



Cabinet Agenda

Wyre Borough Council
Date of Publication: 3 January 2023
Please ask for: Duncan Jowitt
Democratic Services Officer
Tel: 01253 887326

**Cabinet meeting on Wednesday, 11 January 2023 at 5.00 pm
in the Council Chamber, Civic Centre, Poulton-Le-Fylde**

1. Apologies for absence

2. Declarations of interest

Members will disclose any pecuniary and any other significant interests they may have in relation to the matters to be considered at this meeting.

3. Confirmation of minutes

(Pages 3 - 6)

To confirm as a correct record the minutes of the previous meeting of Cabinet.

4. Public questions

To receive and respond to any questions from members of the public.

Public questions for Cabinet may be submitted at any time by writing to Democratic Services or via email democratic.services@wyre.gov.uk.

Public questions for this meeting must be received by noon on the Thursday before the meeting is held and do not need to specifically relate to items on this agenda. Questioners should provide their name and address and indicate to which Cabinet member the question is to be directed.

The total period of time allocated for public questions will not normally exceed 30 minutes.

5. Youth Anti-Social Behaviour in Wyre Task Group final report

(Pages 7 - 88)

Report of the Corporate Director Environment and Chair of the Tackling Youth Anti-Social Behaviour in Wyre Task Group.

- 6. Authorities Monitoring Report** (Pages 89 - 218)

Report of the Planning Policy and Economic Development Portfolio Holder and Corporate Director Communities.
- 7. Fleetwood Regeneration Framework** (Pages 219 - 352)

Report of the Planning Policy and Economic Development Portfolio Holder and Corporate Director Communities.
- 8. Capital Programme Review and Monitoring Report (third quarter) (annual report)** (Pages 353 - 376)

Report of the Resources Portfolio Holder and Corporate Director Resources.



Cabinet Minutes

The minutes of the Cabinet meeting of Wyre Borough Council held on Wednesday, 19 October 2022 at the Council Chamber, Civic Centre, Poulton-Le-Fylde.

Cabinet members present:

Councillor David Henderson, Leader of the Council
Councillor Roger Berry, Neighbourhood Services and Community Safety Portfolio Holder
Councillor Lynne Bowen, Leisure, Health and Community Engagement Portfolio Holder
Councillor Simon Bridge JP, Street Scene, Parks and Open Spaces Portfolio Holder
Councillor Alice Collinson, Planning Policy and Economic Development Portfolio Holder
Councillor Michael Vincent, Deputy Leader and Resources Portfolio Holder

Apologies for absence:

None.

Other councillors present:

None.

Officers present:

Garry Payne, Chief Executive
Mark Billington, Corporate Director Environment
Marianne Hesketh, Corporate Director Communities
Clare James, Corporate Director Resources and Section 151 Officer
Duncan Jowitt, Democratic Services Officer

No members of the public or press attended the meeting.

CAB.17 Declarations of interest

None.

CAB.18 Confirmation of minutes

The minutes of the Cabinet meeting of 7 September 2022 were approved as a correct record.

CAB.19 Public questions

None

CAB.20 The Electrical Safety Standards in the Private Rented Sector (England) Regulations 2020

The Neighbourhood Services and Community Safety Portfolio Holder and the Corporate Director Communities submitted a report asking Cabinet to agree to implement the enforcement powers contained in The Electrical Safety Standards in the Private Rented Sector (England) Regulations 2020 including the use of civil penalty notices under the Housing and Planning Act 2016.

Decisions

Cabinet agreed

- to adopt and implement the regulations in order to allow the council to carry out its statutory function in relation to electrical safety standards in the private rented sector and that the Housing and Planning Act Enforcement Powers Policy be updated to incorporate the regulations.
- to adopt the same process of issuing and determining levels of civil penalties for the offences in the regulations, in line with the Housing and Planning Act Enforcement Powers Policy adopted by the council in 2020.
- to delegate to the Head of Housing and Community Services all powers to issue, use and enforce the Electrical Safety Standards in the Private Rented Sector (England) Regulations 2020.
- that the monies received from civil penalties, issued under The Electrical Safety Standards in the Private Rented Sector (England) Regulations 2020, be ring-fenced and used to support private rented sector enforcement activities

CAB.21 Potential changes to the Localised Council Tax Support Scheme in order to provide additional financial support to those on the lowest incomes

The Resources Portfolio Holder and the Corporate Director Resources (Section 151 Officer) submitted a report asking Cabinet to agree the draft Localised Council Tax Support (LCTS) Scheme prior to commencing consultation.

Decision

Cabinet agreed that the draft changes to the scheme be agreed and subject to a six week consultation period prior to a further report being submitted to Council outlining the results of the consultation exercise and seeking confirmation of the final scheme.

CAB.22 Capital Programme Review and Monitoring Report (mid year annual report)

The Resources Portfolio Holder and the Corporate Director Resources (Section 151 Officer) submitted a report asking Cabinet to consider the review of the 2022/23 Capital Programme and progress of schemes for the five month period covering the period from April 2022 to 31 August 2022, undertaken by spending officers. Noting amendments to the Capital Programme since it was last reported to Cabinet and the financial impact over the term of the Programme, through to the end of 2026/27.

Decisions

1. Cabinet agreed that the 2022/23 Capital Programme, and its funding, totalling £14,922,641 be approved, noting the following specific amendments:

Additional external funding received:

- Additional £75,000 funding from Regenda Housing Association, which will enable increased expenditure on Disabled Facilities Grants in 2022/23.

Multi-year scheme re-profiling:

- Wyre Beach Management – following project delays, the expenditure for the scheme has been re-profiled. There has been no change to the overall allocation of £42,566,934 from the Environment Agency. Delays have led to a reduction in expenditure in 2022/23 amounting to £3,324,754, which will now move to future years.
- Innovative Resilience Fund ECO-CoBS project - additional expenditure of £422,000 in 2022/23, as part of the full project spend of £6,830,000, with funding received from the Environment Agency and DEFRA. The total project expenditure, completing in 2026/27, is based on initial scheme allocations and may be subject to change

Portfolio Holder approval:

- £1,102,829 expenditure on heat decarbonisation works and energy efficiency measures at Fleetwood Market, funding from the Department for Business Energy and Industrial Strategy (BEIS) via the Public Sector Decarbonisation Scheme and Capital Receipts (Portfolio Holder decision 02/03/22).
- £53,340 expenditure on Copse Road Depot VMU Roller Shutter doors to be funded from Capital Receipts (Portfolio Holder decision 31/03/22).
- £65,304 expenditure on Changing Places facilities at Central Car Park at Fleetwood, funding from the Department for Levelling Up, Housing and Communities, contribution from Fleetwood Town Council and Capital Receipts (Portfolio Holder decision 26/05/22).
- £23,118 expenditure on Thornton-Cleveleys Duck Pond Shelter, funded from the Insurance Reserve and a £6,156 contribution from our insurers. (Portfolio Holder decision 18/08/22).

2. Cabinet approved the Capital Programme over the term through to the end of 2026/27 totalling £67,384,731.
3. Cabinet noted the progress of, and expenditure incurred on, capital schemes for the first five months of the 2022/23 financial year.

CAB.23 Medium Term Financial Plan 2022/23 to 2026/27

The Resources Portfolio Holder and the Corporate Director Resources (Section 151 Officer) submitted a report asking Cabinet to consider the council's Medium Term Financial Plan for the financial years 2022/23 to 2026/27.

Decisions

Cabinet

- considered the Medium Term Financial Plan for the financial years 2022/23 to 2026/27 and the consequential action required in order to address the issues resulting from the five year Financial Forecast (current year plus four years);
- noted the revised expenditure projections incorporating the slippage from 2021/22, and the resulting impact on the level of the council's Reserves and Balances at 31 March 2022
- agreed the top-up and use of all Reserves and Balances as indicated in Appendix 3 to the Medium Term Financial Plan.

Cabinet thanked Clare James and her team for the report and for the presentation provided.

The meeting started at 5.00 pm and finished at 5.03 pm.

Date of Publication: 20 October 2022

Options considered but rejected

Any alternative options that were considered but rejected, in addition to the reasons for the recommendations that were made, are included in the full reports.

When will these decisions be implemented?

All decisions will be put into effect five working days from the date of publication, unless a decision is "called-in" by any four members of the council within that period.



Report of:	Meeting	Date
Mark Billington, Corporate Director Environment and Councillor Andrea Kay, Chair of the Tackling Youth Anti-Social Behaviour in Wyre Task Group	Cabinet	11 January 2023

Tackling Youth Anti-Social Behaviour in Wyre Task Group – Final Report

1. Purpose of report

- 1.1 To report the work of the Tackling Youth Anti-Social Behaviour in Wyre Task Group to the Cabinet.

2. Outcomes

- 2.1 To protect residents and to strive for lower levels of youth anti-social behaviour (ASB) in the community.
- 2.2 To make succinct recommendations to Cabinet on what more the council can do to help reduce youth ASB in Wyre.

3. Recommendations

That Cabinet considers the report and recommendations (attached in Appendix 1) arising from the Tackling Youth Anti-Social Behaviour in Wyre Task Group which are as follows:

- 3.1 That the council continues to develop closer working relationships with organisations such as schools across Wyre to communicate the council's role with youth ASB. The council working with the Community Safety Partnership and other relevant agencies should approach schools, particularly high schools, to engage with them about what assistance they may need and what the council can offer regarding tackling youth ASB in the community.
- 3.2 That the council make enquires with external organisations to consider running and financing a revival of a project where the high schools across Wyre, including pupil referral units, create drama productions on key community safety topics such as youth ASB. The task group propose that

the council could assist with the productions such as the offering of Marine Hall as a venue to host the productions. There should also be consideration by the organisation running the project to work alongside the council, the Police and Lancashire County Council to identify topics for the productions.

- 3.3** That the council consider the formation of a Wyre Council Youth Forum to give a voice to young people to provide feedback, thoughts and ideas on issues that matter the most to them and support and influence tackling key areas such as youth ASB. The Wyre's Youth Mayor should have a key role in the Youth Forum. The task group suggest that the council investigates other avenues in which a Youth Forum could be supported.
- 3.4** That the council to continue to work with external partners to support diversionary activities such as the boxing project in Fleetwood and to consider expanding such projects for a more universal appeal.
- 3.5** That the council's promotion of how residents can report incidents of ASB be continued.
- 3.6** That the council replicate the work of Garstang Town Council in providing councillors with a guide on reporting ASB to relevant authorities and how to share this information with local residents. The group also suggested a future pre-council briefing slot be scheduled on this topic.
- 3.7** That, after considering the evidence provided, it be recommended that CCTV is vital to the infrastructure and safety of the borough. The Task Group agrees that public CCTV is a vital community asset, which provides reassurance, deterrence and response. Further to this, it is recommended that work continue to look into upgrading the existing CCTV. Additionally, it is recommended that the feasibility of additional options to enhance the CCTV across Wyre such as re-deployable cameras and/or providing Ring Doorbell cameras for identified victims of youth ASB be explored.
- 3.8** That the implementation of the recommendations agreed by Cabinet be reviewed by the Overview and Scrutiny Committee after 12 months.

4. Background

- 4.1** Following their annual community safety themed meeting, the Overview and Scrutiny Committee agreed to commission a task group to review youth ASB in the community. The first meeting was held on 30 March 2022.
- 4.2** The committee found that a potential risk of reviewing ASB was that the remit might become too broad and the size of the project would limit the quality of the work. For their review to have an impact, members realised it needed to be focused and meaningful. For that reason, following

assistance from officers, they decided to commission a task group to focus on youth ASB only.

4.3 The group's review aims were:

1. To understand the causes and scale of youth ASB in Wyre and the impact of the Covid-19 pandemic on the increase in incidents.
2. To explore the impact of youth anti-social behaviour on:
 - The community
 - Council owned assets
 - The Police
 - Businesses, and
 - Community groups.
3. To review the council's current ASB policies and procedures.
4. To assess the effectiveness of the mechanisms for how the authority responds to and deals with ASB, including the community trigger.
5. To examine the effectiveness of multi-agency partnership working such as the Community Safety Partnership, in so far as it affects youth ASB.
6. To make succinct recommendations to Cabinet on what more the council can do to help reduce youth ASB in Wyre.

4.4 The review was carried out over seven meetings held on 30 March 2022, 21 April 2022, 25 May 2022, 12 July 2022, 2 August 2022, 3 October 2022 and 20 October 2022. The review group heard evidence from the following expert advisors:

- Neighbourhood Services and Community Safety Portfolio Holder
- Head of Environmental Health and Community Safety
- Manager of Environmental Protection and Community Safety
- Health Partnerships and Early Action Officer
- Police Inspector
- Lancashire Fire and Rescue Service
- Team Leader Targeted Youth Support
- Senior Manager Early Help (LCC)
- Lead Youth Worker at Preesall Youthy
- Education Lead Lancashire Violence Reduction Network

4.5 The Chair and Vice Chair of the group were invited to an outreach session with the police to walk through the main crime hot spot areas in Poulton-le-Fylde, and they provided feedback to the rest of the members.

4.6 The group also consulted with the local high schools in Wyre regarding whether and how they address youth ASB in the community. Unfortunately, the response rate was relatively low. Out of the schools contacted, Millfield, St Aidans and Fleetwood High responded. The group also invited each of the schools to attend a meeting of the task group, however, none responded to the invitation.

- 4.7 The group additionally produced a survey regarding youth ASB in the community for parish/town councils and Wyre Borough councillors. The Democratic Services Officer distributed the online version of the survey.
- 4.8 This review added specific value as it identified areas of strategic focus to assist the council to achieve its corporate objective (as set out in the Business Plan). The conclusion and recommendations identified in the report are intended to better the health, wellbeing and life opportunities of residents. Additionally, specifically targeting youth ASB aims to support the council in its ambition to raise the aspirations of young people.
- 4.9 The report attached at Appendix 1 provides a summary of evidence the group gathered and this evidence has been analysed to formulate several conclusions and recommendations.

5. Key issues and proposals

- 5.1 The task group were clear that not all young people in Wyre commit ASB offences, and that it would be unfair to assume that they do. It is only a small minority and most young people do not intend to engage in ASB.
- 5.2 The group's research highlighted the vast number of organisations that all work towards tackling youth ASB therefore they identified that there was no one solution to tackling youth ASB meaning the close working relationship with external partners was important to maintain.
- 5.3 The group noted the significant cost to council assets as a result of youth ASB, therefore a strong stance by the council to reduce these types of activities would hopefully reduce these costs in the future.
- 5.4 The council and its relevant stakeholders should be congratulated on its problem-solving, holistic approach to tackling youth ASB through its agencies such as the Youth ASB Panel and the Community Safety Partnership. However, it was noted that 50 per cent of the Health Partnerships and Early Action Officer's role is spent on youth ASB and the Manager of Environmental Protection and Community Safety is spending much more time on youth ASB, owing to the pandemic, than what was desirable as they have many other additional responsibilities. They also explained to the group that their roles were wide ranging and varied. Therefore, Cabinet must consider resourcing, staffing levels and workloads to address youth ASB.
- 5.5 The group was impressed by the recent successful £10,000 bid to the Police and Crime Commissioner Office allocated for bespoke diversional activities and suggest that this money, alongside further bids, could be used to fund proposals suggested by the task group.
- 5.6 The group recognised the ongoing work by the council to engage with schools in Wyre. However, as a task group they found it difficult to

engage with the high schools. . Members acknowledged that the council might also feel these difficulties generally, as they were not the responsible authority for schools. During the group's consultation with the eight high schools in Wyre, Fleetwood High responded that a simple guide on what services are available and who to contact if the school was concerned about a student would be beneficial. The health and wellbeing of young people in Wyre is a council priority and the group has identified that the council may benefit from better engagement with schools will help get across key messages and highlight to schools what Wyre Council can offer, in particular youth ASB support in the community.

- 5.7** The group believed that developing young people's thinking and education about the harms and effects of ASB is integral to their development.
- 5.8** The group noted in their early stages the benefits of the Northern Beat Project. This was a Lancashire County Council funded project, where topics such as criminal exploitation, drugs and ASB were identified and the drama departments in the high schools across Lancashire were asked to produce short drama productions about these topics. For the schools that took part, their final productions were shown at a selected venue and were judged and a winner was announced. The group believed that the purpose of this project was to communicate to pupils problems in society in an engaging way that young people can relate to. The high schools across Wyre, including pupil referral units, should have the opportunity to participate. The group suggested "Wyre Beat" as a potential name. The group believed that a recommendation on the reintroduction of a scheme such as the 'Northern Beat Project' would assist with the council's ambition to raise the aspirations of young people as stated in the business plan.
- 5.9** The group acknowledged that the council can only work within their existing resources and owing to staffing and financial restraints, the council may struggle to commit to running this project. Therefore, the group believed that the council should make enquires with external organisations to run a project for the high schools in Wyre. Grant-funding opportunities via the Police and Crime Commissioner's Office or Central Government grants should also be considered to assist the revival of the project. The group's interview with Police Inspector Wyatt suggested that Wyre Police would be supportive of such a project. For example, assisting with the identification of topics for the productions and offering the Police Cadets to help during the final production. The project should be a joint venture with multiple agencies including Lancashire County Council's Children and Family Wellbeing Service and Lancashire Constabulary.
- 5.10** The group commended the creation of the Youth Mayor roles by Wyre Council and Lancashire County Council to assist Wyre Council in identifying the needs of young people and what is important to them. They agreed with the values around providing opportunities for young

people to get involved in local decision making and to feed into and tailor services to meet the needs of young people in Wyre. However, they found that more should be done to allow young people a voice in the democratic process at the council and the Youth Mayor should be integral to that.

- 5.11** The group suggested the introduction of a Youth Forum would be a great opportunity to build on young people's opportunities to be at the heart of decision making at Wyre, especially regarding decisions that affect them. The group found that a recommendation on increasing the role of the Youth Mayor and the development of a Youth Forum would assist with the council's ambition to raise the aspirations of young people. Not only would this provide a great voice for young people, but it will also foster a greater knowledge of local democracy and promote the idea of democratic participation at a local level.
- 5.12** The group understood that there are other matters to consider specifically resourcing and staffing. During their evidence gathering stage, the group found that currently the Health Partnerships and Early Action Officer would not have the capacity to take on this task. Therefore, consideration would be needed about reasonable administration support for meetings, including looking into the possibility for holding meetings virtually. Another thing to consider would be establishing the forum's main responsibilities, procedure rules, governance arrangements, the remit of the forum, membership, quorum, Chairpersonship, meetings etc.
- 5.13** Several of the group's expert witnesses praised the boxing project in Fleetwood as it provides young people with an opportunity to change their behaviour. They explained that support and funding would be required to continue the project in the long term. The task group believed the continuation of the Targeted Youth Support and Wyre Council joint boxing project for young people identified through the Youth ASB Panel is very important when tackling youth ASB. This diversional activity included a boxing training session alongside educational activities on topics such as criminal exploitation. The group received a case study from the Head of Environmental Health and Community Safety about a young person from Fleetwood who was enrolled in the boxing project and as a result, they found a reduction in incidents of ASB and a change in their behaviour. The group identified that boxing is a specific sport that not all young people who require diversionary activities would wish to take part in. Therefore, the group thought that consideration should be given for other sports and activities when providing future projects.
- 5.14** The group understood the robust process of referral to the Youth ASB Panel. Once a child is identified, the panel create a bespoke package of diversional activities in accordance with their individual needs. They believed that reacting to the individual needs of young people was a positive step forward and this approach should continue to be supported.

- 5.16** The group identified the importance of individuals recording and reporting incidents and this is the best way for the relevant partners to investigate and tackle ASB. The council must continue to spread this message. Reporting, particularly in those areas where ASB has been identified as more frequent, assists with building trust with residents and for them to feel as if something will be done about it. Members felt that the form to report ASB on the Wyre website should be as accessible as possible and easy to navigate for residents to find. The group's survey results solidified this argument as it found that even though 60.6 per cent of respondents suggested ward/town/parish councillors receive one to three complaints from residents about youth ASB each month, only 9.1 per cent of those respondents stated they often contact Wyre Council or the Police to raise concerns over youth ASB.
- 5.17** At the group's final meeting, the task group were informed that a Parish Councillor for Garstang Town Council had drafted a detailed document of guidance for both the Garstang Town Council and members of the public on how is best to deal with and report ASB as well as support those affected by or victims of ASB. Members agree that guidance, such as the one produced for Garstang Town Council, should be adopted for Wyre Councillors. The group believed this would be a productive way to provide the most accurate information to residents who are victims of ASB. The group suggested a pre-council briefing slot by officers on the reporting of ASB for councillors should be considered.
- 5.18** The task group also supported the necessary upgrades to the CCTV across the borough from analogue to digital. This upgrade would be an effective way to combat ASB and other crimes.
- 5.19** The group were introduced to a pilot scheme that was rolled out by Blackpool Council to provide victims of Domestic Abuse with a free Ring Doorbell, with installation. The committee saw this as a positive scheme and thought it could be adopted by the council and extended to victims who have continuous youth ASB against them. The group acknowledge for a scheme like this, legal and GDPR factors, alongside the fitting arrangements of the Ring Doorbells must be explored before implementation.

Financial and legal implications	
Finance	There are no direct financial implications arising out of this report. However, it is noted that several recommendations such as the introduction of school productions, Wyre Council Youth Forum, diversionary activities, CCTV upgrades and Ring Video Doorbell scheme are likely to have associated costs not specified in the report.
Legal	There are no direct legal implications arising out of this report. However, should the recommendation to introduce a Ring Video Doorbell scheme be approved, additional research into the legal and GDPR factors will be required.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with a x.

risks/implications	✓ / x
community safety	✓
equality and diversity	x
sustainability	x
health and safety	x

risks/implications	✓ / x
asset management	x
climate change	x
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

report author	telephone no.	email	date
Marianne Unwin	01253 887326	marianne.unwin@wyre.gov.uk	23.11.2022

List of background papers:		
name of document	date	where available for inspection
None		

List of appendices

Appendix 1 – District Enforcement Pilot Task Group report – Final.



**TACKLING YOUTH ANTI-
SOCIAL BEHAVIOUR
TASK GROUP
Final Report**

CHAIR

Councillor Andrea Kay

TASK GROUP MEMBERS

Councillor Le Marinel (Vice
Chair)

Councillor Lady D Atkins

Councillor Ballard

Councillor Cartridge

Councillor P Ellison

Councillor Fairbanks

Councillor Minto

Councillor Orme

Councillor Raynor

Councillor Stirzaker

Councillor Swales

Overview and Scrutiny Committee

Chair: Councillor John Ibison

Contents

Introduction	2
Aim of review/ Terms of Reference	4
The review process.....	4
Summary of evidence provided by the Portfolio Holder for Neighbourhood Services and Community Safety, Councillor Berry, and the Head of Environmental Health and Community Safety, Neil Greenwood.	6
Summary of evidence provided by the Manager of Environmental Protection and Community Safety, Corinne Mason, and the Health Partnerships and Early Action Officer, Shelley Birch.	9
Summary of evidence provided from the high schools in Wyre regarding questions asked about youth anti-social behaviour in the community.	13
Summary of evidence provided by Police Inspector Martin Wyatt, Lancashire Constabulary.....	15
Summary of evidence provided by Fraser Smith and Samantha Preddy, Lancashire Fire and Rescue Service.	18
Summary of evidence from Brian Wood, Team Leader Targeted Youth Support, Matthew Pilling, Senior Manager Early Help (LCC) and Nicola Pattrick, Lead Youth Worker at Preesall Youthy.	19
Summary of evidence from Siobhan Collingwood, Education Lead Lancashire Violence Reduction Network and Education Based Multi-Agency Meeting (MASP) Lead.....	23
Report of Review of Tackling Youth Anti-Social Behaviour in Wyre Survey	26
Supporting documents.....	29
Conclusions and recommendations	30
Councillors' attendances	35
List of appendices.....	36
References	36

Introduction

Tackling anti-social behaviour (ASB) in the community and protecting vulnerable persons from harm from others is a key priority for Wyre Council and the wider Community Safety Partnership. In addition, cutting youth crime and making the streets safer is a key priority of the current UK Government (*June 2022*).

