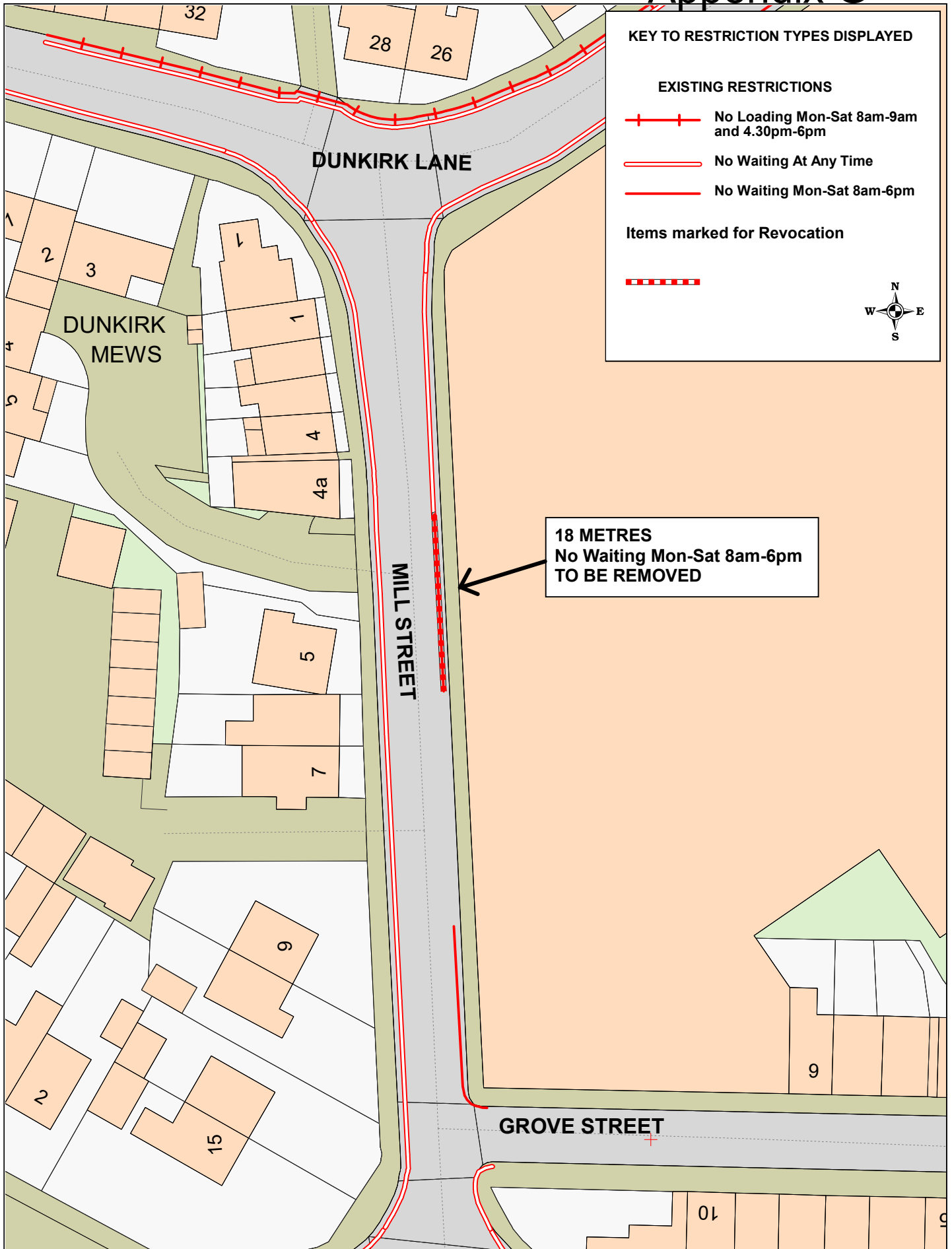
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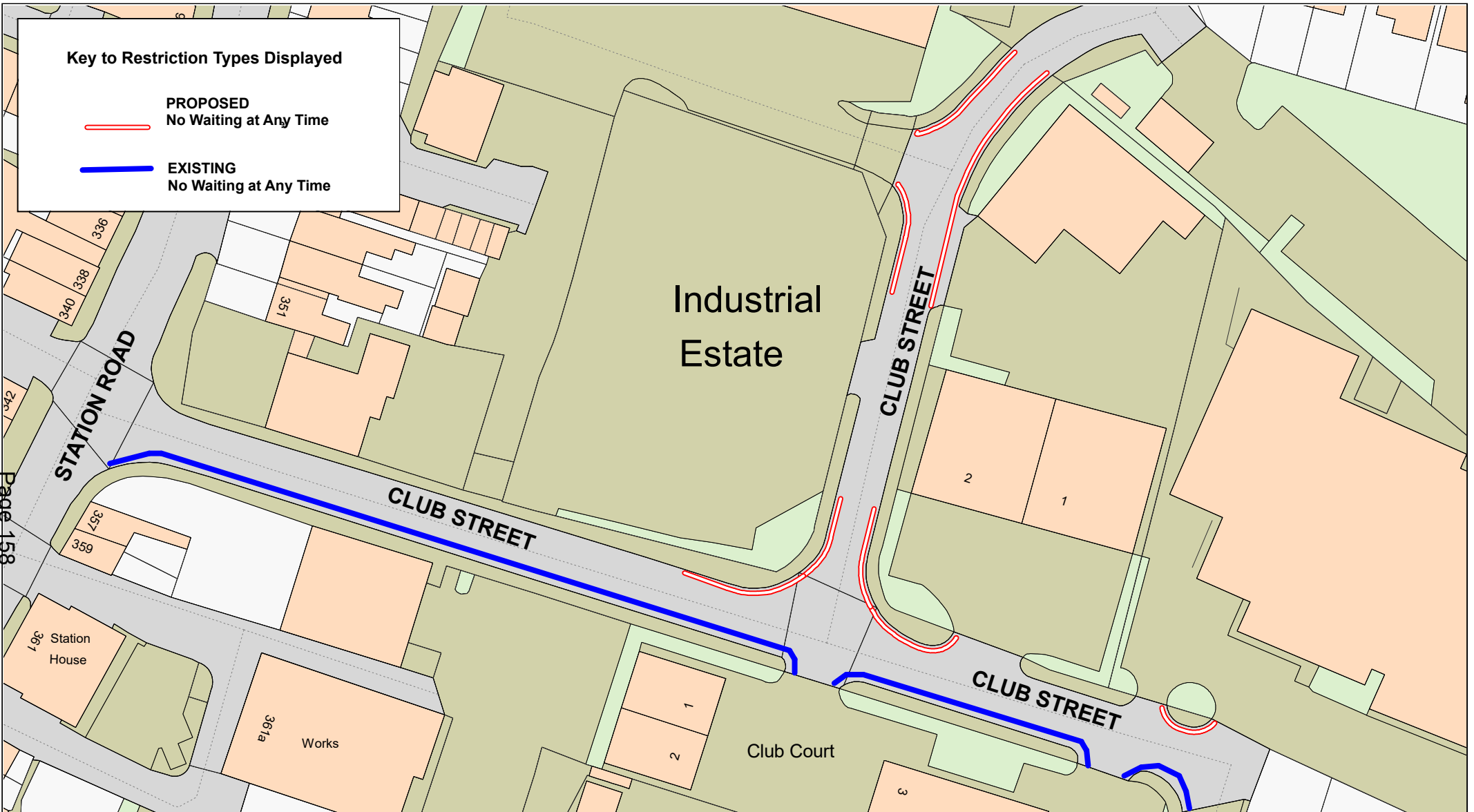
Appendix G



REVOCATION ONLY
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**Club Street,
Bamber Bridge**

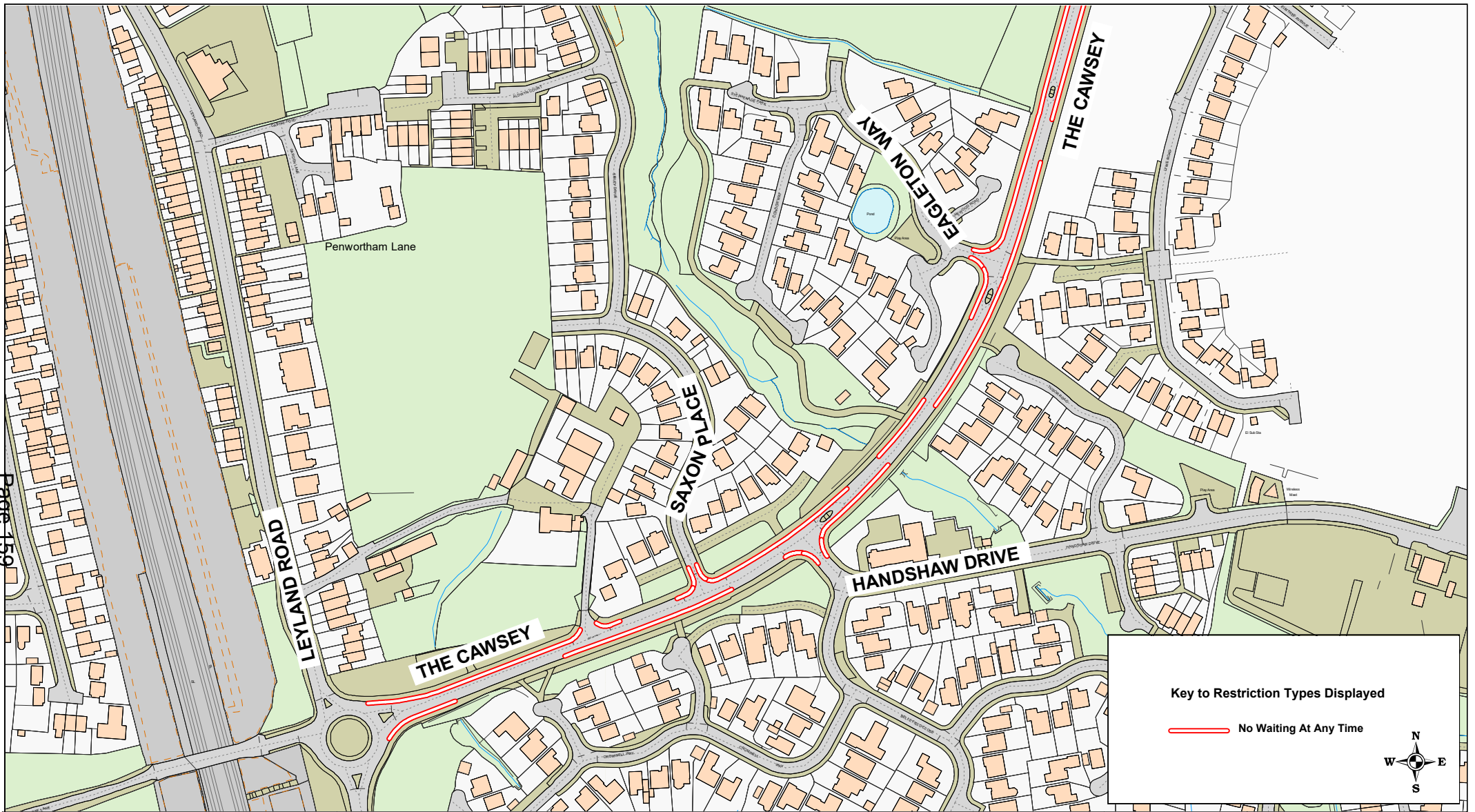


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Key to Restriction Types Displayed

 No Waiting At Any Time



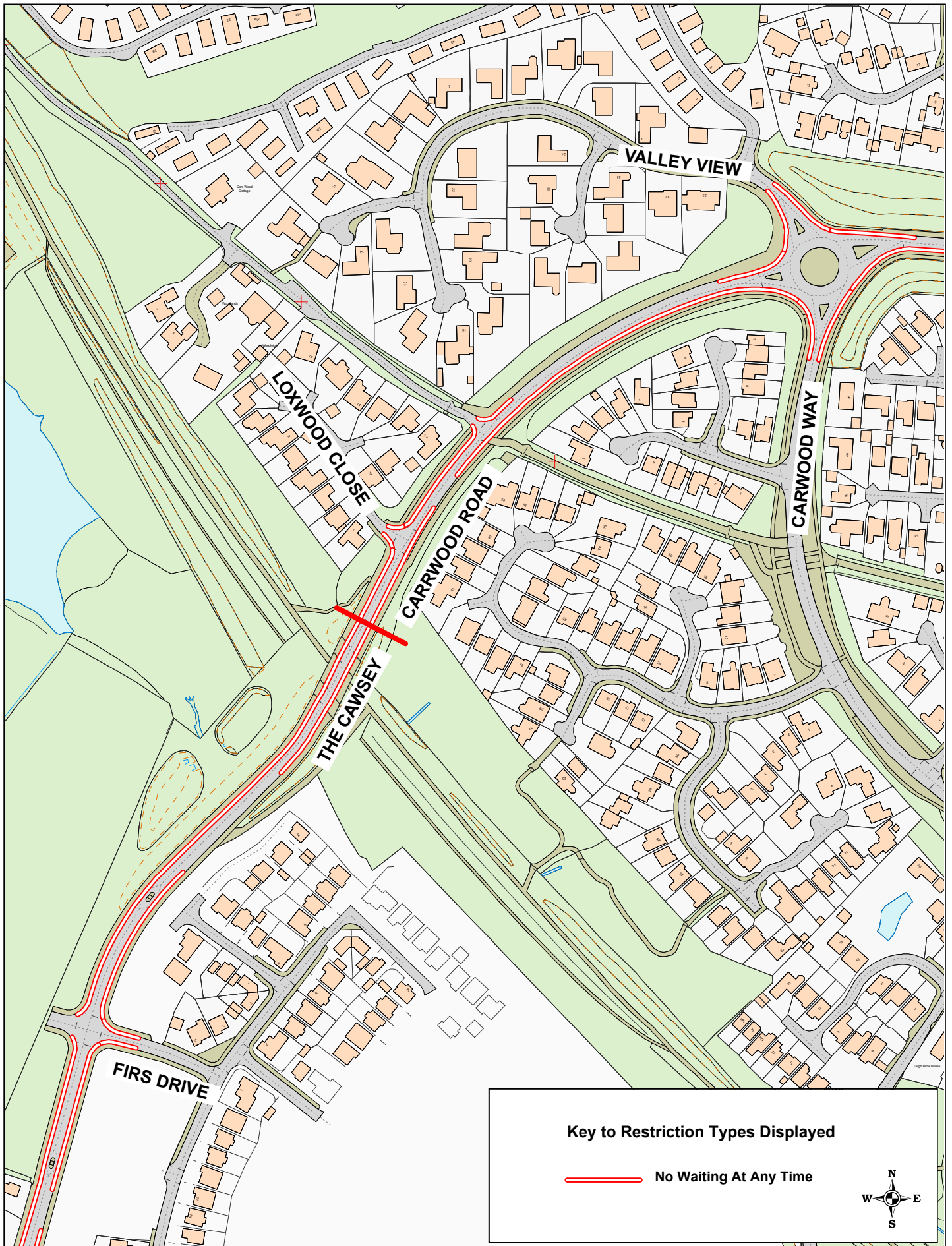

**The Cawsey;
Saxon Place;
Handshaw Drive;
Eagleton Way,
Penwortham**

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Key to Restriction Types Displayed

 **No Waiting At Any Time**



**The Cawsey; Firs Drive,
Penwortham
Carrwood Road;
Loxwood Close; Valley View;
Carrwood Way,
Walton-le-Dale**

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Key to Restriction Types Displayed

 No Waiting At Any Time




**Carrwood Road; Clough Avenue;
The Oaks, Walton-le-Dale**

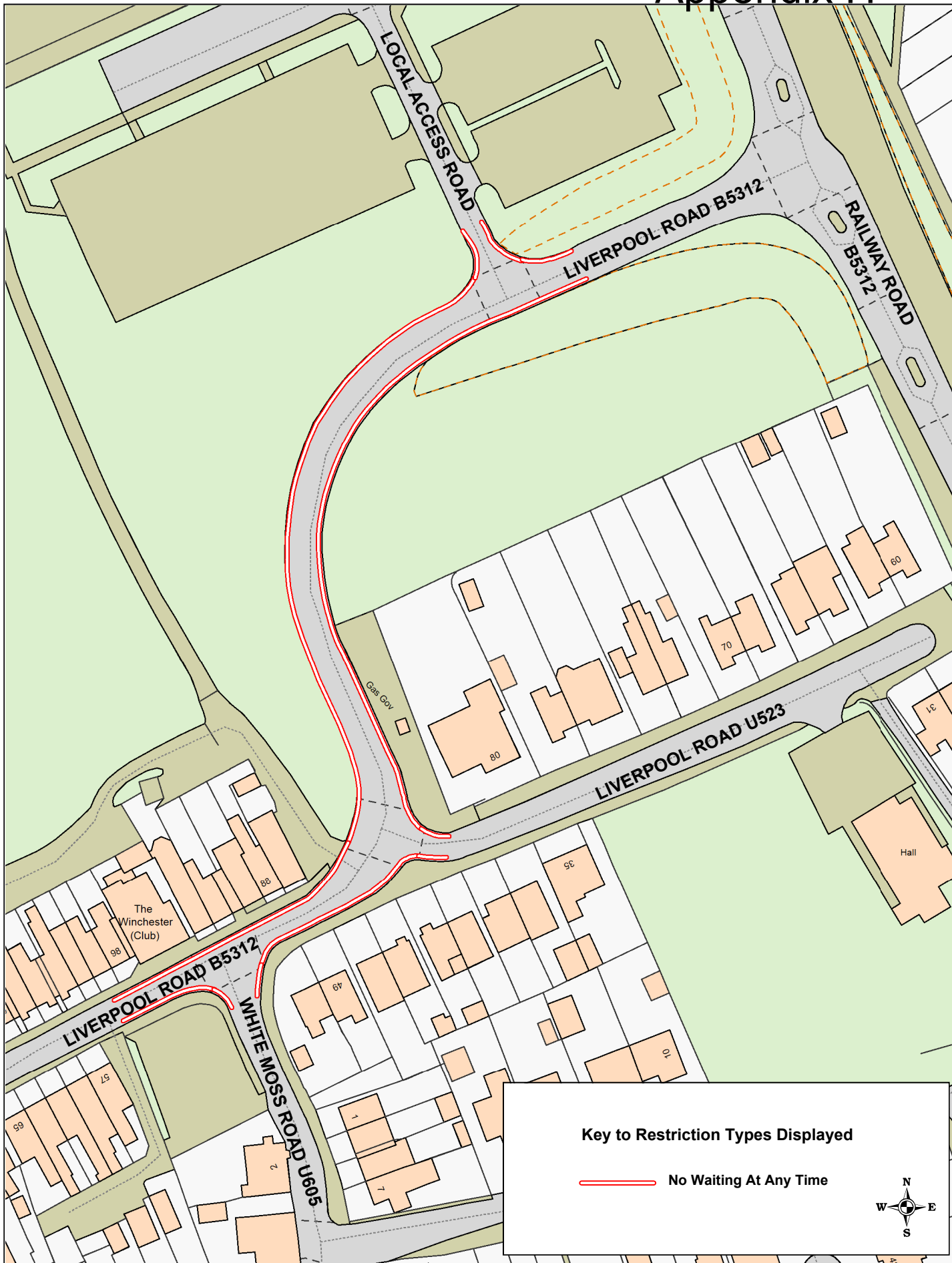
Millwood Road, Lostock Hall

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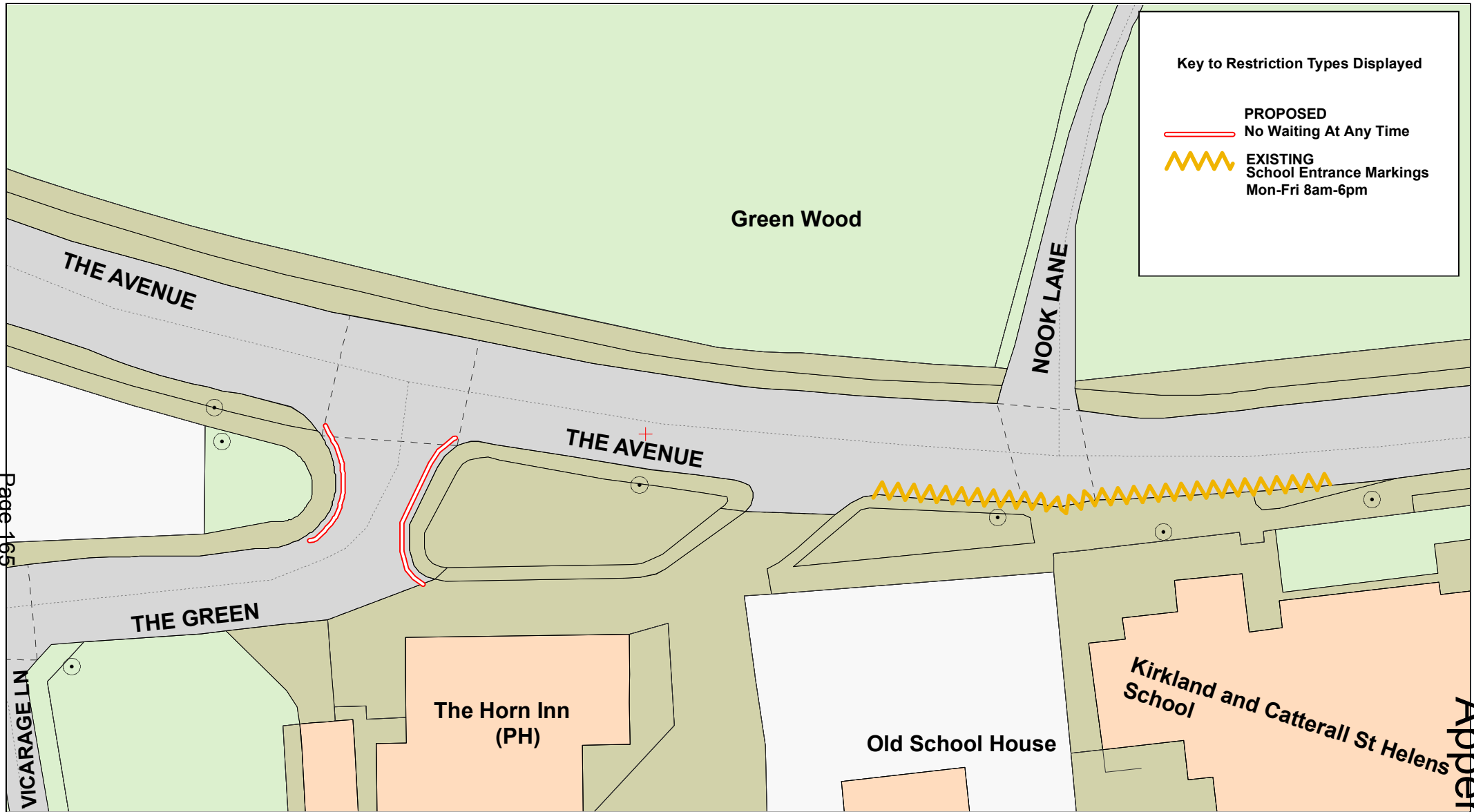


