

## **Report to the Cabinet**

Meeting to be held on Thursday, 1 October 2020

### **Report of the Head of Service - Highways**

#### **Part I**

Electoral Division affected:  
(All Divisions);

#### **Lancashire Street Charter Pilot**

(Appendices 'A' - 'B' refer)

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#### **Executive Summary**

The Lancashire Visually Impaired Forum invited the Highways Service to attend their meetings and asked that consideration be given to developing a Street Charter based on the Royal National Institute of Blind People's toolkit as part of their Inclusive Journeys campaign.

Officers have worked with the Lancashire Visually Impaired Forum and with officers from Preston City Council to develop the attached document at Appendix 'A' which draws together existing policies and procedures relating to the management of the public realm. Cabinet approval is sought for the approval of the Street Charter (Appendix 'A' refers) as an advice document to inform public realm work in the Preston City area as a pilot scheme and to engage with the remaining 11 district councils in Lancashire with a view to agreeing similar approval of the Street Charter.

#### **Recommendation**

Cabinet is asked to approve that the Lancashire Street Charter is used as an advice document to inform public realm work in Preston City as a pilot scheme and to engage with the other District Councils and seek to agree similar approval of the Street Charter.

#### **Background and Advice**

Lancashire County Council hosts the meeting of the Lancashire Visually Impaired Forum which meets every 2 months. At its meeting in January 2019 the forum discussed the Royal National Institute of Blind People's Inclusive Journeys campaign

which included the Street Charter Toolkit which can be seen on the Royal National Institute of Blind People's website here <https://www.rnib.org.uk/campaigning/priority-campaigns/inclusive-journeys>. The forum asked if a Street Charter for Lancashire could be developed. Officers looked at the information included in the toolkit and also considered the Street Charter document that had been adopted in Newcastle and also in a number of Scottish Authorities.

The issues identified in the toolkit are common issues and the highway issues covered by existing highway policies of the county council. Some of the issues are the responsibility of district councils, such as development control and taxi licensing, and as a consequence it was suggested that a pilot be taken forward working with Preston City Council.

A Task and Finish Group set up by the forum to consider the issues and make suggestion for the document. Following the first meeting of the Task and Finish Group, a draft document was prepared and circulated to the group prior to a second meeting to discuss and agree the draft document. Following that meeting the document was shared with the Head of Service for Highways and the Director of Highways and Transport prior to briefing the Deputy Leader and Cabinet Member for Highways and Transport. The draft document was agreed and officers were asked to share it with Preston City Council and seek their input. This was done and the document was amended to take into account the feedback from Preston City Council. Preston City Council has had a further recent opportunity to input into the document

The draft document at Appendix 'A' has been formatted and prepared for publication by the county council's communications team and approval of the document by the Cabinet as an advice document to inform public realm work is now sought.

It is planned for the other 11 Lancashire district councils to be consulted with a view to using the street charter in each of those districts.

Posters such as those at Appendix 'B' will follow from the advice document being approved.

## **Consultations**

The document has been developed in partnership with the Lancashire Visually Impaired Forum and Preston City Council has been consulted.

## **Implications:**

This item has the following implications, as indicated:

## **Risk management**

The Street Charter is a document that draws on existing policies and procedures which remain unchanged. There are no extra risk implications as a consequence of adopting this document save that the issues will be more high profile and challenges

more likely and careful consideration of any works which appear to not follow the Charter will need to be given.

### **Financial**

There are no financial implications arising out of this report.

### **List of Background Papers**

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