For many years, the Overview and Scrutiny Committee has identified ASB as a topic for future review. The Community Safety Annual Report for 2020 explained that since the beginning of the Covid-19 pandemic in March 2020, reports of ASB have significantly increased in Wyre; however, towards the end of 2021 ASB incidents in Wyre seem to be returning to pre-pandemic levels.

People's understanding of what constitutes ASB is determined by a series of factors including context, location, community tolerance and quality of life expectations (Nixon et al. 2003). As a result, what may be considered ASB to one person can be seen as acceptable behaviour to another. The subjective nature of the concept makes it difficult to identify a single definition of ASB. A range of approaches to defining ASB is set out below to overcome this issue.

A widely used definition of ASB is the definition contained in the Crime and Disorder Act (1998):

'ACTING IN A MANNER THAT CAUSED OR WAS LIKELY TO CAUSE HARASSMENT, ALARM OR DISTRESS TO ONE OR MORE PERSONS NOT OF THE SAME HOUSEHOLD AS (THE DEFENDANT).'

There are three types of ASB:

- ❖ Adult ASB
- ❖ Location based ASB
- ❖ Youth based ASB

The committee found that a potential risk of reviewing ASB was that the remit may become too broad and the size of the project would limit the quality of the work. For their review to have an impact, members realised that it needed to be focused and meaningful. For that reason, following assistance from officers, they decided to commission a task group to focus on youth ASB only.

This review aims to add specific value as it identified areas of strategic focus to assist the council to achieve its corporate objective (as set out in the Business Plan). The conclusion and recommendations identified in this report intends to better the health, wellbeing and life opportunities of residents. Additionally, specifically targeting youth ASB aims to support the council in its ambition to raise the aspirations of young people.

The Crime and Disorder Act 1998 introduced a statutory duty to ensure local authorities consider crime and disorder in all aspects of service delivery.

The Anti-Social Behaviour, Crime and Policing Act (2014) requires Wyre Council to be committed to tackling ASB and, along with professionals such as the Police, other Local Authorities, and Housing Providers, to use this Act to manage reports of such

behaviour. The Home Office maintains that the reforms through this Act, which have amended and revoked numerous ASB legislation, are "designed to put victims at the heart of the response to ASB, and give professionals the flexibility they need to deal with any given situation".

The purpose of the review was to protect residents and to strive for lower levels of youth ASB in the community, it is therefore essential that the council consider the use of all available tools and powers.

This report provides a summary of evidence the group gathered and this evidence has been analysed to formulate several conclusions and recommendations.

Aim of review/ Terms of Reference

1. To understand the causes and scale of youth ASB in Wyre and the impact of the Covid-19 pandemic on the increase of incidents.
2. To explore the impact of ASB on:
 - ❖ The community
 - ❖ Council owned assets
 - ❖ The Police
 - ❖ Businesses, and
 - ❖ Community groups.
3. To review the council's current ASB policies and procedures.
4. To assess the effectiveness of the mechanisms for how the authority responds to and deals with ASB, including the community trigger.
5. To examine the effectiveness of multi-agency partnership working such as the Community Safety Partnership, in so far as it affects youth ASB.
6. To make succinct recommendations to Cabinet on what more the council can do to help reduce youth ASB in Wyre.

The review process

The review process involved task group members identifying and calling for evidence as appropriate. For the first meeting, the task group interviewed Neil Greenwood, the Head of Environment Health and Community Safety, and Councillor Roger Berry, Portfolio Holder for Neighbourhood Services and Community Safety. They additionally attended the group's final meeting to comment on the emerging draft recommendations.

As part of their gathering of evidence, the task group subsequently interviewed Corrine Mason, Manager of Environmental Protection & Community Safety, and Shelley Birch, Health Partnerships & Early Action Officer. They also interviewed Police Inspector Martin Wyatt, Lancashire Constabulary, Fraser Smith and Samantha Preddy, Lancashire Fire and Rescue Services (LFRS). The group additionally interviewed Brian Wood, Team Leader Targeted Youth Support, Matthew Pilling, Senior Manager Early Help (LCC) and Nicola Pattrick, Lead Youth Worker at Preesall Youthy. These interviews involved a series of pre-prepared questions and allowed time for follow up questions and the end. The use of a semi-structured interview meant that the responses were firstly centralised on achieving understanding and insight into the expert witnesses' perceptions and values. It also allowed for in-depth answers that were analysed.

The Chair and Vice Chair of the group were invited to an outreach session with the police to walk through the main crime hot spot areas in Poulton-le-Fylde, and they provided feedback to the rest of the members. This highlighted to members the localised work of the police and its partners and the positive relationship they have with the young people of Wyre. The Chair encouraged the rest of the group to meet with their local PC and join them on an outreach session in their area when available.

Members received evidence from Siobhan Collingwood, Education Lead Lancashire Violence Reduction Network and Education Based Multi-Agency Meeting (MASP) Lead, surrounding the MASP project in Fleetwood.

Members also requested a research paper on the use of Mosquito Devices to deter loitering by emitting sound at high frequency and in some versions, is intentionally turned up to be heard by primarily young people. Some members stated the benefits of these devices to deterring youth ASB, however, following discussions they agreed that the use of the mosquito devices would not be recommended by the task group and they did not investigate further.

The group additionally produced a survey regarding youth ASB in the community for Parish/Town Councils and Wyre Borough Councillors. The Democratic Services Officer distributed the online version of the survey.

The Chair, Councillor Andrea Kay, would like to thank all expert witnesses for making the review possible by giving up their valuable time to be interviewed and submit reports. Thanks are also due to the task group members for their time and dedication to completing the work.

Summary of evidence provided by the Portfolio Holder for Neighbourhood Services and Community Safety, Councillor Berry, and the Head of Environmental Health and Community Safety, Neil Greenwood.

The Portfolio Holder for Neighbourhood Services and Community Safety, Councillor Berry, and the Head of Environmental Health and Community Safety, Neil Greenwood attended the first meeting to make some introductory comments about the context within which the review will take place.

Councillor Berry introduced a briefing paper on youth related anti-social behaviour (ASB), which can be viewed under supporting documents at page 29.

Youth ASB amounts to 25 per cent of the overall ASB numbers in Wyre and the wards that are most prevalent are Pharos, Mount, Jubilee and Park. Other areas of interest are Bourne, Thornton centre, Preesall and Garstang. Additionally, there was some evidence of some young people using their mobile phones to carry out ASB from outside their areas such as people from Anchorsholme travelling into Cleveleys and people from Grange Park travelling into Poulton-le-Fylde.

Councillor Berry explained that the recent Covid-19 pandemic had affected staffing levels as the Community Safety Team were heavily involved in the rollout of the vaccination service. As the borough emerges out of the pandemic, he believes the situation has improved, owing to the increase in policing numbers; collaborative working with Lancashire County Council associated agencies and increased funding opportunities from the government and the new Police and Crime Commissioner.

Councillor Berry welcomed this task group on youth ASB to see how the council can improve and take advantage of the new resources available.

The report highlights that the public is encouraged to report ASB providing as much intelligence as they can, to both, the police and the council. This enables Wyre Council and partners to identify locations where ASB is a particular concern. Targeted work is then completed through the location based ASB meeting. Youth ASB is often associated with these problem locations.

Once a young person is identified as either actively engaging in ASB within the community or at risk of engaging in ASB, they can be referred to the Community Safety Partnership and the Youth Anti-social Behaviour (ASB) Panel. The meetings enable agencies to share information and evidence around individual cases and use collective powers and positive interventions to agree to a plan of action to address the behaviour of concern and ensure that those affected receive the necessary support and reassurance to minimise the impact of the behaviour on their physical and mental health.

The Community Safety Partnership encourages a graduated approach to enforcement and much emphasis is placed on working with partners on early advice education to perpetrators and on bringing any unreasonable behaviour to their attention or their parents/guardians attention at an early stage in the process in the hope of bringing about an early resolution.

The following partners make up the Youth ASB Panel:

- ❖ Neighbourhood Police

- ❖ Community Safety (Police)
- ❖ Children and Family Wellbeing
- ❖ Our Lancashire
- ❖ Lancs Fire and Rescue
- ❖ LCC – Teams Around The Schools
- ❖ Prevent (North)
- ❖ We Are With You
- ❖ Child Justice Service
- ❖ Fleetwood Town FC (Youth Divert)

Neil Greenwood provided the group with a couple to highlight some of the successful work of the Youth ASB Panel. Neil Greenwood informed the task group of the following:

BT aged 12 from Fleetwood

“BT came to our attention in October 2021 due to increasing ASB incidents in the community. The family are open to Children and Family Wellbeing and regular TAF (Team around the family) meetings are held. BT is 12 but has a learning age of 6 but presents as much older due to his size. He was served an ABA (Acceptable Behaviour Agreement) (with curfew) by Wyre Council and Police and an ASDA banning letter as this is where a lot of the ASB was being committed. Wyre Council and Targeted Youth Support started a pilot boxing project and BT was identified as a candidate. BT has attended every session on time and has fully engaged in the process. We have seen a reduction in incidents of ASB and also a change in his behaviour. His school attendance is very good and works between the school, police and council to ensure messages about behaviour are consistent. Work will continue for the next 4 weeks then a TAF review will take place. He remains on our Youth ASB agenda.”

JC aged 14 from Fleetwood

“JC came to our attention in May 2021 due to significant damage to one of the polytunnels at the memorial park (he wasn’t the only one present but the only one who was identifiable) He was open to the Youth Offending team at the time and contact made to arrange reparation/mediation with the volunteers. Volunteers had written letters to express how upset they were by the damage. These were presented to JC and conversations took place over what the volunteers do in the garden and how this mindless vandalism had affected them all. JC didn’t realise how his behaviour had impacted others. He agreed to meet up with some of the volunteers to apologise for his behaviour. JC has not come back to our attention following this.”

Councillor Berry suggested that the group could look into the availability of parenting programmes for parents who are struggling to cope with social issues and look at schools across the borough and how they deal with ASB in the community and non-attendance issues. He highlighted that Wyre had the third-highest number for fixed time school exclusions in Lancashire.

Councillor Berry also brought the group’s attention to the former ‘Northern Beat Project’ where high schools across Lancashire put on productions to address key

social issues such as youth ASB and suggested that it may be of interest for the group to review the successes of such a project.

Following this meeting, the task group raised interest in the Northern Beat Project. Neil Greenwood provided the group with some key points regarding a proposed revival of the project for consideration.

- 1. Each drama department from each high school in Wyre would need to be contacted initially and then agree to participate in the project. (No easy task as we as a District have no Authority over schools.)*
- 2. It would need to fit into the education programme of the students.*
- 3. Therefore choosing a suitable topic that fits both our purposes and the schools would have to be identified. County Lines could be a good topic for students to learn about and then produce a play about would be a good topic.*
- 4. Students would have to write a play about the subject area, rehearse and perform their play.*
- 5. We would need a suitable venue for the event to take place, which has the capacity to put on an event of this nature.*
- 6. The event would need to be organised in terms of refreshments, security, lighting etc. (likely to be a cost for staffing and venue hire that would need to be identified)*
- 7. A suitable compere would need to be paid for to introduce each of the acts, there may be a cost to this.*
- 8. Finally, we would need a suitable judging panel in order to deliver this.*
- 9. It however needs to be recognised that doing something on this scale takes a lot of time and effort and money, neither of which is a foregone conclusion.*

Neil Greenwood also attended the fifth meeting of the task group and submitted a briefing note updating the group on the Community Safety Grant applications to the Police and Crime Commissioner since 2015. The note included the date, the grant application/ match funding, a description of the grant and the impact it had on youth ASB.

The summary of grant applications discussed by members is attached at Appendix B.

Neil also highlighted that at present the police have an interest in applying for a grant to purchase doorbells with inbuilt CCTV, which could be fitted to victims of domestic abuse to help them feel safer. Blackpool Council had piloted the scheme and provided victims of Domestic Abuse with free Ring Doorbells with a built-in referral mechanism. Members suggested that a version of this should be something for Wyre Council to consider and potentially extend the use for residents known to have persistent youth ASB against them. The doorbell proposal is attached at Appendix C.

He also added that the Wyre CCTV town centre system needed upgrading from analogue to digital and the community safety team are undertaking a review to determine future options and associated costs.

Summary of evidence provided by the Manager of Environmental Protection and Community Safety, Corinne Mason, and the Health Partnerships and Early Action Officer, Shelley Birch.

The Manager of Environmental Protection and Community Safety, Corinne Mason, and the Health Partnerships and Early Action Officer, Shelley Birch, attended the second meeting to answer several questions from members.

Before the questioning began, the Chairman, Councillor Andrea Kay, queried the age range of youth anti-social behaviour (ASB). It was confirmed that the age was up to 18 years (school age).

Q1 Please could you explain an overview of your respective roles?

Corrine Mason and Shelley Birch provided the group with an overall picture of their roles concerning youth ASB and other commitments. Their roles are wide-ranging and varied.

Q2 How much of your role is consumed with youth ASB related issues?

Around 50 per cent of Shelley's role is consumed with youth ASB. Corrine added that she aims to spend around two/three days a month on youth ASB; however, owing to the pandemic she recently spends much more time on youth ASB. Once structures and processes were put in place she hoped to reduce her time on youth ASB.

Q3 What are the main reasons causing young people to be involved in ASB in the community?

Reasons why include alcohol and drug misuse, boredom, parenting issues, peer pressure, a shortage of facilities and a lack of understanding. The majority of children in Wyre do not intend to engage in ASB. Early intervention is key to a young person's success. There are many activities for children in Wyre; however, the difficulty was not all young people engage in these activities.

Corrine highlighted that the 16 to 17 age group do not see themselves as 'young'; therefore do not understand what they are doing is wrong. Many young people want somewhere safe and warm to meet their friends.

Engagement with young people involved in ASB is more important than enforcement, as there could be many underlining factors affecting the child such as home life or mental health. The benefits of youth clubs were explained but it is found that many young people are territorial to their areas and are not willing to travel outside their area and mix with others. Therefore, this provides difficulties with the positioning of facilities such as youth clubs.

Q4 What has the council done in the past that has been very successful to address youth ASB in the community? Do you have any case studies of best practice?

Diversional activities include:

- ❖ The Parkour Project at Marine Hall Gardens, Fleetwood
- ❖ The Boxing Project in Fleetwood
- ❖ Community Safety Partnership Northern Beat Project with high schools across Lancashire

Shelley explained that long term funding and resourcing for these projects do pose a challenge.

Corrine introduced the robust process of referral to the Youth ASB Panel. Once a child had been identified, the panel then aimed to create a bespoke package of diversional activities following their individual needs.

Q5 What activities are currently available, such as the recent piloted boxing programme, for young people who are involved in ASB in Wyre?

Corrine updated members that they were in the process of asking each partner of the Youth ASB Panel to provide, in writing, what they can offer to diversional activities, support and education over the next 12 months. A service directory would then be produced to help map what activities the panel can offer and identify the gaps.

She also informed members that activities open to all members of the public are advertised on the Our Lancashire website.

Q6 How much of a voice do the young people of Wyre have to determine what activities are available?

Shelley explained the work of the Active Lives and Community Engagement Team in delivering sports activities for Wyre Council, this included consultation with young people. She then highlighted the role of the Wyre Youth Mayor and suggested that more could be done to allow young people a voice in the democratic process at the council such as attendance at meetings.

Q7 What work are you currently doing to assist schools to combat, or prevent, ASB in the community?

Shelley affirmed that it is not the role of the schools to tackle ASB that is the role of the police and council. She then explained the process of the Youth Referral Scheme (YRS). The first trigger is a letter sent home to parents, which explained that their child had been involved in ASB. If the child is issued with a second YRS this would result in a home visit from Shelley and the Police, and further investigation into the home and school life.

In addition, Corrine explained that through the Multi-Agency Support Panel (MASP) schools sit on the panel and can refer to the process, therefore, she hoped that this would assist to improve the communication channels with schools.

Q8 What funding is available for community initiatives and projects to help address youth ASB?

The council had recently been successful in a bid for £10,000 from the Police and Crime Commissioner for directed interventions. They were still in the process of setting the spending criteria.

Q9 What is the Multi-Agency Support Panel (MASP) and what work does it involve?

The MASP, driven by the Violence Reduction Network, is a support panel of various partners including schools. It is different to the work of the Youth ASB Panel as it covered children at risk of criminal exploitation. Wyre Council had agreed to assist with the administration of the panel meetings.

Q10 What is the average annual financial cost to the council in replacing and fixing property damaged because of ASB?

Shelley provided the group with some figures that covered the cost of damage including graffiti removal of council assets but stated that it is difficult to break down whether the damage was youth-related.

- ❖ The financial year 2018/19: £18,947.46
- ❖ The financial year 2019/20: £4,375.42 (Covid year)
- ❖ The financial year 2020/21: £6,677.86 (Covid year)
- ❖ The financial year 2021/22: £24,227.05

Q11 How can we expand on our current offer to divert vulnerable young people away from ASB?

The Youth ASB Panel aims to be reactive to the need.

Q12 Would it be possible to have a breakdown of the average ages of young people involved in ASB in Wyre? If a trend is found in relation to age, could efforts be concentrated on those younger children before they are most likely to be causing ASB in the community?

The ages of children involved in ASB ranged and there are particular peaks and trends dependent on the time of year. Corrine reiterated that the common theme is that most young people want somewhere warm with WIFI and refreshments to be able to mix safely with their friends.

The hot spot areas for ASB across the borough are:

- ❖ Fleetwood: McDonalds, the Mount, Marine Hall and Memorial Gardens
- ❖ Thornton: the YMCA building and Marsh Mill
- ❖ Cleveleys: Jubilee Gardens, Cleveleys Town Centre and Cleveleys McDonalds
- ❖ Poulton-le-Fylde: Teanlowe and Booths Car Park, Jean Stansfield Park, Cottam Hall

❖ Preesall: the park and neighbouring properties

In conclusion, Shelley stressed to the group the importance of encouraging residents to report incidents of ASB either to the council by phone or via the website or direct to the Police.

Summary of evidence provided from the high schools in Wyre regarding questions asked about youth anti-social behaviour in the community.

The group produced ten questions for the eight high schools across Wyre regarding if and how they address youth ASB in the community. The questions were as follows:

1. If a pupil of yours were identified as being involved in ASB in the community would you want to be informed? Yes /No (if you answered yes go to question 3)
2. If you do not want to be informed could you explain your reasoning in your own words, please?
3. What would be the best way for you to discuss pupils identified as causing ASB in the future with external agencies?
4. Does your school have any current policies on addressing ASB in the community by pupils of your school and would you mind sharing them?
5. Do you have any case studies or best practice that has worked well to tackle ASB in the community and would you mind sharing them?
6. Do you enlist the support of the local youth services or other agencies to provide targeted assistance to those at risk of ASB?
7. If so, which services/agencies do you work with?
8. If you are aware of behaviours outside of school, do you generally see poor conduct in school?
9. What is your record for dealing with poor attendance and suspensions including fixed term periods and permanent exclusions?
10. Would you mind sharing any plans or projects in the pipeline to address ASB in the community?

Unfortunately, the response rate was relatively low. Out of the schools contacted, Millfield, St Adians and Fleetwood High responded. The group also invited each of the schools to attend a meeting of the task group, however, they did not respond to the invitation.

Summary of responses:

- ❖ All three high schools responded yes to question one. Millfield added they would only want to be informed if the pupil was in a school uniform and not if the incident was during the evening/weekends; schools cannot be responsible for the actions of young people 24 hours a day and 7 days a week, this is the responsibility of the police/families.
- ❖ Fleetwood High explained that an email to the patrol team/ Senior Leaders was the most appropriate way to discuss pupils identified as causing ASB with external agencies. St Aidan added that the Encompass System they use for the Police to notify them of incidents such as domestic violence could have the potential to be extended to ASB incidents. Millfield was unable to identify external agencies other than the police. They added that in the past, the

police have been into school with CCTV footage and we have helped them to identify the young people, so they can contact their parents/carers.

- ❖ Fleetwood High explained that the topic of ASB that occurs to and from school is covered in their school assemblies and that school sanctions could be put in place and would be applicable depending upon the issue. Millfield repeated that if the student was displaying ASB in a school uniform, they are dealt with by the school within means such as inviting the local PCSO into the school to talk with the student. St Aidans stated that their Personal Development Programmes and assemblies encourage their students to make wise choices. They echoed that they have a responsibility for the behaviour of their students in school or on the way to and from school. They do not deal directly with incidents of ASB at other times for example, in the evening - so they have no policies to cover this, but were happy to work with other agencies in dealing with ASB.
- ❖ Fleetwood High stated that they assist local shareholders to identify pupils through CCTV and inform parents of their activities. Pastoral teams meet with offending pupils and at times involve the community police team. They added the work of a 6-week programme with Tosef Khan (Wizer CIC) specifically for pupils potentially involved in county lines. Millfield added that they sometimes have staff presence in areas known to them where pupils are causing ASB. St Aidans explained that the most effective measure to tackle ASB by pupils was an enthusiastic PCSO in the local area.
- ❖ Fleetwood High stated that a simple guide on who to contact if the school has a concern about a student includes:
 1. What services are available and what names (some change periodically).
 2. Name of the person coordinating and phone number/email.
 3. Sharing of names we have concerns and youth services information on FHS pupils.
- ❖ Fleetwood High's work with YOT, Youth Services and the Community Police Link.
- ❖ Both Fleetwood High and St Aidans implied that there was not always a correlation between behaviours inside the school and in the community.
- ❖ Regarding poor attendance, Fleetwood High explained there are daily calls for every absent pupil. The attendance team do daily home visits (30- 40 per day). 1:1 meetings with the pastoral team with agreed actions. Court proceedings when necessary. Fixed Term Exclusions - we have an internal exclusion centre to reduce external FTE. Permanent Exclusions - last resort after having been through all provisions we can offer.

A table with the full results can be viewed at document 2 of the supporting documents section (page 29).

Summary of evidence provided by Police Inspector Martin Wyatt, Lancashire Constabulary.

Police Inspector Martin Wyatt from Lancashire Constabulary attended the fourth meeting and was interviewed by the group.

Q1 How many police officers and PCSOs are employed to patrol Wyre?

The neighbour establishment consists of three Sergeants, six PCs and 15 PCSOs. The urban task force consists of one Sergeant and Five PCs and is shared with Fylde. Inspector Wyatt recently put a bid in for Wyre to have its own urban task force. The rural task force was made up of four PCs. Three Police Now student PCs were recently recruited.

The response establishment consists of two Police Sergeants, 16 PCs per team and five teams providing 24-hour coverage. The usual operating level for this establishment is 70 per cent.

Tactical unit teams are also requested based on demand and risk.

Q2 Are these police officers and PCSOs allocated to specific geographical areas for patrolling? If so, who and what areas?

The Neighbourhood Officers are assigned specific geographic areas for patrolling. A potential future proposal is to allocate officers to specific ward areas, particularly PCSOs.

The task force teams are flexible and deployed depending on the need.

Q3 Do we have officers on the beat patrolling in the day? Do they go out on the beat at night?

Wyre Police Officers patrol the streets during the day. He alluded to the public perception of fewer police officers 'on the beat' and suggested this was due to reduced numbers of officers nationally. Martin explained that he is encouraging his officers to use bikes more often and is placing officers on cycling proficiency courses.

Police engagement with local businesses and the public is very important.

Q4 What percentage of your budget is taken up on youth ASB incidents in Wyre?

He did not answer this question, as the operational budget is not broken down into demand areas. This could be quantifiable if they ran an ASB operation.

Q5 How can residents report incidents of youth ASB and other youth-related crimes and what is the importance of reporting?

Methods of reporting ASB incidents:

- ❖ 101
- ❖ Online reporting
- ❖ Crime Stoppers - 0800 555 111
- ❖ Speak with an officer

Reporting incidents is very important as it assists officers to have an accurate picture of the situation and can respond accordingly. Reporting influences patrol plans and resourcing through tactical tasking.