**Liverpool Road B5312;
Liverpool Road U523;
White Moss Road U605 and
Local Access Road off
Liverpool Road B5312,
Skelmersdale**

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VICARAGE LN

Appendix I



The Green,
Churchtown

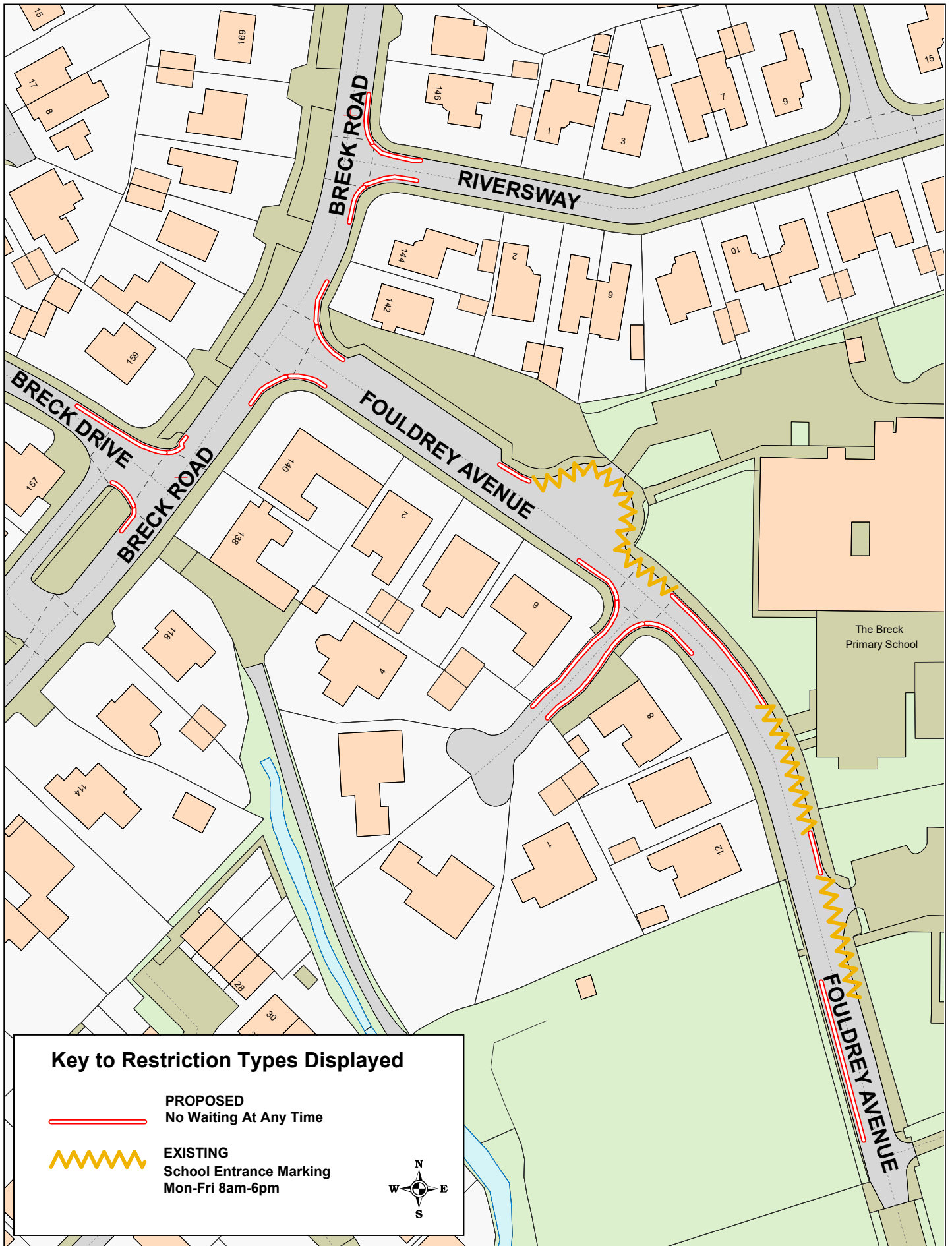


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DATE	19/05/2021
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**Fouldrey Avenue;
Brecks Close;
Breck Drive; Breck Road;
Riversday,
Poulton-le-Fylde**

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Countywide – 21/22 PARKING No.1 Order

STATEMENT FOR OVERALL COUNTYWIDE PARKING ORDER

This proposed order covers Burnley, Chorley, Fylde, Pendle, Preston, South Ribble, West Lancashire and Wyre

- *New proposals in Burnley, Chorley, Pendle, Preston, South Ribble, West Lancashire and Wyre*
- *Revocations Only in Fylde, Pendle, Preston and South Ribble*
- *Formalisation of existing restrictions and rectification of discrepancies in the current orders in Preston*

Reasons under Section 1 of the RTRA

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- (f) for preserving or improving the amenities of the area through which the road runs

STATEMENT OF REASONS BY PROPOSAL

1) Proposals for new restrictions and amendments to existing restrictions

"The purpose of these proposals are to address safety concerns of vehicles parking causing serious problems with regard to safe traffic movement and obstruction of driver's visibility impeding access and egress to adjacent properties in particular for emergency service vehicles and larger deliveries and refuse collection vehicles. The proposals also includes the removal of a residential Disabled Parking Bay that is no longer required and provides additional on-street parking for visitors to nearby properties, shops and businesses".

Road Name	Engineers Statement of Reasons
BURNLEY	
Ruskin Grove, Hapton Carter Avenue, Hapton	<p>Reports suggest that vehicles are unable to navigate along Ruskin Grove due to vehicles double parking. The proposal would prevent vehicles parking on both sides of the carriageway and so, ensuring that access can be maintained.</p> <p>"The purpose of this proposed Order is to ensure that access can be maintained for both maintenance and emergency vehicles when accessing the playing fields to carry out their duties".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); f) for preserving or improving the amenities of the area through which the road runs;

<p>Blackburn Street, Burnley</p>	<p>Following concerns from local businesses regarding their access being obstructed by parked vehicles officers are proposing to introduce a Prohibition of Waiting on the entrance to Calder Mill.</p> <p>"The purpose of these proposals are to ensure that access can be maintained at all times".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Plumbe Street, Burnley</p>	<p>"The purpose of these proposal is to remove sections of the existing daytime restrictions on Plumbe street which would provide unrestricted on-parking spaces for residents in the area. It will also seek to introduce junction protection restrictions to ensure that access is maintained into side streets. Additionally, the remaining daytime restriction period would be reduced to provide an extended period for unrestricted parking in the evening and overnight".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> f) for preserving or improving the amenities of the area through which the road runs;
<p>Victoria Street, Padiham Ruskin Avenue, Padiham Wordsworth Avenue, Padiham</p>	<p>Reports suggested that vehicles are double parking on Victoria road, particularly during school hours which was making it difficult for other road users to navigate along the carriageway. The proposed order would introduce a 20minute Limited Waiting Parking Bay which would assist parents during drop off and pick up times at the nursery.</p> <p>The daytime restriction on the opposite side of the carriageway would ensure that vehicle can navigate long the carriageway without obstruction in addition to maintaining visibility for pedestrians in the area.</p> <p>"The purpose of this proposed order is to provide a Limited Waiting Parking Bay on Victoria Road, Padiham and provide a daytime restriction to prevent vehicles double parking throughout the day".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Thompson Street, Padiham Wheat Street, Padiham</p>	<p>Reports and evidence suggest the vehicles frequently park on Thompson Street up to the junction with Wheat Street which was making it difficult for road users to exit Wheat Street.</p> <p>The proposal would prevent vehicles parking close to the junction and ensure that unobstructed access and visibility can be maintained in the interest of road safety.</p> <p>"The purpose of this proposal is to provide junction protection at this location which would ensure that road users can navigate this junction without obstruction and with unobstructed visibility".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

<p>Scott Street, Burnley Padiham Road, Burnley</p>	<p>There is an increased demand for parking in the area due to a café being present at the junction. Vehicles are frequently parking up to the junction which is obstructing road users accessing and exiting Scott Street to the detriment of road safety.</p> <p>The purpose of this proposal is to prevent vehicles parking close to the junction and ensure that unobstructed access is maintained. The proposal will provide junction protection at this location which would ensure that road users can navigate this junction without obstruction".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Mill Street, Padiham</p>	<p>"The purpose of the proposed order is to create several unrestricted parking spaces for residents and visitors in the area. The proposal would see the existing daytime restrictions removed and the introduction of lengths of NWAAT restriction to ensure that road users are still able to navigate along Mill Street without obstruction".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> f) for preserving or improving the amenities of the area through which the road runs;
<p>CHORLEY</p>	
<p>Quaker Brook Lane, Hoghton Hoghton Lane, Hoghton The Straits, Hoghton</p>	<p>Following receipt of concerns regarding vehicles parking in the direct vicinity of the Quaker Brook Lane/Hoghton Lane/The Straits junction compromising sightlines traffic officers are proposing the introducing of a Prohibition of Waiting in order to protect sightlines and improve road safety.</p> <p>"The purpose of these proposals are to facilitate the passage of vehicles along on the road and improve overall road safety by preventing parking which is causing serious problems with regard to safe traffic movement and obstruction of driver's visibility along these roads".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Spendmore Lane, Coppull</p>	<p>Following receipt of evidence that there is a new occupant in residence at the address and a request to remove the Disabled Parking Bay a neighbour consultation was carried out to establish if the Disabled Parking Bay was still in use by residents in the immediate vicinity, the result of which indicated that the Disabled Parking Bay was no longer required therefore we propose to revoke the order to provide additional parking for visitors to the nearby properties, shops and businesses".</p> <p>"The purpose of this proposal is to remove the Disabled Parking Bay located outside 37 Spendmore Lane, Coppull as the purpose for the restriction is no longer required and extend the current 30-minute limited waiting parking bay. The additional provision of limited period parking will improve the general amenity of the area and allow short term parking for visitors to the nearby properties, shops and businesses".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> f) for preserving or improving the amenities of the area through which the road runs;

PENDLE	
<p>Pennine Way, Brierfield</p> <p>Reedley Road, Reedley</p>	<p>The proposal maintains the existing restrictions (Monday to Friday 8am -9am and 3pm -4pm) on the north side of Reedley Road between Hillside Avenue and Pennine Way. This will tie in with the existing No Waiting Mon-Fri 8am-9am and with the new restrictions marking around the radius on both sides of Pennine Way. Furthermore, the restrictions correspond and align with similar restrictions already on place on Hillside Avenue and Reedfield.</p> <p>"The purpose of this proposal it to remove the potential to park at the junction to improve sightlines and traffic flows on this section of carriageway, thereby increasing safety for all highway users including pedestrians".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
PRESTON	
<p>Acregate Lane and Canterbury Road, Preston</p>	<p>Following receipt of concerns regarding vehicles parking in the direct vicinity of the Canterbury Road / Acregate Lane junction compromising sightlines traffic officers are proposing the introducing of a Prohibition of Waiting in order to protect sightlines and improve road safety.</p> <p>"The purpose of this proposal is to remove the potential to park at the junction to improve sightlines and traffic flows at the junction of these roads, thereby increasing safety for all highway users including pedestrians".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Brock Mill Lane (U5270), Claughton on Brock and</p> <p>White Lee Lane (U5304), Goosnargh</p>	<p>Following receipt of concerns regarding parked vehicles combined with the narrow nature of the carriageway interfering with the natural free flow of traffic officer investigations revealed anomalies with the current order.</p> <p>"The purpose of this proposal is to rectify the anomalies in the current order and to extend the Prohibition of Waiting on White Lee Lane a further 206 metres south-east through the bend to protect sightlines and improve road safety".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

<p>Kinsella Close, Preston</p>	<p>Following receipt of concerns that have been brought to our attention via Preston City Council in view of obstructions being caused to refuse collections requesting that waiting restrictions be installed along Kinsella Close, Preston. Concerns have also been received from local residents.</p> <p>These complaints have highlighted problems with the natural flow of traffic and obstruction to refuse collection. To address the issue, the County Council is proposing the introduction of a Prohibition of Waiting restriction and a Waiting Prohibited Monday to Friday 8am – 6pm restriction and the attached plan shows the measures that are being suggested to deal with the situation.</p> <p>"The purpose of these proposals are to remove obstructive parking and assist with the general movement of traffic along the road and at its junction to improve access for refuse collections, deliveries to the residential properties and improve general road safety for highway users".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Glen Grove, Preston Franklands Drive, Preston Longridge Road, Preston</p>	<p>Concerns have been raised regarding vehicles parking along both sides of Glen Grove, often on the footways, and at its junction with Longridge Road. This parking is affecting driver's sightlines, compromising pedestrian safety, general access/egress and traffic movement along the road. To address this traffic officers are proposing the introduction of No Waiting at Any Time parking controls to protect sightlines and improve road safety, access etc.</p> <p>"The purpose of these proposals are to remove obstructive parking and assist with the general movement of traffic along the roads and at the junction with other roads thus improving access along the road and to the residential properties for larger delivery vehicles improving general road safety for all highway users".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>A6, Garstang Road, Fulwood; Greystock Avenue, Fulwood</p>	<p>Concerns have been raised regarding vehicles parking along both side of Greystock Avenue, often on the footways, and at the junction with Garstang Road. This parking is affecting driver's sightlines, compromising pedestrian safety, access/egress and general traffic movement along the road. To address this, traffic officers are proposing the introduction of No Waiting at Any Time parking controls to protect sightlines and improve access and road safety.</p> <p>"The purpose of this proposal is to remove the obstructive parking and assist with the general movement of traffic along the roads and improve the situation at the junction with other roads, thus improving access for deliveries to the residential properties and improve general road safety for all highway users".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

Great George Street, Preston	<p>Concerns have been raised regarding vehicles parking along both sides of Great George Street, often on the footways. This parking is affecting driver's sightlines, compromising pedestrian safety, access/egress to adjacent properties and general traffic movement along the road.</p> <p>To address this, traffic officers are proposing the introduction of No Waiting at Any Time parking controls along both sides of the road for its whole length.</p> <p>"The purpose of these proposals are to remove the obstructive parking and assist with the general movement of traffic along the roads and at the junction with other roads and accesses, thus improving access for deliveries to the adjacent business properties and improve general road safety for all highway users".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
SOUTH RIBBLE	
Club Street, Bamber Bridge	<p>Traffic Officers received concerns about obstructive parking on Club Street, Bamber Bridge which were brought to our attention via local businesses and the Police. These complaints highlighted problems with the general movement of traffic along the road and at its junctions with other roads impeding road safety and preventing deliveries to local businesses. To address the issue, the County Council is proposing the introduction of a Prohibition of Waiting restriction.</p> <p>"The purpose of this proposal is to remove obstructive parking and assist with the general movement of traffic along the roads and at their junctions, thus improving access for deliveries to the residential properties and improving general road safety for highway users".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>The Cawsey, Penwortham; Saxon Place, Penwortham; Handshaw Drive, Penwortham; Eagleton Way, Penwortham; Firs Drive, Penwortham; Carrwood Road, Walton-le-Dale; Loxwood Close, Walton-le-Dale; Valley View, Walton-le-Dale; Carrwood Way, Walton-le-Dale; Clough Avenue, Walton-le-Dale; The Oaks, Walton-le-Dale; Millwood Road, Lostock Hall</p>	<p>These restrictions are being proposed following receipt of significant road safety concerns regarding compromised sightlines at junctions and free flow of traffic on this primary strategic route.</p> <p>"The purpose of this proposed order is to facilitate the free flow of traffic by removing parked vehicles which have been compromising sightlines at specific junctions along the strategic route whilst improving access to the residential properties and improve general road safety for all highway users".</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

WEST LANCASHIRE	
<p>B5312 Liverpool Rd, Skelmersdale</p> <p>U523 Liverpool Rd, Skelmersdale</p> <p>Local Access Rd off Liverpool Road B5312, Skelmersdale</p> <p>White Moss Rd, Skelmersdale</p>	<p>Following safety concerns regarding obstructive parking at junctions and along a series of bends on Liverpool Road officers propose to introduce a prohibition of waiting on the bends along the B5312 Liverpool Road between No.57 and the entrance to the JMO Sports Park including the local access road to the sports park and into the junctions of both the U523 Liverpool Road and the U605 White Moss Road.</p> <p>"The purpose of this proposal is to remove obstructive parking and to assist with the general movement of traffic along the roads and at their junctions thus improving general road safety for all highway users including pedestrians".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
WYRE	
<p>The Green, Churchtown</p>	<p>Vehicles parking at the junction of The Green with The Avenue, Churchtown during school pick up and drop off times are parking dangerously and causing issues with the through flow of traffic.</p> <p>"The purpose of this proposal is to remove obstructive parking and to assist with the general movement of traffic along the roads and at their junctions thus improving general road safety for all highway users including pedestrians".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
<p>Fouldrey Avenue; Brecksides Close; Breck Drive; Breck Road and Riverside, Poulton-le-Fylde</p>	<p>Concerns were brought to our attention via various local residents, schools and businesses regarding obstruction issues and obstruction issues which have been highlighted to us by the Police as a result of them having to attend matters of obstruction affecting the Highway we now have no recourse other than to introduce further parking restrictions with the backing of the Police.</p> <p>"The purpose of this proposal is to remove obstructive parking and to assist with the general movement of traffic along the roads and at their junctions thus improving general road safety for all highway users including pedestrians".</p> <p><u>Reasons under Section 1 of the RTRA</u></p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

2) Revocation Only

"The purpose of these proposals are to remove current restrictions that are no longer required and provide additional unrestricted on-street parking".

Road Name	Engineers Statement of Reasons
FYLDE	
<p>Victoria Street, Lytham-St-Annes</p>	<p>A request has been made by residents of Victoria Street to have a short section of the existing parking controls that are in place to be removed.</p> <p>This has been investigated and a change to the previous situation i.e., the access / egress requirements of the adjacent Primary Care Centre are no longer at the level which originally necessitated the installation of the restrictions. In view, of this it is considered that the impact of granting this request for a short reduction in the length of the current restrictions on the north side will not significantly affect road safety or traffic movement along the road.</p> <p>"The purpose of this proposal is to reduce the length of the current Prohibition of Waiting on the north side of Victoria Street by 20 metres.</p> <p>The removal of this short section of parking restriction will allow better use of the available highway space and remove conflict with others for residents and their visitors without any compromise to the overall road safety or access / egress along the road".</p> <p><u>Reasons under Section 1 of the RTRA</u> (f) for preserving or improving the amenities of the area through which the road runs</p>
PENDLE	
<p>Manor Street, Nelson</p>	<p>The current Disabled Parking Bay located outside No.65 Manor Street, Nelson is no longer required and the order requires revoking. The occupant of 65 Manor Road has had a dropped crossing installed outside their premises and therefore no longer qualifies for a on street DPB. The bay was provided for the individual at the property and they no longer meet the criteria as they are having an off-road parking bay installed. The bay will block the access to the off-road parking. The provision of off-road parking in a residential area is favourable to the current on-street bay layout.</p> <p>"The purpose of this proposal is to remove the Disabled Parking Bay located outside 65 Manor Street, Nelson as the bay is no longer required and will block access to the off-road parking for the property".</p> <p><u>Reasons under Section 1 of the RTRA</u> (f) for preserving or improving the amenities of the area through which the road runs</p>
PRESTON	
<p>Jemmett Street, Preston</p>	<p>Following receipt of evidence that there is a new occupant in residence at the address and a request to remove the Disabled Parking Bay an informal consultation was carried out to establish if the Disabled Parking Bay was still in use by residents in the immediate vicinity, the result of which indicated that the Disabled Parking Bay was no longer required therefore we propose to revoke the order to provide additional parking for residents.</p> <p>"The purpose of this proposal is to remove the Disabled Parking Bay located outside 18 Jemmett Street, Preston as the purpose for the restriction is no longer required. The removal of this restriction will provide extra capacity for on-street parking in the area".</p> <p><u>Reasons under Section 1 of the RTRA</u> (f) for preserving or improving the amenities of the area through which the road runs</p>

SOUTH RIBBLE	
<p>Mill Street (B5248), Leyland</p>	<p>Following receipt of a request to remove the No Waiting Mon-Sat 8am-6pm that was originally put in to allow for access to the factory loading bay on Mill Street, officer investigations confirmed with the company that the loading bay was no longer in use and that they had no intention of using the loading bay at any time in the further.</p> <p>"The purpose of this proposal is to remove the No Waiting Mon-Sat 8am-6pm located Mill Street opposite Dunkirk Mews as the purpose for the restriction is no longer required. The removal of this restriction will provide extra capacity for on-street parking in the area".</p> <p>Reasons under Section 1 of the RTRA</p> <p>(f) for preserving or improving the amenities of the area through which the road runs</p>

3) Proposals required to formalise the existing restrictions and rectify discrepancies in the current orders
"The purpose of these proposals are correct inconsistencies within the current TRO to correctly reflect the restrictions as they are marked out on site with no material change".