Martin acknowledged the known issues with the 101 service including difficulties with getting through to report a crime. The Chief Constable was working on resolving the issues.

Q6 What are the current process and timescales for responding to ASB incidents, in particular youth ASB incidents?

All crime incidents are responded to in the same way and are ranked in the following grades:

- ❖ Grade 1 – within 10 minutes
- ❖ Grade 2 – within 60 minutes
- ❖ Grade 3 – within 72 hours
- ❖ Grade 4 – resolved without deployment
- ❖ Grade 5 – police deployment (e.g. a warrant)

Q7 What methods do you currently use to tackle youth ASB? Are these methods working and what alternatives could you use?

Martin repeated the importance of scanning and analysing reported incidents also known as, Problem-Orientated Policing (POP) to tackle ASB. In addition, he explained the cooperative work with Wyre Council to address the holistic response to ASB, which included:

- ❖ Youth Divert
- ❖ Early intervention schemes
- ❖ Youth Panel
- ❖ MASP
- ❖ Frontline engagement
- ❖ Youth referral scheme (graduated response)

Ideally, he would like to see response police numbers increase to meet demand.

Q8 What are your thoughts on Mosquito Devices as a way to deter loitering young people from youth ASB hot spots? Do you support this method?

Martin explained that he is unaware of the effectiveness of the device.

Q9 The task group has been discussing a potential recommendation for the council to look into the feasibility of reviving the Northern Beat Project for the high schools of Wyre. This would involve the drama departments of each school, if agreed, to put on a production that addresses crime and community safety topics such as ASB. Hypothetically, would this be something that the police could contribute to and support?

The neighbourhood team and potentially the police cadets could support such a project in partnership with the council. The police could assist to identify key issue topics for the schools.

He added his support for the introduction of a PCSO dedicated to the schools across Wyre.

Q10 Can you identify any areas of improvement for Wyre Council to tackle youth ASB more effectively with the resources available to it?

Martin Wyatt addressed the need for a CCTV upgrade in Wyre, which he noted was on going; however, he added the suggestion for the update to include re-deployable CCTV (moveable cameras). Additionally, for the CCTV to be linked directly to the police control room/network. Martin informed the group that the drone can be requested which is normally used during the tasking process.

In response to a question regarding resources particularly the numbers of PCSOs, Martin Wyatt stressed the value of PCSOs and in an ideal world, it would be beneficial to increase the numbers, however current funding provided limits on this. He repeated the suggestion of PCSO dedicated to schools and the potential funding from the schools to facilitate it.

Martin suggested that the council should collaborate with authorities who were similar for comparison and best practice learning. Members welcomed this idea.

A question was asked about reassuring the public that they can report ASB incidents anonymously. Martin explained that the public can ask to remain anonymous when they ring the 101 services to report, however, the most reliable option would be to use crime stoppers. He added that the police use many media channels to communicate how residents can report, but there could be scope to do more.

The Chair asked a final question to Inspector Wyatt regarding what Wyre Councillors could do to assist the police tackle youth ASB. Martin suggested councillors continue to lobby for an increase in resources and support services.

Summary of evidence provided by Fraser Smith and Samantha Preddy, Lancashire Fire and Rescue Service.

Fraser Smith and Samantha Preddy from Lancashire Fire and Rescue Service attended the fourth meeting of the group to provide an update on the recording mechanism for fire incidents; in particular, ASB related fire incidents.

The task group were informed that even with the new data recording mechanism, it is difficult for the fire service to deal with youth ASB, as they usually did not know who was responsible. The group were presented with some information that included several graphs and a breakdown of fire incident data for the month of May 2022.

Fraser highlighted that during May 2022 Wyre experienced eight ASB-related fire incidents. Four in Fleetwood, two in Preesall and two in Bispham. These tended to consist of fires in outdoor structures, bonfires in gardens, grassland and crop fires. At the end of each month period, they review the data to discover trends; however, due to the low rate in Wyre, it was difficult to find correlations. Where a trend was found, resources were directed to key areas of interest.

Fraser then explained to members what the fire service could do to assist in tackling youth ASB. This included the following points:

- ❖ If the offender is known, they refer them to the community fire safety team or sometimes refer offenders to the Prince's Trust.
- ❖ They would report incidents to the 101 services.
- ❖ They attended ASB Panel meetings and worked closely with partners such as the police, council etc.
- ❖ They were building on the relationships with the police and PCSOs.
- ❖ They would review incident data and create heat maps for particular areas to direct resources.
- ❖ They could use the Special Operations Firefighters.

In response to several questions from some members, Fraser and Sammy added the following:

- ❖ Neither the firefighters nor the fire trucks had cameras fitted.
- ❖ An arson threat is taken very seriously and procedures were followed for such a threat.
- ❖ Bispham, Blackpool and South Shore are whole-time stations, Fleetwood and St Annes are whole-time and on-call stations and Preesall and Garstang are on-call stations only. There are some difficulties in the recruitment to on-call stations. Most whole-time stations are out in the community undergoing proactive work.
- ❖ There are four Area Listing Platforms within the service, with one at Blackpool.
- ❖ Service policy had been updated so that they do not attend automatic fire alarms during waking hours.
- ❖ Usually fake calls came through known offenders due to factors such as mental health; the service work with their partners to help the individual involved.

Summary of evidence from Brian Wood, Team Leader Targeted Youth Support, Matthew Pilling, Senior Manager Early Help (LCC) and Nicola Patrick, Lead Youth Worker at Preesall Youthy.

Brian Wood, Team Leader Targeted Youth Support and Matthew Pilling, Senior Manager Early Help (LCC) attended the sixth meeting to give a detailed outline of the Targeted Youth Support Offer and to answer questions from members.

The presentation included the following key points:

The targeted youth support team sits within the child and family wellbeing service. There is a team in each area.

- ❖ East – Burnley, Pendle, Rossendale and Hyndburn and Ribble valley
- ❖ South – West Lancs, Preston and Chorley South Ribble,
- ❖ North – Fylde and Wyre, Lancaster and Morecambe
- ❖ Participation – Countywide

The Targeted Youth Support Offer delivers wide ranging opportunities for young people aged 12- 19 years or up to 25 years for young adults with Special Educational Needs or Disabilities to engage with and experience the benefits of Youth Work. Youth work helps young people learn about themselves, others and society. A developmental process starts when young people are ready to get involved, learn and make use of it. Youth work is based on the belief that young people should choose voluntarily to take part. It accepts how young people view the world and treats young people with respect. The relationship between a youth worker and a young person is central to this process.

The four cornerstones of youth work are Education, Empowerment, Equality and Participation.

The staff include:

- ❖ Team leaders – professionally qualified and have a degree in youth work with JNC. One for each area.
- ❖ Professional range youth workers – qualified youth workers who hold or are working toward a degree in youth with JNC
- ❖ Youth support workers – qualified youth workers who hold or are working toward a level 3 in youth work
- ❖ Assistant youth support workers – qualified youth workers who hold or are working towards a level 2 in youth work

In each district, there will be up to three professional range youth workers, up to two youth support workers and up to eight assistant youth support workers. The staff have different roles and responsibilities, which all contribute to delivering the full curriculum offer of youth work within Lancashire.

The professional range of youth workers and youth support workers are full time or four days and the assistant youth support workers normally work six or nine hours per week covering the core offer that runs in the evenings. The participation team consists of two professional range youth workers and a youth support worker that covers participation across the county.

Participation is a cornerstone of youth work; it is a way of working with young people that underpins the delivery model for Targeted Youth Support and our various approaches. Participation means working with young people to facilitate their own learning, feel confident in having a voice and influence decisions that affect them and their peers.

The Participation Team runs the wider Voice and Influence agenda for the Local Authority, they have their own curriculum and oversee these groups.

- ❖ LINX (Listen, Inform, Negotiate and Xpress) is Lancashire's Children In Care Council
- ❖ POWAR (Participate, Opportunity, Win, Achieve, Respect) is Lancashire's Special Educational Needs and Disability Forum for children and young people.
- ❖ Care Leavers Forum is Lancashire's forum for young people who have left care, 18 to 25
- ❖ Lancashire Youth Council, supporting Lancashire MYPs with the Regional and National agenda

The team support other projects such as Young Inspectors Programme, Social Work Interviews, Scrutiny Committee meetings etc

The targeted youth support offer includes

- ❖ Core offer of evening sessions including SEND group, issue based drop ins, youth council, youth centre, detached.
- ❖ Twilight offer – afternoon sessions covering a range of different programmes such as time to talk, emotional wellbeing, ASB, fearless, escape the trap and many more dependent on the need of the young people and community.
- ❖ School offer - professional range of youth workers can run up to one programme per term in schools in the area. These programmes depend on the identified needs of young people (evidence based).

One to one support - professional range youth workers can be allocated to complete one to one support for young people open to CFW with an allocated FIS worker and on a CAF.

Working in partnership with other organisations is very important. Working in partnership with other organisations supports the work TYS offer to young people and their communities, it informs our practice and also reduces duplication of work and gives more opportunities to young people.

Our professional range of youth workers and youth support workers attend various partnership meetings/forums and community meetings and work with other agencies such as – police, health, LGBTQ+, HAF, voluntary community and faith sectors, local sports groups, CJYS and borough councils.

In addition to the presentation, Brian and Matthew were interviewed by members.

Q1 Regarding support for young people, what is your existing working relationship like with Wyre Council?

There is a good working relationship with Wyre Council. Brian explained the difficulties in 2017 due to redundancies in the service but explained that since the introduction of targeted youth support in 2021 the relationship with the council

improved further. He highlighted the benefits of the Wyre Youth Mayor and the intentions to give the role a bigger purpose.

Brian highlighted the positive work of the boxing project organised by the Targeted Youth Support team alongside Wyre Council and other partners. This project is offered to young people identified by the youth ASB panel. As well as offering boxing, the project involves educational services on topics such as criminal exploitation. For an eight-week course, it costs around £600. Long term funding would be needed to keep the project running.

Q2 Is there a correlation between young people who use youth services (clubs, out of school activities etc.) and the levels of youth ASB in the community?

Matthew Pilling suggested that there could be a correlation, but it was dependent on the individual. As a lot of their work involves targeted youth support, many of the young people they work with day to day were more likely to be involved in issues such as ASB. He believed that without the provision of youth services there would be more youth ASB in the community.

Brian Wood touched on the current difficulties with engaging with young people in the area due to the reduction in youth workers over the years, there is work on going to improve the engagement and trust with young people.

Q3 Are your services affected by youth ASB such as vandalism etc.?

Before the introduction of targeted youth support, over the last few years, there was lost respect from some young people towards the service, which caused issues with abuse and vandalism.

Brian Wood also explained that the Covid-19 pandemic affected engagement as many internal services moved online; however, most of the detached youth work remained face to face during that time.

Q4 Do you think young people need better access to education on the harms and effects of ASB?

Brian Wood and Matthew Pilling stressed the importance of developing young people's thinking and education about the harms and effects of ASB.

Q5 Do you have an understanding of the Youth ASB Panel?

Brian Wood confirmed that he with one of his youth workers regularly attends and contributes to the panel meetings.

Q6 To your knowledge, have any young people who use your youth services been referred to the Youth ASB Panel?

Again, Brian confirmed that referrals take place.

Nicola Pattrick, the Lead Youth Worker at Preesall Youthy, also attended the sixth meeting and provided a verbal update to members on her work with the Preesall Youthy Youth Club.

Nicola explained to members her background; Lancashire County Council (LCC) employed her 15 years ago as a Youth Worker and she then took over the running of Preesall Youth Club under LCC Young People's Service. In 2017, she was made redundant from LCC. With the support of the Preesall Town Council granting funds to keep the centre open, she was able to take over the running of the centre alongside volunteers. She updated members that she had 13 volunteers who dedicate one to four nights a month to enable the centre to remain open.

She added, that due to the changing population of Over Wyre because of building development, they found that they had an influx of young people who had never lived in a small village community and they found it very difficult to adapt. She explained that the club did struggle with ASB when the centre is both open and closed such as spitting, rude gestures, foul language and vandalism. Nicola touched on her close working relationship with PCSO Kirsty and the access to CCTV in and outside the centre to help address the ASB.

Nicola explained that the club facilitated school years 5 to 7 for a session on Tuesdays and year 8 plus on Thursdays. She had found, however, because of the Covid-19 pandemic, they had very low numbers of older young people return to the session on Thursday and believed that this had caused an increase in ASB in Hambleton Park. She added that she was moving the school year 7s to the Thursday session so that the volunteers were able to cope better with the numbers.

Nicola raised concerns to members about the essential youth work training was no longer available to her as she was not employed by LCC.

She updated members that she had recently been working with LCC and they were able to give her two detached youth workers for an eight-week period to assist with the ASB issues at Preesall. This is to start in October 2022.

Summary of evidence from Siobhan Collingwood, Education Lead Lancashire Violence Reduction Network and Education Based Multi-Agency Meeting (MASP) Lead.

Siobhan Collingwood, Education Lead Lancashire Violence Reduction Network and Education Based Multi-Agency Meeting (MASP) Lead was invited to the sixth meeting; however, she was unable to attend. Instead, she provided the group with a written briefing about the MASP project.

The briefing included the following key points:

The Multi Agency Support Panel (MASP) has been set up in Fleetwood as part of a multi-agency contextual safeguarding response to the increasing incidents of Child Criminal Exploitation (CCE) happening within Fleetwood.

The MASP is made up of multi-agency partner representatives across the Fleetwood area, including:

- ❖ Fleetwood area Secondary and Primary schools
- ❖ Regenda and Great Places, housing agencies
- ❖ Children and Family Wellbeing Service
- ❖ Fire Service
- ❖ Youth Offending Team
- ❖ Lancashire County Council
- ❖ Lancashire Police
- ❖ Lancashire VRN
- ❖ Our Lancashire
- ❖ Youth Divert

All MASP referrals are dealt with confidentially and in line with GDPR regulations.

It is recognised that young people are targeted within their neighbourhoods, peer groups and schools and a response, therefore, needs to focus on these areas. We recognise that these issues cannot be addressed in isolation and that by sharing information between agencies and identifying common risk factors that contribute to a young person being exploited support can be put in place that prevents the risk from becoming reality.

Aims of the MASP:

- ❖ To keep our young people safe from criminal exploitation within their neighbourhoods, peer groups and schools in Fleetwood.
- ❖ To provide a multi-disciplinary approach to consider how best to intervene early when a young person is showing indicators of vulnerability.
- ❖ To identify and share information about those young people at risk across agencies to tackle CCE on a wider scale
- ❖ To provide young people at risk or involved with criminal exploitation and their parents/carers with positive support, information and opportunities
- ❖ To support professionals working with young people at risk or involved in criminal exploitation

How does it work?

The MASP is a panel of professionals from Police, Children's Services, Education, Health and third sector community organisations that meet as needed to discuss support and actions for young people who are presenting with early indicators or vulnerability for Child Criminal Exploitation in Fleetwood.

As with any early concerns around safeguarding or welfare of young people, it is the expectation that the referrer has already discussed concerns with the parents/carers of the young person being referred. Consent needs to be obtained for a referral to this panel.

MASP is not a referral to statutory involvement from services. For any concerns where a young person is at risk of their health or development being significantly impaired (section 17 Children Act) or their reasonable cause to suspect a child is suffering or is at risk of suffering significant harm (Section 47 Children Act) then the referrer must follow their organisation's safeguarding policy.

The Police should be contacted about the criminal activity via either 101 (999 in an emergency).

Children and Family Wellbeing Service conducted a survey of children and young people during February and March 2022. The survey covered safety in Fleetwood. The survey received responses from eight local schools in Fleetwood. The school years ranged from year 5 to year 10. The survey received approximately 500 responses.

Some of the key findings are as follows:

- ❖ On a scale from 1-10 the average across schools for the happiness of young people was 6.3
- ❖ When asked what keeps young people safe the top answer for primary age children emergency services (120) and the top answer for secondary age young people was family (28).
- ❖ When asked what is a risk to young people in Fleetwood the top answer for primary age children was a crime (70) and the top answer for secondary age young people was specific places (49)
- ❖ When asked if drug taking is common in Fleetwood 96 per cent of primary age children stated yes and 85 per cent of secondary age young people said yes. The places most likely to happen were Memorial Park, Bold Street, Lind Road, Milton, Broadwater, Chatsworth, back alleys, abandoned buildings, near schools, Park Ward, and The Mount.
- ❖ When asked if gangs were common in Fleetwood 97 per cent of primary age children stated yes and 85 per cent of secondary age young people said yes. The places most likely to happen were Memorial Park, golf course, down town, Chatsworth, back alleys, abandoned buildings, near shops, Park Ward, Skate Park.
- ❖ The overwhelming majority see both threats as high prevalence and high levels of risk. The older the young person the less they see the level of risk posed.
- ❖ When asked what advice they would give to their younger siblings about staying safe in Fleetwood, the top responses were to avoid strangers.

- ❖ The top three wishes to make Fleetwood better were: more parks and things to do, less violence/gangs/criminals and no drugs/alcohol
- ❖ Fleetwood said to be positive, relationships matter, our community bonds are strong, give us the resources to be our own answers, work together to optimise responses, get to problems early, we need things to do and infrastructure matters.

Siobhan also answered the following questions posed by the group.

Q1 Is Wyre Council involved in the MASP project?

Wyre Council is very involved, Shelley Birch does a great job of administering the meetings and communicating the organisation of the group. Corinne Mason and Shelley were very closely involved with the planning and implementation, Corinne is a very active member of the meeting and always takes actions away that are promptly enacted.

Q2 Within their existing responsibilities, how else could Wyre Council support the MASP project?

It would be helpful to work together on how to communicate the level of risk within the area to the Fleetwood community and what our young people said during the consultation and conference.

Q3 Would you say there is a link between young people identified and referred to MASP and their potential involvement in ASB in the community?

There is a link. Vulnerability to participation in ASB is created by the same factors that increase the risk of CE

Q4 Could MASP have the potential to be rolled out in other high schools in Wyre?

The LVRN has supported the establishment of three MASPs across Lancashire, Fleetwood included, and we are very keen to roll the MASP model out across all Lancashire areas. Protocols and referral documentation are all written and need only be tweaked by areas wishing to adopt the model.

Purpose of report

From 3 July until 30 August 2022, the Tackling Youth Anti-Social Behaviour (ASB) in Wyre Task Group, commissioned by the Overview and Scrutiny Committee, surveyed Wyre Borough Councillors and the boroughs Parish and Town Councillors. The survey covered incidents of youth ASB in their areas, the communication with the council regarding youth ASB and the partnership work with key stakeholders to tackle youth ASB.

Background

Tackling ASB in the community and protecting vulnerable persons from harm from others is a key priority for Wyre Council and the wider Community Safety Partnership. In addition, cutting youth crime and making the streets safer is a key priority of the current UK Government.

The Overview and Scrutiny Committee, for many years, have identified ASB as a topic for future review. The Community Safety Annual Report for 2020 explained that since the beginning of the Covid-19 pandemic in March 2020, reports of ASB have significantly increased in Wyre; however, towards the end of 2021 ASB incidents in Wyre seem to be returning to pre-pandemic levels.

The group believed that consulting with ward councillors and parish/town councillors would provide them with a greater perspective of this topic on a local level and assist them to make meaningful recommendations to Wyre's Cabinet to improve and support the council to tackle the problem.

Summary of results

Overall, there were 35 respondents in the survey. Four of those were partial and 31 complete responses. The survey asked parish/town councils and ward councillors their experience with youth ASB. The responses were received from a variety of areas from the more urban areas of Fleetwood, Cleveleys, and Poulton to the more rural areas of Pilling, Preesall, and Garstang.

The survey asked how much of a problem if at all, youth ASB was in their area. The majority of respondents (67.6 per cent) said that youth ASB was an occasional problem; eight respondents (23.5 per cent) said it was a big problem and three respondents (8.8 per cent) said it was not a problem at all.

According to this survey, 77.4 per cent of respondents stated the main two problems in their areas were vandalism/graffiti and groups causing a nuisance. Other problems that were noted were drunk/rowdy behaviour (48.4 per cent) and verbal abuse (38.7 per cent). Some respondents also submitted written responses to this question. Some of the responses mention problems such as drug taking/dealing, speeding cars, intimidation of residents and kicking footballs against residents' front garden walls.

The results indicate that 60.6 per cent of respondents receive one to three complaints from residents about youth ASB each month. It is worth noting that six respondents (18.2 per cent) receive zero complaints each month.

When comparing question four to question five it can be observed that even though 60.6 per cent suggested ward/town/parish councillors receive one to three complaints each month, only 9.1 per cent stated they often contact Wyre Council or the Police to raise concerns over youth ASB.

84.8 per cent of respondents answered yes to knowing how to report incidents of ASB.

This survey suggests that town/parish councils and Wyre Council ward councillors communicate with the council to discuss youth ASB mostly via email (72.7 per cent), followed by phone (48.5 per cent), Wyre Council website (21.2 per cent) and social media (3 per cent). Other responses were that they would contact the Police or a Wyre Councillor.

The survey shows that 50 per cent of respondents find communication with Wyre Council regarding youth ASB to be easy.

The survey asked how councillors would rate the responses from Wyre Council for youth ASB incidents raised to them. The top three answers found that 34.4 per cent of respondents find it satisfactory, 28.1 per cent of respondents do not know and 12.5 per cent of respondents found it average.

The survey questioned whether Wyre Council has good engagement/communications with parish/town council or ward councillors. The top responses show that 37.5 per cent of respondents said no, followed by 34.4 per cent of respondents said don't know and 28 per cent of respondents said yes.

The survey asked what more Wyre Council could do to engage with parish/town councils and ward councillors concerning youth ASB. Some of the responses have been summarised below:

- ❖ Active contact with town and parish councils regularly
- ❖ Provide parish/town councils with a dedicated point of contact
- ❖ Someone from the Wyre Community Safety Partnership to attend a council meeting
- ❖ Communicate summary data, outcomes, action plans and police liaison information
- ❖ Monthly reports on all reported incidents and CCTV incidents
- ❖ Send an officer to meetings
- ❖ Ward meetings to discuss issues
- ❖ Give quarterly reports on the incidents and any repair costs the council has incurred
- ❖ Publish a 'Report It' message on all local social media and printed media
- ❖ Easier reporting
- ❖ Make sure all information is well advertised on the website and respond efficiently
- ❖ Suggest ways to engage with youths and their needs and concerns
- ❖ Senior officers and councillors undertake ward walks

The survey questioned whether respondents have an understanding of the work of the Wyre Community Safety Partnership. 51.6 per cent answered yes and 48.4 per cent answered no.

The survey also asked if respondents could name members of the partnership. 11 respondents listed some members. Wyre Council and the Police were some of the top answers.

The survey questioned the Police presence in their parish/town or ward area. 51.6 per cent of respondents stated there was a small presence, 35.5 per cent stated there was no presence and 12.9 per cent stated there was a general presence.

The survey concluded by asking respondents for other related comments regarding the questions asked in the survey. Some responses have been summarised below:

- ❖ Close contact with local PCSO
- ❖ More could be done with additional funding
- ❖ Parents should be responsible for the actions of their children
- ❖ Police strategic positioning does not work. It takes too long for action to be taken Over Wyre
- ❖ We struggle to get members of the public to report ASB either to the Police or to Wyre Council so may not be aware of all the incidents. It would be good for the Community Safety Partnership to get more information out there and to make it as easy as possible to report ASB
- ❖ There is no better way than police seen on the beat and not in their cars

Approach

The agreed approach for this consultation was to use an online survey. The Democratic Services Officer provided Wyre Borough Councillors and Parish/Town Clerks with the link to the survey. This approach was found to be the most effective and efficient way for the survey to be completed quickly and with ease. Paper copies were provided if requested.

The consultation included both qualitative and quantitative data. The qualitative data provide councillors with an understanding of how individuals subjectively perceive the service; whereas the quantitative data help, councillors identify patterns within the responses.

The survey was estimated to take around five minutes and responses were agreed to be kept anonymous.

Consultation respondents

In total, there were 35 responses to the consultation. Due to the relatively low response rate, it is important to understand that the responses of this survey provide only a snapshot of the experience that a small sample of local politicians has with their residents and youth ASB. A report with the full results of this survey is attached at Appendix D.

Supporting documents

Elected Members were presented with a number of additional documents that supported them with their work.

The documents are hyperlinked below, if you require any assistance with accessing these documents please email democratic.service@wyre.gov.uk

- ❖ Document 1 – [Anti-Social Behaviour \(Overview and Scrutiny\) briefing paper on youth related anti-social behaviour](#)
- ❖ Document 2 – [Responses from Wyre's high schools](#)
- ❖ Document 3 - [Full minutes pack of the Tackling Youth Anti-Social Behaviour Task Group](#)

Conclusions and recommendations

The task group are clear that not all young people in Wyre commit ASB offences, and it would be unfair to assume that they do. It is only a small minority and usually, the young people do not intend to engage in ASB, therefore the group realise that education and early intervention are key to successfully tackling youth ASB.

The group's research highlights the vast number of organisations that all work towards tackling youth ASB therefore they identify that there is no one solution to tackle youth ASB meaning the close working relationship with external partners is important to maintain.

The group believe that an improvement to the levels of ASB in the community and how incidents are dealt with will result in better health and wellbeing and life opportunities for residents, whilst also protecting Wyre's USP, the Great Outdoors, from harm. In addition, a reduction in youth ASB has the potential of supporting the council in its ambition to raise the aspirations of young people.

The group notes the significant cost to council assets as a result of youth ASB, therefore a strong stance by the council to reduce these types of activities would hopefully reduce these costs in the future.

The council and its relevant stakeholders should be congratulated on its problem-solving, holistic approach to tackling youth ASB through its agencies such as the Youth ASB Panel and the Community Safety Partnership. The group fully support the work they do. However, it was noted that 50 per cent of the Health Partnerships and Early Action Officer's role is spent on youth ASB and the Manager of Environmental Protection and Community Safety is spending much more time on youth ASB, owing to the pandemic, than what is desirable as they have many other additional responsibilities. They also explained to the group that their roles were wide ranging and varied. Therefore, Cabinet must consider resourcing, staffing levels and workloads to address youth ASB.

In addition, the task group is impressed by the recent successful £10,000 bid to the Police and Crime Commissioners Office allocated for bespoke diversional activities and suggests that this money, alongside further bids, could be looked to fund proposals suggested by the group.

The task group concludes that the following recommendations be made to the Cabinet:

Recommendation one:

That the council continues to develop closer working relationships with organisations such as schools across Wyre to communicate the council's role with youth ASB. The council working partnership with the Community Safety Partnership and other relevant agencies should approach schools, particularly high schools, to engage with them about what assistance they may need and what the council can offer regarding tackling youth ASB in the community.

The group found that education and early intervention are the key drivers for a reduction in youth ASB.

The group recognise the ongoing work by the council to engage with schools in Wyre. However, the group found it difficult to engage with the high schools and members acknowledge that the council will also feel these difficulties, as they are not the responsible authority for schools. During the group's consultation with the eight high schools in Wyre, Fleetwood High responded that a simple guide on what services are available and who to contact if the school was concerned about a student would be beneficial. The health and wellbeing of young people in Wyre is a council priority and the group identify that the council may benefit from better engagement with schools will help get across key messages and highlight to schools what Wyre Council can offer, in particular youth ASB support in the community.

Recommendation two:

That the council make enquires with external organisations to consider running and financing a revival of a project where the high schools across Wyre, including pupil referral units, create drama productions on key community safety topics such as youth ASB. The task group propose that the council could assist with the productions such as the offering of Marine Hall as a venue to host the productions. There should also be consideration by the organisation running the project to work alongside the council, the Police and Lancashire County Council to identify topics for the productions.

Developing young people's thinking and education about the harms and effects of ASB is integral to their development.

It was noted early on in the review that the group saw the benefits of the Northern Beat Project. This was a Lancashire County Council funded project, where topics such as criminal exploitation, drugs and ASB were identified and the drama departments in the high schools across Lancashire were asked to produce short drama productions about these topics. For the schools that took part, their final productions were shown at a selected venue and were judged and a winner was announced. The group believe the purpose of this project was to communicate to pupils problems in society in an engaging way that young people can relate to. The high schools across Wyre, including pupil referral units, should have the opportunity to participate. The group suggest "Wyre Beat" as a potential name.

The group believe that a recommendation on the reintroduction of a scheme such as the 'Northern Beat Project' would assist with the council's ambition to raise the aspirations of young people as stated in the business plan.

The group acknowledge that the council can only work within their existing resources and owing to staffing and financial restraints, the council may struggle to commit to running this project. Therefore, the group believe that the council should make enquires with external organisations to run a project for the high schools in Wyre. The group believe that grant-funding opportunities via the Police and Crime Commissioners Office or Central Government grants should also be considered to assist the revival of the project.

The group's interview with Police Inspector Wyatt suggested that Wyre Police would be supportive of such a project. For example, assisting with the identification of topics for the productions and offering the Police Cadets to help during the final production. The group believe that the project should be a joint venture with multiple agencies including Lancashire County Council's Children and Family Wellbeing Service and Lancashire Constabulary.

Recommendation three:

That the council consider the formation of a Wyre Council Youth Forum to give a voice to young people to provide feedback, thoughts and ideas on issues that matter the most to them and support and influence tackling key areas such as youth ASB. The Wyre's Youth Mayor should have a key role in the Youth Forum. The task group suggest that council investigates into other avenues in which a Youth Forum could be supported.

The group commend the creation of the Youth Mayor roles by Wyre Council and Lancashire County Council to assist Wyre Council in identifying the needs of young people and what is important to them. They agree with the values around providing opportunities for young people to get involved in local decision making and to feed into and tailor services to meet the needs of young people in Wyre. However, they find that more should be done to allow young people a voice in the democratic process at the council and the Youth Mayor should be integral to that.

The group suggest the introduction of a Youth Forum would be a great opportunity to build on young people's opportunities to be at the heart of decision making at Wyre, especially regarding decisions that affect them. Again, the group find that a recommendation on increasing the role of the Youth Mayor and the development of a Youth Forum would assist with the council's ambition to raise the aspirations of young people. Not only would this provide a great voice for young people, but it will also foster a greater knowledge of local democracy and promote the idea of democratic participation at a local level.

The group understand that there are other matters to consider specifically resources and staffing. During their evidence gathering stage, the group found that currently the Health Partnerships and Early Action Officer would not have the capacity to take on this task. Dealing with youth ASB is around 50 per cent of their role, therefore, consideration would be needed about reasonable administration support for meetings, including looking into the possibility of holding meetings virtually. Another thing to consider would be establishing the forum's main responsibilities, procedure rules, governance arrangements, the remit of the forum, membership, quorum, Chairpersonship, meetings etc.

Recommendation four:

That the council to continue to work with external partners to support diversionary activities such as the boxing project in Fleetwood and to consider expanding such projects for a more universal appeal.

The group recognise that an ambition of the council is to empower healthier communities by supporting and maximising opportunities for improving health and wellbeing across the community.

Several of the group's expert witnesses praised the boxing project in Fleetwood as it provides young people with an opportunity to change their behaviour. They explained that support and funding would be required to continue the project in the long term. The task group believe the continuation of the Targeted Youth Support and Wyre Council joint boxing project for young people identified through the Youth ASB Panel is very important when tackling youth ASB. This diversional activity includes a boxing training session alongside educational activities on topics such as criminal exploitation. The group received a case study from the Head of Environmental Health and Community Safety about a young person from Fleetwood who was enrolled in the boxing project and as a result, they found a reduction in incidents of ASB and a change in their behaviour.

The group identify that boxing is a specific sport that not all young people who require diversionary activities would wish to take part in. Therefore, the group think there should be some consideration for other sports and activities when providing future projects.

The group understand the robust process of referral to the Youth ASB Panel. Once a child is identified, the panel create a bespoke package of diversional activities in accordance with their individual needs. They believe that reacting to the individual needs of young people is a positive step forward and this approach should continue to be supported.

Recommendation five:

That the council's promotion of how residents can report incidents of ASB be continued.

Recommendation six:

That the council replicate the work of Garstang Town Council in providing councillors with a guide on reporting ASB to relevant authorities and how to share this information with local residents. The group also suggested a future pre-council briefing slot be scheduled on this topic.

The group identify the importance of individuals recording and reporting incidents and this is the best way for the relevant partners to investigate and tackle ASB. The council must continue to spread this message. Reporting, particularly in those areas where ASB has been identified as more frequent, assists with building trust with residents and for them to feel as if something will be done about it.

Members feel that the form to report ASB on the Wyre website should be as accessible as possible and easy to navigate for residents to find. The group's survey results solidify this argument as it found that even though 60.6 per cent of respondents suggested ward/town/parish councillors receive one to three complaints

from residents about youth ASB each month, only 9.1 per cent of those respondents stated they often contact Wyre Council or the Police to raise concerns over youth ASB.

At the group's final meeting, the task group were informed that a Parish Councillor for Garstang Town Council had drafted a detailed document of guidance for both the Garstang Town Council and members of the public on how is best to deal with and report ASB as well as support those affected by or victims of ASB. Members agree that guidance, such as the one produced for Garstang Town Council, should be adopted for Wyre Councillors. The group believe this would be a productive way to provide the most accurate information to residents who are victims of ASB. The group suggest a pre-council briefing slot by officers on the reporting of ASB for councillors should be considered.

Recommendation seven:

That, after considering the evidence provided, it be recommended that CCTV is vital to the infrastructure and safety of the borough. The Task Group agrees that public CCTV is a vital community asset, which provides reassurance, deterrence and response. Further to this, it is recommended that work continue to look into upgrading the existing CCTV. Additionally, it is recommended that the feasibility of additional options to enhance the CCTV across Wyre such as re-deployable cameras and/or providing Ring Doorbell cameras for identified victims of youth ASB be explored.

The task group support the necessary upgrades to the CCTV across the borough from analogue to digital. This upgrade will be an effective way to combat ASB and other crimes.

The group were introduced to a pilot scheme that was rolled out by Blackpool Council to provide victims of Domestic Abuse with a free Ring Doorbell, with installation. The committee saw this as a positive scheme and thought it could be adopted by the council and extended to victims who have continuous youth ASB against them. The group acknowledge for a scheme like this, legal and GDPR factors, alongside the fitting arrangements of the Ring Doorbells must be explored before implementation.

Recommendation eight:

That the implementation of the recommendations agreed by Cabinet be reviewed by the Overview and Scrutiny Committee after 12 months.

Councillors' attendances

There were seven meetings of the Tackling Youth Anti-Social Behaviour Task Group.

Name of councillor	Meetings attended (maximum)
Councillor Andrea Kay (Chair)	7
Councillor Peter Le Marinel (Deputy Chair)	7
Councillor Lady Dulcie Atkins	5
Councillor Howard Ballard	3
Councillor Peter Cartridge	6
Councillor Kenneth Minto	3
Councillor Phil Orme	6
Councillor Cheryl Raynor	4
Councillor Mary Stirzaker	1
Councillor Collette Fairbanks	2
Councillor Holly Swales	5

List of appendices

Appendix A - Tackling Youth Anti-Social Behaviour (ASB) in the community Task Group – Draft Scoping Document

Appendix B – Summary of grant applications to the PCC

Appendix C – Ring Doorbell Pilot – evaluation

Appendix D – Full survey results

Appendix E – Anti-Social Behaviour Guidance – Garstang Parish Council example

References

- ❖ Nixon, J., Hunter, C., Reeves, K., & Jones, A. (2003). Tackling anti-social behaviour in mixed tenure areas. London: OPDM
- ❖ Crime and Disorder Act 1998, c.37. Available at: <https://www.legislation.gov.uk/ukpga/1998/37/contents> (Accessed: 25 July 2022).

APPENDIX A



Tackling Youth Anti-Social Behaviour (ASB) in the community Task Group – Draft Scoping Document

Review Topic	Tackling youth Anti-Social Behaviour (ASB) in the community. A definition of ASB can be found on the Government website here .
Chair	Councillor Andrea Kay
Group Membership	Councillor Peter Le Marinel (Vice Chair) Councillor Lady Dulcie Atkins Councillor Howard Ballard Councillor Roger Berry Councillor Peter Cartridge Councillor Paul Ellison Councillor Colette Fairbanks Councillor Kenneth Minto Councillor Phil Orme Councillor Cheryl Raynor Councillor Mary Stirzaker Councillor Holly Swales
Officer Support	Marianne Unwin, Democratic Services Officer.
Purpose of the Review	To protect residents and to strive for lower levels of youth anti-social behaviour in the community.
Essential Criteria (at least one must be marked)	<input checked="" type="checkbox"/> A council priority (as set out in the Business Plan) <input checked="" type="checkbox"/> A matter of significant, demonstrable public concern, as raised through ward councillors, local media etc.
Role of Overview and Scrutiny in this Review (mark all that apply)	<input type="checkbox"/> Holding Executive to account – Key Decision

	<input checked="" type="checkbox"/> Holding Executive to account – performance based <input checked="" type="checkbox"/> Community champion <input checked="" type="checkbox"/> External partnership <input type="checkbox"/> Contribution to policy development <input checked="" type="checkbox"/> Policy review <input type="checkbox"/> Statutory duties / compliance with codes of practice
Aims of Review / Terms of Reference	<ol style="list-style-type: none"> 1. To understand the causes and scale of youth anti-social behaviour in Wyre and the impact of the Covid-19 pandemic on the increase of incidents. 2. To explore the impact of youth anti-social behaviour on: <ul style="list-style-type: none"> - The community - Council owned assets - The Police - Businesses - Community groups 3. To review the council’s current ASB policies and procedures. 4. To assess the effectiveness of the mechanisms for how the authority responds to and deals with anti-social behaviour, including the community trigger. 5. To examine the effectiveness of multi-agency partnership working such as the Community Safety Partnership, in so far as it affects youth ASB. 6. To make succinct recommendations to Cabinet on what more the council can do to help reduce youth anti-social behaviour in Wyre.
What specific value can Scrutiny add to this work area?	<p>Since the beginning of the Covid-19 pandemic in March 2020, reports of anti-social behaviour have significantly increased in Wyre. A review of how the council tackles anti-social behaviour will highlight potential areas of improvement to reduce ASB incidents.</p> <p>The review will identify areas of strategic focus to assist the council achieve its corporate objective (as set out in the Business Plan). An improvement to the levels of ASB in the community and how incidents are dealt with will result in better health and wellbeing and life opportunities for residents, whilst also protecting Wyre’s USP, the Great Outdoors, from harm. In addition, a reduction in youth ASB has the potential of supporting the council in their ambition to raise the aspirations of young people.</p>

	Overall, the review will assist the council in making Wyre a safer community for all residents and visitors.
Methodology	<ul style="list-style-type: none"> - Review previous reports and documentation (see below) - Review of the Business Plan proposal (see below) - Interview witnesses at task group meetings - Site visits - Consultations with businesses and residents - Review and compare the policies of other councils and their impact
Limits of Review	<ul style="list-style-type: none"> - This review is not specific to any particular geographical location; therefore, it is a borough-wide issue. - Crimes that do not fall under the definition of ASB should not be included in this review. - This review is limited to youth related ASB.
Potential Expert Witnesses	<ul style="list-style-type: none"> - Neighbourhood Services and Community Safety Portfolio Holder, Councillor Roger Berry - Corporate Director Environment, Mark Billington - Head of Environmental Health and Community Safety, Neil Greenwood - Manager of Environmental Protection and Community Safety, Corinne Mason - Health Partnerships & Early Action Officer, Shelley Birch - Pan Lancashire Violence Reduction Network and education based multi-agency meeting (MASP), Siobhan Collingwood - Partnerships Officer (CCTV) - Community Safety Partnership - Chief Constable, or local Inspector - Neighbourhood Watch - Youth ASB Group key partners - The Zone in Wyre (Milton Youth and Community Centre Fleetwood) - YMCA - Local businesses - Parish and Town Councils - Members of the public
Documents to be considered	<ul style="list-style-type: none"> - Annual Community Safety report 2020 and 2021 - The Business Plan 2019 – 2023 - Anti-social Behaviour, Crime and Policing Act 2014: Anti-social behaviour powers Statutory guidance for frontline professionals – Home Office - Office for National Statistics – data tables - Additional related documents.
Risks	<ul style="list-style-type: none"> - Potential that the remit of the review may become too broad (size of the project).

Level of Publicity	Potentially high
Indicators of a Successful Review	<ul style="list-style-type: none"> - The investigation should provide the council with a greater perspective of youth anti-social behaviour across the borough and provide solutions to tackle the problem. - A clear recommendation to Cabinet that will assist with reducing the incidents of youth anti-social behaviour in Wyre.
Approximate Timeframe	6 months
Projected Start Date	March 2022

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Community Safety Grant applications to Police and Crime Commissioners office

Date	Grant application / Match funding	Grant	Impact on youth ASB
2015	£1000 / £0	<p>To provide funding for two local venues one in Cleveley's and one in Preesall</p> <p>Recovery Coordinator, currently working for CRI Inspire Drug and Alcohol service North Lancashire supported the project and facilitated and coordinated substance misuse clients through their recovery pathway to remain abstinent engaging in their recovery capitol.</p> <p>A structured workshop was delivered: <u>Foundations of Recovery</u> which was a three stage coaching and support platform designed to empower and enable people to make changes to their lives that are affected by substance misuse.</p>	Impact on youth ASB for this project was negligible but they were not the target audience, attendance at the additional venues was mixed and once the funding was used, the service was dis-continued.
1/1/ 2015	£19000 / £15000	<p>Fylde Borough Council and Wyre Council Community Safety Partnerships agreed to merge the CCTV monitoring services to benefit both parties in the maintenance of their services in a cost effective way.</p> <p>Wyre CCTV have provided the Police and other Authorities support in the prevention and detection of crime through the provision of Town Centre CCTV which is recognised within the West Division as a valuable tool in crime detection.</p> <p>The centralisation of monitoring for Fylde and Wyre enabled Police to have a central point to request evidence and data in a controlled way which has proved effective with CID and</p>	<p>Primarily about improving CCTV coverage in Fylde and Wyre, and ensuring that a connection to local neighbourhood policing remains. The aim is to help people feel safe within their town centres.</p> <p>The current CCTV system also covers some hot spot areas for youth ASB and helps identify perpetrators and supply evidence for multi-agency anti-social behaviour groups ongoing intervention work.</p>

		<p>Neighbourhood Policing in investigating Incidents. The Control Room has a dedicated viewing Station which Police Officers view footage and request downloads. This has proved an efficient and effective process in assisting detection of crimes. This includes proving suspects are innocent as well as guilty.</p> <p>The CCTV have assisted the Police in their deployment of services and in providing information of perpetrators whereabouts on a regular basis as well as providing support on a lower level such as overview of pubs, clubs and venues in town centres where members of the public cannot always look after themselves. Low level public order is always an issue at Taxi ranks and takeaways within these times and can be a reassurance to local businesses that the CCTV offers supporting evidence of disorder and escalation of disorder.</p> <p>The two Authorities have developed a wider network of CCTV coverage.</p>	<p>Once identified as participating all agencies can agree the appropriate level of support and enforcement for the individual concerned.</p>
Jan 2018	£10,000 / £0	<p>Wyre CSP undertook 2 projects using the Community Safety Partnership.</p> <p>Mobile CCTV Wyre Council has youth ASB issues, which move from area to area. By purchasing wild camera we were able to increase the capacity to move CCTV to each area as part of a mobile solution. The cameras have been used in a number of settings or scenarios e.g. fly tipping or ASB associated with a particular venue/area.</p> <p>All monitoring is undertaken overtly with the use of signage.</p>	<p>The use of mobile cameras enhance the ability of Environmental Protection & Community Safety team at Wyre Council to gather evidence around hot spot areas. The cameras increase the ability to identify individuals involved and consider appropriate interventions. We use the cameras overtly but this sometimes leads to the cameras being stolen which then need to be replaced.</p> <p>Great strides were made initially in setting up shop-watch in Fleetwood, the lack of permanent funding for the scheme has</p>

		<p>Development of Shop Watch</p> <p>Wyre and Fylde have a number of shopping centres including Fleetwood, Thornton/Cleveleys, Poulton, Garstang, Kirkham, St Annes & Lytham which are currently covered by the CCTV control room.</p> <p>The aim was to use funding to develop shop watch in each of the areas identified and connect the shop watch communities to the CCTV control room by radio. The CCTV control room would then be able to pass on real time information to the police about incidents such as shop lifting etc, occurring within the shops.</p>	<p>hampered the ability to both maintain the project and develop it further. It remains a desire to improve but needs a number of willing partners to achieve.</p> <p>The value of both projects is an increased ability to identify those involved in youth anti-social behaviour.</p> <p>Once identified as participating all agencies can agree the appropriate level of support and enforcement for the individual concerned.</p>
April 2018	£3550/£0	<p>Reducing vulnerabilities by increasing resilience of school children.</p> <p>Wyre Council engaged with Fleetwood High school to increase the resilience of the children currently in alternative education using Mental Toughness as a means of trying to change their thinking behaviour and aspirations. In order to achieve this Wyre Council approached a company called AQR who facilitated a bespoke program for the children identified.</p> <p>At the same time the teachers involved would also receive training on using the skills going forward.</p>	<p>This was a project to try and give children at risk of being involved in youth ASB the skills to refuse, hopefully preventing anti-social behaviour occurring in the future.</p> <p>Unfortunately no feedback was received from the school, therefore it is assumed the outcomes of the project were not considered positive.</p>
1/1/ 2019	£2400/£0	<p>Purchased 100 Selecta DNA bundles from Selectamark Security Systems plc, which will enable farms to forensically mark their property, such as quad bikes and agricultural vehicles, with SelectaDNA which will help act as a strong deterrent to thieves and help fight rural crime.</p> <p>100 x SelectaDNA Rural Kit Bundle (protects 100 farms).</p>	<p>Target audience was rural communities to enable them to mark important equipment with a unique marking and advertise within the area that this had been done to act as deterrent.</p>

		<p>Each Bundle includes:</p> <ul style="list-style-type: none"> • 50 x SelectaDNA Rural Forensic Marking Kits (each kit also contains 10 x TESA Security ID labels) • 50 x Metal Warning Plaques (10x10cm) • 100 x A5 warning stickers • 5 x SelectaDNA Customised Foamex Warning Signs 40x30cm • 5 x Forensic Marking ID Charts (for use in custody suites and property stores) • 1 x Best Practice Guide (for delivering a successful campaign) • 2 x Back-Pack (for Officers to carry kits during distribution) • Lifetime Registration (No ongoing annual licence fee for farms) • Delivery Charge. <p>The packs were made available to the rural community with victims of rural crime being offered a pack to try and prevent repeat targeting. The packs were promoted at rural community events such as Myerscough Open Day, Great Eccleston Show, Garstang Show, Scorton Game and Country Fair and Scorton Steam Fair.</p>	<p>Limited impact on youth ASB, although if a youth was involved they could potentially have been identified as part of the project.</p>
March 2019	£6,100/£0	<p>The project used AlterEgo's applied theatre production, to deliver Chelsea's Story to every secondary school in Wyre including the McKee Centre. Chelsea's Story was a powerful production highlighting the issue of Child Sexual Exploitation (CSE) which affects both boys and girls. It was aimed at raising awareness of CSE warning signs and the journey that resulted in CSE victims being exploited. Each performance was followed by a plenary and follow up work delivered by Fylde Coast Women's Aid, specialist team WIRED. This was part of a wider project which included every secondary school in Fylde.</p>	<p>The aim of the project was to give children knowledge of the grooming process so that they could recognise such behaviour if they encountered it, and to safeguard children who disclosed they may have been a victim.</p> <p>It is recognised that every adverse childhood experience increases the risk / likelihood of a child embarking on a destructive pathway. Participating in youth related anti-social behaviour is on that pathway.</p>

		<p>An event was also be held in Wyre and Fylde for professionals and parents. It was crucial that parents and professionals were also equipped with the knowledge to understand the different ways that unsafe adults can groom and exploit children.</p> <p>The play tells the story of a group of three students who discover the diary of a girl called Chelsea, who had fallen out with her friend and family then met a man called Gary. Gary was older, owned a car, had a flat and treated Chelsea like an adult. Unfortunately he was not what he seemed to be. The production shows how young people, boys and girls, are groomed by adults for the purposes of sexual exploitation using various methods, ensnaring young people and eventually taking complete control and dominating their lives.</p> <p>The WIRED project team met with designated safeguarding leads and members of the senior leadership team at each school. This allowed schools to take steps to prepare students for watching the performance by delivering an assembly and to identify vulnerable pupils who may need additional support.</p> <p>WIRED project team ensured that drop ins were held after every performance where PCSOs and other relevant agencies such as NEST were invited to take part in handling possible disclosures, and young people could share any concerns and where appropriate cases were escalated to relevant agencies.</p>	<p>This intervention does not have a direct impact on youth related anti-social behaviour but it was aimed at preventing adverse childhood experiences, and provided support and help to those that identified themselves as being a victim.</p> <p>By reducing adverse childhood experiences you also impact on youth related anti-social behaviour.</p>
Dec 2019	£3058 / £0	<u>ACT Awareness Session</u>	The training was provided to raise awareness in the community of what to do in the event of a terrorist attack and sign post to appropriate security information.