Road Name	Engineers Statement of Reasons
PRESTON	
<p>Skeffington Road, Preston Harewood Road, Preston</p>	<p>As part of routine investigations Traffic Officers have found that the current description in the TRO for sections of Skeffington Road at its junctions with Harewood Road and St Gregory Road are incorrect and do not reflect the extent of the parking restrictions as marked out on site.</p> <p>To rectify this situation Traffic Officers are proposing to revoke the existing restrictions and introduce that length of No Waiting at Any Time restriction that is currently marked out on site.</p> <p>Reasons under Section 1 of the RTRA</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

ROAD TRAFFIC REGULATION ACT 1984

LANCASHIRE COUNTY COUNCIL

**(VARIOUS LOCATIONS, BURNLEY, CHORLEY, FYLDE, PENDLE, PRESTON,
SOUTH RIBBLE, WEST LANCS AND WYRE) (VARIOUS PARKING RESTRICTIONS
21-22 (NO1)) ORDER 202***

Formal Consultation 7th December-2021 to 7th January-2022

Mill Street, Padiham Modification

Statement of Reasons

Following concern from residents, the proposed measures have been amended to maintain the existing restrictions outside the properties numbered 25-29 Mill Street instead of the proposed No Waiting At Any Time restriction.

The restrictions are still required at that location to maintain access and egress to an off-street area on the opposite side of the road.

The reduction is felt to be reasonable as there have been no recorded complaints regarding the access/egress with the current restrictions in place.

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

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

Part IElectoral Division affected:
(All Divisions);**Corporate Priorities:**
Protecting our environment;**Proposed 2022/23 Highway Maintenance New Start Capital Programme - Additional Resources**

(Appendices 'A' - 'G' refer)

Contact for further information:

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

On 3 March 2022 Cabinet approved the proposed apportionment of the 2022/23 New Starts Highway Maintenance capital programme, together with detailed programmes of work, based on an assumed allocation of £20.167 million. Cabinet also approved that any revisions required on receipt of the confirmed funding envelope be developed and presented for approval at a future date.

This report recommends the apportionment of additional funding that has since been confirmed and is set out at Appendices 'A' and 'B'. The reference to New Starts refers to this "new" funding.

The report also requests approval of a number of detailed programmes of work relating to this funding set out at Appendices 'C' to 'G'.

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 that the additional funding detailed in the report be added to the Highway Block of the Capital Programme.

- (ii) Subject to approval at (i) above, approve the proposed apportionment of the additional funding as detailed in the report and at Appendices 'A' and 'B'.
- (iii) then subject to such approval of apportionments in (ii):
- (iv) Approve the proposed additional 2022/23 New Starts Highway Maintenance programmes set out as projects at Appendices 'C' to 'G'.
- (v) Approve that the Localised Deterioration Fund be top sliced to create a £1,321,155 million contingency to allow flexibility to deal with any justifiable emerging issues identified with the proposed programme or at other locations.
- (vi) Authorise the Director of Highways and Transport to approve and publish the proposed schemes/changes in consultation with the Cabinet Member for Highways and Transport.

Detail

On 3 March 2022, Cabinet approved the apportionment of the 2022/23 New Starts Highway Maintenance capital programme, together with detailed programmes of work, based on an assumed allocation of £20.167 million. Subsequently, proposals have been developed to apportion additional resources that have now been confirmed.

Funding Sources

On 17 February 2022 Full Council approved a Highway Responsive Maintenance capital allocation of £2 million to support the structural defects programme.

Confirmation of the 2022/23 highway maintenance grant funding allocations from the Department for Transport, totalling £28.811 million, was received on 28 February 2022. This level of funding from the Department for Transport has also been confirmed until March 2025.

The total funding envelope available in 2022/23 is £30.811 million as detailed below:

Allocation	£million
Highway Responsive Maintenance approved by Full Council	2.0
Department for Transport Highway Maintenance Basic Need	12.805
Department for Transport Incentive Fund (assumes Band 3)	3.201
Department for Transport Pothole Action Fund	12.805
Total	30.811

This report proposes the apportionment of £10.644 million of additional funding (£30.811 minus £20.167 million previously approved).

It should be noted that, as has been the case over the last four years, this level of funding will be augmented by a further £6 million from borrowing funding within the capital programme, with grants received including Highway Maintenance Basic Need and Incentive grants being the priority funding and prudential borrowing being a last resort.

Apportionment

The Transport Asset Management Plan, approved in 2014, sets out how the county council intends to maintain its publicly maintainable vehicular highway assets (A, B and C roads, unclassified road network, footways, street lighting, traffic signals and structures) over the period 2015/16 to 2029/30.

The performance of the plan is reviewed annually, and the latest review presented to Cabinet in September 2021 provided an update on highway condition data as at March 2021. Condition data provided annually was used to review the Transport Asset Management Plan priorities for Phase 2 (2020/21 to 2024/25) and the proposed apportionment, along with the relevant service standards.

The criteria applied to develop the proposed programme detailed in this report is aligned with the Transport Asset Management Plan to ensure that a proactive, preventative intervention maintenance programme is developed. The proposed apportionment is detailed at Appendices 'A' and 'B'.

The proposed apportionment takes account of:

- Extensive life cycle modelling that indicates that the level of capital funding received from central government is less than the requirement to maintain the assets to a good condition.
- The publication of the Well Managed Highways Infrastructure: Code of Practice document, (UK Roads Liaison Group: 2016) that has formalised highway authorities' approach to management of risk when maintaining highway assets and the need to fund additional asset related activities.

Programmes

The proposed programme is set out as schemes at Appendices 'C' to 'G'.

The proposed drainage programme contains two elements. One element is aimed at addressing drainage issues identified in the development and delivery of the 2022/23 and 2023/24 carriageway maintenance programmes. The second element is aimed at identifying the risk and impact of flooding to property and highways and addressing these issues.

With regard to the Localised Deterioration Fund (£3 million), it is proposed that this is used 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 this allocation is top sliced to create a £1,321,155 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 Cabinet Members for Highways and Transport.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

It should be noted that the Transport Asset Management Plan suggests that an annual allocation of approximately £35 million is required to maintain all highway assets effectively and safely. Therefore, significant risks are associated with a reduced allocation. An allocation of £22.75 million is considered the minimum level of funding to manage the asset within an acceptable level of risk. The Department for Transport allocation of £28.811 million together with funding approved by Full Council on 17 February 2022, apportioned along Transport Asset Management Plan principles, helps to reduce the overall risk. Specifically:

- The proposed increase in funding for the ABC programme will help to maintain the progress already made in Phase 1 of the Transport Asset Management Plan in improving the ABC network.
- The proposed increase in funding for the Urban Unclassified and Drainage programmes, programmed in line with the Transport Asset Management Plan principles, will help to reduce risks on these assets.
- The proposed increase in funding for the Urban Unclassified programme should also help to reduce repeat visits to potholes and pothole numbers overall although this cannot be guaranteed due to unforeseen circumstances such as severe weather.
- Increasing the Street Lighting Column replacement allocation, reduces further the risk of catastrophic column failure. However, a substantial risk of column failure continues without a comprehensive replacement programme, which is estimated at £3.75 million per annum on an ongoing basis or approximately £6 million per annum to the end of Transport Asset Management Plan Phase 3, that is, March 2030. However, a risk-based approach to testing and replacement is in place to help mitigate this risk.
- The proposed increase in funding for the Localised Deterioration Fund will support the management of structural defects and should reduce member concerns by reducing repeat visits to potholes and reduce pothole numbers overall.

The assumed 2022/23 Department for Transport grant funding allocation also assumes that the county council will qualify for Band 3 Incentive funding. The assessment of officers is that the county council will be confirmed as qualifying for Band 3 but funding may be reduced if Band 3 status is not achieved.

It should also be noted that the delivery of the proposed programmes/projects is dependent on the 2021/22 highway maintenance programme outturn position which will be reported to Cabinet in May 2022. The delivery programmes may be subject to change after this date.

Furthermore, there is a risk that some of the detailed highway and transport programmes/projects set out at Appendices 'C' to 'G' may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year because of bad weather or other unforeseen circumstances.

The impact of the COVID-19 pandemic is being managed but may result in delays to delivery or an increase in budget estimates.

Financial

It is proposed that the programmes detailed at Appendices 'C' to 'G' be funded from the total additional funding of £10.644 million detailed above.

All structural defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand. It is assumed that £10 million will be required in 2022/23 to be funded by:

- £2 million from the Department for Transport's Highway Maintenance Grant.
- £2 million Highway Responsive Allocation approved by Full Council on 17 February 2022.
- £6 million from other funding within the capital programme with grants received including Highway Maintenance Basic Need and incentive grants being the priority funding and prudential borrowing being a last resort.

Though there are contingencies built into individual projects estimates, the current inflationary pressures being experienced in the construction industry as well as potential supply issues may mean that the delivery programme has to be scaled back to remain financially deliverable within the funding envelope.

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

Appendix A

Proposed Apportionment of Additional Funding

	A	B	C
	Approved Apportionment (3 March 2022)	Proposed Apportionment of Additional Funding	Revised Programme Allocations (A+B)
ABC	£2,000,000	£1,060,000	£3,060,000
Rural Unclassified	£2,000,000	£330,000	£2,330,000
Urban Unclassified	£4,267,000	£2,411,120	£6,678,120
Footways	£750,000	£254,880	£1,004,880
Moss Roads	£350,000	£258,000	£608,000
Localised Deterioration Fund	£250,000	£2,750,000	£3,000,000
Preventative find and fix (Jet patching etc)	£0	£500,000	£500,000
Street Lighting	£1,000,000	£200,000	£1,200,000
Street Lighting (Risk Based)	£500,000	0	£500,000
Bridges & Structures	£3,500,000	0	£3,500,000
Bridges & Structures Inspections & Risk Based assessments	£600,000	£180,000	£780,000
Drainage	£500,000	£500,000	£1,000,000
Vehicle Restraint Barriers	£100,000	0	£100,000
Traffic Signals	£600,000	0	£600,000
Planned additional maintenance of ad-hoc or other highway assets	£600,000	£200,000	£800,000
Future design / site investigations	£300,000	0	£300,000
Structural Defects * see note	£2,000,000	0	£2,000,000
Highway Responsive Maintenance	£0	£2,000,000	£2,000,000
Geotech\ surveys	£100,000	0	£100,000
Surveys & Coring for Capital programme	£750,000	0	£750,000
Safety Camera Maintenance	£0	£0	£0
TOTAL BUDGET	£20,167,000	£10,644,000	£30,811,000

*The total allocation for Structural Defects will be £10 million comprising:

- £2 million - 2022/23 New Starts capital allocation
- £2 million - 2022/23 Highway Responsive capital allocation (approved by Full Council on 17 February 2022)
- £6 million from other funding within the capital programme with grants received including Highway Maintenance Basic Need and Incentive grants being the priority funding and prudential borrowing being a last resort.

Appendix B

2022/23 Approved Criteria to Determine Highway Maintenance New Starts Programme

Highway Maintenance New Starts Programme

The approved criteria for determining the countywide allocations and the projects to be included in the 2022/23 Highways Maintenance capital programme is set out below:

Asset Class	2022/23 Approved 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>

Asset Class	2022/23 Approved Criteria
Footways	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.

Asset Class	2022/23 Approved 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 2022/23 programme
Drainage	Countywide prioritisation based on risk of flooding and potential impact on flooding to property and highway and developed to address drainage issues prior to undertaking carriageway maintenance.
Street Lighting	District Allocation: 70% on the basis of reduction of risk based on condition and 30% on the basis of unexpected failures based on inventory records.
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.
Structural Defects	All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.
Surveys, coring, and Geotechnical investigations	This will allow an evidence base to be developed to ensure schemes are developed in line with TAMP principles. The programme of works will support the delivery of the 2022/23 capital programmes and the development of the 2023/24 capital programme
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.
Planned Additional Maintenance	The following projects are priorities that are currently unfunded and need to be delivered: <ul style="list-style-type: none"> • Network Rail Low Bridge Height Signing & Canal Bridge Protection • Weather Stations (yr2) • Cattle Grid replacement in Lancaster District • Trashescreen Safety Work • Carriageway Localised Deterioration • Street lighting -replacement of columns that have failed testing
Risk Based Condition Assessments	This work will ensure that a targeted programme of maintenance can be developed that is evidence based; <ul style="list-style-type: none"> • Column testing

Asset Class	2022/23 Approved Criteria
	<ul style="list-style-type: none"> • Vehicle restraint barrier assessments • Bridge risk-based assessments
Future Design / Site Investigation	This funding will help to develop the 2023/24 capital programme

Appendix C

2022/23 Maintenance of Highways Assets

ABC Roads 2022/23 Capital Programme

2022/23 Programme: A, B & C Roads - Resurfacing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
C705	Booth Road	Mid Rossendale	Rossendale	Resurfacing joint at John Street to Burnley Road East	Resurfacing	£52,690
B6243	Edisford Road	Clitheroe	Ribble Valley	Resurfacing joint at Roefield leisure centre entrance to resurfacing joint around lighting column 45 and the children crossing sign	Resurfacing	£147,728
B6228	Lyons Lane	Chorley North	Chorley	Worthy Street to Shepherds Way	Resurfacing	£86,248
NA	22/23 ABC Contingency Budget	As required	As required	Budget to deal with arising issues in-year	NA	£28,996
Total Estimate						£315,662

2022/23 Programme: A, B & C Roads - Resurfacing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
A683	Bay Gateway	Morecambe North, Skerton, Morecambe South	Lancaster	Junction with Caton Road to Northgate (excluding roundabout circulatories)	Surface preservation	£300,000
Total Estimate						£300,000

2022/23 Programme: A, B & C Roads – Surface Dressing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
A583	Blackpool Road/ Kirkham Bypass	Fylde East	Fylde	Freckleton Road Traffic Lights to Victoria Railway Bridge	Surface dressing	£259,548
A56	Skipton New Road	Pendle Rural	Pendle	Two Sections; 1) Outside of Green Fells House to new surfacing outside number 49 Bankhouse. 2) From the new surfacing finish point at the 40mph sign to previous surface dressing finish point	Surface dressing	£68,442
B5240	Hall Lane	West Lancashire East	West Lancashire	Just after the end of the new recent resurfacing at Dicks Lane to Briars Lane	Surface dressing	£116,348
Total Estimate						£444,338

2022/23 Maintenance of Highways Assets
Unclassified Roads 2022/23 Capital Programme

Urban Unclassified

2022/23 Programme: Urban Unclassified – Resurfacing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U2988	Kirby Road	Brierfield and Nelson West	Pendle	Churchill Way to outside number 14	Resurfacing	£45,305
U18588	Beaufort Road	Morecambe North	Lancaster	Junction with Broadway to outside number 70	Resurfacing	£143,494
U41187	West Street	Great Harwood, Rishton and Clayton-le-Moors	Hyndburn	Blackburn Road to Hanson Street	Resurfacing	£44,816
U6663	Sydney Street	St Annes South	Fylde	Full length	Resurfacing	£36,469
U16802	Pickup Street	Accrington West and Oswaldtwistle Central	Hyndburn	Spring Hill Road South to the end of Pickup Street (Clifton Mill Gates)	Resurfacing	£25,447
U23123	Lowmoor Way	Clitheroe	Ribble Valley	Union Street to High Street	Resurfacing	£41,151
U41376	Victor Street	Great Harwood, Rishton and Clayton-le-Moors	Hyndburn	George Street to Pickup Street	Resurfacing	£37,667
U60049	Northumberland Street	Morecambe Central	Lancaster	Central Drive to Marine Road Central, including Bath Street	Resurfacing	£105,534
U21736	John Street	Cleveleys East	Wyre	Full length (not including the parking spaces)	Resurfacing	£12,160
U16272	The Avenue	Cleveleys South and Carleton	Wyre	5m before number 1 The Avenue to outside number 21 The Avenue	Resurfacing	£19,172
U19792	Spring Street	Brierfield and Nelson West	Pendle	Back Manchester Road to Manchester Road	Resurfacing	£49,287

2022/23 Programme: Urban Unclassified – Resurfacing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U19492	Eskdale Place	Morecambe South	Lancaster	Full length	Resurfacing	£37,375
U20877	Allendale Street	Pendle Central	Pendle	Vincent Street to Lilac Street	Resurfacing	£31,927
U1072	Rutland Crescent	Ormskirk	West Lancashire	Junction with Ludlow Drive to opposite house number 5	Resurfacing	£42,955
U1068	County Road Service Road	Ormskirk	West Lancashire	From bollards at house number 150 to house number 124	Resurfacing	£34,589
U5092	Little Lane	Longridge with Bowland	Ribble Valley	Kestor Lane to Fell Brow	Resurfacing	£206,792
U13301	Fairfax Place	Lostock Hall and Bamber Bridge	South Ribble	Selkirk Drive to the end	Resurfacing	£17,412
U21801	Hillylaid Road	Thornton and Hambleton	Wyre	Just after the junction with Diane Road to outside number 124 (before the roundabout)	Resurfacing	£79,483
U19282	Pennine View	Morecambe Central	Lancaster	Full length	Resurfacing	£73,313
U4973	Ely Close	Ribble Valley South West	Ribble Valley	Full length	Resurfacing	£55,446
U41756	Arbories Avenue	Padiham and Burnley West	Burnley	Full length	Resurfacing	£59,453
U10835	Kirkgate	Fylde East	Fylde	9m after junction with Poulton Street up to and including junction with Marsden Street	Resurfacing	£17,131
U40659	Cromer Grove	Burnley North East	Burnley	Full length	Resurfacing	£91,673
U10772 / U4055/ U10773	Thompson Street / Charnock Street / Railway Terrace	Fylde East	Fylde	Thompson Street; Station Road to Charnock Street. Full lengths of Charnock Street and Railway Terrace	Resurfacing	£36,055
U18160	Long Marsh Lane	Lancaster Central	Lancaster	West Road to Mallard Court	Resurfacing	£59,652

2022/23 Programme: Urban Unclassified – Resurfacing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U40208	Craven Street	Pendle Rural	Pendle	Full length	Resurfacing	£37,730
U7273	Lilac Avenue	Rossendale West	Rossendale	Full length	Resurfacing	£38,106
U7721	Thisltemount Avenue	Mid Rossendale	Rossendale	Full length	Resurfacing	£29,974
U7831	Prospect Street	Mid Rossendale; Rossendale East	Rossendale	Burnley Road East to Wales Road	Resurfacing	£154,917
U6714	St Annes Road North	St Annes North; St Annes South	Fylde	The Crescent to house number 27	Resurfacing	£43,842
U18174 U18175 U18173	Charnley Street, Briery Street and Ford Street	Lancaster Central	Lancaster	Full lengths of all	Resurfacing	£108,026
U20220	Walverden Crescent	Nelson East	Pendle	Full length	Resurfacing	£41,256
U41201	Elm Street	Great Harwood, Rishton and Clayton-le-Moors	Hyndburn	Full length	Resurfacing	£24,115
U392	Warpers Moss Close	Burscough and Rufford	West Lancashire	Full length including junction area on Warpers Moss Lane	Resurfacing	£29,137
NA	22/23 Urban Contingency Budget	As required	As required	Budget to deal with arising issues in-year	NA	£65,687
Total Estimate						£1,976,548

2022/23 Programme: Urban Unclassified – Surface Dressing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U13409	Westgate Road	St Annes North	Fylde	Full length of Westgate Road, and Martin Avenue from Westgate to the Football Club entrance	Surface dressing	£32,150
U6752	Clarendon Road North and Surrounding Roads	St Annes North; St Annes South	Fylde	Clarendon Road North from St Annes Road East to Headroom Gate. Ramsgate from Crossland Road North to Clarendon Road North. Margate from Clarendon Road North to Folkstone Road North. Dover Road from Margate to Ramsgate. Walmer Road from Ramsgate to Folkstone Road. Sheppard Road North from Ramsgate to St Annes Road East	Surface dressing	£71,412
U8454	Shakespeare Terrace	Chorley North	Chorley	Shakespeare Terrace from Thornhill to house number 54. Willow Road from Harpers Lane to Thornhill Road. Larch Avenue from Thornhill Road to Northgate Drive. Beaconsfield Terrace from Shakespeare Terrace to Wordsworth Terrace. Wordsworth Terrace from Beaconsfield Terrace to Shakespeare Terrace. Thornhill Drive full loop. Birch Avenue; full length. Chestnut Avenue; full length. Cedar Road; full length. Elm Grove; full length	Surface dressing (Multi treatment scheme – the inlay section was approved in March 22)	£76,244
U21349	Arundel Drive	Cleveleys South and Carleton	Wyre	Poulton Road to Fleetwood Road	Surface dressing	£59,409
U47760	Victoria Street	Fleetwood East	Wyre	Mount Road to Queens Terrace	Surface dressing	£44,063
U803	The Common and Castle Drive	Chorley Rural East	Chorley	The Common from Old School Lane to A6, and the full length of Castle Drive	Surface dressing	£86,166
U8419	Queens Road	Chorley Central	Chorley	Southport Road to A581	Surface dressing	£25,619
U16429	Smithy Lane	Fylde West	Fylde	Mill Lane to Fairfield Lane	Surface dressing	£39,509
Total Estimate						£434,572

Rural Unclassified

2022/23 Programme: Rural Unclassified – Resurfacing						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U3623	Stubbins Vale Road	Rossendale South	Rossendale	Stubbins Street to Farm Cottages	Resurfacing	£163,942
U4799	Chatterton Road	Rossendale South	Rossendale	Bolton Road North to End	Resurfacing	£153,579
NA	22/23 Rural Contingency Budget	As required	As required	Budget to deal with arising issues in-year	NA	£12,479
Total Estimate						£330,000

Appendix E

2022/23 Maintenance of Highways Assets Moss Roads 2022/23 Capital Programme

2022/23 Programme: Moss Roads						
Road No	Project Name	Division	District	Scheme Description	Treatment	Estimate
C164	Hoscar Moss Road Phase 2	West Lancashire East	West Lancashire	Ring 'O' Bells Lane to the level crossing	Investigation and remedial works	£150,000
C278	Chain Lane Phase 1	Fylde West	Fylde	Bibby Drive to Mythop Road	Resurfacing	£108,000
Total Estimate						£258,000

Appendix F

2022/23 Maintenance of Highways Assets Footway 2022/23 Capital Programme

2022/23 Programme: Footways						
Road No	Project Name	Division	District	Scheme Description	Treatment	Estimate
C123	Long Lane	West Lancashire West, West Lancashire East	West Lancashire	South side from House Number 32 to Parris Lane	Footway Reconstruction	£150,439
U7331	Townsend Street	Rossendale West	Rossendale	South side from Sunnybank Street to South Shore Street	Footway Reconstruction	£22,476
U3545	Princes Way	Fleetwood East, Fleetwood West, Cleveleys West	Wyre	North-east side from opposite Medlock Avenue to opposite Grange Road	Footway Reconstruction	£51,586
U20123	Chapel House Road and Surrounding Footways	Nelson East	Pendle	Chapel House Road; Langholme Street to Railway Street. Berkeley Street; Percy Street to Brunswick Street. Railway Street; Waidshouse Road to Hartley Street. Thomas Street; Hartley Street to Chapel House Road. Full lengths of Selby Street, Hawarden Street	Footway preventative works	£30,379
Total Estimate						£254,880