		<p>To fund 2 Act Awareness conferences for businesses – the costs were associated with venue booking, refreshments and marketing of the event.</p> <p>The training was delivered by a Counter Terrorism Security Advisor.</p>	No direct impact on Youth anti-social behaviour.
December 2019	£6942 /£0	<p><u>Wyre CCTV</u></p> <p>Grant was used to fund a CCTV upgrade following investigatory works undertaken by Wyre Council ICT team.</p> <p>The aim of the project will be to improve the sustainability of the current CCTV system by improving broadband connections into the Council, to start the process of upgrading analogue camera to digital cameras.</p> <p>Wyre CCTV currently operates analogue cameras and in order to move towards digital cameras broadband capacity needed to be increased and this was an initial piece of work that needed to be undertaken.</p>	<p>Value of CCTV is the increased ability to identify those involved in town centre related youth anti-social behaviour.</p> <p>Once identified as participating all agencies can agree the appropriate level of support and enforcement for the individual concerned.</p>
Dec 2021	£5000 /£0	<p>We have tried to maximise, the No excuse for abuse campaign developed by the constabulary, utilising a number of different approaches.</p> <p>Many options had a long life span, i.e.: the advertising will be in place for long periods and will be reused and recirculated to different sites for as long as the materials remain in good condition.</p>	<p>Raising awareness of domestic abuse and sending out a strong message that it is not acceptable is hoped will reduce the number of domestic violent incidents occurring and consequently the number of adverse childhood experiences that children experience.</p> <p>It is recognised that every adverse childhood experience increases the risk / likelihood of a</p>

		<p>The outdoor advertising provided by Global was limited to just two weeks, however can be re-run various times, in various locations throughout 2022.</p> <p>We are maximising the bus stops that Wyre have control over before commissioning any in the same area by Global, however Wyre only has access to 13 bus stops in total, not all of which are in Fleetwood.</p>	<p>child embarking on a destructive pathway. Participating in youth related anti-social behaviour is on that pathway.</p> <p>This intervention does not have a direct impact on youth related anti-social behaviour but it was aimed at preventing adverse childhood experiences.</p> <p>By reducing adverse childhood experiences you also impact on youth related anti-social behaviour.</p>
March 2022	£10000 / £0	<p>Wyre Council currently co-ordinate a multi-agency youth ASB Group, where any participating agency can refer an individual under the age of 18, who is believed are responsible for anti-social behaviour.</p> <p>The individual will be discussed in a multi-agency setting with all relevant partners present.</p> <p>During the meeting an assessment of what support and enforcement has already been provided to the individual, the nature of the most recent behaviour reported and the frequency of that behaviour.</p> <p>This will help determine where the individual is with regard to the community safety partnership graduated approach to both support and enforcement.</p> <p>In addition we will also assess what the individuals interests are in order to assess whether this interest could be utilised to offer bespoke diversionary activity. The intervention could</p>	<p>The project is targeted at children the community safety partnership have identified as participating in anti-social behaviour.</p> <p>The aim is to work with the youngsters and offer bespoke diversionary activity in order to try and change the behaviour of the individual and stop them from participating in anti-social behaviour because they have been shown an alternative path way which they are interested in.</p> <p>This has to be undertaken alongside appropriate enforcement.</p> <p>Individuals do need to know that there are consequences to their actions at the same time.</p>

		<p>be as simple as paying for membership at a boxing club or gym membership for a 6 month period.</p> <p>The funding granted by the Police and crime commissioner's office would be utilised to help fund the bespoke diversionary activity.</p>	
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In addition in 2019 the following training was also delivered to the two Mckee pupil referral schools at a cost of £1250.

Training delivered by Dean Coady OBE Tuesday 9th July 2019

3 x 'Street-strong Street-safe' - CCE/County Lines Awareness Training for Young Learners including personal safety and resilience responses and Knife Crime awareness workshop.

College House

Session 1 - 8:45

Session 2 - 9:45

Blakiston House, Fleetwood

Session 3 - 11:20 -12:20

Community Safety Projects

At present the police have expressed an interest in applying for a grant to purchase door bells with inbuilt CCTV, which could be fitted to victims of domestic abuse to help them feel safer in their own homes.

CCTV system.

Wyre CCTV town centre system needs to be upgraded from analogue to digital and the community safety team are currently undertaking a review to determine future options and associated costs.

Safeguard: Ring Doorbells for DA Victims

Pilot in Blackpool 25th of November 2021 to 25th of January 2022

Aim:

1. Provide reassurance to the victim
2. Increase evidential opportunities in DA Investigations
3. Prevent further incidents; acting as a deterrent.

Action:

Utilising Blackpool Council's target hardening services to provide victims of DA with a free Ring Doorbell, with installation.

Pilot was launched on the White Ribbon Campaign day 2021 to provide the service over a measurable period, covering the Festive Period where victim's can be more isolated, incidents can increase and support services can be reduced.

- Ring Doorbells were installed to victims of DA referred from Police, Fylde Coast Women's Aid and the Council.

Result and Impact:

- 26 referrals in the period; 5 direct from Police, 19 from local Agencies
- Victims report feeling safer,
- 80% to date without further report incident,
- Prevention and evidential value to be measured over coming months,
- Evaluation to allow roll out in all areas of West.



Report for Review of Tackling Youth Anti-Social Behaviour in Wyre

Response Counts



Totals: 35

1. Please state the name of your Parish/Town Council or ward area

Response

Fleetwood

Garstang

Marsh Mill

Jubilee Ward Cleveleys

Pilling Parish Council

Bleasdale

Carleton

Catterall Parish Council

Cleveleys Park

Cleveleys Parl

Fleetwood Town Council

Garstang and Brock with Catterall

Hambleton&Stalmine

Hardhorn/Highcross

Inskip with Sowerby Parish Council

Jubilee

Jubilee Ward

Mount Ward, Fleetwood

Pilling

Preesall Town Council

Rossall

Stalmine-with-Staynall Parish Council

Stanah Ward.

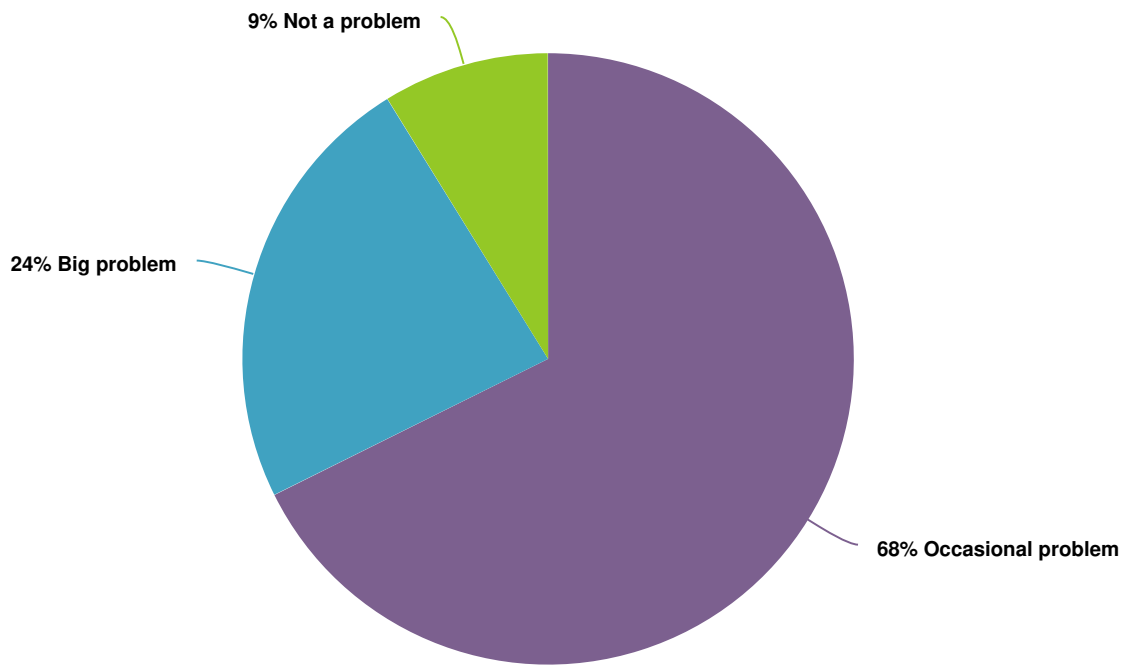
Response

Tithebarn Ward

Victoria and Norcross

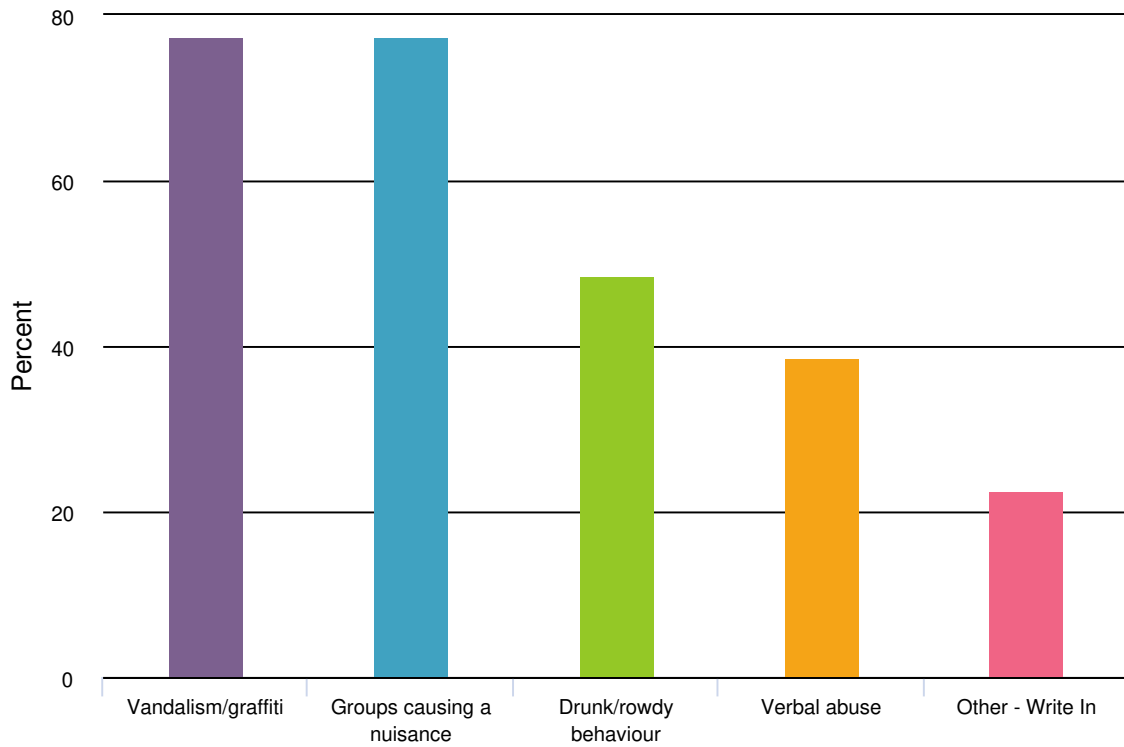
pilling






2. In your opinion, how much of a problem, if at all, would you say youth anti-social behaviour is in your Parish/Town or ward area?



Value	Percent
Occasional problem	67.6%
Big problem	23.5%
Not a problem	8.8%

3. What are the issues considered to be a problem in this area?



Value		Percent
Vandalism/graffiti		77.4%
Groups causing a nuisance		77.4%
Drunk/rowdy behaviour		48.4%
Verbal abuse		38.7%
Other - Write In		22.6%

Other - Write In

10 to 14 year olds kicking footballs against residence front garden walls

Drug taking

Drugs - both dealing and taking

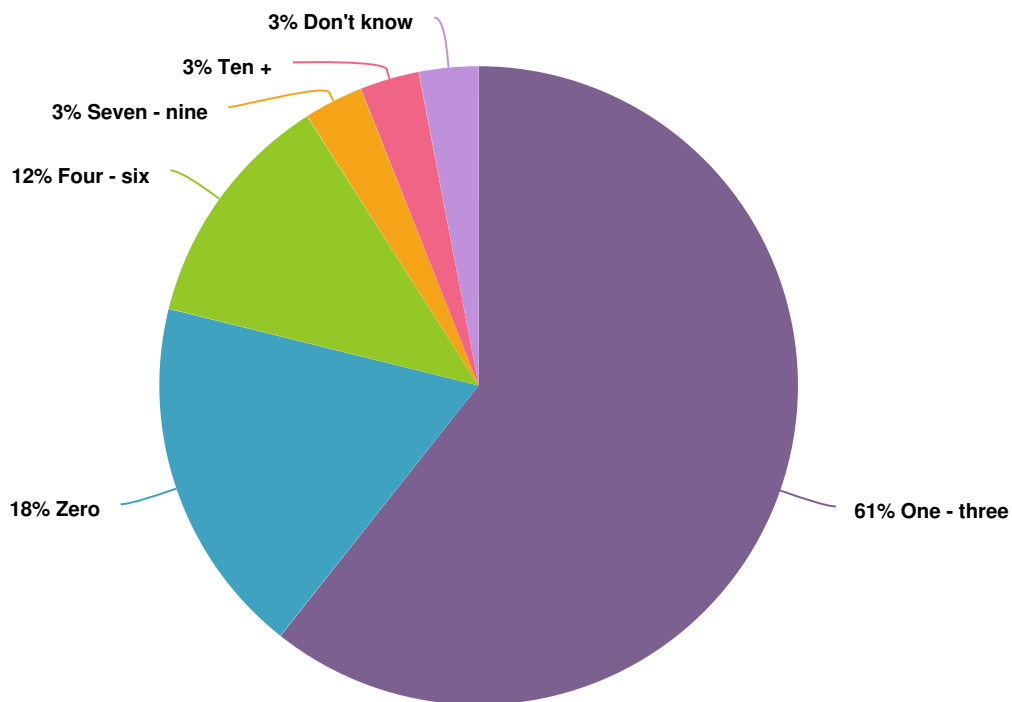
Evidence of drug taking found on Cottam Hall Playing Fields. Speeding cars frequently in pairs on Blackpool Old Road.on a regular basis

Racing cars through back lanes at night and the early morning hours.

Speeding cars on Blackpool Old Road

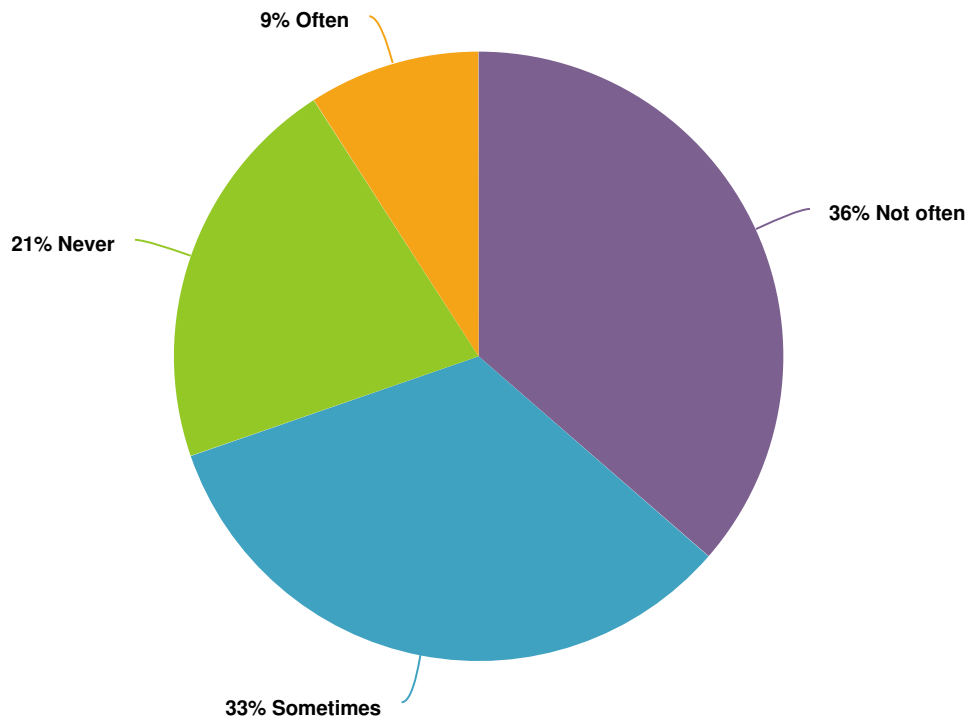
intimidation of residents

4. On average, how many complaints, if any, regarding youth anti-social behaviour do you receive from your residents on a monthly basis?



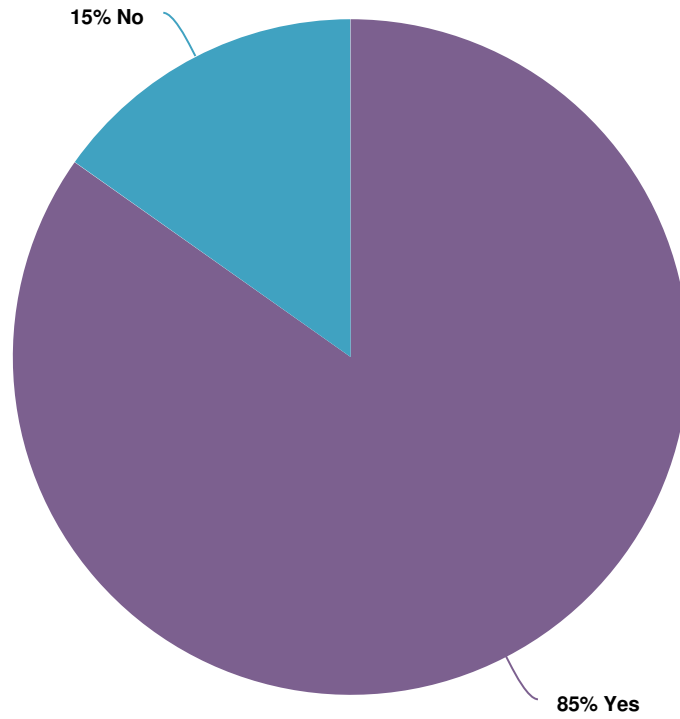
Value	Percent
One - three	60.6%
Zero	18.2%
Four - six	12.1%
Seven - nine	3.0%
Ten +	3.0%
Don't know	3.0%

5. How often do you contact Wyre Council or the Police to raise concerns about youth anti-social behaviour?



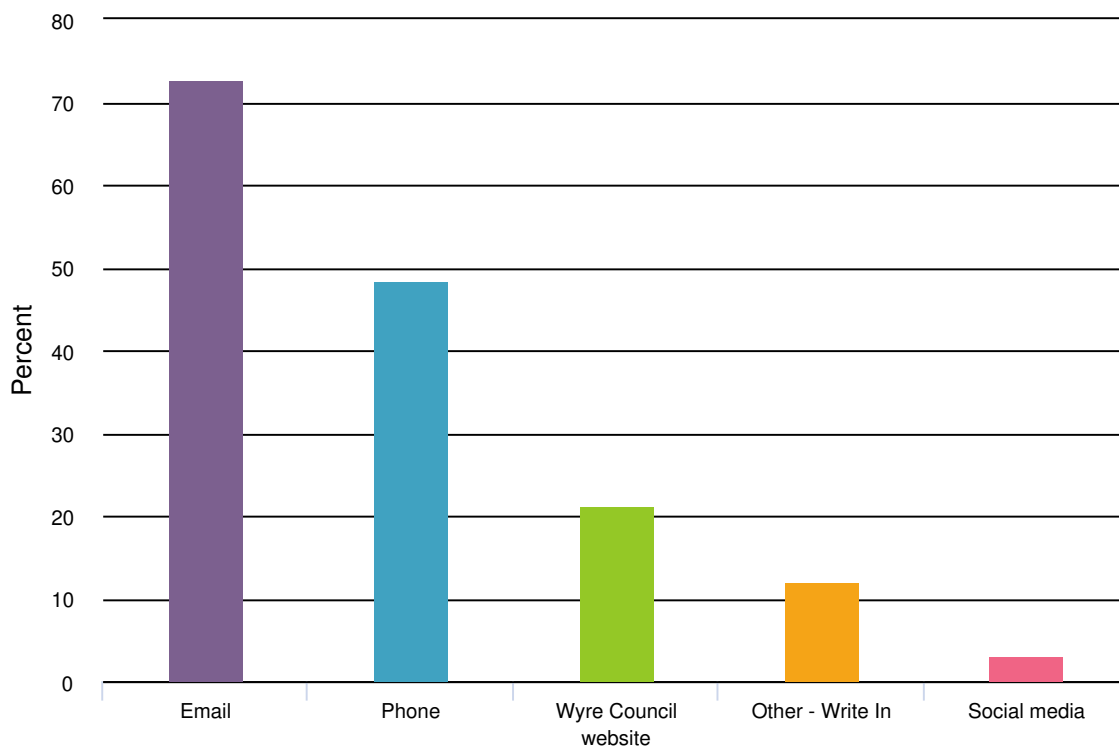
Value	Percent
Not often	36.4%
Sometimes	33.3%
Never	21.2%
Often	9.1%

6. Do you know how to report incidents of anti-social behaviour?



Value	Percent
Yes	84.8%
No	15.2%

7. How would you communicate with Wyre Council to discuss youth anti-social behaviour?



Value	Percent
Email	72.7%
Phone	48.5%
Wyre Council website	21.2%
Other - Write In	12.1%
Social media	3.0%

Other - Write In

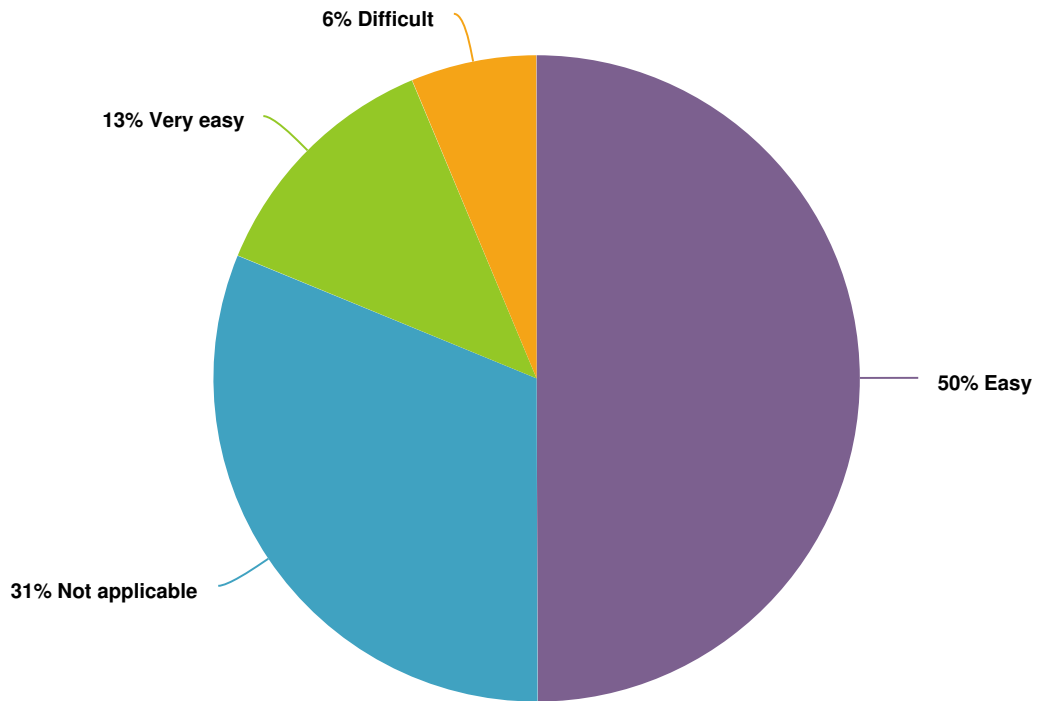
I tend to only contact the police in fairness other than the empty house that keeps being broken into for drug taking, I contact Wyre regarding that to secure it.

Unknown

Wyre Councillor

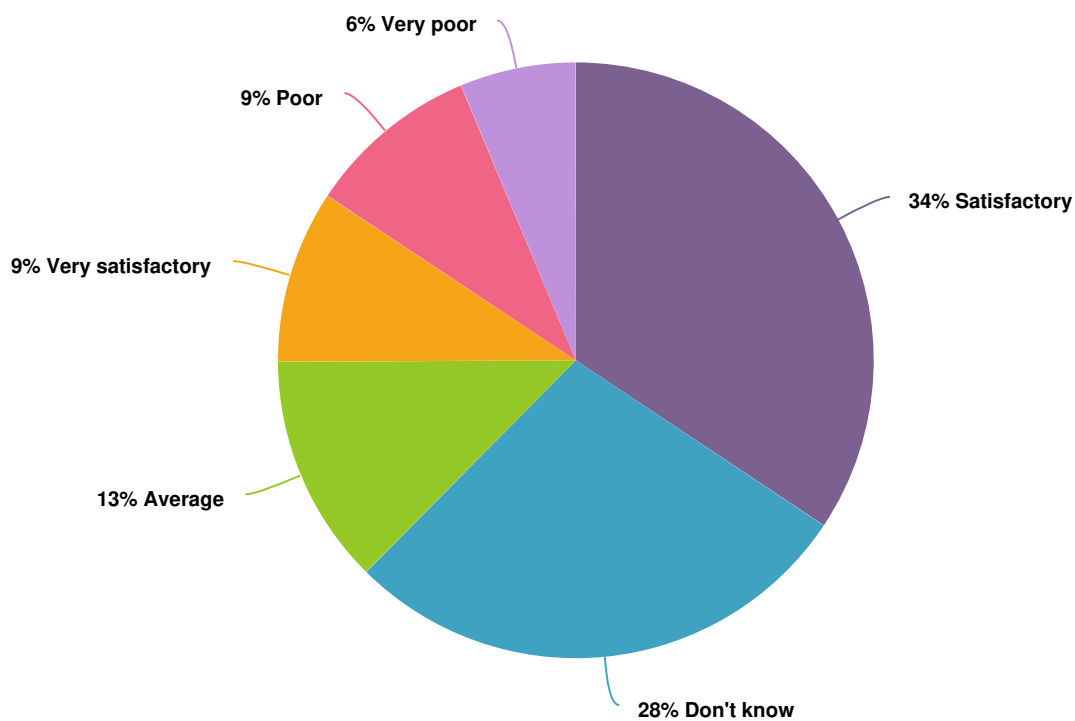
don't know

8. How easy is this process?



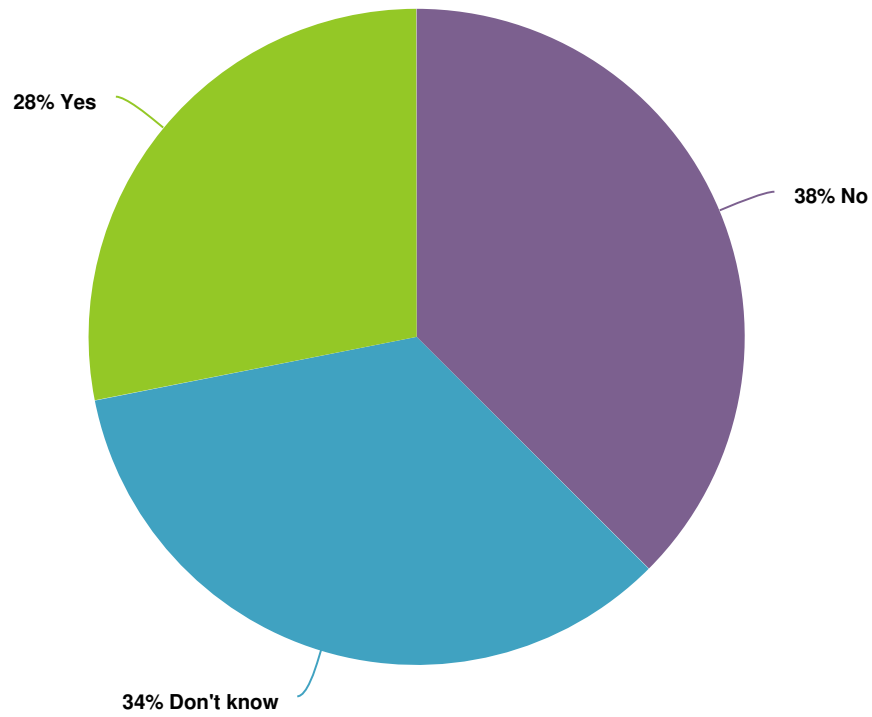
Value	Percent
Easy	50.0%
Not applicable	31.3%
Very easy	12.5%
Difficult	6.3%

9. Overall, how would you rate the response from Wyre Council for youth anti-social incidents raised to them?



Value	Percent
Satisfactory	34.4%
Don't know	28.1%
Average	12.5%
Very satisfactory	9.4%
Poor	9.4%
Very poor	6.3%

10. Would you say that Wyre Council have good engagement/communications with your Parish/Town Council or ward councillors when it comes to youth anti-social behaviour in your area?



Value	Percent
No	37.5%
Don't know	34.4%
Yes	28.1%

11. What more could Wyre Council do to engage with Parish/Town Councils and ward councillors concerning youth anti-social behaviour?

Response

Actively contact town and parish councils on a regular basis so that the contact is never lost. When personnel change the contact and knowledge base often go with it.

As previously explained, I tend to only contact the police, not Wyre council. Who should I be contacting at Wyre Council regarding anti social behaviour? I have contacted them with regards to bins thrown into the river, signs being removed etc.

Better communication. It is possible that Wyre is taking action behind the scenes but as no outcomes are reported it is impossible to say what has been done. Someone from the Wyre Community Safety Partnership to attend a council meeting.

Communicate more, including summary data, outcomes, action plans and police liaison information.

Easier reporting , Suggest ways to engage with youths in our area How to listen and act on youth needs and concerns

Give quarterly reports on the incidents and any repair costs the Council has incurred to rectify the problems.

Involve the PCC Look at monthly meetings with the neighborhood police department/whoever is assigned/responsible for this issue locally.

It is possible that the rate of response is better than believed, however, communication from Wyre is limited and it is not known what is being reported to the police.

More ways of contacting the police ,with a quicker response from them.

Organise ward meetings to discuss the issues.

Provide Parish/Town councils with a dedicated point of contact.

Publish a Report it message in all local social media and printed media. Report monthly on all reported incidents. Provide monthly reports of cctv incidents

Sending an officer to our monthly meetings occasionally, so the public and councillors can ask questions.

To make the Councillors aware of reports made by the General public. This also goes with everything relating to a complaint or query.

Ward Councillors should be provided with a designated Wyre Officer to contact, and also be provided with a Police contact.

Response

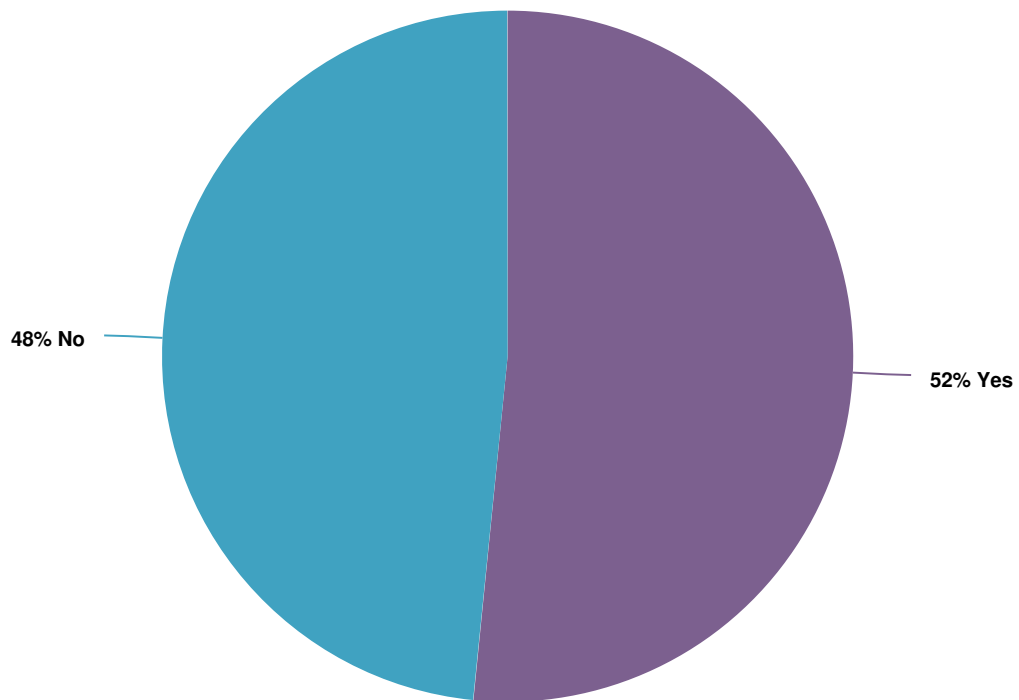
With regard to antisocial behaviour/criminal damage, I report directly to the Police at Fleetwood Police Station.

keep the police notified early. Make sure action is taken and reported to the complainant and Council.

make sure all information is well advertised on website and respond efficiently.

think it worthwhile for Chief Executive and Leader to do ward walk.

12. Do you have an understanding of the work of the Wyre Community Safety Partnership?



Value	Percent
Yes	51.6%
No	48.4%

13. Can you name any of the members of this partnership?

Response

No

no

Cllr Berry

Cllr Roger Berry

Lancashire Police Prison Management Service Fire and Rescue

Police Regenda Wyre LCC YMCA

Police and PCSO Officers Dog warden Enforcement Officers

Police, Wyre Council, LCC

Police,council, probation officer, social services.

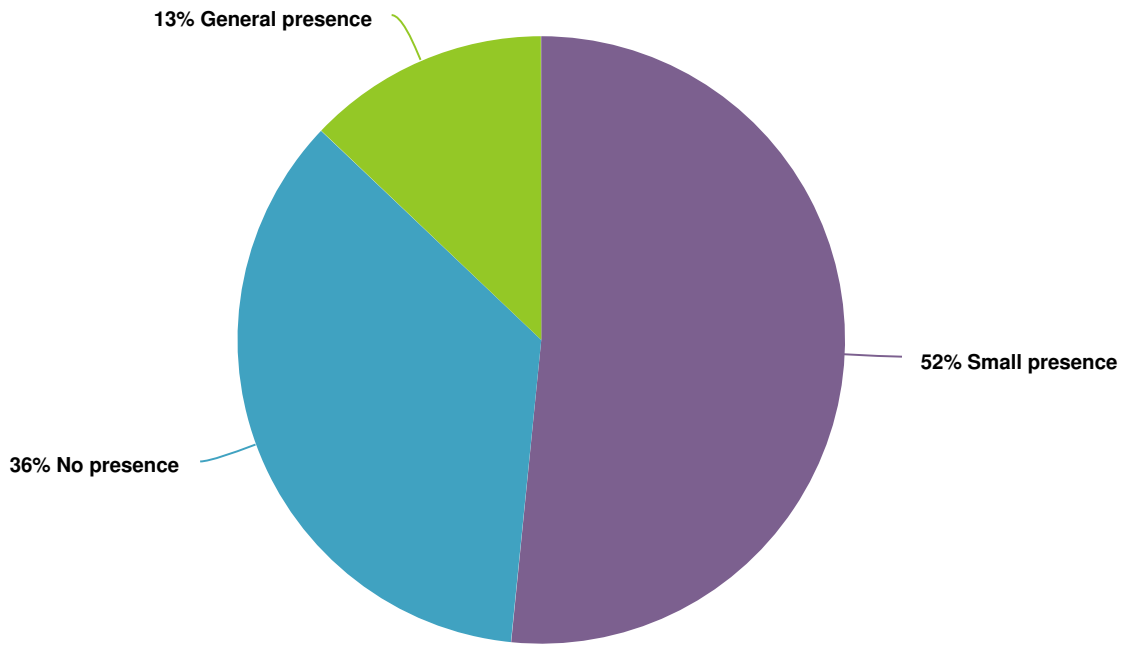
Roger Berry

Wyre Council Lancashire Police Probation Fire Service

Wyre Council, Lancashire Police, NHS, Primary Care Trust, Lancashire Fire and Rescue.prison service.

Wyre, Police, Fire Brigade

14. Finally, in your opinion what is the Police presence like in your Parish/Town or ward area?



Value	Percent
Small presence	51.6%
No presence	35.5%
General presence	12.9%

15. If you have any other comments regarding the questions asked in this survey, please state here:

Response

Although small presence of Police we are in close contact with our PCSO Denise Creighton, who is very helpful

I think Wyre Borough would be hard pressed to quell ASB in the Borough, the new PCC has promised additional man power to help and this together with WBC positive thinking, might well turn the tide for normal residents.

More could be done with additional funding. Cottam Hall playing fields has had little development in facilities since outdoor gym equipment was provided 30+ years ago.

Parents should be made responsible for the actions of their children.

Police strategic positioning doesn't work. It takes too long for action to be taken Over Wyre.

There were no questions about recreational facilities for young people, or what youth club provision exists (existed before Government de-funding)

We struggle to get members of the public to report anti social behaviour to either the Police or to Wyre Council so may not be aware of all the incidents. It would be good for the CSP to get more information out there and to make it as easy as possible to report anti social behaviour.

Without adequate funding from central Government anti social behaviour will only get worse.

no

one question does not fit a criteria, so was not answered.

there is no better way than police seen on the beat and not in their cars!

Garstang Town Council

ASB Guidance for Councillors

Appendix E

Foreword

Anti-Social Behaviour has a profound impact on victims, or those that witness it more generally, and affects how safe they feel in their neighbourhood.

As such Garstang Town Council considers tackling ASB a fundamental duty of the Council and will endeavour to support victims and work with other public services in this regard. The following guidance outlines how the Council seeks to play its part in supporting Community Safety in Garstang.

This guidance seeks to demonstrate the range of activity the Council will undertake and what role it will play in keeping Garstang a safe place to live, work and visit.

Council External Statement (website / social media etc.)

- What is ASB
- How to report ASB

Part 1 - Council External Statement (website / social media etc.)

What is ASB

The term anti-social behaviour covers a wide range of unacceptable activity that adversely affects the lives of people on a daily basis. It often leaves victims feeling helpless, desperate and with a seriously reduced quality of life.

Anti-social behaviour can involve harm to an individual, to the wider community or to the environment.

This could be an action by someone else that leaves you feeling alarmed, harassed or distressed. It also includes fear of crime or concern for public safety, public disorder or public nuisance.

How to report ASB

In an emergency where there is any ongoing ASB incident / Crime which could result in injury or damage call the Police by dialling 999

If not an emergency;

For incidents such as;

- Drug / substance misuse
- Criminal Damage
- Gangs, intimidating / drunken behaviour
- Assault or threatening behaviour
- Prostitution / kerb crawling / sexual
- Hoax / threatening calls
- Stolen property
- Hate crime / incident
- Imitation weapons / knives
- Firework misuse which could cause injury
- Aggressive / threatening begging
- Dangerous / careless driving

Report it to the Police using tel. 101 or via their online report form;
www.doitonline.lancashire.police.uk

For incidents such as;

- Noise complaints
- Fly tipping, littering and dog fouling
- Neighbour nuisance such as that relating to planning issues or inconsiderate behaviour
- Illegal or underage sales of alcohol (if related to immediate drunken / intimidating / threatening behaviour call the police by dialling 999)
- Graffiti or fly posting
- Issues with public toilets (non-police related incident)

Report it to Wyre Council using tel. 01253 891000 or online via their report it form;
www.wyre.gov.uk/report

For Incidents such as;

- Violation of parking regulations, highways, damaged bus shelters or road signs
- Illegal sales of fireworks (if immediate danger call Lancashire Fire and Rescue Service or the Police by dialling 999)

Report it to Lancashire County Council using tel. 0300 123 6703 or online via their reporting forms;

for highways related issues - <https://www.lancashire.gov.uk/roads-parking-and-travel/report-it/>

for illegal sale of fireworks -

<https://www.lancashire.gov.uk/consumer-advice/complain-about-goods-or-services/>

To report incidents anonymously tel. Crimestoppers on 0800 555 111

Anyone attempting to report ASB to Garstang Town Council or one of our Councillor's will be advised to report it to the Police, Wyre Council or Lancashire County Council, as detailed above, because this is the best way to ensure ASB is recorded and actioned appropriately.

Garstang Town Council will seek to support anyone to report ASB via these channels if they feel unable to do so themselves.

Once ASB has been reported Garstang Town Council can help signpost victims to the most appropriate support network and liaise with other agencies to ensure action is taken and the victim is kept informed.



Report of:	Meeting	Date
Councillor Alice Collinson, Planning and Economic Development Portfolio Holder and Marianne Hesketh, Corporate Director Communities	Cabinet	11 January 2023

Authorities Monitoring Report 2021-2022
--

1. Purpose of report

1.1 The purpose of the report is to consider and recommend the content of the Authorities Monitoring Report 2021-2022.

2. Outcomes

2.1 Compliance with Section 113 of the Localism Act 2011 which requires the publication of an Authorities Monitoring Report.

3. Recommendation

3.1 That subject to the inclusion of any minor editorial alterations, the Authorities Monitoring Report 2021-2022, as set out in Appendix 1, be approved by Cabinet and made available for public inspection.

4. Background

4.1 The preparation of Annual Monitoring Reports ceased on 15 January 2012 when section 113 of the Localism Act came into force. This removed the requirement for Annual Monitoring Reports to be made to the Secretary of State. However, councils are still required to prepare reports, now known as Authorities Monitoring Reports. The Act requires councils to publish this information direct to the public at least annually in the interests of transparency.

4.2 The Authorities Monitoring Report is the main mechanism for assessing the performance and effects of the adopted Local Plan. It forms a critical evidence document for the Local Plan for Wyre Council.

4.3 This is the 18th Authorities Monitoring Report for Wyre Council and the purpose therefore follows:

- To monitor key characteristics of Wyre as a wider contextual setting for Local Plan monitoring;
- To assess the planning policies of the Adopted Local Plan 2011-2031 (adopted February 2019), including their effectiveness, and the impacts they have on the borough; and
- To consider progress in terms of preparation of any planning policy documents set out in the Local Development Scheme (LDS) and any 'real time' subsequent updates on the council's website.

5. Key issues and proposals

5.1 The demographic structure of Wyre poses issues for the future. In particular, the ageing population, in-migration and projected population growth have implications for housing and provision of services. 2021 Census data highlights a 3.8% increase in population since 2011. The total population of Wyre is 111,929.

5.2 The Wyre Local Plan covers a 20 year period – 2011 to 2031 and was adopted on 28 February 2019. Policy SP1 requires the delivery of a minimum of 9,200 dwellings within the plan period, which translates to an annual requirement of 460 dwellings.

5.3 There have been 749 housing completions, with 268 accounting for affordable housing and the remaining 481 as market housing.

5.4 52% of new dwellings approved are within 1km of a GP surgery.

5.5 73% of new dwellings approved are within 1km of a primary school.

5.6 28% of new dwellings approved are within 1km of a secondary school.

5.7 57% of new dwellings approved are within 1km of an existing employment area (EP2).

5.8 63% of new dwellings approved are within 1km of a town, district, local and/or neighbourhood centre (EP4).

5.9 The average ground floor vacancy rate across town centres has decreased slightly (by 1.4%) to 7.34%. The highest vacancies remain in Fleetwood (11.76%), but this is still a decrease from 14.51% in 2020/21.

5.10 There has been minimal loss (0.24ha) of green infrastructure as a result of development. Policy HP9 required 11.205ha to be provided across 13 sites. 12.49ha has been proposed on new developments.

5.11 There remains just one Air Quality Management Area (AQMA) in Wyre.

5.12 The Wyre Local Plan to 2031 includes Policy LPR1 – Wyre Local Plan Review that required the early partial review of the Wyre Local Plan with the objective of meeting the full objectively assessed housing needs over the plan period. The partial review has recently (September 2022) been through examination and the inspector is to conclude findings in due course.