Appendix G

2022/23 Maintenance of Highways Assets Unclassified Roads 2022/23 Capital Programme

Local Deterioration Fund

2022/23 Programme: Local Deterioration Fund						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U20132	Railway Street	Nelson East	Pendle	Waidshouse Road to the end	Carriageway Resurfacing	£108,265
U18178	New Quay Road	Lancaster Central	Lancaster	St Georges Quay to lighting column 2/the sub station	Carriageway Resurfacing	£145,878
U16484	Clarence Road	Accrington West and Oswaldtwistle Central	Hyndburn	Full length	Carriageway Resurfacing	£75,898
U6723	Bartle Road	St Annes South	Fylde	Singleton Avenue to the new resurfacing	Carriageway Resurfacing	£41,270
U3561	Kings Causeway	Pendle Hill	Pendle	Junction of Halifax Road	Carriageway Resurfacing	£37,403
U41922	Lindsay Street	Burnley North East	Burnley	Church Street to the end	Carriageway Resurfacing	£92,497
U7417	Somerset Walk	Rosendale West	Rosendale	Full length	Carriageway Resurfacing	£57,182
U22365	Princes Way	Fleetwood West and Cleveleys West	Wyre	Near outside number 69 north to number 50	Carriageway Resurfacing	£39,407
U40594	Brownhill Avenue	Burnley Central East	Burnley	Brunshaw Road to Carholme Avenue	Carriageway Resurfacing	£78,668
U20903	Stone Edge Road	Pendle Hill	Pendle	Mitton Avenue to Barnoldswick Road	Carriageway Resurfacing	£188,503
U18981	Royds Grove	Heysham	Lancaster	Full length	Carriageway Resurfacing	£77,804
U41423	Pickup Street	Great Harwood, Rishton and Clayton-le-Moors	Hyndburn	Barnes Square to Whalley Road	Carriageway Resurfacing	£79,272

2022/23 Programme: Local Deterioration Fund						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
U19539	Parkside	Morecambe South	Lancaster	Altham Road to outside number 10	Carriageway Resurfacing	£122,401
B6252	Skipton Road	Pendle Rural	Pendle	Resurface and renew anti-skid on approaches to the mini roundabout	Carriageway Resurfacing	£59,347
A587	Broadway	Fleetwood West and Cleveleys West	Wyre	From junction with Larkholme Lane to house number 197	Carriageway Resurfacing	£15,848
U22365	Fairway	Fleetwood West and Cleveleys West	Wyre	Chatsworth Avenue to 1 Marine Parade	Carriageway Resurfacing	£23,642
U23123	Lowmoor Way	Clitheroe	Ribble Valley	Union Street to Nelson Street	Carriageway Resurfacing	£41,646
U1225_ U1227	Delta Park Drive and Hazelwood Drive	West Lancashire North	West Lancashire	Delta Park Drive; Chapel Road to Ribble Drive, and full length of Hazelwood Drive	Carriageway Resurfacing	£51,851
U16379	Alder Grove	Poulton-Le-Fylde	Wyre	Carr Head Lane to the end	Carriageway Resurfacing	£58,951
U42067	Springfield Road	Burnley Rural	Burnley	Hollingreave Road to Marlborough Street	Carriageway Resurfacing	£42,701
U12319	Ribblesdale Drive and Preston Road	Preston Rural	Preston	Ribblesdale Drive from the junction with Preston Road to just past Moss Nook Drive, and Preston Road from lamp column 13 near Bridge House to the telegraph pole 10m after Ribblesdale Drive junction	Carriageway Resurfacing	£42,405
U7393	Bluebell Avenue	Rosendale West	Rosendale	Campion Drive to the end	Carriageway Resurfacing	£69,373
U50410	Barker Lane	Ribble Valley South West	Ribble Valley	Full length	Carriageway Resurfacing	£54,001
U7005	Beach Street	Lytham	Fylde	Full length	Carriageway Resurfacing	£55,375

2022/23 Programme: Local Deterioration Fund						
Road No	Project Name	Division	District	Scheme Extents	Treatment	Estimate
B6227	Railway Road	Chorley Rural East	Chorley	From the 3 Talking Heads hair salon to 20 meters before roundabout	Carriageway Resurfacing	£19,257
NA	22/23 LDF Contingency Budget	As required	As required	Budget to deal with arising issues in-year	NA	£1,321,155
Total Estimate						£3,000,000

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Head of Service - Public and Integrated Transport**Part I**Electoral Division affected:
Ribble Valley South West;**Corporate Priorities:**
Delivering better services;**Provision of a Bus Shelter at the Petre Arms, Whalley Road, Langho**

(Appendices 'A' - 'C' refer)

Contact for further information:

Ben Lovatt, Tel: (01772) 533219, Transport Officer, Public and Integrated Transport.
ben.lovatt@lancashire.gov.uk**Brief Summary**

After requests from local bus users and local councillors, the Public Transport team has identified a need for a replacement bus shelter at the bus stop outside the Petre Arms on Whalley Road, Langho, BB6 8AB.

This report summarises the results of the consultation on the proposed bus shelter to which objections have been received.

Recommendation

Cabinet is asked to approve the installation of a replacement bus shelter outside the Petre Arms, Whalley Road, Langho, BB6 8AB.

Detail

After requests from local bus users, the divisional county councillor, borough and parish councillors, the Public Transport team has identified the need for a replacement bus shelter outside the Petre Arms, Whalley Road, Langho, BB6 8AB.

The bus stop is currently identified by a bus stop plate on a lamp column (Appendices 'A' and 'B' refer). Previously, there had been a Ribble Valley Borough Council owned shelter near to the current bus stop. However, it was damaged beyond repair in a road traffic incident in January 2015 and subsequently removed. To date, the shelter has not been replaced due to budgetary constraints, Ribble

Valley Borough Council had insufficient funding available to deliver a suitable replacement shelter for the location.

The county council recognises the importance of bus shelters in encouraging bus use and promoting modal shift and public transport officers advocate the benefit of bus shelters. This is in line with the county council's Bus Service Improvement Plan (BSIP) that has been submitted to the Department for Transport. Installation of a replacement bus shelter here would offer a much-improved waiting environment for bus passengers, also to provide considerable protection from adverse weather conditions.

The divisional county councillor has promoted the replacement of this shelter for many years, with support from both borough and parish councillors as well as many local residents.

As a result, county council officers propose to take forward the provision of a replacement shelter. The county council, with partial funding from the borough council, would contribute to the costs of a suitable shelter and arrange the necessary installation works.

The proposed bus shelter location has been chosen in consultation with the bus operator, key stakeholders and officers of the Highways Service. This considers convenience for potential passengers, suitability of footway, highway safety, current guidance, recommendations and the needs of other road users and residents.

The proposal is for the installation of a county council standard style bus shelter, manufactured by Euroshel, at the current bus stop. This will be a 2-bay shelter with 352mm end panels, 950mm roof width and an overall length of 2790mm. This will comprise of clear glass sides and roof panels and be positioned at the rear of the kerb, open to the road, 600mm in front of the retaining wall, (Appendix 'C' refers), leaving a footway clearance of 1250mm.

Consultations

Formal consultation was undertaken in August 2021, including the affected frontage property.

Responses

The local bus operator has agreed to serve the bus stop and has no objections to the proposal, due to a bus stop already being in situ.

The county council's Highways Traffic Safety Officer for the area has deemed the bus shelter location as the safer option than alternatives.

As part of the consultation, the proposed scheme received responses from an objector.

The points raised by the objector are summarised below with officer responses:

1. It will obscure the openness of the frontage of the Petre Arms

In response, the majority of the bus shelter will be made of clear tempered glass, which would not restrict visibility of patrons exiting the car park or obscure natural light should there be outdoor seating at this venue.

2. It will attract anti-social behaviour and vandalism

In response, similar concerns have been raised in relation to comparable schemes within Lancashire. There is no direct evidence to support the view that these concerns are likely to occur, experience has shown that the perceptions and fears raised elsewhere have rarely materialised.

3. It will cause obstruction issues when pulling out of the car park

In response, the proposal is to install the bus shelter at the existing bus stop, and there have been no recorded incidents at this location since the bus stop plate was installed here. A comprehensive review of location options for the bus shelter has been undertaken. The proposed location has been assessed by a Traffic Safety Officer in the county council's Highways Service who has deemed it as the safest option. It would not interfere with the sightlines at the private access at the Petre Arms and the turning movements. Waiting buses are regarded to be infrequent as demonstrated by successful operation of the site as a bus stop over several years.

Implications:

This item has the following implications, as indicated:

Risk management

No significant risks have been identified with not carrying out the scheme, however passenger experience and comfort would be compromised.

Financial

The total estimated scheme cost is £5,500. It is proposed that this will be part funded to a value of £2,000 from Ribble Valley Borough Council with the remaining £3,500 from the capital budget allocation for bus stops.

Legal

The authority has a power to provide bus shelters. Planning permission is not required as the provision of standard non-advertising bus shelter on or near highway is permissive development.

Equality

The proposals will improve the waiting environment for bus passengers and therefore improve accessibility to passenger transport services and opportunities to the community.

Human Rights

The view has been expressed that the installation of a bus stop could interfere with residents' Article 8 Convention Rights, namely the right to respect for one's private and family life, contrary to the provisions of the Human Rights Act. There could also be a possibility of infringing the rights of quiet enjoyment of property, which could extend to the rights of businesses affected. Whilst these rights under the Act are recognised, they need to be balanced against the general rights and interests of the wider community, including the users of public transport. Taking into account all of the relevant factors, these latter rights are considered to prevail.

List of Background Papers

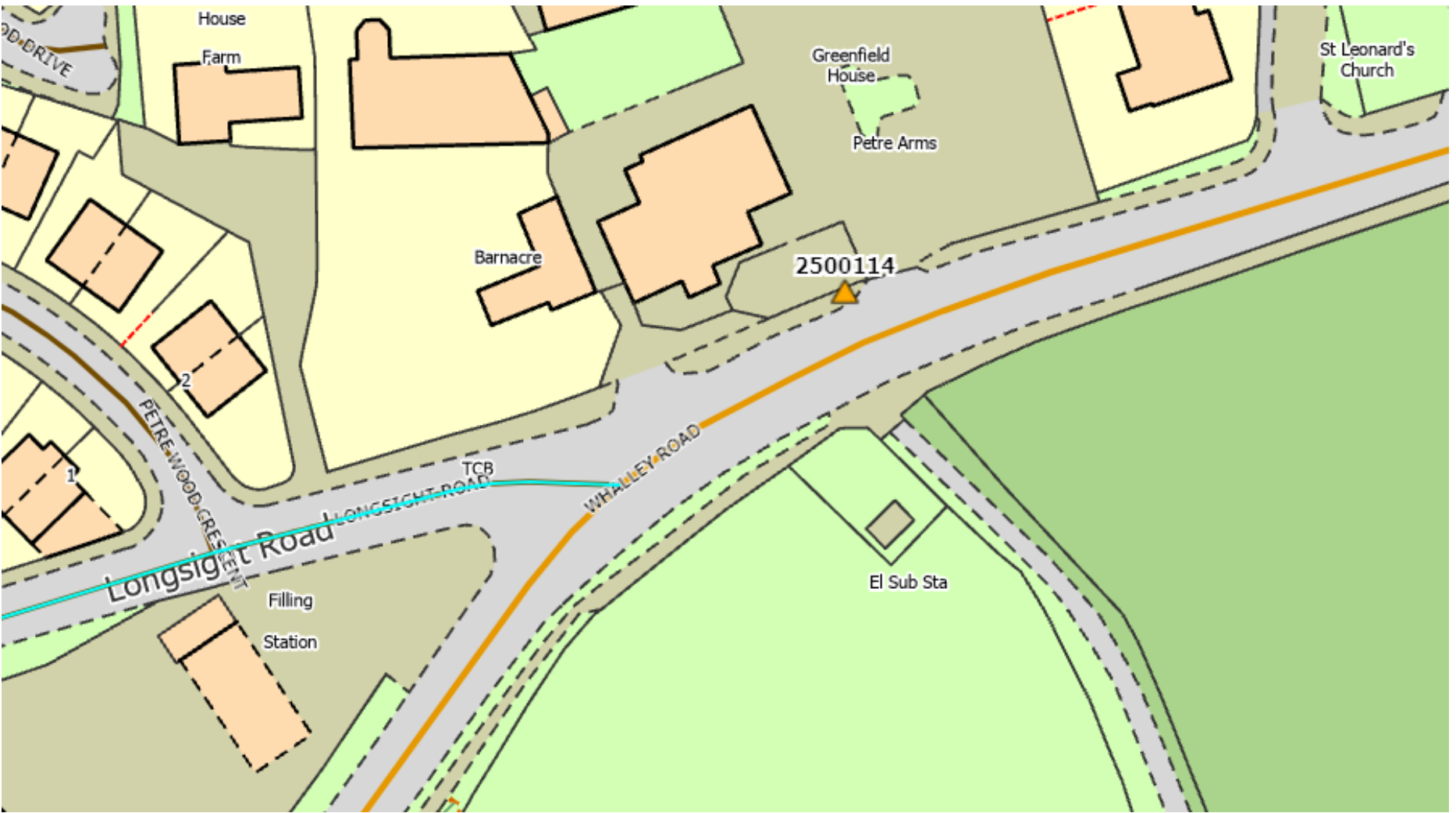
Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A







Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Lancashire Safeguarding Adults Board**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Caring for the vulnerable;**Lancashire Safeguarding Adults Board Annual Report 2020-21**

(Appendix 'A' refers)

Contact for further information:

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Laura Parkinson, (01772) 536288 Business Coordinator,

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This report is being presented to Cabinet, prior to publication of the Lancashire Safeguarding Adults Board Annual Report for 2020-21.

The draft Lancashire Safeguarding Adults Board Annual Report for 2020-21 is set out at Appendix 'A'.

Recommendation

Cabinet is asked to:

- (i) Note the contents of the report.
- (ii) Comment on any key issues and consider the implications of these in the conduct of council business.

Detail

The Care Act 2014 requires that, in every Local Authority administrative area, there must be a Safeguarding Adults Board. Key local agencies are represented on the Board at a senior level, but the Board has an Independent Chair.

The Safeguarding Adults Boards are required to produce and publish an Annual Report which reflects on safeguarding practice and issues in the area. The draft Lancashire Safeguarding Adults Annual Report 2020-21, which covers the period from April 2020 to the end of March 2021, is set out at Appendix 'A'. The Annual Report provides a summary of the work undertaken by the Safeguarding Adults Board in Lancashire over the last year.

During this reporting period, the Covid-19 pandemic has affected the way in which many agencies who are part of the Safeguarding Adults Board have worked. The Department of Health acknowledged this last year and, to alleviate additional pressures associated with producing the report, permitted the Safeguarding Adults Boards to produce condensed reports during this reporting period. Lancashire Safeguarding Partners felt it was important to have an Annual Report and acknowledge the work that had been undertaken.

Agencies that are responsible for safeguarding and protecting our most vulnerable adults have been able to maintain their services, and our thoughts and gratitude are with those professionals that have worked on the front line.

Key achievements identified in the report include raising Domestic Abuse Awareness during the Covid-19 pandemic and specific operations by Lancashire Constabulary aimed at preventing adult abuse: Operation Provide, Operation Jackal and Operation Wolf. There has been an ongoing commitment to improve the multi-agency response to high-risk Domestic Abuse. Work has been undertaken with regard to Trauma Informed Approach which has been incorporated into Lancashire Constabulary Learning and Development and media campaigns through the Lancashire Resilience Forum and Pan-Lancashire multi-agency networks e.g. No Excuse for Abuse; Fraud and Vulnerable Adults with Action Fraud.

The 8 Clinical Commissioning Groups across the Lancashire and South Cumbria footprint were awarded the Health Service Journal award for NHS Safeguarding Initiative, in recognition of the work undertaken to develop a new safeguarding model. The approach has created a single voice for Health Partners in key issues and has produced stronger governance arrangements. The Covid-19 response has been a major challenge for all of the Health and Social Care services. Health Partners have focused on supporting and enabling a multi-agency response to many of the challenges this has created for our vulnerable population. This has included reviewing the system assurance models, adopting a more robust reactive safeguarding offer, and working closely with Local Authority Partners on patient safety issues. Specifically, support into care homes and the wider regulated care market and support in outbreak management has been supported by the Clinical Commissioning Groups Safeguarding teams. There has been extensive work around the Mental Capacity Act, which has included the development of Mental Capacity Act grab sheets and guidance for vaccinations, as well as significant work in preparing for the introduction of the Liberty Protection Safeguards. There is now an NHS Health Learning Forum which is focussed on new ways of embedding learning, adopting a positive risk management approach, and recognising the need to learn from positive practice as well as from incidents and reviews.

For Lancashire County Council, a whole system safeguarding redesign project resulted in a comprehensive proposal for a new model to providing a 'One Service' safeguarding approach, removing functional and geographical barriers to improve service delivery. During the Covid-19 pandemic, safeguarding alerts in respect of domestic abuse increased and the safeguarding service directed increased resources to ensure that risk was mitigated. From late 2019 and throughout 2020, care homes in Lancashire who were experiencing the most extreme difficulties arising from the pandemic were supported 7 days a week, sometimes with twice daily meetings, using a multi-disciplinary approach with health and social care professionals coming together to support Providers. This included infection prevention and control advice, and practical assistance to respond to their challenging, often changing needs and circumstances. In addition, supply staff were recruited from the Lancashire Temporary Staffing Agency to cover gaps in care home rotas so that the needs of residents continued to be met.

Adult Services in Lancashire, supported by the county council have continued to work hard to protect and support people. During the Covid-19 pandemic, the agencies that form the Lancashire Resilience Forum ensured that there was an efficient system of maintaining contact with the elderly and 'shielded' residents, and an efficient system to ensure food deliveries were made to those that needed them.

All statutory work of the Lancashire Safeguarding Adults Board continued during the pandemic, with Board meetings being held virtually and Safeguarding Adult Reviews continuing to be undertaken. The Joint Partnership Business Unit has continued to operate during the pandemic, to ensure the functions of the Board have been fulfilled.

The Adult Executive Board, comprising of Senior Executive Leads from Statutory Partners has continued to meet. The Board is chaired by Mr Stephen Ashley and includes the three Safeguarding Adults Boards across Lancashire, Blackpool and Blackburn with Darwen.

Consultations

All Board Partner Agencies have been consulted during the preparation of the Lancashire Safeguarding Adults Board Annual Report 2020-21. The report reflects comments made and includes information directly provided by the Agencies. The Annual Report is currently in draft form and is currently out for consultation and feedback from Agencies.

Implications:

While there is evidence of good practice, significant challenges remain in ensuring services that provide safeguards for vulnerable adults are sufficiently resourced to meet demand on a timely basis.

Risk management

The risks are as set out in the report and monitored by the Lancashire Safeguarding Adults Boards.

Legal

Failure to meet the statutory requirements in the provision of services could increase the risk of harm. It would also impact on the reputation of the council and partner agencies.

Equality and Cohesion

Any deficits in service are likely to impact more significantly on those living in areas of high deprivation.

Financial

The Lancashire Safeguarding Adults Board's Joint Partnership Business Unit and activity is financed from multi-agency contributions. For the year 2020/21, support for the Board is structured to fall within available resources.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A



**Lancashire
SAFEGUARDING ADULTS BOARD
DRAFT Annual Report 2020-21**

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FOREWORD

This annual report provides a summary of the work undertaken by the Safeguarding Adults Board in Lancashire over the last year.

The period covered by this report was of course dominated by the ongoing Covid-19 pandemic. Over the course of the year there were restrictions in place on everyone, and this included a number of 'lockdowns' and restrictions. All the agencies and organisations that are engaged in protecting our most vulnerable citizens were under immense pressure. I think we will all reflect on the work they have done and be impressed with the commitment and professionalism shown.

As part of the government response to the pandemic the Lancashire Resilience Forum (LRF) was put in place. Over the year there was considerable support provided and coordinated through the forum. One of the sub-groups of the LRF dealt specifically with adult safeguarding and this group was led by the three Directors of Adult Services (DAS), and chaired by the DAS for Lancashire County Council. The group continues to meet as an adult and health system responding to Covid-19 and driving transformational change to support people to stay safe and independent. Health organisations, the Police, third sector organisations and Public Health worked closely together to coordinate their response to the pandemic. This ensured that the most vulnerable received food and medical treatment and that care homes were able to function effectively. I have spent 40 years working in the public sector and I have never seen such an efficient and coordinated response to a crisis. We all owe a huge debt of gratitude to the work of the forum and those that implemented emergency plans, especially the army of volunteers that stepped forward.

It was clear that the work of the LRF was the priority in terms of safeguarding and as such much of the work of the safeguarding adult board was suspended. Sub-groups dealing with specific issues were put on hold to give professionals the time to concentrate on their front-line responsibilities. The Board did remain in place to ensure that its statutory functions were fulfilled. Consequently, this year's annual report may not fully reflect the huge amount of work undertaken.

This report describes the structures that are in place and our priorities as we move forward. It provides considerable detail about the level of safeguarding need over the year. At this point we cannot be entirely clear how prolonged 'lockdowns' and restrictions may impact on services moving forward. This is an area that the Board will focus on this year. We do know for instance, that the effect of the pandemic on health care and the care home sector will stretch long into the future.

I would like to finish by thanking all of those that have worked so hard to maintain our high levels of safeguarding. The board is now fully functioning, and I look forward to driving forward new initiatives and focussing on our priorities over the coming months.