Financial and legal implications	
Finance	There are no financial implications arising directly from this report.
Legal	This document is required to comply with Government guidance and legislation.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with a x.

risks/implications	✓ / x
community safety	x
equality and diversity	x
sustainability	x
health and safety	x

risks/implications	✓ / x
asset management	x
climate change	x
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

report author	telephone no.	email	date
George Briscoe	01253 887302	George.briscoe@wyre.gov.uk	24 November 2022

List of background papers:		
name of document	date	where available for inspection
None		

List of appendices

Appendix 1 – Draft Authorities Monitoring Report 2021-2022



Wyre Council
Wyre Local Plan Evidence Base

DRAFT - Authorities Monitoring Report
2021-2022

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Table of contents

1	Introduction	8
1.1	The Authorities Monitoring Report	8
1.2	Wyre's Development Plan	8
1.3	Structure	8
1.4	Limitations	9
1.5	Other	10
2	Contextual (Background) Information	11
2.1	Introduction	11
2.2	Spatial Characteristics of Wyre	11
2.3	Current Population	12
2.4	Population Projections	12
2.5	Population Density	13
2.6	Migration and Natural Change	14
2.7	Ethnic composition	15
2.8	Index of Multiple Deprivation	16
2.9	Conclusion	16
3	Economic Growth (Objective 1)	18
3.1	Introduction	18
3.2	PMI1 & SAI6/3 - Available employment land, by area (ha)	18
3.3	PMI2 and PMI3- Amount of gross employment land (ha) and net floorspace (sqm) developed by type and with extant planning permission	19
3.4	PMI4 - Amount of gross employment land (Ha) and net floorspace (sqm) lost to alternative uses (non B use class)	20
3.5	PMI5 & SAI6/4 - Number of wards with LSOAs in bottom 10% most deprived for employment deprivation	20
3.6	SAI6/5 – Employment land take up	20
3.7	Indicator Analysis	21
3.8	Policy Conclusions	24
4	Infrastructure Provision (Objective 2)	25
4.1	Introduction	25
4.2	PMI6 - Number, type and amount of financial contributions through CIL and/or S106 towards education	25
4.3	PMI7 & SAI2/1 - Number and distribution of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation	25
4.4	SAI2/3 - % of working age residents with national vocational qualifications (NVQs)	25
4.5	SAI2/2 – Location and number of school places available	26
4.6	SAI6/1 – Employment and unemployment	27
4.7	SAI6/2 – Percentage of employment and occupation	28
4.8	Indicator Analysis	28
4.9	Policy Conclusions	31

- 5 Housing (Objective 3).....32**
- 5.1 Introduction 32
- 5.2 PMI8 - 5 year supply of deliverable housing 32
- 5.3 PMI9 - Housing Trajectory 33
- 5.4 PMI10 & SAI4/1 - Net additional dwellings on each housing allocation 34
- 5.5 PMI11 & SAI4/3 - Percentage and number of affordable homes, by type and settlement 35
- 5.6 PMI12 - Percentage and number of dwellings providing housing for older people and people with restricted mobility 37
- 5.7 PMI13 and SAI4/2 - Net additional dwellings, by size, type and tenure 37
- 5.8 PMI14 & SAI4/6 - Amount of permanent and transit pitch provision for gypsies and travellers 38
- 5.9 PMI15 & SAI4/7 - Amount of permanent plot provision for travelling show people 38
- 5.10 PMI16 - Number of buildings converted in to Houses of Multiple Occupancy (HMOs) 39
- 5.11 SAI4/5 - Percentage of vacant dwellings (C3) 39
- 5.12 Indicator Analysis 39
- 5.13 Policy Conclusions 42
- 6 Town, District and Local Centres (Objective 4)43**
- 6.1 Introduction 43
- 6.2 PMI5 and SAI6/4 - Number of wards with LSOAs in bottom 10% most deprived for employment deprivation 43
- 6.3 PMI17, PMI18 and SAI6/6 - Net additional retail floorspace developed and with extant planning permission 43
- 6.4 PMI19 - Changes to defined primary and secondary shopping frontages 43
- 6.5 PMI20 - Ground floor vacancy rates for Cleveleys, Fleetwood, Garstang, Poulton-le-Fylde and Thornton 43
- 6.6 Indicator Analysis 44
- 6.7 Policy Conclusions 46
- 7 Infrastructure Provision (Objective 5 and 6)47**
- 7.1 Introduction 47
- 7.2 PMI21 & SAI3/3 - Percentage of new dwellings approved within 1km of key services 47
- 7.3 PMI22 - Number, type and amount of financial contributions through CIL and/or S106 towards health care 47
- 7.4 PMI23 - Number, type and amount of financial contributions through CIL and/or S106 towards other infrastructure 48
- 7.5 PMI24 - Number of community facilities, by type and settlement 48
- 7.6 PMI25 & SAI3/5 - Length of total and new dedicated pedestrian and cycle routes 48
- 7.7 PMI26 - Number of developments receiving planning permission with agreed travel plan 49

7.8	PMI27 - Number, type and amount of financial contributions through CIL and/or S106 towards highways	49
7.9	PMI28 & SAI5/2 - Percentage and number of new dwellings built within 1km of a bus stop	49
7.10	Indicator Analysis	49
7.11	Policy Conclusions	52
8	Natural Environment and Heritage Assets (Objective 7)	53
8.1	Introduction	53
8.2	PMI29 & SAI8/1 - Number and change in areas of biodiversity, geological and landscape importance	53
8.3	PMI30 - Amount of new development within areas of biodiversity, geological and landscape importance	54
8.4	PMI31 & SAI8/2 - Condition of SSSIs	54
8.5	PMI32 & SAI8/3 - Number of Biological Heritage Sites (BHS) under active management	54
8.6	PMI33 - Loss of the best and most versatile agricultural land	55
8.7	PMI34 & SAI10/1 - Gain/Loss/Number of heritage assets	55
8.8	PMI35 & SAI10/2 – Number of scheduled monuments and listed buildings considered to be at risk	56
8.9	SAI8/4 – Areas of Ancient woodland	56
8.10	Indicator Analysis	56
8.11	Policy Conclusions	59
9	Spatial Development (Objective 8)	60
9.1	Introduction	60
9.2	PMI36 – Number of new developments (by type) in the Green Belt	60
9.3	PMI37 - Number of new developments (by type) in the Countryside	60
9.4	Indicator Analysis	60
9.5	Policy Conclusions	62
10	Green Infrastructure and Health (Objective 9)	63
10.1	Introduction	63
10.2	PMI38 & SAI5/3- Length of total and new dedicated public rights of way (PROW)	63
10.3	PMI39 & SAI9/2 - Number of total and new green flag status parks	63
10.4	PMI40 and SAI9/1 – Amount of Green Infrastructure lost to development (ha)	63
10.5	PMI41 - Amount of new green infrastructure (including public open space) provided through new development	63
10.6	PMI42 & SAI3/4 - Number of open space sites above 80% quality score	64
10.7	PMI43 & SAI3/2 - Number of wards with LSOAs in the bottom 10% most deprived for health deprivation	64
10.8	PMI44 - Number of Health Impact Assessments (HIA)	64
10.9	Life Expectancy	64

10.10 SAI3/1 - Percentage of resident population who consider themselves to be in good health	65
10.11 Indicator Analysis	65
10.12 Policy Conclusions	67
11 Climate Change (Objective 10)	68
11.1 Introduction	68
11.2 PMI45 - Per capita amount of CO ₂ emissions in the LA area	68
11.3 PMI46 – New renewable energy installations, by type (Feed in tariff in Mega Watts)	69
11.4 PMI47 & SAI12/3 – Number of Electric Vehicle Charging Points (EVCP)	69
11.5 SAI12/1 – Local rail patronage	69
11.6 SAI12/2 – Indicators used to monitor the implementation of the Local Transport Plan	70
11.7 Indicator Analysis	70
11.8 Policy Conclusions	72
12 Environmental Impact (Objective 11)	73
12.1 Introduction	73
12.2 PMI48 & SAI11/2 – Number of planning permissions granted contrary to Environment Agency advice in areas at risk from flooding	73
12.3 PMI49 – Number of planning permissions granted contrary to Environment Agency advice on water quality grounds	74
12.4 PMI50 – Upgrading of flood defences to 1 in 200 year standard	74
12.5 PMI51 – Number of planning permissions incorporating Sustainable Drainage Systems (SuDS)	75
12.6 PMI52 – Inappropriate development in the Coastal Change Management Area (CCMA)	75
12.7 PMI53 – Number, type and amount of financial contributions through CIL and/or S106 towards flood prevention	75
12.8 PMI54, SAI13/1 & SAI13/2 – Measure air pollutants within Air Quality Management Areas (AQMA)	75
12.9 PMI55 – Number of total and new AQMAs designated in the Borough	76
12.10 PMI56 & SAI11/3 – Bathing water quality	76
12.11 PMI57 – Number of planning permissions granted contrary to HSE advice	76
12.12 SAI11/1 – Rivers reaching Good Ecological Status (GES)	77
12.13 Indicator Analysis	78
12.14 Policy Conclusions	81
13 Society (Objective 12)	82
13.1 Introduction	82
13.2 PMI58 & SAI1/1 - Number and distribution of wards with LSOAs in the bottom 10% most deprived for crime deprivation	82
13.3 PMI59 & SAI5/1 - Number of LSOAs in the bottom 10% most deprived for barriers to housing and services provision deprivation	82

13.4	PMI60 & SAI4/4- Number and location of wards with LSOAs in the bottom 10% nationally for Living Environment deprivation	82
13.5	PMI61 & SAI6/4 - Number of wards with LSOAs in bottom 10% most deprived for income deprivation	82
13.6	PMI62 & SA1/2 - Crime rates per 1,000 of the population for key offences	82
13.7	Indicators Analysis	83
13.8	Policy Conclusions	85
14	Progress against the Local Development Scheme (LDS)	86
15	Progress against the Infrastructure Delivery Plan (IDP)	88
16	Duty to Co-operate	92
17	Neighbourhood Planning	95
18	Self-build and custom build housing	96
19	Brownfield Register	97
	Appendix A: Local Plan Policies	98
	Appendix B: Performance Monitoring Indicators (PMIs)	99
	Appendix C: Sustainability Appraisal Indicators (SAIs)	112
	Appendix D: Glossary of terms and abbreviations	119

1 Introduction

1.1 The Authorities Monitoring Report

1.1.1 The preparation of Annual Monitoring Reports ceased on 15 January 2012 when section 113 of the Localism Act came into force. This removes the requirement for annual monitoring reports to be made to the Secretary of state. However, councils are still required to prepare reports, known as 'Authorities' Monitoring Reports (AMR). This Act requires councils to publish this information direct to the public at least annually in the interests of transparency.

1.1.2 As a legislative requirement under Regulation 34 of the Town and Country Planning (Local Development) (England) Regulations 2012, the AMR is the main mechanism for assessing the performance and effects of Wyre's Development Plan (also includes the Lancashire Minerals and Waste Development Framework but monitored by Lancashire County Council and therefore not monitored in this report) The AMR also monitors performance against – and the timescales set out in the Local Development Scheme (LDS) in relation to the review of the Local Plan and the preparation of other supplementary documents and guidance.

1.1.3 This is the 18th AMR for Wyre Borough and covers the period 1 April 2021 to 31 March 2022. The purpose is as follows:

- To monitor the key characteristics of Wyre as a wider contextual setting for Local Plan monitoring;
- To assess the planning policies of the Adopted Local Plan 2011-2031 (Adopted February 2019), including their effectiveness, and the impacts they have on the Borough in order to establish a baseline for future monitoring; and
- To consider progress in terms of preparation of any planning policy documents set out in the Local Development Scheme (LDS) and any 'real time' subsequent updates on the Council's website.

1.2 Wyre's Development Plan

1.2.1 The Development Plan for Wyre Council currently comprises the following documents:

- **Policies** included within Wyre Local Plan 2011-2031 (Adopted February 2019)
- The **Lancashire Minerals and Waste Development Framework** produced by Lancashire County Council.

1.3 Structure

1.3.1 In order to address these issues, the AMR is structured in the following manner.

1.3.2 Chapter 1 outlines the key messages of this AMR and Wyre's Development Plan.

1.3.3 Chapter 2 monitors contextual information (e.g. population growth, age rates) for the district to review the baseline conditions in the borough to assess the extent that the local plan spatial strategy is being delivered, remains appropriate and is sustainable.

1.3.4 Chapters 3 – 13 provide monitoring and analysis of the implementation of the Local Plan through the schedule of Performance Monitoring Indicators (PMI) and Sustainability Appraisal Indicators (SAI). These will provide an accurate indication of the performance against the Local Plan strategic objectives and the local plan policies having regard to a realistic assessment of the available sources to Wyre Council.

1.3.5 Chapter 14 reviews the progress made on preparing planning documents against the Local Development Scheme.

1.3.6 Chapter 15 reviews the progress against the Infrastructure Delivery Plan (IDP).

1.3.7 Chapter 16 outlines the Council's actions under the Duty to Cooperate requirements with neighbouring authorities.

1.3.8 Chapter 17 outlines the latest position regarding Neighbourhood Plans.

1.3.9 Chapter 18 outlines the latest position regarding Self-build and custom build housing.

1.3.10 Chapter 19 the latest position regarding Wyre Council's Brownfield Register.

1.4 Limitations

1.4.1 As part of the plan, monitor and manage approach, the indicators and targets will be reviewed throughout the plan period to assess their suitability and so they remain appropriate. Additional indicators may also be included in the AMR. It must be recognised that in relation to some indicators the impact of the local plan can only be determined after a number of years.

1.4.2 It should also be noted that for some applications which require legal agreements under S106 of the Town and Country Planning Act 1990 the official approval date is the date on which the permission is issued after the S106 agreement is signed and is not the date that the application was approved by the Planning Committee. This process can sometimes take several months before final permission can be granted. It is at that point when an application is considered as approved that it is included in the relevant AMR. Monies will only come forward upon certain triggers that are enclosed within the S106 agreement.

1.4.3 A number of gaps do still exist in monitoring information and additional monitoring may take place in the future to address this.

1.4.4 It should be noted that some of the sustainability appraisal indicators that were developed in the Wyre Local Plan (2011-2031) Sustainability Appraisal Report (Strategic Environmental Assessment and Sustainability Appraisal) August 2017 have been amended and/or removed to best fit the monitoring required for the local plan. SAIs may have not been included in this AMR due to overlaps in the indicators. and new SAIs may be introduced during the plan period.

1.4.5 It must be noted that some figures included in this document do not include permitted developments or discharge of condition applications. It should therefore be assumed that some developments (i.e. change of use) have also been developed and are not included in this document.

1.4.6 Where there has been an application permitted which includes intensification of an existing employment site, i.e. an extension or additional floor to existing employment building, only net additional floor space is recorded as the site area already exists and would be misrepresentative. Therefore, gross figures may be recorded as no take up or loss (0 hectares).

1.4.7 Where targets are not met, it may be a direct result of the implications of the COVID-19 Pandemic.

1.5 Other

1.5.1 At the end of each chapter, there is an indicator analysis section. Below sets out the system used to determine performance.

Green = Positive performance

Orange = Neither negative nor positive

Red = Negative performance / Action may be required

2 Contextual (Background) Information

2.1 Introduction

2.1.1 As well as monitoring the objectives and local plan policies, the AMR also monitors contextual information (e.g. population growth) for the district as a whole to review the baseline conditions in the borough to assess the extent that the local plan spatial strategy is being delivered and remains appropriate and is sustainable.

2.2 Spatial Characteristics of Wyre

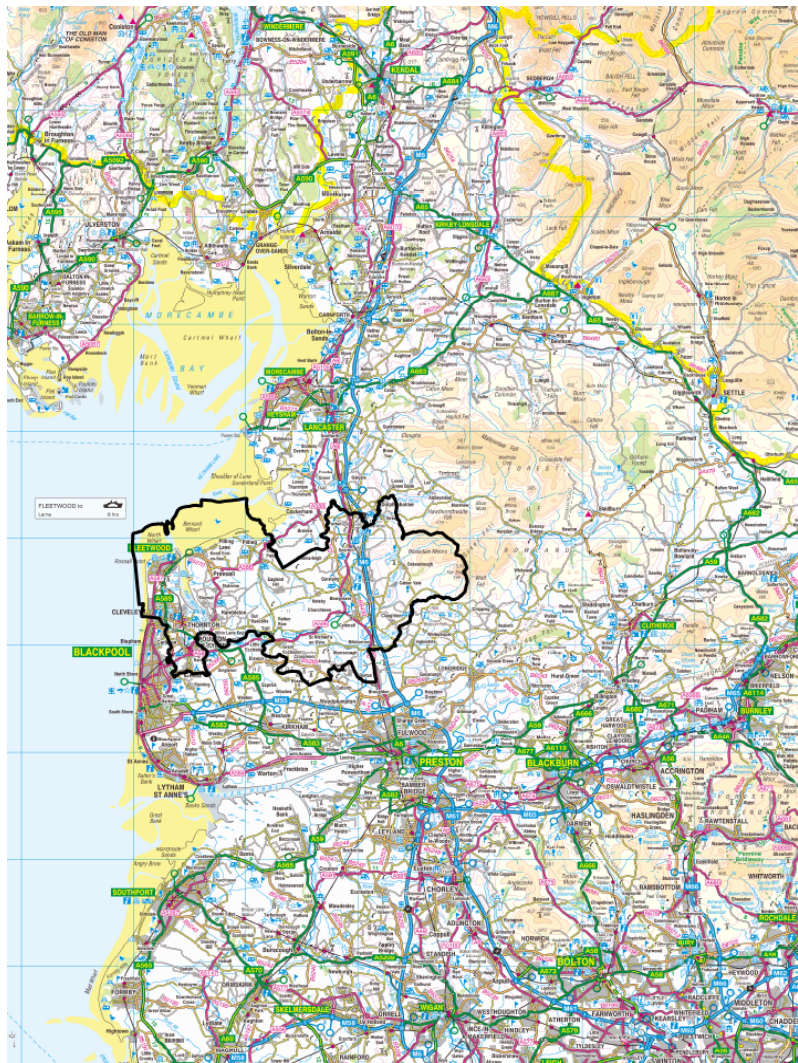
2.2.1 Wyre is a Lancashire coastal district bounded by the sea along parts of its western and northern boundaries. It shares a common land boundary with the City of Lancaster to the north, with the Boroughs of Ribble Valley, Preston and Fylde to the east and south respectively, and with Blackpool Unitary Authority along the remainder of its western boundary.

2.2.2 Wyre itself is characterised by a distinct geographical polarity, with the urban areas concentrated in the west of the Borough, and an expanse of rural area to the East.

2.2.3 The urban area west of the River Wyre is on a peninsula situated in Morecambe Bay, and is comprised of the coastal towns of Fleetwood, Thornton, Cleveleys, and to the south, slightly inland, the market town of Poulton-le-Fylde.

2.2.4 The main rural area settlements of Wyre are the market town of Garstang, Great Eccleston, Catterall, Knott End-on-Sea, Preesall and Hambleton. The rural area is itself characterised by a large area of low-lying countryside and farmland scattered with small villages and hamlets, and

FIGURE 2.1: WYRE COUNCIL



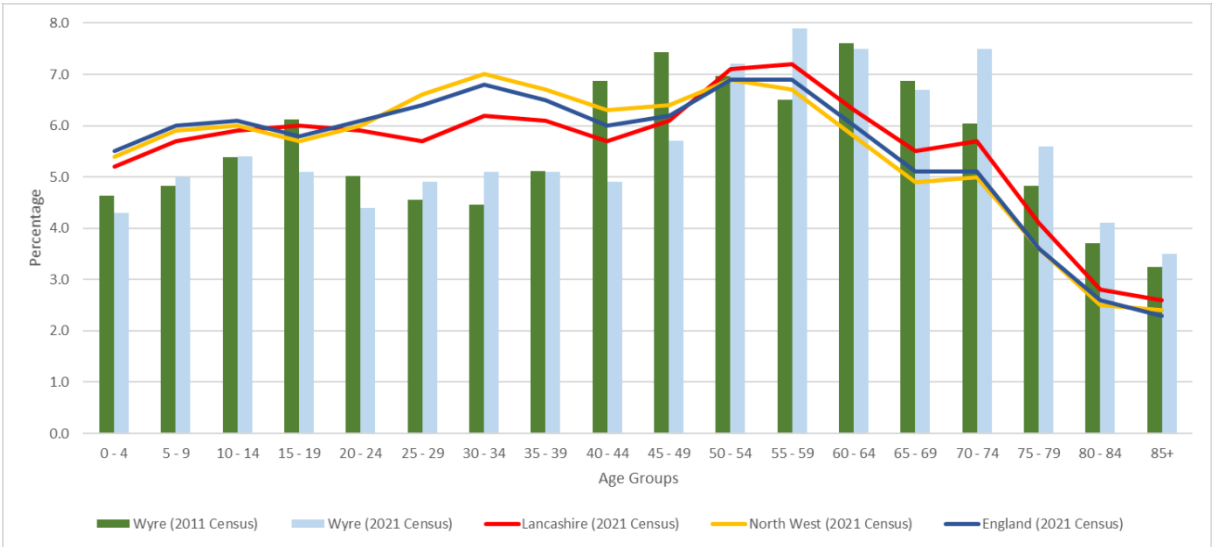
east of the M6, the Bowland Fells which is designated an Area of Outstanding Natural Beauty (AONB).

2.3 Current Population

2.3.1 The population for Wyre (census 2021) is 111,929. This compares with the 2011 Census figure of 107,749 representing a 3.8% increase and an actual decrease on the previous year estimate 112,091 – a decrease of 0.17%. Population estimates are calculated through components on change against the previous year’s estimate. The components of change consist of the net difference of births/deaths and internal/international migration.

2.3.2 Wyre’s population age structure is somewhat different in comparison to Lancashire-14 (including Blackburn with Darwen and Blackpool), the North West and England. Figure 2.2 illustrates how Wyre’s population structure (2011 and 2021 Census) compares against Lancashire, the North West and England. Wyre has a larger proportion of residents over the age of 50 and lower proportions across all age groups under the age of 50. In comparison to the 2011 census, the age groups have changed slightly with the most notable decrease being in the 15-19 and 40-49 age groups. All age groups over the age of 50 (except 60-69) have increased and are higher than the regional and national average.

Figure 2.2: Population Structure, 2011 and 2021 Census (ONS)



2.4 Population Projections

2.4.1 Table 2.1 shows the 2018-based population projection figures for Wyre, compared to regional and national figures. Wyre has a higher percentage rate of growth compared to Lancashire, and a similar rate of growth compared to the national figures. Wyre’s population is projected to increase to approx. 120,541 by the year 2037 (7.7% greater than the 2021 census).

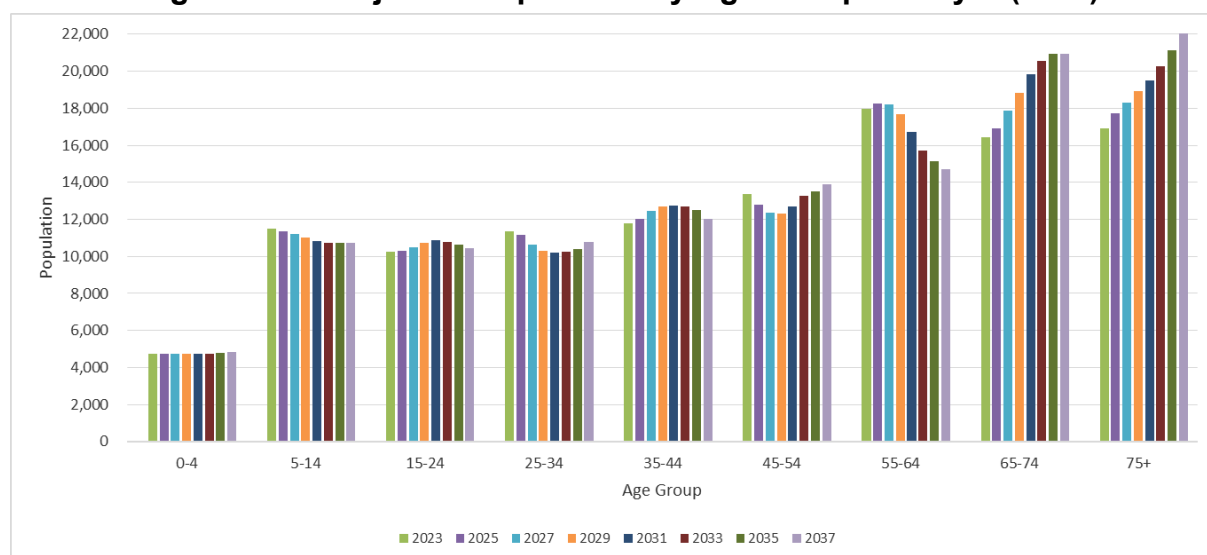
TABLE 2.1: LOCAL, REGIONAL AND NATIONAL POPULATION PROJECTIONS (ONS)

Population projection (thousands) with % change

Year	Wyre		Lancashire		North West		England	
	Population	% Increase	Population	% Increase	Population	% Increase	Population	% Increase
2023	114,202		1,239,512		7,453,803		57,557,521	
2025	115,263	0.93	1,249,562	0.81	7,506,990	0.71	58,060,235	0.87
2027	116,249	0.86	1,258,859	0.74	7,557,145	0.67	58,527,723	0.81
2029	117,206	0.82	1,267,217	0.66	7,604,806	0.63	58,969,496	0.75
2031	118,098	0.76	1,274,937	0.61	7,650,231	0.60	59,389,102	0.71
2033	118,935	0.71	1,281,868	0.54	7,694,049	0.57	59,792,005	0.68
2035	119,752	0.69	1,288,354	0.51	7,736,898	0.56	60,183,914	0.66
2037	120,541	0.66	1,294,766	0.5	7,779,949	0.56	60,571,681	0.64

2.4.2 As shown in Figure 2.3, Wyre’s population is also projected to age considerably by the year 2037, especially residents in the age group over 75, which is projected to see a significant increase of approx. 5,295 (53%) between 2023 and 2037 (2018-based projections). The age group 65-74 is also expected to increase considerably by approx. 4,541 (45%). The projections also indicate that the age groups 5-14, 25-34 and 45-64 are all projected to decrease in population by 2037.