Stephen Ashley

Independent Chair, Lancashire Safeguarding Adult Board

1. THE BOARD

1.1 Purpose of the Board

The Care Act 2014 requires a local authority to establish a Safeguarding Adults Board (SAB), which aims to help and protect individuals who it believes to have care and support needs and who are at risk of neglect and abuse and are unable to protect themselves, and to promote their wellbeing. Section 43 (3) sets out how the SAB should seek to achieve its objective, through the co-ordination of members' activities in relation to safeguarding and ensuring the effectiveness of what those members do for safeguarding purposes. An SAB may undertake any lawful activity which may help it achieve its objective. Section 43 (4) sets out the functions which a SAB can exercise in pursuit of its objective are those of its members. Section 43 (5) Schedule 2 includes provision about the membership, funding and other resources, strategy and annual report of a SAB. Section 43 (6) acknowledges that two or more local authorities may establish a SAB for their combined geographical area of responsibility. <https://www.legislation.gov.uk/ukpga/2014/23/section/43>

Six principles set out in the Care Act:

Empowerment
Protection

Prevention
Partnership

Proportionality
Accountability

The Board has three core duties under the Care Act 2014:



1.2 Partnership Structure

The Safeguarding Adults Board is supported by an Independent Chair to oversee the work of the Board, to provide leadership, offer constructive challenge, and ensure independence. The day-to-day work of the Board is undertaken by the Sub-Groups and the Safeguarding Business Unit. The Business Unit supports the operational running of these arrangements and manages the Board on behalf of the multiagency partnership. The Board facilitate joint working, ensure effective safeguarding work across the region, and provide consistency for our partners who work across Pan Lancashire.

2. WHAT DOES ADULT SAFEGUARDING LOOK LIKE IN LANCASHIRE

Local Context and Background

The ceremonial county of Lancashire is in the North West of England and consists of the shire county of Lancashire and the "2 unitary authority areas" of Blackburn with Darwen and Blackpool. The shire county¹ area is a "2-tier authority", meaning it is controlled by a county council (Lancashire County Council), and 12 local government district councils. In contrast Blackburn with Darwen and Blackpool, each have just "1 unitary tier" of local government, which provides all local services.

The following information intends to provide a brief overview of the local demographic context for Lancashire, Blackburn with Darwen and Blackpool. Information provided for each upper tier council area (Lancashire County Council, Blackburn with Darwen council and Blackpool council) unless otherwise stated.

2.1 Population

2020 Mid-year population estimates² indicate that Lancashire (Lancs-14) has a population of 1,515,487, 80.9% of the population are estimated to reside within the Lancashire County Council area, 9.9% within Blackburn with Darwen and 9.1% Blackpool.

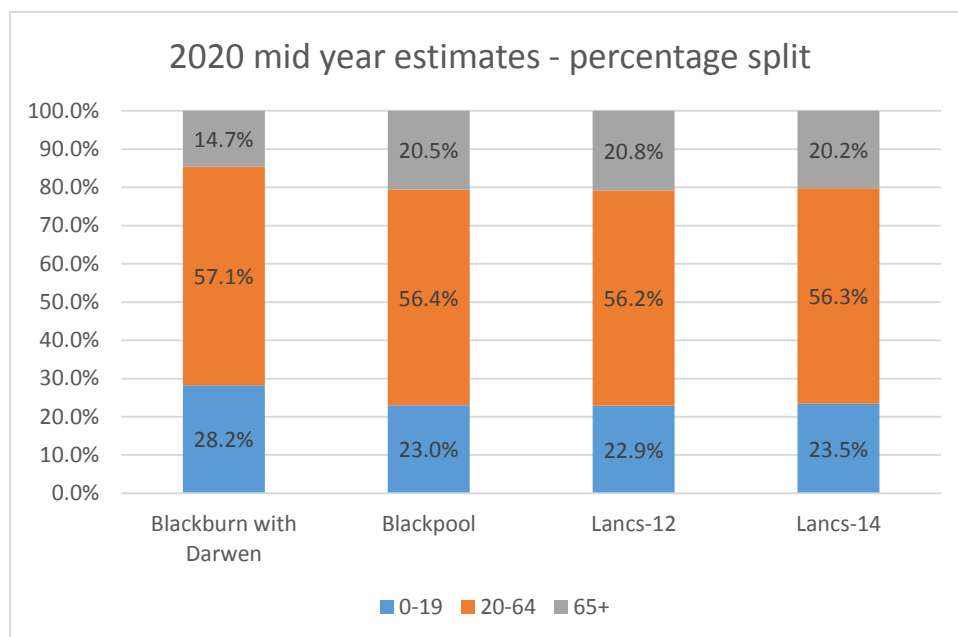
Approximately 2.7% of the English population and 20.6% of the North West population reside in the Lancashire-14 area.

Indicator	No.	Blackburn with Darwen	Blackpool	Lancs-12	Lancs-14
2020 mid-year estimates	All age	150,030	138,381	1,227,076	1,515,487
All Age	%	9.9%	9.1%	81%	100%

¹ The shire county area of Lancashire includes the 12 districts of Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and Wyre

² 2020 mid-year population estimates most recently available data

In terms of age breakdown, data for the Lancashire-14 footprint indicates that almost one quarter (23.5%) of the population is aged 0-19. 56.3% are aged 20-64 and 20.2% are aged 65+.



Figures for Blackpool Council area and Lancashire County Council mirror this percentage split, however as shown by the graph to the left Blackburn with Darwen Council area has a lower percentage of older residents (14.7% aged 65+),

Data indicates that the population in the Lancashire-14 area has grown by approximately 0.4% compared with the previous year's mid-year estimate and there has been an increase in births and fewer deaths occurring, which indicates a natural positive population change.

In the 12 months to mid-2020, Ribble Valley district grew the most, whilst Blackpool had the slowest level of growth. It is important to note that Blackpool's opportunity for future population growth is limited since the population density is already high.

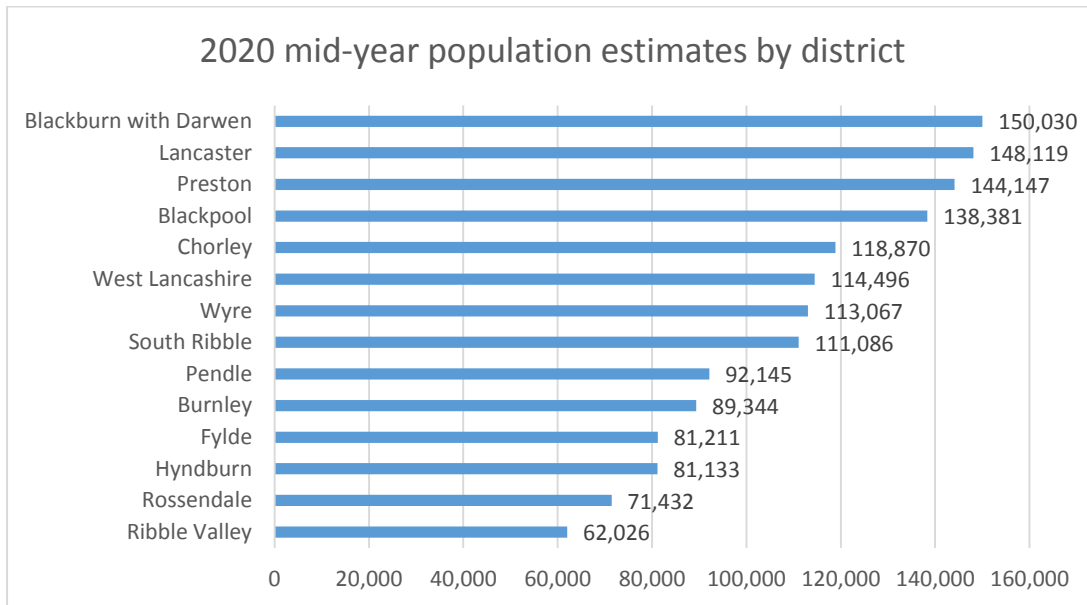
The over-65 age group saw a growth rate of 1.58%, which is much higher than growth at other ages (growth rate of under 18's was 0.6% and 18-64 was 0.5%), this suggests that we continue to have an ageing population within Lancashire.

As mentioned above, the unitary authority areas, which neighbour the Lancashire County Council geography, have much smaller estimated populations. Mid-year 2020 population data indicates that Blackburn with Darwen has an all-age population of 150,030 and Blackpool 138,381. This means that the unitary areas are each roughly 1/8th – 1/9th of the size of the Lancashire-12 geographical footprint.

Each of the 14 districts of Lancashire is diverse and has significant differences in terms of population, demography, geography, ethnic composition and levels of deprivation.

As the bar chart below shows, the populations of each district within Lancashire varies. Blackburn with Darwen is the largest district in terms of population, whilst the largest district geographically speaking is Ribble Valley, which inevitably means that each district has a different population density. Lancaster has the largest population in the Lancashire County Council jurisdiction (148,119), closely followed by Preston (144,147), both districts have Cities and a University population. The districts with the lowest populations are Rossendale (71,432)

and Ribble Valley (32,026). Rossendale is a small district, whilst Ribble Valley is predominantly rural communities.

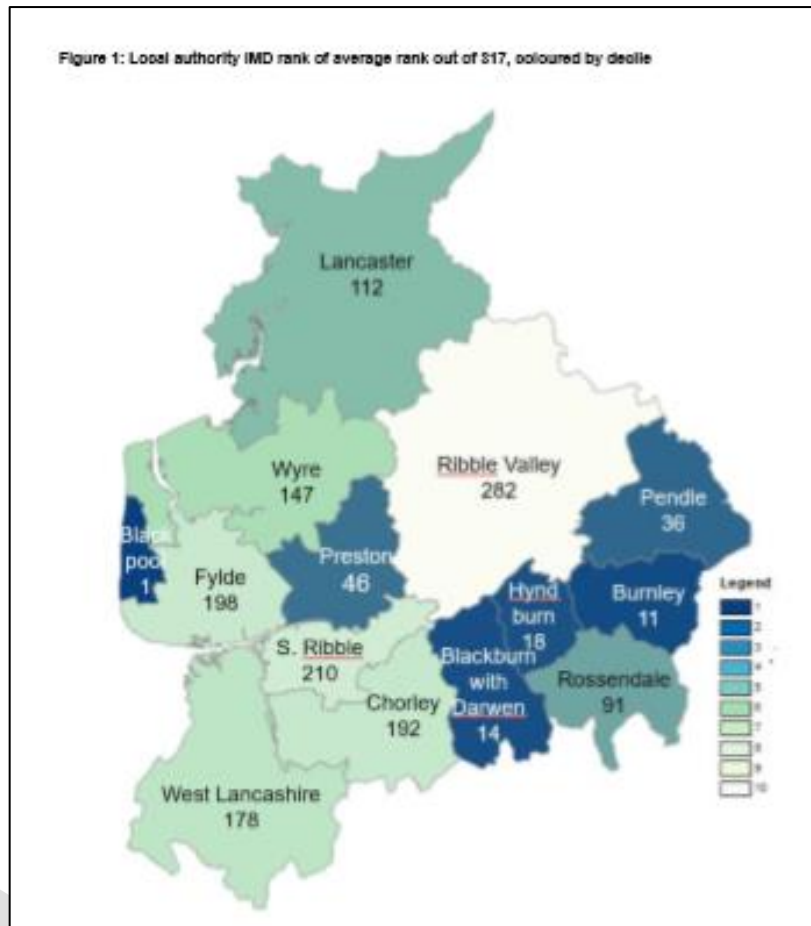


2.2 Deprivation

The Indices of Multiple Deprivation (IMD) was updated in 2019. The results of the IMD (updated approximately every 3 years), are used by agencies to help us understand local issues, and to address problems identified within different areas of Lancashire, the IMD is based on 7 domains of deprivation, each considered and contributes to the overall index score.

As mentioned above, each district within Lancashire is unique and one major reason for this is the level of deprivation; within Lancashire, there are districts known to be very deprived, whilst others considered affluent.

Each local authority in the country is given a ranking between 1 and 317 where, 1 is the most deprived and 317 is the least deprived. The map to the right ³ illustrates the local authority IMD rank for each district of Lancashire. Those districts coloured in the darker shades of blue are the most deprived, whilst the lighter shaded ones are least deprived.



Blackpool (1st), Burnley (11th), Blackburn with Darwen (14th) and Hyndburn (18th) are in the top 10% most deprived areas in the country. Pendle (36th) and Preston (46th) are in the most deprived 20%. In contrast, Ribble Valley is ranked 282nd which puts the district in the least deprived 20% in England.

IMD information is also available broken down to Lower Support Output Area. This information illustrates that within a district there will be vast differences in deprivation; this is especially true for those districts such as Lancaster that have a mixture of City/Town areas and rural ward areas.

Further information regarding area profiles, population projection, deprivation and community safety is on the [Lancashire Insight](#) webpage.

³ Map image sourced from Lancashire Insight webpage

2.3 Safeguarding Adults Section 42 Enquiries

Counts of Safeguarding Activity	2019/20	2020/21
Total Number of Safeguarding Concerns	20438	9148
Total Number of Section 42 Safeguarding Enquiries	10391	4323
Total Number of Other Safeguarding Enquiries	0	0

Abuse Type Description	2019/20	2020/21
Physical	2766	2283
Sexual	581	520
Emotional/Psychological	3738	3114
Financial and Material	2329	2003
Discriminatory	84	61
Organisational	198	97
Neglect and Acts of Omission	5651	4121
Domestic Abuse	1491	1625
Sexual Exploitation	61	29
Modern Slavery	25	22
Self-neglect	496	554

Following a redesign of adults safeguarding within Lancashire it was concluded that the recording of how we would meet the definitions of enquiries and concerns within the Safeguarding Adults Collection would change for the 2019/20 submission. Concerns were switched from all cases that were passed through and worked on by the Multi Agency Safeguarding Hub (MASH) to all contacts indicating safeguarding issues. Enquiries were recorded as all cases that went to MASH rather than just those that were then stepped up for further investigation by the Safeguarding Enquiry Service. Prior to submitting the 2020/21 following discussions with management it was decided that the previous way of recording was more in line with comparator authorities and as a result we switched back.

3. THE ROLE AND ACHIEVEMENTS OF THE SUB-GROUPS

During the reporting period significant changes were made which resulted in a single central joint partnership business unit (JPBU) to support the 3 Safeguarding Adult Boards across Blackburn with Darwen, Blackpool and Lancashire.

The Covid-19 pandemic has caused disruption during the reporting period and the commitment of Board Partners to attend meetings was impacted due to prioritising emergency service provision, particularly those in Health and Social care. The Partners agreed to suspend all sub-groups during the reporting period until the pandemic had settled. The sub-groups re-convened after the reporting period and have merged into 'single' sub-groups to function across the three Safeguarding Adult Board areas, rather than separate sub-groups in all 3 areas. The exception to this, are Safeguarding Adult Reviews, as each SAR would be linked to their individual Safeguarding Adult Board. 'Single' sub-groups ensure consistency, improved communication and information sharing, showcase best practice, address common challenges and identify mutual priorities.

The function of the 3 Safeguarding Adult Boards includes developing a safeguarding culture that focuses on the personalised outcomes desired by people with care and support needs who may have been abused, harmed or neglected. This is a key operational and strategic goal. An overview of the purpose and functions of the new sub-groups to address the strategic priorities as identified in the strategic plan is provided below. At the time of writing this report, work plans for the sub-groups were in development.

3.1 COMPLEX VULNERABILITIES SUB-GROUP

The purpose of the Complex Vulnerabilities Sub-group aims:

- To act on behalf of the three Safeguarding Adult Boards to ensure a robust, transparent and consistent approach to Complex Safeguarding Vulnerabilities.
- To monitor the delivery of its statutory duties in relation to Complex Safeguarding Vulnerabilities
- Improve collaborative work across the partnership to provide a consistent approach to support people experiencing complex vulnerabilities.
- Ensure approaches to complex vulnerabilities are meaningfully implemented and embedded in practice by all partners, and that its effectiveness is measured to give confidence.

The function and key objectives of the 'Complex Vulnerabilities' Sub-group are:

- To ensure an effective mechanism is in place to tackle the complexities associated with safeguarding adults in line with the 'prevention' principle of the Care Act 2014.
- To develop a mechanism to support those individuals that do not meet the thresholds of statutory criteria to access support from statutory services.
- To provide oversight and direction to Partners to ensure appropriate approaches to complex safeguarding are embedded within practice and partner systems, policies, processes and identified training needs.

The Blackburn with Darwen, Blackpool and Lancashire SABs, can play a role in developing an approach to 'complex safeguarding' across agencies by establishing and developing the following areas:

- Consider emerging themes such as domestic abuse, suicides, self-neglect, homelessness, adult exploitation and discrimination linked to vulnerability.
- Consider how Partners can engage with individuals who disengage with services
- Encourage a joined-up approach between agencies to support people with complex vulnerabilities
- A focus on outcomes for those with complex vulnerabilities
- Person-centred approaches to working with varied risk and vulnerabilities
- Policies and procedures that are in line with a personalised safeguarding approach
- Strategies to enable practitioners to work more effectively with the skills and support needed to help those with complex vulnerabilities.

The 'Complex Vulnerabilities' Sub-group will link to other SAB Sub-groups where they have an important role to play in matters such as:

- Sharing learning and development needs identified through the Complex Vulnerabilities sub-group with the Performance, Assurance and Impact, Learning and Development Sub-groups.
- Sharing any communication and public interest matters on complex issues from SARS to ensure that partners are aware of any implications for their organisations.
- There will be links to Community Safety Partnerships, Health and Wellbeing boards, Local Criminal Justice Boards (LCJB), Violence Reduction Network (VRN) and Pan Lancashire anti-slavery partnership (PLASP) to ensure consistency, eliminate duplication and to capture the governance arrangements, to ensure clarity of responsibilities and the Safeguarding Board's role to seek assurances of the above.

3.2 'VOICE' MAKING SAFEGUARDING PERSONAL (MSP) SUB-GROUP

The purpose of 'Voice' Making Safeguarding Personal (MSP) Sub-group aims:

- To act on behalf of the three Safeguarding Adult Boards to ensure a robust, transparent and consistent approach to MSP
- To monitor the delivery of its statutory duties in relation to embedding person centred approaches through Making Safeguarding Personal (MSP)
- Improve the use across the partnership of qualitative information on people's experience of the safeguarding system
- Ensure MSP is meaningfully implemented and embedded in practice by all partners, and that its effectiveness is measured to give confidence

The function and key objectives of 'Voice' Making Safeguarding Personal (MSP) Sub-group are:

- To ensure an effective mechanism is in place to capture the 'voice' of the adult in line with requirements of The Care Act 2014.
- To provide oversight and direction to Partners to ensure person centred approaches to safeguarding are embedded within practice.
- To ensure 'engagement' at the ground level is included in strategic decision-making processes when reviewing partner systems, policies, processes and to identify training needs.

The Blackburn with Darwen, Blackpool and Lancashire SABs, can play a role in embedding the 'Making Safeguarding Personal' approach across agencies by establishing and developing:

- A broader participation strategy
- Accessible information to support participation of people in safeguarding support
- A focus on qualitative reporting on outcomes as well as quantitative measures
- Advocacy
- Person-centred approaches to working with risk
- Policies and procedures that are in line with a personalised safeguarding approach
- Strategies to enable practitioners to work in this way, by looking at the skills they need and the support they are getting to enable this shift in culture.

The 'Voice'/ MSP Sub-group will link to other SAB Sub-groups where they have an important role to play in matters such as:

- Sharing learning and development needs identified through the Voice/ MSP sub-group with the Performance, Quality Assurance and Learning and Development Sub-groups.
- Communicate with Partners and the Safeguarding Adult Review Sub-group and ensure publication of SARS on the SAB website(s) is promoted
- Sharing any communication and public interest matters on MSP related issues from SARS to ensure that partners are aware of any implications for their organisations.

3.3 MENTAL CAPACITY ACT (MCA)/DEPRIVATION OF LIBERTY (DOLS), LIBERTY PROTECTION SAFEGUARDS (LPS) SUB-GROUP

The group will advise the Safeguarding Adult Boards on processes, procedures, and outcomes in relation to the implementation of the Mental Capacity Act (MCA) 2005 and Deprivation of Liberty Safeguards (DoLS) 2009, including progress of how the Act is embedded in practice across the multiagency/ multicultural partnerships. The Mental Capacity (Amendment) Act 2019 introduced the Liberty Protection Safeguards (LPS) and will replace the current DoLS in April 2022. The LPS will deliver improved outcomes for people who are deprived of their liberty.

The purpose of the MCA/DoLS/LPS sub-group aims:

- To develop and lead on a multi-agency implementation work plan against the recommendations outlined from the House of Lords 2014 report into the implementation of MCA and MCA/DoLS/LPS and the Supreme Court Ruling 2014 as well as the MCA (Amendment) Act 2019 and ongoing case law developments.
- To act on behalf of the three Safeguarding Adult Boards to ensure a robust, transparent and consistent approach to MCA/DoLS/LPS.
- To monitor the delivery of its statutory duties with regard to carrying out MCA/DoLS/LPS.
- Improve collaborative work across the partnership to provide a consistent approach to support MCA/DoLS/LPS.
- Ensure approaches to MCA/DoLS/LPS are meaningfully implemented and embedded in practice by all partners, and that its effectiveness is measured to give confidence.

- Adopt a shared learning approach identifying good practice and relevant quality standards in MCA/DoLS/LPS and be instrumental in supporting and developing best practice across the Safeguarding Adult Boards.
- Identify potential barriers to best practice or areas of risk regarding implementation for MCA/DoLS/LPS, with a view to identifying strategies to address them and standardise where possible.
- Develop systems to ensure best practice information is available for service users, families/carers, and the public about MCA/DoLS/LPS and promote the rights of individuals who may lack capacity to consent, incorporating service user views into practice development initiatives where appropriate.
- Practice development initiatives based on identified themes and trends within agencies and learning from reviews to be shared through the Safeguarding Adult Boards and appropriate sub-groups for relevant action.

The functions and key objectives of the MCA/DoLS/LPS Sub-group are:

- To ensure an effective mechanism is in place to tackle the complexities associated with safeguarding adults in line with the 'prevention' principle of the Care Act 2014.
- To develop a mechanism to support those individuals that do not meet the thresholds of statutory criteria to access support from statutory services.
- To provide oversight and direction to Partners to ensure appropriate approaches to MCA/DoLS/LPS are embedded within practice and partner systems, policies, processes and identified training needs.

The MCA/DoLS/LPS Sub-group will link to other SAB Sub-groups where they have an important role to play in matters such as:

- Sharing learning and development needs identified through the MCA/DoLS/LPS sub-group with the Performance, Assurance & Impact, and Learning and Development Sub-groups.
- Sharing any communication and public interest matters on complex issues from SARs to ensure that partners are aware of any implications for their organisations.
- There will be links to Community Safety Partnerships, Health and Wellbeing boards, Local Criminal Justice Boards (LCJB), Violence Reduction Network (VRN) and Pan-Lancashire anti-slavery partnership (PLASP) to ensure consistency, eliminate duplication and to capture the governance arrangements, to ensure clarity of responsibilities and the Safeguarding Board's role to seek assurances of the above.
- Where appropriate, the Sub-Group will also make links with other local authority areas, such as South Cumbria, where partner agencies work across geographical boundaries.

3.4 LEARNING AND DEVELOPMENT SUB-GROUP

The purpose of the learning and development sub-group aims:

- To act on behalf of the three Safeguarding Adult Boards to ensure a robust and consistent approach to learning and development in stakeholder agencies.
- To monitor the delivery of the training programme.
- Ensure safeguarding messages are implemented and embedded in practice by all partners, and that its effectiveness is measured to give confidence.

The functions and key objectives of the learning and development Sub-group are:

- To facilitate an integrated approach to safeguarding learning and development across Blackburn with Darwen, Blackpool and Lancashire.
- To ensure 'engagement' at the ground level is included in strategic decision-making processes when reviewing partner systems, policies, processes and to identify training needs.
- Develop an annual safeguarding adult workforce development plan alongside an operational plan in line with the Boards priorities.
- Development of multi-agency training resources
- Quality assure and approve any learning being delivered. The Sub-group may establish task and finish group with co-opted members from partner organisations to undertake specific activities such as quality assurance of current training material and newly commissioned courses.
- Drive forward the recommendations of safeguarding adult reviews, domestic homicide reviews and learning reviews across the partnership and seek assurance that learning is embedded within practice

The learning and development sub-group will link to other SAB Sub-groups where they have an important role to play in matters such as:

- Sharing learning and development needs identified through the sub-group with the Performance, Quality Assurance and MSP Sub-groups.
- Communicate with Partners and the Safeguarding Adult Review Sub-group and ensure publication of SARS on the SAB website(s) is promoted
- Sharing any communication and public interest matters on safeguarding related issues from SARS to ensure that partners are aware of any implications for their organisations

During this reporting period and the ongoing challenges due to the Covid-19 pandemic, the main priority has been to ensure all training was accessible to both the adults and children's workforce, with the majority of training sessions made available in a virtual format using platforms such as Microsoft teams, as a new way of working. Many work streams were placed on hold or transferred to virtual meetings due to the restrictions, which has resulted in exploring different ways of working. All learning and development is currently held on the Inspire Learning Management System (LMS) which has continued to be procured whilst new systems are explored, there is a hope that we are able to find a system that is able to meet the wider demand as the business unit expands its remit across the wider area and offers more automated functions for a more streamlined process.

All training courses are now aligned to the core programme and priorities of the Children's Safeguarding Assurance Partnership and the Safeguarding Adult Boards. Courses included, Child Neglect, Multi agency approaches to the impact of Domestic Abuse focusing from an Adult and Child perspective. Hope4Justice support the delivery of Modern-day slavery and Human trafficking awareness sessions. A new session is planned around managing disclosures and have hosted the Violence reduction unit (VRN) with their Trauma informed practitioner sessions. Training has continued to be delivered by a mix of external trainers and the multi-agency practitioner training pool. Focusing on the key adult priorities, a new course titled 'a multi-agency approach to Domestic Abuse on adults' has been co-developed and co-delivered by a wider group of professionals from across the three areas of Blackburn with Darwen, Blackpool and Lancashire. A training session on the impact of Domestic abuse on older people was commissioned and well received.

Learning and Development Priorities:

- **Improvement and maintenance** of the present training availability through the safeguarding partnerships
- **Respond to and adapt to new opportunities** for Learning and Development for an all-age workforce and throughout the transition to new CSAP arrangements
- **Platforms and delivery methods** reactive to meet changing expectations, whether its face to face, virtual or a hybrid model. Look at talking heads, animations and extended 7MB offer
- **Transition to a new system** upgrade for delivery of an e-learning and learning management system
- **Continue to respond to identified need** from Children's Safeguarding Practice Reviews (CSPRs), Safeguarding Adult Reviews (SARs) and national and local agendas to deliver evidence based, responsive, effective and cost-efficient learning and development opportunities to Lancashire safeguarding practitioners.

3.5 PERFORMANCE, ASSURANCE AND IMPACT SUB-GROUP

The purpose of Performance, Assurance and Impact sub-group aims:

- To act on behalf of the three Safeguarding Adult Boards to ensure a robust, transparent and consistent approach to multi-agency Performance, Assurance and measuring Impact.
- To seek assurance from multi-agency partners with services for adults with care and support needs across Lancashire are safe, continually improving and aspiring to be of high quality.
- To challenge agencies regarding the impact of their safeguarding activity and establish how the safeguarding partnership can be assured that it is making a difference.
- To seek assurance that agencies have sufficient performance information and appropriate analysis available to evidence their safeguarding activity.

The function and key objectives of Performance, Assurance and Impact Sub-group are to oversee activities in respect of Performance, Assurance and Impact, including:

- To develop, implement and deliver a programme of multi-agency audit activity, to be based on board priorities.
- To seek assurance regarding actions and learning from Safeguarding Adults Reviews.
- To have oversight of themes and learning arising from single agency audit activity and to challenge any quality issues that may emerge.
- Agencies to complete an annual compliance audit, providing assurance to the sub-group that they are compliant with minimum safeguarding standards as specified in the Care Act. Returns to be analysed with challenge as appropriate.
- To provide a multi-agency forum where safeguarding quality assurance issues can be discussed, resolved and shared.
- Provision of regular, timely, meaningful performance data with single agency analysis to accompany the quantitative information.

The Performance, Assurance and Impact Sub-group will link to other SAB Sub-groups where there are cross-cutting themes, including matters such as:

- Sharing learning identified through audit activity with the Learning and Development Sub-groups.

- Communicating with the SAR sub-group regarding completion of SAR action plans and measuring the impact of review activity.
- Working alongside the 'Voice' sub-group to ensure that the views of service users and incorporated in quality assurance activity
- The Performance, Assurance and Impact Sub-group may be required to liaise with the CSAP Scrutiny function on some key theme areas.

The Performance, Assurance and Impact Sub-Group reformed in September 2021, having not met during the height of the Covid-19 pandemic. The group now meets quarterly (currently via MS Teams) and is attended by statutory partners from across the 3 Local Authority areas of Lancashire.

The primary purpose of the group is to ensure a robust and consistent approach to measuring multi-agency performance, assurance and impact from across the various layers of the partnership.

The group will do this implementing a new approach; the 4 Pillars model of assurance. The 4 Pillars model has been developed by the Joint Partnership Business Unit across the Children's Safeguarding Assurance Partnership and the Safeguarding Adult Boards and aims to:

- Ensure consistent focus on performance and assurance in respect of multi-agency safeguarding
- Consider how agencies work together in respect of safeguarding at a strategic level
- Promote a greater awareness and consideration of risk
- Gain assurance in respect of the Safeguarding Adult Review process
- Measure impact by listening to and engaging with practitioners, service users and their families

The group will oversee strategic annual activity to gain assurance that agencies are working together to fulfil their safeguarding responsibilities, this information will be a useful tool to reflect upon in future Annual Reports. Assurance activity of a qualitative and quantitative nature will be established in respect of the Board priorities and mechanisms will be put in place to better mitigate risks.

Furthermore, reflective assurance activity will take place within the Joint Business Partnership Unit, which will see a closer focus paid to our Safeguarding Adult Review processes; seeking to establish the impact of the case reviews undertaken and to satisfy the Board that the right reviews are being undertaken and that learning is being effectively disseminated.

Aspirationally, we hope to better listen to the voice of service users and their families to establish what impact they feel the Boards and key agencies have had on their safeguarding experience.

3.6 SAFEGUARDING ADULTS REVIEW (SAR) STRATEGIC SUB-GROUP

The Safeguarding Adults Review (SAR) Strategic Sub-group is one of the structures through which the three Safeguarding Adult Boards across Blackburn with Darwen, Blackpool and Lancashire will deliver their vision.

Section 44 - Care Act 2014 requires a Safeguarding Adult Board to carry out a Safeguarding Adult Review in the circumstances described. Statutory Guidance (section 14.133 onwards) sets this out in more detail. More specific supporting information on SARs can be found in the Pan-Lancashire Multiagency Safeguarding Policy and Procedures and the individual Safeguarding Adult Board's own protocol and process documents.

The purpose of SAR Strategic sub-group aims:

- To act on behalf of the three Safeguarding Adult Boards to ensure a robust, transparent and consistent approach to the SAR process.
- To monitor the delivery of its statutory duties with regard to carrying out Safeguarding Adult Reviews (SARs)
- To ensure regular audits of selected cases are undertaken including, where necessary, safeguarding adult reviews (SARs)
- To ensure that the lessons from reviews are widely disseminated and the learning to improve frontline practice is embedded across all member agencies.

The functions and key objectives of SAR Strategic Sub-group are:

- To ensure an effective SAR process is in place and in line with the Pan-Lancashire Multi-agency Safeguarding Policy and compliant with requirements of The Care Act 2014.
- To provide oversight, direction and ensure quality control mechanisms for the SAR process, including but not limited to referrals and timelines.

The functions of the 3 Safeguarding Adult Boards at local authority level include:

- Receive SAR referrals (via the Joint Partnership Business Unit)
- Hold local SAR case consideration meetings
- Make recommendations to the relevant SAB with regard to SAR referrals.
- Commission SAR reviewers, identify stakeholders/ partners to be involved in the SAR, agree the terms of reference and costs associated with each SAR.
- Receive updates on SAR progress and consider the final SAR report and recommendations before submitting this for sign off to the relevant SAB.
- Ensure that all SARDS are published on the website, submitted to the National SAR Library project and reported on in the annual report.
- Co-ordinate and update actions taken in relation to SAR learnings from all partners.

The SAR Strategic Sub-group will maintain a relationship and link to the other SAB Sub-groups where they have an important role to play in matters such as:

- Sharing learning and development needs identified through SARDS with the Performance, Assurance, Impact and Learning and Development Sub-groups.
- Communicate with Partners and the 'Voice' Sub-group and ensure publication of SARDS on the SAB website(s).
- Sharing any communication and public interest matters from SARs to ensure that partners are aware of any implications for their organisations.

Lancashire SAR Activity

Lancashire completed three Safeguarding Adult Reviews (SARs) during the reporting period:

Adult K - An 80year old adult was admitted to Hospital in a poor state of health, dehydrated, malnourished and there was evidence of self-neglect. The publication of this report was delayed due to an ongoing Coronial process.

Adult L – This involved an assault from a service user in rest home. Missed opportunities were identified to safeguard Adult L and place the perpetrator in a suitable placement. The publication of this report was delayed due to an ongoing Coronial process.

Adult M & alleged perpetrator – This case involved supported shared accommodation with two other men, one presented with mental ill health (Alleged perpetrator) who set fire to his own clothing. Adult M died due to smoke inhalation.

The recommendations from the SAR reports were being translated into actions at the time of writing this report.

The following SARs commenced during the reporting period and learning will be reported in next year's annual report.

Adult O - This case involved complex mental health needs, displayed self-neglect, and evident that agencies did not communicate.

Adult P - Displayed self-neglect, there was a delay in the referral being made and the body was found decomposed.

4. PARTNER ACTIVITY

Lancashire Constabulary

The Constabulary's role is to collaborate with partners to uphold the 6 principles of safeguarding. Our mission and purpose is "To keep people safe and feeling safe and when needed, we can be trusted to Consistently deliver a Competent and Compassionate service 24/7."

Key Achievements in 2020-22

- DA awareness during Covid-19 pandemic
- Specific operations aimed at preventing Adult abuse:
 - Op Provide, Op Jackal and Op Wolf. They are distinct operations but lots of overlaps as they are looking at diversion tactics and enforcement against those targeting vulnerable adults either through financial abuse (Wolf) or Home Invasion (Jackal) typically for drug abuse and County Lines bases. Op Provide proactively seeks to identify and interact with historic, and present high-risk victims of domestic abuse
- Increase the service level provisions to victims of domestic abuse to increase the effectiveness of DA responses, thereby maximising the likelihood of preventing future abuse.
- MARAC – ongoing commitment to improve our response to high-risk DA
- Trauma Informed Approach incorporated into Force Learning and Development
- Media campaigns through the LRF and pan-Lancashire multi-agency networks e.g. No Excuse for Abuse; Fraud and Vulnerable Adults with Action Fraud

Lancashire and South Cumbria Clinical Commissioning Groups (CCG)

Lancashire and South Cumbria CCGs have a statutory duty to ensure that arrangements are made to safeguard and promote the welfare of children, young people and adults to protect

them from abuse or the risk of abuse. The CCGs are required to take account of the principles within the Mental Capacity Act and to ensure that health providers from whom they commission services have comprehensive policies relating to the application of MCA (2005) and if appropriate MCA Deprivation of Liberty Safeguards (2009).

As commissioners of local health services CCGs are required to assure themselves that the organisations from which they commission have effective safeguarding arrangements in place; including independent providers and voluntary, community and faith sector, to ensure that all service users are protected from abuse and the risk of abuse.

The CCGs need to demonstrate that their Designated Lead Professionals for Adults, Children and Children in Care are embedded in the clinical decision-making of the organisation, with the authority to work within local health economies to influence local thinking, practice development and continuous safeguarding improvement.

Designated Lead Professionals for Safeguarding are experts within the field and strategic leaders. They are integral in all parts of the CCGs commissioning cycle, from procurement to quality assurance and in the delivery, development, and review of services to ensure that the views and wishes of adults and children are clearly sought and respected.

Key Achievements in 2020-21

- The 8 CCGs across the Lancashire and South Cumbria footprint were awarded the Health Service Journal award for NHS Safeguarding Initiative in recognition of the work undertaken to develop a new safeguarding model. The approach has allowed us to create a single voice for health partners in key issues and produced stronger governance arrangements.
- The Covid-19 response has been a high challenge for all of health and social care. The CCG's have focused on supporting and enabling a multi-agency response to many of the challenges this has created for our vulnerable population. This has including reviewing our system assurance models, adopting a more robust reactive safeguarding offer, and working closely with local authority partners on patient safety issues. Specifically support in to care homes and the wider regulated care market and support in outbreak management has been supported by CCG Safeguarding teams.
- Expertise for workforce has continued to be a focus for the CCGs, and with the recurring challenges seen in application of the Mental Capacity Act there has been extensive work to support this element of practice. This has included the development of MCA grab sheets and guidance for vaccinations as well as significant work in preparing for the introduction of the Liberty Protection Safeguards.
- As a wider health system, we have acknowledged that we continue to see the same themes and trends coming from Safeguarding Adult reviews. In response we have established an NHS Health Learning Forum which is focussed on new ways of embedding learning, adopting a positive risk management approach, and recognising the need to learn from positive practice as well as from incidents and reviews.

Lancashire County Council (LCC) – Adult Services

The Local Authority safeguarding responsibilities and functions are defined within the Care Act 2014 which states Adults have the right to live life free from harm and abuse and with dignity and respect. It is important that all agencies who work with adults who may be at risk from abuse are involved in the prevention of abuse.

The local authority retains the responsibility for overseeing a safeguarding enquiry and ensuring that any investigation satisfies its duty under Section 42 to decide what action (if any) is necessary to help and protect the adult, and to ensure that such action is taken when necessary. The Care Act 2014 has introduced the requirement to record additional categories of abuse such as Female Genital Mutilation, Modern Slavery, Self-neglect, so called Honour Based Violence and Domestic Abuse. It should be noted that these categories may be seen within other categories of abuse. The Care Act 2014 sets out a clear legal framework for how local authorities and other parts of the system should protect adults at risk of abuse or neglect.

Some of LCC's Key Achievements include:

During 2021 the unprecedented circumstance of the Covid-19 pandemic required the council to prioritise our response so that those at risk of harm and abuse continue to be protected.

The achievements realised during this period include:

- A whole system safeguarding redesign project resulted in a comprehensive proposal for a new model to providing a 'One Service' safeguarding approach removing functional and geographical barriers to improve service delivery. Key principles of the model are detailed below. It was necessary to pause work on the Safeguarding Redesign in 2019/2020 with a re-start commencing in September 2021 and will be fully operational by April 2022.
 - ✓ The volume of referrals will be reduced and the quality of referral will increase as only concerns that are appropriate are routed into the service
 - ✓ Changes in demand can be responded to flexibly through the virtual triage function, with minimal adjustments in the workforce across the service.
 - ✓ Providers take a greater role in safeguarding persons within their care
 - ✓ Social workers will have greater capacity and ability to make decisions and intervene on the most appropriate course of action to support persons with care and support needs.
 - ✓ The role of Safeguarding will be to have lead oversight, provide guidance and support to promote good Safeguarding practice, intervene as appropriate providing proportionate responses agreed with the vulnerable adult and underpinned by making safeguarding personal principles
- Developed a comprehensive and multi-agency procedures and practice to respond to provider failure/multiple provider failure
- All staff were enabled to work from home during lockdowns and government measures so that footfall in care homes and individual's own homes reduced transmission rates
- Enhanced levels of support were provided to regulated services in Lancashire this included:
 - Sourcing and provision of PPE
 - Supporting residents, Service Users and staff with testing and vaccination. Furthermore, LCC mandated testing for the Council's social care employees to help prevent transmission of the virus to vulnerable adults in care homes and community settings
 - Established provider webinars weekly to support domiciliary, supported living and residential providers
 - We distributed financial grants to support providers with infection prevention and control regimes

- We established the Lancashire Temporary Staffing Agency to support providers struggling with maintaining their staff rotas
- We commissioned "My Home Life" to provide trauma /bereavement support to residential care providers who had been significantly affected by loss of life due to Covid-19
- A capacity tracker was developed to enable the council and its partners to direct its support where the risks were greatest and needed most
- During the pandemic safeguarding alerts in respect of domestic abuse increased and the safeguarding service directed increased resources to ensure that risk was mitigated
- From late 2019 and throughout 2020 Care homes in Lancashire who were experiencing the most extreme difficulties arising from COVID-19 were supported 7 days a week, sometimes with twice daily meetings, using a multi-disciplinary approach with health and social care professionals coming together to support Providers. This included infection prevention and control advice and practical assistance to respond to their challenging often changing needs and circumstances This also included supplying staff from the Lancashire Temporary Staffing Agency to cover gaps in Care home rotas so that the needs of residents continued to be met.

Case Study

A Safeguarding alert was raised by son with concerns for the safety of his mother due to allegations of Domestic Abuse by his Father. The son's mother and Father live together and are both frail and elderly.

The son's father had recently been diagnosed with dementia and his mother was really struggling with this. Furthermore, his father's driving license had been revoked and this, along with Covid-19 restrictions, meant that he couldn't get out and about and the situation at home was becoming more intense.

Father was becoming increasingly agitated and shouting at Mother (records evidenced a history of this but was now escalating) and the Police had been called to the family home on a number of occasions.

The Safeguarding worker and colleague visited the couple and spoke to them separately. Both had Mental capacity to make decisions regarding their care and welfare. The Mother wanted to leave her husband but the family did not want this.

Multi agency working was co-ordinated by the safeguarding social worker including the following referrals and actions at a risk assessment and planning meeting:

- *Referral to Adult Social Care for urgent assessment for both parties and also asked for lifeline 'Tele care' to be fitted as Mother has no access to phone and she needed support with personal care. Crisis care commissioned to provide home support.*
- *Discussion with GP to share concerns and obtain clinical views/input*
- *Support secured for older adult intervention team*
- *Awareness raised with and support obtained from the Police*
- *Alzheimer's society contacted for support*
- *Risk Assessment and safeguarding plan implemented*

Outcome of the case – Mother is currently safe and living with sone. Sone is supporting her with a move to her own property. Father remains in the family home, supported by family and active workers.

Lancashire and South Cumbria Foundation Trust (LSCFT)

LSCFT provide health and wellbeing services across Lancashire and South Cumbria including:

- Secondary mental health services
- Perinatal mental health services
- Forensic services including low and medium secure care
- Inpatient child and adolescent mental health services
- Physical health and wellbeing services

The Trust employs approximately 7,000 members of staff who are based at more than 400 sites.

Our strategic approach to safeguarding is linked to our agreed Safeguarding Vision. This links to the Trust Safeguarding Policies and Procedures. LSCFT takes a Think Family approach to safeguarding practice. Our Safeguarding Vision takes account of the updated priorities and business plans of the Safeguarding Boards and Partnerships, our commissioned safeguarding specifications and updated safeguarding multi-agency systems and processes across the County. Our Safeguarding Vision aims to ensure our services protect and prevent harm, abuse or neglect for service users and their families.

Our Trust Safeguarding Vision aligns the national and key local priorities to improve safeguarding outcomes in LSCFT. It provides a framework to base measurements and assurances of safeguarding practice and describes our plans to have robust safeguarding arrangements across the Organisation that are integrated into the delivery of our Strategic Plan, Trust priorities and our Quality plans. This vision aims to embed safeguarding at the heart of everything we do; ensure that the Trust, via the Safeguarding Team, has effective safeguarding structures and accountability; ensure we promote learning through experience; develop competence, knowledge and a skill base in safeguarding and Mental Capacity Act (MCA) across the Trust; and engage with the service users and patients in strengthening participation in line with Making Safeguarding Personal.

The Safeguarding team has led the implementation of the priorities within the Trust Safeguarding Vision and through analysis of the impact of delivery of the six core priority areas, triangulating this with dissemination of learning from SARs and DHRs.

Delivery of our priorities is monitored and reviewed via the Safeguarding Team portfolio groups which include: Training, MCA/LPS, Prevent, Looked After Children, Domestic Abuse, Self-Neglect, Learning Lessons, Safeguarding Risks Outside the Home (Contextual Safeguarding), Hidden Harm within the Home, Violence Reduction and Health Partnership System Improvement and Reform.

Key Achievements in 2020–2021

- We have strengthened safeguarding practice & systems to sustain compliance with revised statutory Safeguarding, MCA and Prevent Guidance and responsibilities.
- Significant activity has taken place to strengthen collaboration within Local Authority MASH and Safeguarding Enquiry services inclusive of Mental health within Lancashire

seeing an increase in contribution within MASH/ Safeguarding Enquiry Service (SES) screening processes information sharing and ensuring appropriate clinical contribution in Section 42 referrals. We have reviewed the role of the health practitioner in adult MASH, ensuring timely information is available for the LA in relation to Section 42 enquiries.

- We have carried out significant activity to raise awareness of the Domestic Abuse agenda by developing a Domestic Abuse and Think Family webinars, connecting safeguarding adults with the safeguarding children agenda. The webinars have ensured that key safeguarding messages have continued to be shared across the organisation within the restraints of the pandemic.
- We have also developed training in relation to:
 - Domestic Abuse
 - HBA/Forced marriage and FGM,
 - DASH (Domestic Abuse, Stalking and Honour Based Violence) Assessments
 - MARAC
 - Raise awareness about the role of the IDVA (Independent Domestic Violence Advocate)
 - Domestic abuse in the context of young people perpetrated within Family contexts.
 - A focus on perpetrators.
- We have continued to engage with multi agency partners to co deliver training, ensure a co-ordinated approach to domestic abuse and actively strengthened internal processes for MARAC. We continue to actively support the MARAC redesign across Lancashire.
- We raised the profile of contextual safeguarding, trauma-informed care and Think Family. We have worked with our adult facing services to further embed Think Family and contextual safeguarding into practice.
- A webinar was developed with the Lancashire PREVENT team and this has been rolled out to staff across LSCFT and the wider health economy.
- We are working with UCLAN to conduct a piece of research into LSCFT's staff's perception of the current PREVENT/Channel training. It is hoped that the research findings will enable us to develop more appropriate training for frontline staff.

Case study

Email received from GP concerned about a patient who had not been seen for over 1 month and could not make contact with. This patient has a known history of domestic abuse and discussed several times at the MARAC. It was known her partner was very controlling, would check her phone and prevent access to health/other services.

There had been a period of engagement following MARAC where agreement for a multi-agency response was required to keep the patient safe and opened to adult social care. The patient has a significant mental health history compounded by substance misuse although during the period of engagement she made good progress with regards to this. Unfortunately, after leaving supported accommodation she "disappeared" from services.

Specialist Safeguarding Practitioner (SSP) contacted adult MASH who confirmed that the patient was closed to social care due to non-engagement with social worker and on reviewing health records, she had been referred and discharged by various mental health services for the same reason. Discussed with MASH practitioner a new referral given concerns about the level of high-risk domestic abuse and not accessing any support. It was agreed a referral would be accepted and escalated without consent.

Contacted CMHT and discussed the risks and agreed to accept an urgent referral from the GP which could be rung through directly to team leader for allocation.

Team leader provided assurance that the engagement policy would be followed and all attempts to make contact made including unannounced home visit which if unsuccessful would trigger for a police welfare check.

Subsequent follow up with the team leader confirmed that the team had successfully made contact with the patient who is now accessing and engaging with support from the CMHT at present.

The service user was also contacted by adult social care for additional support.

Blackpool Teaching Hospitals (BTH)

BTH is dedicated to identifying and safeguarding adults at risk. Safeguarding advice and support is provided across the Trust by an in-house safeguarding adults team comprising of nurses, social workers, Independent Domestic Violence Advisors (IDVA) and Independent Sexual Violence Advisors (ISVA).

BTH is responsible for identifying safeguarding concerns in relation to adults at risk, raising appropriate safeguarding referrals and contributing and implementing appropriate safeguarding plans. A dedicated Violence Against Women Team is in place, supporting both staff and patients experiencing Domestic and Sexual Abuse.

BTH Adult Safeguarding Team provide advice and support in relation to all areas of safeguarding adults and Mental Capacity Act. The Team are committed to supporting the embedding of MCA and DoLS into practice across the organisation. The Team provides quality assurance of capacity assessments, DoLS applications and DoLS care plans within the Trust. To ensure capacity and restrictions remain necessary and proportionate, the team completes a review of each DoLS patient every 7 days. Support is also offered and provided at complex Best Interest Meetings across the Trust.

BTH support and complete Section 42 safeguarding enquiries and offer health input to professional or strategy meetings. BTH Safeguarding Adult Team oversees all Section 42 safeguarding investigations involving the Trust and ensures appropriate action is taken in response to substantiated safeguarding concerns.

BTH Safeguarding Adults Team provides Levels 1-3 Safeguarding Training in line with the Intercollegiate Document (2018) which incorporates MCA/DoLS and Prevent.

BTH is an active member of the Blackpool and Lancashire Safeguarding Adult Boards and participates in a number of pan-Lancashire SAB sub-groups.

Key Achievements in 2020/21

- BTH has implemented Emergency Department (ED) Navigators to review patients attending due to violence, in support of the Violence Reduction Unit's (VRU) work across Lancashire. ED Navigators are trained exploitation and health staff who may engage with anyone, but are particularly interested in people aged 10-39 years old who attend hospital with violence related presentations and injuries to listen, support, and signpost to relevant

services. BTH are now supporting to embed ED Navigators in Hospitals across Lancashire.

- BTH implemented Operation Provide at the beginning of the Covid-19 pandemic. This was in response to the national lockdown which reduced opportunities for victims of Domestic Abuse and Violence to attend health settings and also impacted on face-to-face support offered by other agencies. BTH therefore joined forces with Lancashire Police providing health staff to attend with police to provide an immediate safeguarding response to victims of domestic abuse. Operation Provide has now seen over 1,000 victims and with the team providing support at Blackpool, Lancaster and Morecambe.
- Adult Level 3 Training compliance increased by 62%, which is above the trajectory of the Trusts Training Recover Plan.

Case Study

Patient attended the department the day after the assault. He attended due to increased swelling and pain to his face and head. He stated to staff he had not reported the incident to police and didn't wish to.

- *Contact made with patient by telephone to offer support. Discussion with patient about his attendance at ED. Patient denies any concerns with drug debts, stated he was out and was jumped but didn't know who they were. Patient denied any concerns but was advised he can contact ED Navigator should he need support.*
- *Patient contacted ED Navigator the next day advising that he wanted to speak about the support offered. Patient advised it was regarding a cannabis debt and he owed £200 by tomorrow to the same people. Patient advised he has tried to get a job to pay it off but has been unsuccessful.*
- *ED Navigator provided regular support to the patient to offer:*
 - *Emotional support.*
 - *Help with his CV to make it more custom to the jobs he was wanting to apply to – Construction.*
 - *Assisted in looking for flats available to rent locally.*
 - *Referral accepted for Drugs counselling service.*
 - *Referral accepted for Divert to support with accommodation, employment and training.*
 - *Supported to contact a friend who has a local boxing gym to start attending boxing sessions.*
- *Patient has now been successful in obtaining a full-time job with a local building company which is going well.*
- *Patient has not used cannabis for several weeks; he is back training at the gym and looking to enter boxing competitions.*
- *Patient was viewing a flat in a nearby town to rent himself.*

Lancashire Teaching Hospitals NHS Foundation Trust (LTHTR)

Lancashire Teaching Hospitals is an acute trust providing services to an estimated 390,000 people in the Preston and Chorley areas and a range of specialist regional and tertiary services including Neurology and Neurosurgery, Cancer, Renal, Vascular and Major Trauma.

The Trust integrated Safeguarding Team comprises of adult and child safeguarding, Mental Health, Learning Disability, Autism and Dementia and includes nurses and social workers who support patients with additional vulnerabilities covering all aspects of the Care Act (2014) and

Mental Capacity Act (2005). The team ensure recognition, timely response and supportive decision making around care and treatment.

Our responsibility to work in a multi-agency supportive model ensures seamless and continued care delivery and supports transition and longer-term planning on discharge. Core functions of the team include responsibility for the management of S42 allegations against the Trust, participation in MARAC, support for complex case management in relation to MCA legislation, representation at SAR and DHR's and management of PiPoT for the organisation.

The organisation has the relevant governance structure in place to seek assurance that safeguarding functions are robust and effective. This includes a monthly Trust Safeguarding Board in which representatives from the CCG attend.

Key Achievements in 2020/21

- Improved compliance with MCA/DoLS and preparation for the implementation of Liberty Protection Safeguards.
- Risk maturity in relation to MASH Pilot Section 42 incident management processes ensuring a more timely response to incidents.
- Sustained period of Trust wide compliance across all levels of Adult Safeguarding/MCA/DoLS and Prevent training.
- Additional roles generated within the Safeguarding Team including Health Independent Sexual Violence Advocate and Emergency Department Violence Reduction Navigator to support victims of violence and violent crimes across Lancashire.
- Additional training for ward managers to improve quality of report writing for S42's
- Ensured statutory safeguarding functions continued during the COVID-19 pandemic.

Case Study

Patient with known Muscular Dystrophy attended hospital with extensive bruising to face, neck, forearm and legs- reported to appear to be of different ages. Patient stated that these were a result of the COVID-19 vaccinations however doctors stated that there is no evidence or research to corroborate this view. Investigations were undertaken and no clinical reasoning was found for the cause of the bruising. Doctors were concerned that they were non-accidental injuries as patient was bed bound with no history of a fall/injury.

The police and Lancashire County Council adult safeguarding had previously visited the patient to discuss the nature of the bruising and were not able to progress as the patient was denying any physical abuse was taking place. In light of the evidence available and concern from doctors, the LTHTR safeguarding team made contact with LCC to challenge their assessment that NFA would be taken and requested an urgent risk assessment and planning meeting (LCC safeguarding meeting). The meeting involved ward management and doctors, care agency, LTHTR and LCC safeguarding teams. The meeting revealed other risk factors such as patient's partner's grandson (witnessed to exhibit aggressive behaviours although not to patient) visiting the property. It also revealed detailed previous safeguarding referrals and actions from a domestic abuse perspective. An action was set for the police to revisit the patient based on new information and for LCC safeguarding to further visit the patient. LTHTR requested that LCC refer for an advocate as NOK was the alleged perpetrator and that SALT assess his communication needs due to concerns around mental capacity. All agreed that patient would require place of safety to pursue a safeguarding investigation.

A further 2 RAP meetings took place. The police revisited based on new information however were unable to progress with an investigation due to insufficient evidence of a crime. In the third RAP meeting, LTHTR safeguarding team challenged on the direction of the case as police had closed the file. LTHTR safeguarding team impressed the need to be clear on the

reasons for discharging to a place of safety following closure by police. LTHTR safeguarding team supported the ward manager in assessing capacity re safeguarding concerns and decision on discharge accommodation. The outcome was that the patient lacked capacity and a recommendation was made for the ward to hold a best interest meeting involving the safeguarding team and IMCA. Outcome of the BI meeting was for patient to go into short term nursing placement allowing time for further safeguarding investigation and to meet nursing needs.

Southport and Ormskirk NHS Trust

Southport and Ormskirk NHS Trust safeguarding team is responsible for ensuring that robust and effective systems are in place to support the Trust in working effectively to safeguard adults who are at risk of abuse or neglect.

The safeguarding team is a multi-functional team providing both operational and corporate responsibilities across the hospital sites, with the adult's team based at Southport. The team work closely with both Sefton Council and Lancashire County Council and support the work of the Local Safeguarding Boards for Merseyside and Lancashire.

Key Achievements in 2020–2021

- Development of a Memorandum of Understanding (MoU) with Sefton Local Authority in relation to safeguarding concerns raised against the Trust
- Development and delivery of Safeguarding Ambassadors enhanced training
- 26.5% increase in DoLS applications
- Development of an MCA and DoLS Portal
- Safeguarding ambassadors – launched in January 2022 across the trust to support the sharing of information and dissemination of training/lessons learned

Case Study

Situation

An adult male presented at AED from the West Midlands area. He had travelled to Southport via taxi stating he was fleeing domestic abuse citing his parents as perpetrators. He had Asperger's and severe OCD and was a very vulnerable young man.

Following several phone calls to services in the West Midlands including the police and his social worker, a different picture emerged of a family in crisis, in which he was cited as the perpetrator of abuse against his parents.

He was finding the current Covid-19 restrictions extremely difficult which exacerbated his anxiety and OCD. As a result of the Covid-19 restrictions in place in West Midlands he had been left without an accurate assessment of his needs, both from a mental health and social care perspective. He had previously been sectioned under the Mental Health Act and was subject to Section 117 for after care.

Safeguarding input

The safeguarding team were alerted to this patient when he was refusing to return to the West Midlands, and initial plans to discharge him would have rendered him homeless and vulnerable in an unfamiliar location. The Safeguarding team were instrumental in ensuring multi-agency working between the two Local Authorities and Mental Health services.

The Safeguarding team also challenged and escalated accordingly as discharge plans were being made. The safeguarding team arranged strategy meetings, supported the ward to

manage his challenging behaviour, and accompanied him off the ward for walks during the day. The safeguarding team provided lines of communication between the patient, his family and agencies involved in supporting him.

Despite his Asperger's and OCD, a 2-stage capacity assessment determined that he had capacity to decide his own discharge destination, but it was recognised by the safeguarding team that he did not have the executive function to maintain his own safety, and to meet his basic care needs in the community. To further support the patient, the safeguarding team facilitated an escorted visit to a supported living establishment, in the Sefton area.

Due to an exacerbation of his OCD and inability to tolerate the stresses invoked by an in-patient stay the patient absconded on two occasions. As a result, the safeguarding team were instrumental in devising and sharing a management plan, to ensure that the patient would be supported appropriately should he return to either locality. This plan was agreed between the two Local Authorities and his local health care provider. Throughout his month long stay the safeguarding team were always on hand, even providing support out of hours to ensure that staff were able to meet his needs.

Outcome / Result

The patient was safely transferred to his local AED where he was met by his Mental health social worker to arrange appropriate accommodation and support.

MerseyCare NHS Foundation Trust

Mersey Care provides both physical health and mental health services across the North West. We offer specialist inpatient and community services that support physical and mental health and specialist inpatient mental health, learning disability, addiction, and brain injury services as well as high secure mental health facilities. Safeguarding Adults is a key feature in all the business of the Trust. All staff, Service Users, Patients, Volunteers have responsibilities to ensure we discharge our safeguarding duties effectively. The Trust has a dedicated Safeguarding Adult service who support staff and guide them through safeguarding processes. We provide specialist training in adult safeguarding which is compliant with national guidance (Intercollegiate Doc) and bespoke targeted training for our more specialist services. We quality assure all aspect of safeguarding practice to drive up standards of care and to ensure a safe delivery of services. We are fully committed to support the work of the Safeguarding Adult Boards across our footprint and are engaged with the multi-agency partnership in the undertaking of Safeguarding Adult Reviews.

Key Achievements in 2020-21

In 2020/21 the Trust maintained full-service delivery of safeguarding support during the year of the Covid-19 pandemic. This year saw significant change in how the safeguarding team functioned in the move to agile working and re-prioritisation of activity to ensure our most vulnerable service users were supported. Working with partners and commissioners we closely monitored our activity to understand emerging themes/trends. As such we increased our training and contact with services to uplift our offer on training in domestic awareness and neglect of adults at risk.

In November 2020 our Medium Secure Unit at Whalley closed and the 56 service users transferred to a new build, Rowan View, situated on our Maghull Health Park site.

NHS England and NHS Improvement (North West)

NHSE/I ensures the principles and duties of safeguarding are applied. NHSE has several policies in place to discharge its statutory requirement and appropriate accountability for safeguarding.

The National Safeguarding Steering Group (NASSG) leads the assurance of the NHS safeguarding system and offers strategic leadership across NHSE and the health economy. NHSE/I convenes regular safeguarding regional networks to ensure communication around learning from serious case reviews, safeguarding adult reviews and domestic homicide reviews.

During 2020/21 NHSE/I has supported the Lancashire and South Cumbria ICS and the safeguarding network to embed the transformational model of safeguarding. NHSE/I has continued to gain assurance of the safeguarding arrangements in place for CCGs and providers of health care as well contributing to the development of adult safeguarding during the reporting period. This has been undertaken in various forms such as sharing regional and national updates; monitoring serious incidents and lessons learned from these, providing monthly assurance updates to the regional safeguarding team; attendance at ICS meetings including the Safeguarding Health Executive; Safeguarding System Leaders Business Meeting; Designated Safeguarding Leads and Designated Professionals meetings.

North West Ambulance Service (NWAS)

The [NWAS Safeguarding Annual Report](#) provides an overview of safeguarding activity for NWAS during 2021-21 and assurance relating to the scoping, development and implementation of safeguarding related processes.

Safeguarding activity has fluctuated during 2020-21, this is largely attributed to the Covid-19 pandemic. A decrease in concerns raised was seen during April 2020, since then concerns have continued to steadily grow.

Key Achievements in 2020-21

- Child Protection Information Sharing (CP-IS) was implemented across the Clinical Hub in January 2021. This ensures that all of our most vulnerable children are flagged to Social Care if they have contact with the Clinical Hub.
- Licences to the virtual machine were granted for all of the Safeguarding Team which means the team have been able to access Redbox remotely. Redbox is the system used to record all telephone communications coming into and out of the Trust, and calls to the NWAS 111 service.
- It has been agreed that the safeguarding agenda for NWAS 111 will fall under the corporate safeguarding team, and funding has been made available for a 4th Safeguarding Practitioner who amongst other responsibilities will assist with the safeguarding agenda within NWAS 111. This post is expected to be recruited to in Q2 of 2021.
- The work of the Safeguarding Team has not been affected by the Covid-19 pandemic and a high level of work has continued whilst the team have worked from home.
- The Trust is committed to the safeguarding of adults with learning disabilities and are engaged with the LeDeR programme which makes all deaths involving adults with learning disabilities notifiable. The learning disabilities mortality review aims to make improvements to the lives of people with learning disabilities. The LeDeR programme was set up following a recommendation from the CIPOLD, funded by the Department of Health, to investigate the premature deaths of people with learning disabilities.

Lancashire Fire and Rescue Service (LFRS)

LFRS not only identifies potential safeguarding concerns whilst attending emergencies but also during the delivery of a wide range of community safety activities, such as our Home Fire Safety Check offer and youth engagement activities. Whilst our staff do not support service users and carers individually in a 'case-work' sense, they often work in a multi-agency setting where a co-ordinated approach is necessary e.g. self-neglect.

Key Achievements in 2020/21

- Continued to expand training and increase awareness of safeguarding across all LFRS groups
- Quality Assurance Checks completed on all referrals to identify relevant issues/trends and to inform/develop staff as appropriate.
- Enhanced strategic visibility via detailed performance reporting to continually drive awareness and enhance quality of referrals.
- Commissioned Lancashire County Council to undertake Safeguarding Audit. The Jan 21 report concluded, "We can provide an opinion of substantial assurance that the framework of control is adequately designed and effectively operated overall."

Case Study

LFRS was asked to visit a household following fire safety concerns raised by a PCSO about the 63-year-old single male occupier. Whilst the initial Home Fire Safety Check (Safe & Well Visit) lessened the immediate fire risk, the underlying issues were found to include alcohol use, self-neglect, hoarding and concerns over electrical safety. A safeguarding referral was therefore made by LFRS.

To ensure more sustained risk reduction, the case was then sent for direct allocation as a high priority.

A social worker was allocated, and a range of actions initiated through partnership working. The occupier agreed to have the hoarding level reduced, new furniture was sourced, the electrical issues resolved via housing teams and the PCSO visited regularly thereafter.

The occupier became better supported generally, including with clothes and food, and consented to a referral to an alcohol support agency

District Councils

There are 12 District Councils within the geographical footprint of Lancashire. Chorley and South Ribble Council represent the voice of the districts on the Board.

Chorley Council

As a provider of public services, Chorley Council fully accepts its legal and moral obligations to provide a duty of care and will take all reasonable steps to protect all vulnerable adults using Council services or working with the Council from harm, discrimination or degrading treatment and respect their rights, wishes and feelings.

The welfare of adults at risk is paramount and is always the primary concern of Chorley Council. Everyone has the right to protection from abuse whatever their age, culture, ability, gender, ethnicity, or sexuality.

The Council is committed to the following principles and actions:

- The Council will ensure that a protective safeguarding culture is in place and is actively promoted within the organisation and will work together with other agencies to safeguard adults at risk.
- The Council will implement procedures to safeguard adults at risk and take all reasonable steps to protect them from harm, discrimination and degrading treatment and to respect their rights, wishes and feelings.
- All representatives of Chorley Council who work with adults at risk will be recruited with regard to their suitability for that responsibility.
- All staff/volunteers will be required to adopt and abide by the Council's Code of Conduct and this policy and its procedures and will be provided with supervision, guidance and/or training in good practice.

Key Achievements in 2020–2021

- Developed new safeguarding training through a new learning platform for staff (The Learning Hub), and include in refresh of mandatory courses
- Supported vulnerable residents through the pandemic, and adapting processes to ensure safeguarding concerns continued to be addressed
- Started refresh of Safeguarding Policies and Processes across the council, to reflect changes from pandemic
- Move to a virtual setting for the Council Corporate Safeguarding Group to ensure reported incidents are scrutinised

Case Study

A family with a number of young children was flagged up by community groups administering food parcels. The issues were complex, but the adult parents were struggling with finances, and causing anti-social behaviour, and children were going without essential food and items, and were being left unsupervised. Through support across agencies including social landlord, housing team, Citizens Advice and Children's Services, the benefits were reviewed, and budgeting put in place. Support from the Food and Essentials fund supported white goods to be acquired, and risks to the children were reduced through regular contact with the family so that needs were being fully met.

South Ribble Borough Council

As a provider of public services, South Ribble Borough Council fully accepts its legal and moral obligations to provide a duty of care and will take all reasonable steps to protect all vulnerable adults using Council services or working with the Council from harm, discrimination or degrading treatment and respect their rights, wishes and feelings.

The welfare of persons at risk is paramount and is always the primary concern of South Ribble Borough Council. Everyone has the right to protection from abuse whatever their age, culture, ability, gender, ethnicity, or sexuality.

The Council is committed to the following principles and actions:

- Safeguarding is and will remain a priority for everyone across South Ribble Borough Council, strategically and operationally;
- Safeguarding is everyone's responsibility;
- The welfare of children, young people and adults is of paramount importance and will be our primary consideration at all times.

Key Achievements in 2020–2021

- Developed new safeguarding training through a new learning platform for staff (the learning Hub). Corporately we have amended our mandatory training, ensuring safeguarding and 'Prevent' are refreshed as a priority.
- Supported Vulnerable residents through the pandemic, and adapted processes to ensure safeguarding concerns continued to be addressed.
- Developed a Partnership Network during the pandemic to ensure easy access to services for vulnerable residents to support early intervention to reduce safeguarding concern/escalation
- Developed in-house online referral system for all safeguarding concerns with clearer guidance for staff and training developed for all stages of safeguarding concerns from early intervention and prevention right through to high-risk referrals.

Case Study

Our community hub referred an elderly gentleman into our SRIT Team for early intervention support. He was living alone with his dog, the rent on his property was too high for him to manage so he was not eating properly, using the little money he had left after his bills to provide food for his dog. He was also being withdrawn from social situations and was becoming isolated and overwhelmed, he was becoming teary when we interacted with him, he had little hope for the future but had mentioned a desire to do more his local community. SRBC community hub supported him with food and essentials for himself and his dog. CAB provided a benefit check and budgeting support. SRBC's housing options team identified help through their homeless prevention programme and initially sought help for him in the form of a discretionary housing payment to top up his rent and within a few weeks they had found him a more affordable property. ASC identified his care needs and provided him with a social worker who was able to link him in with some local volunteering and reduce his isolation. Mental Health Services referred him for support in the form of local community groups. Our SRIT Team checked in with him once all interventions were in place and he had moved, and he was so happy with the help he had received he felt like his life was very much improved and he was glad to be giving back to the community.

Probation Service (PS)

The Probation Service (PS) protects the public by working with service users to reduce reoffending and harm. It works jointly with other public and voluntary services to identify, assess and manage the risk in the community of service users who have the potential to do harm. The PS also has a remit to be involved with victims of serious sexual and other violent crimes. PS are also responsible for all Court assessments and pre-sentence reports as well as the management of all Approved Premises. In addition, we deliver Unpaid Work which allows people to make reparation to their communities and Accredited Programmes which support people to change their thinking and behaviour.

The PS shares information and works with other agencies such as Police, Local Authorities, Health Services and Third Sector organisations, including those led by people with lived experience of using services themselves. We are a statutory partner, along with Police and Prisons, in Multi Agency Public Protection Arrangements (MAPPA) whereby we have a clear framework to share information and plan how we work together manage risk from our most serious nominals.

Although the focus of the Probation Service is on those who cause harm, it is also in a position to identify service users who are themselves at risk from abuse and to take steps to reduce this. We also recognise the impact of previous trauma on the health, wellbeing and behaviour of people on probation and our staff are being trained in trauma informed approaches.

Our internal assessment process (OASys) also supports practitioners to identify needs and vulnerabilities to prompt relevant referrals.

Key Achievements in 2020–2021

- Strong partnership working during the Covid-19 pandemic enabled us to identify people requiring additional assistance and make appropriate referrals for support. Probation representation at Lancashire Resilience Forum sub-groups and work with the Local Authorities contributed to agencies being aware of the needs of people being released from custody during the national lockdown.
- Staff seconded to the Violence Reduction Unit and delivering multi agency training in trauma informed practice. This is being implemented across Lancashire.
- Following reunification all staff will have completed/ refreshed Adult Safeguarding training by December 2021
- Partnerships manager has briefed staff on Trauma informed practice, autism, MDT and Learning Disabilities.
- The regional Health and Justice group have promoted suicide awareness.

Her Majesty's Prison and Probation Service: Lancashire Prisons

Prison Service Instruction 16/2015 sets out HMPPS responsibilities for Adult Safeguarding in Prison. Lancashire Prisons all produce local safeguarding policies in line with this instruction. Adult safeguarding in prisons means keeping prisoners safe and protecting them from abuse and neglect. This is underpinned by six key principles of the Care Act.

Prison staff have a common law duty of care to prisoners that includes taking appropriate action to protect them. Prisons have a range of processes in place to ensure that this duty is met. These also ensure that prisoners who are unable to protect themselves as a result of care and support needs are provided with a level of protection that is equivalent to that provided in the community. Definitions of abuse and neglect are based on those used in the Care and Support Statutory Guidance issued by the Department of Health in October 2014.

There are 5 prisons within the Lancashire area with a total operational capacity of around 3,960 prisoners, as follows:

- HMP Preston, Reception and Resettlement - 750

- HMP Garth, Category B High Security Estate - 850
- HMP Wymott, Category C Training Prison - 1170
- HMP Lancaster farms, Resettlement Prison – 560
- HMP Kirkham, Open Prison – 630

Key Achievements in 2020/21

During this reporting period we experienced the Covid-19 pandemic and the whole Prison Service has been in emergency command mode throughout.

- Ensure that all prisoners and staff were protected from the Covid-19 virus, including maximising vaccination programme and testing regimes
- Organising prisoners into cohorts, in order to manage them separately, according to their vulnerability and other characteristics.
- Reduction in self-harm, violence and debt
- Safe purposeful and sufficient prison regimes, that balance the risks of safely managing a pandemic, with those of disorder
- Developed comprehensive communication strategies under a Gold (HQ), Silver (Regional) and Bronze (Prison establishment) command structure including:
 - Governor-led daily operational briefings.
 - Enhanced briefing opportunities in residential and office areas.
 - Staff, Prisoner and Visitor notices and bulletins
 - Maintenance of Prisoner Information Desk essential work
 - Functional mailboxes and safeguarding reporting lines, to facilitate public and family contact.
 - Prisoners allowed additional phone credit and opportunity to send photos to families at key time such as Christmas and Eid.
- Throughout the pandemic extra efforts have been made to enable prisoners to air their views, compliments and concerns. Where possible, this has been through face to face and group meetings, including the Prison Council, Wing-based community meetings, reintroduction of Diversity and Inclusion group meetings for those with protected characteristics.

Active Lancashire

Active Lancashire's responsibilities include

- Promote a consistent approach to safeguarding across the sport and physical activity sector in Lancashire for the benefit of sports & physical activity organisations, employees / volunteers,
- Provide advice and guidance on safeguarding to partner organisations
- Act as an advocate for good safeguarding practice, and promote the adoption of the guidance within this document, or similar, across the wider partnership
- Accept the moral and legal responsibility to implement procedures to provide a duty of care for adults, safeguard their wellbeing and protect them from abuse
- Respect and promote the rights, wishes and feelings of all adults
- Recruit, train and supervise its employees and volunteers to adopt best practice to safeguard and protect adults from abuse and themselves against allegations
- Require employees / volunteers to adopt and abide by the Safeguarding Policy and Good Practice Guidelines (at induction)
- Require employees / volunteers to adopt and abide by Active Lancashire Code of Conduct (at induction)

- Respond to allegations appropriately and implement the appropriate disciplinary and appeals procedures
- Ensure that its partnership, funding or commissioning criteria reference the requirement to address safeguarding within the relevant organisation(s)
- Monitor and evaluate the policy every three years, in response to any changes in the role of the Partnership or in relevant legislation or following a significant incident.

Key Achievements in 2020/21

- Development of Digital Safeguarding Policy
- Review of disciplinary procedures ensuring in line with safeguarding procedures and all staff updated
- Completing Ann Craft Trust Adult Safeguarding Audit based against new Framework from ACT
- New Adult Specific Safeguarding Action plan – this had previously been a joint action plan with children and Young People

Healthwatch Lancashire

Healthwatch Lancashire is the consumer champion for people who use health and social care services in Lancashire. We engage with the public and use their voice to share insight, challenge, and recommendations with strategic partners across the health and social care sector.

This includes:

- Engaging with people who have been through the safeguarding adults process
- Undertaking 'enter and views', an independent visit to services funded by health and social care, to gather people's experiences of using those services. Highlight good practice and make recommendations where improvements can be made.
- Holding a seat on Lancashire Safeguarding Adults Board and supporting with a number of the subgroups.

Key Achievements in 2020-21

Healthwatch Lancashire is incredibly proud of our continuity of service throughout 2020/21 when engaging with the public during the pandemic restrictions was challenging. We adapted and flexed to meet the needs of the public we serve to ensure they continued to have a voice in key strategic decisions including proposed changes to Accident and Emergency services.

Our Healthwatch Lancashire team also supported an urgent response project for people with learning disabilities and autistic people to support them to understand coronavirus restrictions, access health and social care services and other community support e.g. befriending and help to collect prescriptions.

Case Study

During the Covid-19 pandemic, Healthwatch Lancashire received a number of calls from a gentleman who was struggling to manage his mental health, he was feeling isolated, depressed, and anxious and could not see the end of this. He contacted Healthwatch Lancashire and shared how he was feeling. The Healthwatch Engagement Officer greeted his initial call with kindness, compassion, and respect. They provided him with information on where he could get support for his mental health challenges including talking to his GP.

A week later the gentleman called again. He had not been able to access his GP stating that the receptionist would “not let” him talk to a doctor. His low mood had increased and he had decided he wanted to end his life. He described how he found it difficult to look after his home, cook his own meals and access the community. He disclosed to the Healthwatch Engagement Officer he had taken steps to end his life. The Healthwatch Engagement Officer thanked the gentleman for being honest, offered him reassurance but alerted him to the fact she would need to seek emergency medical attention for him. He reluctantly agreed. The Healthwatch Engagement Officer called for an ambulance then telephoned the gentleman back and stayed on the telephone with him until the paramedics arrived.

The Healthwatch Engagement Officer gained consent to refer the gentleman to Adult Social Care for a care and support needs assessment, to independent advocacy for support to engage in the assessment and to help the gentleman access mental health support.

Lancashire Women

Lancashire Women have a responsibility to identify, report and refer on safeguarding cases as they present within our services. If identified as a safeguarding issue This duty nearly always constitutes in a referral to a statutory service.

Key Achievements in 2020/21

- We set up an internal safeguarding group to review process, policy and procedure.
- We have established weekly reports on safeguarding cases, ongoing audits and annual report tot eh board of trustees
- A safeguarding rota with a 3-tier escalation process was established for use in the pandemic and is now being maintained
- We have set up Trauma Informed Suicide awareness and Safeguarding Training

Case Study

This case study represents a fairly familiar scenario where we may liaise with statutory service on behalf of a client or independently of them for the best outcome:

Client D presented last week as chaotic, with a black eye. Having said she had fallen but was also needing a food parcel, which was supported.

Later she then contacted to say she was upset wasn't eating and didn't want to be here and knew taking tablets would be easier, on asking if she had plans to commit suicide, she said she wasn't sure, and she had no credit to phone her doctors as it kept using it all while she waited.

We asked if she wanted us to contact GP she said yes - we contacted them and d is well known to them and a telephone call was arranged for later, when we tried to ring back the phone was off and another call was made saying she had had enough. As we couldn't find out where she was at, we made a welfare check call with police - who checked and confirmed she was ok but also made a mental health referral and the GP spoke to her that day, on a follow up session this week the client said she was that day at her worse point but the help from LW that someone cares and now the GP is reviewing her medication and referring additional support she feels less likely to harm herself.

Progress Housing Group (PHG)

As well as being a large provider of social housing in Lancashire, PHG is also one of the largest providers of supported housing accommodation in the country, helping people with a learning disability and /or /long term mental health conditions and autism live independently in their own home with support. PHG is a landlord and as such has a significant role to play in the lives of people who live in our properties.

PHG has a key safeguarding role to play in keeping people safe, alongside colleagues in social care, health and the police as we are well placed to identify people with care and support needs, share information and work in partnership to co-ordinate responses. PHG also delivers Lifeline, telecare and emergency responder services across Lancashire keeping people safe and enabling them to live independently in their own homes.

PHG is a representative on the Board for all housing providers and as such communicates out key messages from the Board.

Key Achievements in 2020/21

- Achieved an average of 96.6% compliance (above target) in safeguarding adults and children mandatory training.
- Increased number of safeguarding referrals on previous year (92 referrals in 20/21 compared to 84 in 19/20).
- Set up a new website for our refuges and webchat service to support women and children escaping domestic abuse.
- Intranet articles and posts during the year raising awareness of safeguarding
- Staff are trained in safeguarding and work with a number of agencies to offer joint support when required, such as through MARAC and other multi agency Forums

5. BOARD PRIORITIES 2021-22

- Covid-19 – Restoration and Recovery (Short term)
- Mental Health
- Domestic Abuse
- Self-neglect
- 'Voice' Making Safeguarding Personal (MSP)

Report to the Cabinet

Meeting to be held on Thursday, 7 April 2022

Report of the Director of Strategy and Performance**Part I**Electoral Division affected:
(All Divisions);**Corporate Priorities:**
Delivering better services;
Protecting our environment;**Capital Strategy for Schools – Condition Led Capital Investment Programme
2022/23**

(Appendix 'A' refers)

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michael.peppin@lancashire.gov.uk**Brief 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 £14.000m 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 C19 have been complied with.

Recommendation

Cabinet is asked to approve :

- (i) the proposed list of maintenance schemes in Lancashire schools, detailed at Appendix 'A', totalling £17.974m, as a further phase of high priority school repairs, subject to the grant settlement being £14.000m, the shortfall to be funded from the 2021/22 uncommitted allocation of £4.053m.

(ii) that the Executive Director for Education and Children's Services, in consultation with the Cabinet Member for Education and Skills, be authorised to approve any adjustments necessary once the final funding settlement is announced.

Detail

The Schools Condition Led Programme began in 2011. Using 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 a set methodology for county council 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.

Carbon Reduction Strategy

Where heating systems require wholesale replacement, each project will be considered individually for suitability for a low carbon heating solution. Consideration will be given to the building fabric, heat load of the building, occupants needs, local electricity infrastructure and projected running costs as part of the initial feasibility. There may be additional costs associated with consequential improvements to a building as a result of this approach, and a contingency amount has been allowed for in the programme.

In the past, the Schools Condition Led Programmes were based predominantly on the condition of the building structure, fabric and services; with the highest priorities being ranked according to risk of building closure or Health and Safety risks.

These condition priorities will still form the basis of the programme. However, it is proposed to incorporate a focus on carbon reduction, taking a more holistic approach to the building and its operational use.

It is recognised that, due to the wide range of construction types and age of the portfolio, there cannot be one approach for all buildings. Some will not be suitable for a low carbon heating option without significant enabling works, and consideration will need to be given to the operational needs of each building.

As part of the strategy to reduce carbon emissions, all relevant projects will be supported by a low carbon consultant, who will formulate a bespoke plan to help identify and minimise energy consumption. As well as guidance on good energy management to reduce waste, each property will be issued with a recommendations report to highlight areas for future improvement.

By taking a long-term view, improvement works can be phased to ensure carbon reductions are achieved, without placing an unmanageable burden of increased operating costs on the budget holder that can be associated with the change from gas to electricity.

Health, Safety and Compliance

Health and safety and compliance works are required to prevent breaches in legislation and address health and safety issues. In some cases, this can be managed through more frequent testing and monitoring, although this approach would only delay and not address the identified issues.

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. In particular, there is a need to review existing concrete and/or steel frame building construction across the property portfolio. This will assist in managing risk and determining priorities in future programmes of work.

Delivery

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 2022 and 2023.

It is anticipated that 40% of the proposed programme will be delivered in 2022/23, with the remainder of the programme being delivered the following financial year.

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 programme does not address all condition works required in the Lancashire schools building portfolio. The programme has been prepared in conjunction with the Design and Construction Service and all Priority 1 works have been further prioritised to address schools with the greatest need within the anticipated funding allocation.

Financial

The Department for Education is yet to announce the 2022/23 schools condition grant allocation. Based on allocations in the previous two years, it is anticipated that the county council will receive approximately £14.000m.

The Department for Education School Condition allocations were as follows:

- 2020/21 £9.600m (confirmed) and spent.
- 2020/21 £4.463m additional one off in year allocation (confirmed) and committed to existing projects.

- 2021/22 £14.053m was received. However, the £10m programme was approved before the final grant was known leaving £4.053m uncommitted. The 2022/23 £14.000m grant anticipated allocation announcement is due in April 2022. The current programme being developed is £17.974m, with the difference being funded by the additional grant from 2021/22.

The programme in Appendix 'A' will be reviewed if there is a significant variance from the expected amount for 2022/23.

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).

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.

List of Background Papers

Paper	Date	Contact/Tel
None		

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. Appendix 'A' 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, 7 April 2022

Report of the Head of Service – Asset Management**Part I**

Electoral Divisions affected:
Ribble Valley North East;
Ribble Valley South West;

Corporate Priorities:
Caring for the vulnerable;

The Proposed Permanent Expansion of St Augustine's Roman Catholic High School, Billington, near Clitheroe

(Appendix 'A' refers)

Contact for further information:

Steph Rhodes, Tel: (01772 531957), School Planning Principal,
steph.rhodes@lancashire.gov.uk

Brief Summary

Lancashire County Council has a statutory duty to ensure that a primary or secondary school place is available for every child of statutory school age living in Lancashire who requests one.

As a result of a rising secondary school population and increasing primary school population moving through to secondary schools, additional secondary school places are required in Ribble Valley for the 2023/24 academic year and beyond.

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 a permanent increase in the admission number of St Augustine's Roman Catholic High School from 215 to 240 places from the academic year 2023/24.
- (ii) Approve the capital expenditure detailed in Appendix 'A' to provide additional accommodation and associated works at St Augustine's Roman Catholic High School.

Detail

Need for places in Ribble Valley Secondary Schools

There is a rising secondary school population in Ribble Valley, due to unprecedented housing development, and an increasing primary school population moving through to secondary schools. For the 2023/24 intake, the school place provision forecasts are showing an expected intake to Year 7 of 1,066 pupils, and there are currently 1,028 places available, suggesting a potential 38 place shortfall. Whilst the population is forecast to fluctuate in subsequent years, in all years to 2028 it is anticipated that there will be insufficient places to accommodate demand and, therefore, the need is for permanent places.

St Augustine's Roman Catholic High School currently has a Published Admission Number of 215, and a total of 1,098 pupils on roll in five year groups. The expansion would provide for a permanent increase of 25 additional pupils in Year 7 from the academic year 2023/24, and would ensure that sufficient places are available for future year groups through to 2028, and allow for housing development levels to be accommodated. The proposal would expand the school's capacity to 1,200 mainstream places.

Expressions of Interests and Proposed Scheme

Information regarding the forecast shortfall position was shared with all local secondary head teachers, diocese and trust representatives in November 2021 and, following a number of discussions with individual schools, they were invited to submit expressions of interest in providing additional places. Only St Augustine's Roman Catholic High School came forward. The school scheme was assessed for its feasibility, given that it is a successful and popular school, and it is now proposed to take this forward. The Trustee and Salford Roman Catholic Diocese have undertaken the necessary consultation and approved the expansion at the School's Committee on 8 March 2022 as follows:

- St Augustine's Roman Catholic High School: raising the admission number from 215 to 240, providing an additional 25 places in each Year 7 group on a permanent basis from 2023/24. This scheme ensures that sufficient places are available for future year groups through to 2028, and allows for planned housing levels to be accommodated.

Special Educational Needs Units in Mainstream Schools

In line with the Special Educational Needs and Disability Sufficiency Strategy, the school had expressed an interest in having a Special Educational Needs unit, and the school and Inclusion Service undertook an informal consultation on the provision of a unit. The outcome of the consultation determined that a proposal for the provision of a Special Educational Needs unit would be taken forward at St Augustine's Roman Catholic High School, having received approval by the Trustee and Salford Roman Catholic Diocese. The unit would accommodate up to 16 permanent places for pupils with Speech, Language and Communication needs.

Formal consultation to provide Special Educational Needs places on the site will be undertaken later in the year.

Proposed Scheme

A comparison of the spaces currently provided at the school, and those recommended for a school of 1,200 pupils and a 16 place Special Educational Needs unit was carried out. Based on this, a brief for additional accommodation was agreed.

A feasibility study has been carried out which recommended provision of the new accommodation in a separate block in an agreed location within the site, which would house one general teaching department and the Special Educational Needs unit provision (subject to the formal consultation noted above).

Consultations

The proposal from St Augustine's Roman Catholic High School is not of the scale to require statutory consultation in accordance with Department for Education Guidance. Informal consultation to provide special educational needs places on the site has been undertaken as required, and this will be followed by a formal consultation later this year. As a Voluntary Aided Roman Catholic school, this proposal was subject to consultation and approval by the Trustee and Salford Diocese. The proposal was discussed at the Diocese School's Committee on 8 March 2022, and the decision was approved.

Implications:

This item has the following implications, as indicated:

Risk management

If additional secondary school places are not created, there remains a risk that the authority would fail in its statutory duty to ensure that a maintained school place is available to all Lancashire children of the appropriate age range who want one.

Providing additional places increases the overall capacity in the area and, if projected pupil numbers fail to materialise as expected, there may be surplus places created by the proposals. In these circumstances, the authority proposes to work with the group of Ribble Valley schools to ensure that there is a strategic approach to managing the level of places.

Equality and Cohesion

The proposed expansion will impact most protected characteristics groups but will have its greatest impact on the age (children and young people) protected characteristic and pupils with Special Educational Needs and Disability. It is anticipated, however, that the impact should be broadly positive and will contribute positively towards the Public Sector Equality Duty's general aims of advancing

equality of opportunity and fostering good relations between protected characteristics groups.

Legal

Lancashire County Council's statutory obligations in relation to school place commissioning are set out in the School Place Provision Strategy 2022-25. This strategy informs the future planning of school places and sets a collaborative framework for discussions with schools and other stakeholders.

Property Asset Management

The county council owns the playing field area of the school, and the Diocese owns the buildings and land they are built on. Should the new block be sited on an area in county council ownership, arrangements would be made to transfer the land under the new block to the Diocese, as per established practice. The approval of any physical school expansion will be subject to obtaining relevant planning permission and Section 77(3) consent for the change of use of the land (or meeting the terms of The School Playing Fields General Disposal and Change of Use Consent (No 5) 2014).

Financial

Cabinet is asked to approve the capital expenditure as set out at Appendix 'A', to provide the additional accommodation at St Augustine's Roman Catholic High School.

The build project will be funded by Basic Need Grant allocations, and this has been accounted for within the existing Basic Need allocation. However, part of the cost will be offset by s106 monies due to be received by the Authority from housing developers.

Should the expansion of the school be approved, revenue funding assistance would be provided to account for pupils starting in school two or three terms before the increased numbers are reflected within the school budget. This would be provided through the Dedicated Schools Grant, in accordance with the rules agreed by the Lancashire Schools Forum. This will ensure that the school is not financially disadvantaged by the expansion.

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

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None

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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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