Figure 2.3: Projected Population by Age Group for Wyre (ONS)



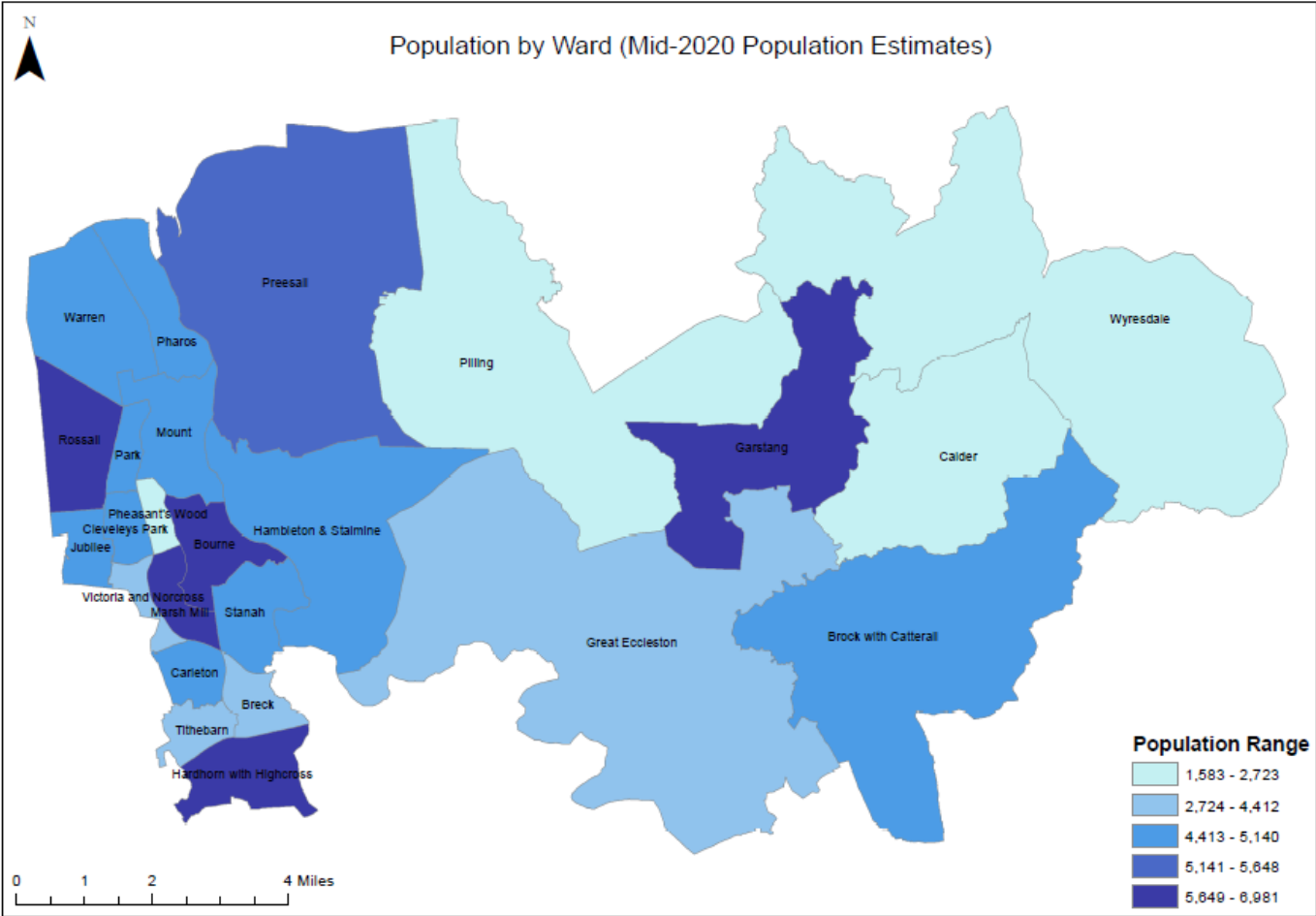
2.5 Population Density

2.5.1 Table 2.2 illustrates that Wyre has a lower population density (Census 2021) compared to regional and national population densities. However, it must be noted that the population density in Wyre is unevenly distributed as illustrated in Figure 2.4. Most of the population is concentrated in the urban areas of Fleetwood, Cleveleys, Thornton and Poulton-le-Fylde and the market town of Garstang.

TABLE 2.2: POPULATION DENSITY OF WYRE, CENSUS 2021 (ONS)

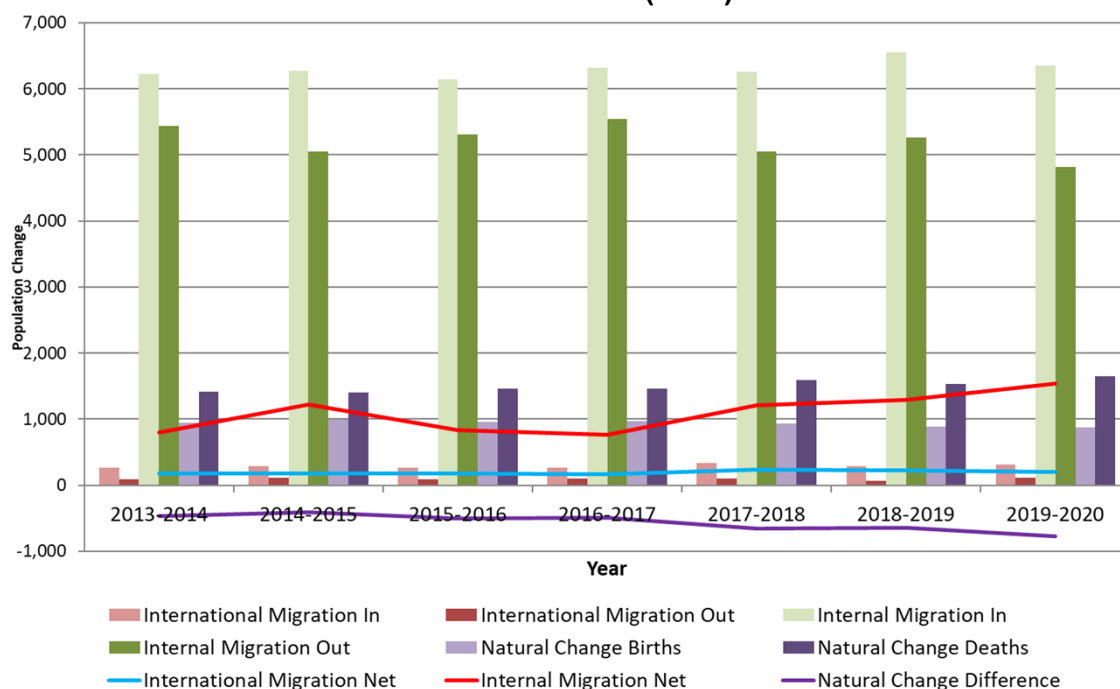
	Wyre	Lancashire	North West	England
Population	111,929	1,235,300	7,417,300	56,489,800
Area (sq. km.)	282	2,894	14,108	130,311
Population per sq. km.	397	427	526	434

FIGURE 2.4: POPULATION BY WARD IN WYRE, MID-2020 (ONS)



2.6 Migration and Natural Change

2.6.1 Figure 2.5 illustrates the rate of international and internal-migrants and the difference of natural change within Wyre since 2013 to 2020. In 2020, there was a total net gain of 1,737 in-migrants. Of that, 89% have moved from somewhere within the UK, and 11% from overseas.

FIGURE 2.5: INTERNATIONAL AND INTERNAL MIGRATION AND NATURAL CHANGE IN WYRE, 2013-2020 (ONS)

2.6.2 Whilst overall there has been a net gain through in-migration, when considered in conjunction with fertility and mortality rates, the rate of in-migration has some implications. The mid-2020 data shows there were 870 births in Wyre, and 1,645 deaths (ONS).

2.7 Ethnic composition

2.7.1 As Table 2.3 illustrates, Wyre has a much less ethnic diverse population when compared to Lancashire, the North West and England. The 2011 census indicated that Wyre had a higher proportion of white residents than in the North West and England. Although the ethnic diversity in Wyre was estimated to have increased by 2011, the white British population in Wyre remains at 12.8% higher than in England. All other groups in Wyre, had a lower proportion when compared both regionally and nationally.

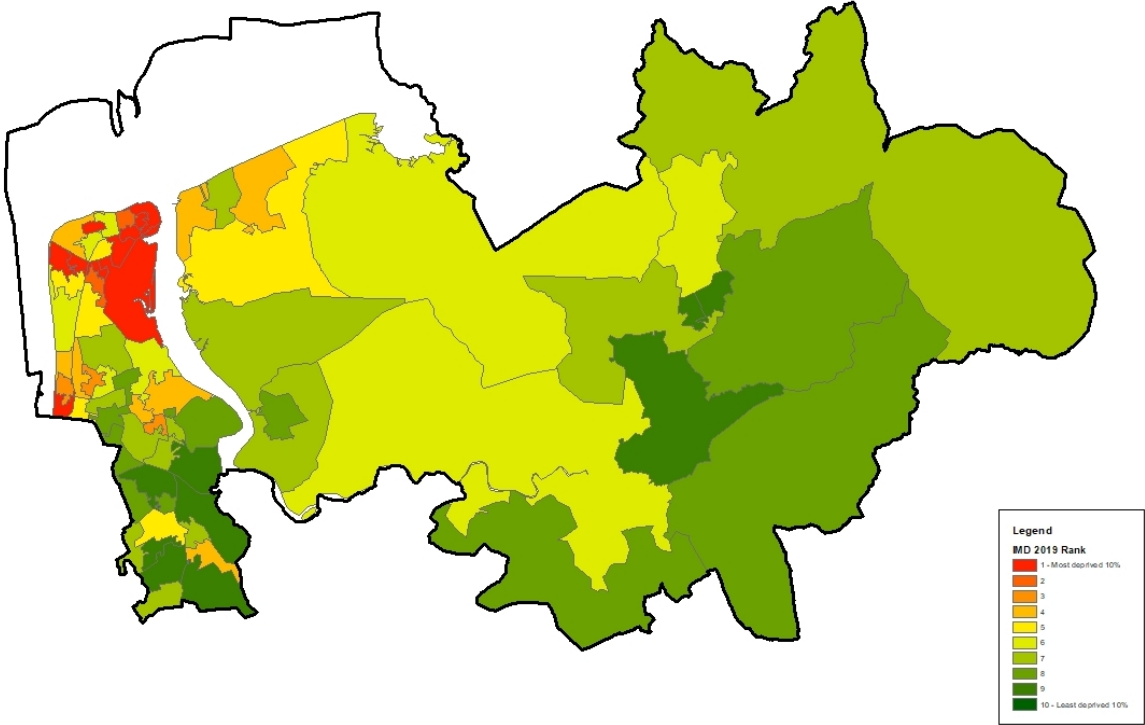
TABLE 2.3: ETHNIC COMPOSITION (%), 2011 CENSUS COMPARED WITH THE 2001 CENSUS (LCC & ONS)

Ethnic Group	Wyre		Lancashire		North West		England	
	2001	2011	2001	2011	2001	2011	2001	2011
White	98.8	98.2	94.6	92.3	94.3	90.2	90.8	85.4
Mixed/multiple ethnic group	0.4	0.6	0.7	1.1	1.0	1.6	1.4	2.3
Asian/Asian British	0.4	0.9	4.2	6.1	3.5	6.2	4.7	7.8
Black/African/Caribbean/Black British	0.0	0.1	0.2	0.3	0.7	1.4	2.4	3.5
Other ethnic group	0.3	0.1	0.4	0.2	0.6	0.6	1.0	1.0

2.8 Index of Multiple Deprivation

2.8.1 The Index of Multiple Deprivation (IMD) is a measure of the relative deprivation of areas at the Lower Super Output Area (LSOA) level. The concept is based on the idea of seven distinct domains of deprivation, which are experienced by individuals living in an area. The IMD is a weighted aggregation index of the relative deprivation of an area.

FIGURE 2.6: INDICES OF MULTIPLE DEPRIVATION (ALL IMD DOMAINS) FOR WYRE, LOWER SUPER OUTPUT AREAS BY RANKING POSITION IN ENGLAND, 2019 (MHCLG)



2.8.2 Spatially, there is an inequality between urban and rural parts of the borough, with the more deprived areas being found exclusively in the urban areas. Figure 2.6 shows that whilst much of Wyre ranks in the least deprived areas of England with some areas, such as Garstang and parts of Poulton-le-Fylde, Thornton and Cleveleys ranking in the least deprived 10%. Several areas in Fleetwood are ranked amongst the most deprived 10% in England.

2.9 Conclusion

2.9.1 This chapter has outlined the key demographic issues for Wyre in terms of population and the need to monitor socio-cultural issues.

2.9.2 Wyre’s population is projected to both increase and become considerably more aged over the coming years. This will have implications for the provision of housing and the necessary services. With the population ageing there will be a greater demand for local health services and service provision, and with large parts of the Borough being rural, there is the potential for greater need of transportation services. With the younger population projected to decrease, namely 5-34 year olds, this will bring new challenges that will have to be addressed especially in terms of retaining businesses and employment opportunities.

2.9.3 In order to support the principles of sustainable development but also ensure that the development needs of the population of Wyre are met, a new settlement hierarchy was established as part of the Local Plan. The new settlement hierarchy is broadly in the form of a traditional hierarchy where the highest populated areas are at the higher end of the spectrum. As part of the Local Plan preparation, Wyre Council undertook a detailed settlement analysis to support the settlement hierarchy in the adopted Local Plan.

2.9.4 The overarching aim is to promote sustainable growth whilst balancing environmental, social and economic considerations and creating sustainable communities in both urban and rural Wyre.

3 Economic Growth (Objective 1)

3.1 Introduction

This chapter provides an accurate indication that objective 1 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, EP1, EP2, EP3 and EP8. These are monitored using the following Performance Monitoring Indicators (PMI); PMI1, PMI2, PMI3, PMI4 and PMI5. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 1 states:

'To facilitate investment, job creation and sustainable economic growth in Wyre, supporting new and existing businesses across the Borough, the delivery of Hillhouse Technology EZ, farming and tourism development.'

3.1.1 Economic growth and performance are indicators of development, employment and industry policies implemented by Wyre Council. Sustainable economic growth and diversity is encouraged through national policy in order to enhance the vitality of urban centres, and facilitate diversification. As the term sustainable development suggests, the need or desire for growth must not be detrimental to quality of life and the environment.

3.1.2 The Town and Country Planning (Use Classes) (Amendments) (England) Regulations 2020 came into effect on 1st September 2020. Use classes B1 no longer exists and a new class E (commercial, business and service) has been created. This subsumes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes) and B1 (business). The new use class E includes sub-category Class E(g) which corresponds with the previous use class B1. Use Class B2 and B8 remain.

3.1.3 For the purposes of employment monitoring, we will continue to monitor use class B2 and B8 alongside the new use class E(g).

3.1.4 The data contained within this chapter remains from the 2020-21 report.

3.2 PMI1 & SAI6/3 - Available employment land, by area (ha)

3.2.1 Table 3.1 illustrates the available employment land on allocated sites in Wyre. As can be seen, there is a total of 32.34ha of available employment land available on allocated sites in Wyre.

Table 3.1: Available employment land on allocated sites

Site Reference	Site Name	Hectares (ha) available
SA2/1	Carrfield Works, Park Lane, Preesall Hill	0.34
SA2/2	Riverside Industrial Park Extension, Catterall	3.42
SA2/3	South of Goose Lane	1.00
SA3/1	Fleetwood Dock and Marina, Fleetwood	7.50
SA3/2	Joe Lane, Catterall	0.4

Site Reference	Site Name	Hectares (ha) available
SA3/3	Land West of Great Eccleston, Great Eccleston	1.00
SA3/4	Forton Extension, Forton	1.00
SA3/5	Land West of the A6, Garstang	4.68
SA4	Hillhouse Technology Enterprise Zone, Thornton	13.00
Total Employment land available on allocated sites		32.34

3.2.2 In addition to this, there is also a total of 4.82ha of committed employment land on unallocated sites. Therefore, the overall employment land available across Wyre totals 37.16ha (gross).

3.3 PMI2 and PMI3- Amount of gross employment land (ha) and net floor space (sqm) developed by type and with extant planning permission

3.3.1 Table 3.2 indicates there has been zero (0) take up on Allocated Sites.

Table 3.2 - Gross employment land and net floor space developed

Allocation (employment area)	Gross Take Up (Ha)	Gross Take Up (Sqm)					Total Net Take Up (sqm)
		E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	
-	-	-	-	-	-	-	-
Total	0	0	0	0	0	0	0

3.3.2 Table 3.3 indicates there has been 0.1ha of new land take up in Existing Employment Areas, with two developments totalling 644m² (WY11 & WY17) provided through intensification of an existing site.

Table 3.3: Existing employment areas

Existing Employment Area	Gross Take Up (Ha)	Gross Take Up (Sqm)					Total Net Take Up (sqm)
		E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	
Copse Road (WY08)	0.10	0	0	0	581	0	581
Poulton Industrial Estate (WY11)	0	148	0	0	0	0	148
Preesall Industrial Estate (WY17)	0	0	0	0	496	0	496
Total	0.10	148	0	0	1,077	0	1,225

3.3.3 Table 3.4 indicates there has been zero (0) take up on Hillhouse Technology Enterprise Zone.

Table 3.4: Hillhouse Technology Enterprise Zone

Hillhouse Technology Enterprise Zone	Gross Take Up (Ha)	Gross Take Up (Sqm)					Total Net Take Up (sqm)
		E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	
-	-	-	-	-	-	-	-
Total	0	0	0	0	0	0	0

3.3.4 Table 3.5 indicates there has been zero (0) take up on other sites in Wyre.

Table 3.5: Other sites

No. of Sites	Gross Take Up (Ha)	Gross Take Up (Sqm)					Total Net Take Up (sqm)
		E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	
-	0	0	0	0	0	0	0

3.4 PMI4 - Amount of gross employment land (Ha) and net floor space (sqm) lost to alternative uses (non B use class)

3.4.1 Table 3.6 indicates the amount of gross employment land (Ha) and net floor space (sqm) lost to alternative uses (non B use class) where data is available through monitoring planning permissions.

3.4.2 There has been zero (0) employment land lost to alternative uses and zero (0) square metres lost to alternative uses. However, the councils monitoring of planning permissions may not illustrate all losses that have occurred, such as where planning permission is not required e.g. permitted change of use.

Table 3.6: Gross employment and net floor space lost to alternative uses (non B use class)

Application Number	Reference (if applicable)	Gross Loss (Ha)	Net Gross Loss (Ha)	Loss (gross sqm)					Total Loss (net sqm)
				E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8	
-	-	-	-	-	-	-	-	-	-
		0	0	0	0	0	0	0	0

3.5 PMI5 & SAI6/4 - Number of wards with LSOAs in bottom 10% most deprived for employment deprivation

3.5.1 From 2019 data, there were a total number of six (6) wards with LSOAs in the bottom 10% most deprived for employment deprivation. Wards include: Rossall, Warren, Pharos, Mount, Park and Jubilee.

3.6 SAI6/5 – Employment land take up

3.6.1 Table 3.7 indicates the gross employment land take up. As can be seen, the total take up is at 16.89ha. The take up for 2020-21 is 0.1ha.

Table 3.7: Employment land take up

Year	Allocated Sites	Existing Employment Areas (Unallocated Sites)	Other (Unallocated Sites)	Total Take Up (Ha)
2011-12	2.74	0	0.02	2.76
2012-13	0	0	1.75	1.75
2013-14	0	0	0.40	0.40
2014-15	0	0.1	0.7	0.80
2015-16	0.84	0.35	0	1.19
2016-17	0.23	1.07	1.05	2.35
2017-18	0.46	0	2.90	3.36
2018-19	0	3.58	0.09	3.67*
2019-20	0	0	0.51	0.51
2020-21	0	0.1	0	0.1
2021-22	Data not available	Data not available	Data not available	Data not available
Total	4.27	5.2	7.42	16.89

*Completions revised for 2018-19 due to a completion reporting delay.

3.7 Indicator Analysis

3.7.1 Table 3.8 illustrates how local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 3.8: Economic Growth (Objective 1) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021-2022 Output	Performance
SP1 SP2	PMI 1 SAI 6/3	Available employment land, by area (ha)	Monitor availability	32.34ha	Data not available	N/A
EP1 EP2 EP3 EP8	PMI 2	Amount of gross employment land (ha) and net floor space (sqm) developed, by type: a) on allocated employment sites (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone d) Other	43 hectares (over plan period)	a)0ha & 0sqm b)0.1ha & 1,225sqm c) 0ha & 0sqm d) 0ha & 0sqm	Data not available	N/A
	PMI 3	Amount of gross employment land (ha) and net floor space (sqm) with extant planning permission, by type: a) on allocated employment sited (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone d) Other	To meet requirements	Data not available	Data not available	N/A
	PMI 4	Amount of gross employment land (ha) and net floor space (sqm) lost to alternative uses (non B use class): a) on allocated employment sites (including mix use) b) in existing employment areas	No overall loss	Data only available for whole of Wyre and has not been split. Therefore,	Data not available	N/A

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021-2022 Output	Performance
		c) Hillhouse Technology Enterprise Zone d) Other		a), b), c) & d) = 0ha, 0sqm		
	PMI 5 SAI 6/4	Number of wards with LSOAs in bottom 10% most deprived for employment deprivation	Decrease over plan period	6 Wards	6 Wards	Green
	SAI 6/5	Employment land take up	43ha over plan period	0.1ha	Data not available	N/A

3.8 Policy Conclusions

3.8.1 The 2020-21 report outlines that it is evident that the policies associated are not performing in terms of economic growth, as targets are set for the duration of the plan period. If the average per annum is taken into consideration, there is still under-delivery. However, during a future single monitoring year, there could be significant over-delivery to compensate for previous years deficits. Thus, potentially could mean targets can still be achieved.

3.8.2 Wyre Council's retail and employment monitoring is currently under review and subject to change because of the Town and Country Planning (Use Classes) Order 1987 (as amended).

3.8.3 At present, policies are not performing sufficiently in order to facilitate sustainable economic growth in Wyre.

3.8.4 Data is not currently available for 2021-22.

4 Infrastructure Provision (Objective 2)

4.1 Introduction

This chapter provides an accurate indication that objective 2 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1 and SP7. These are monitored using the following Performance Monitoring Indicators (PMI); PMI6 and PMI7. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 2 states:

'To support education and skill development to give local people the opportunity to access jobs.'

4.2 PMI6 - Number, type and amount of financial contributions through CIL and/or S106 towards education

4.2.1 The Community Infrastructure Levy (CIL) is a new charge that local authorities have the power to levy on most types of development to fund infrastructure required to support new growth such as transport, education, health and open space facilities. CIL chargers are based on the size and types of development proposed and are calculated as a charge per square metre.

4.2.2 Wyre council does not at present have an adopted CIL Charging Schedule. Therefore, there are currently no financial contributions through CIL within Wyre.

4.2.3 As part of the consideration of a planning application, section 106 of the Town and Country Planning Act 1990 enables local authorities to negotiate with developers certain works, restrictions, or contributions towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

4.2.4 There were two financial contributions proposed towards education during the period 1 April 2020 to 31 March 2021. This totalled approximately £785,621.58 through S106 towards education.

4.3 PMI7 & SAI2/1 - Number and distribution of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation

4.3.1 From 2019 data, there were a total number of six (6) wards with LSOAs in the bottom 10% most deprived for education, skills and training deprivation. Wards included; Rossall, Warren, Pharos, Mount, Park and Jubilee.

4.4 SAI2/3 - % of working age residents with national vocational qualifications (NVQs)

4.4.1 Table 4.1 illustrates the number and % of working age residents with NVQs during the time period January 2021 to December 2021.

Table 4.1: Wyre Residents with National Vocational Qualifications, Jan 2021- Dec 2021 (ONS)

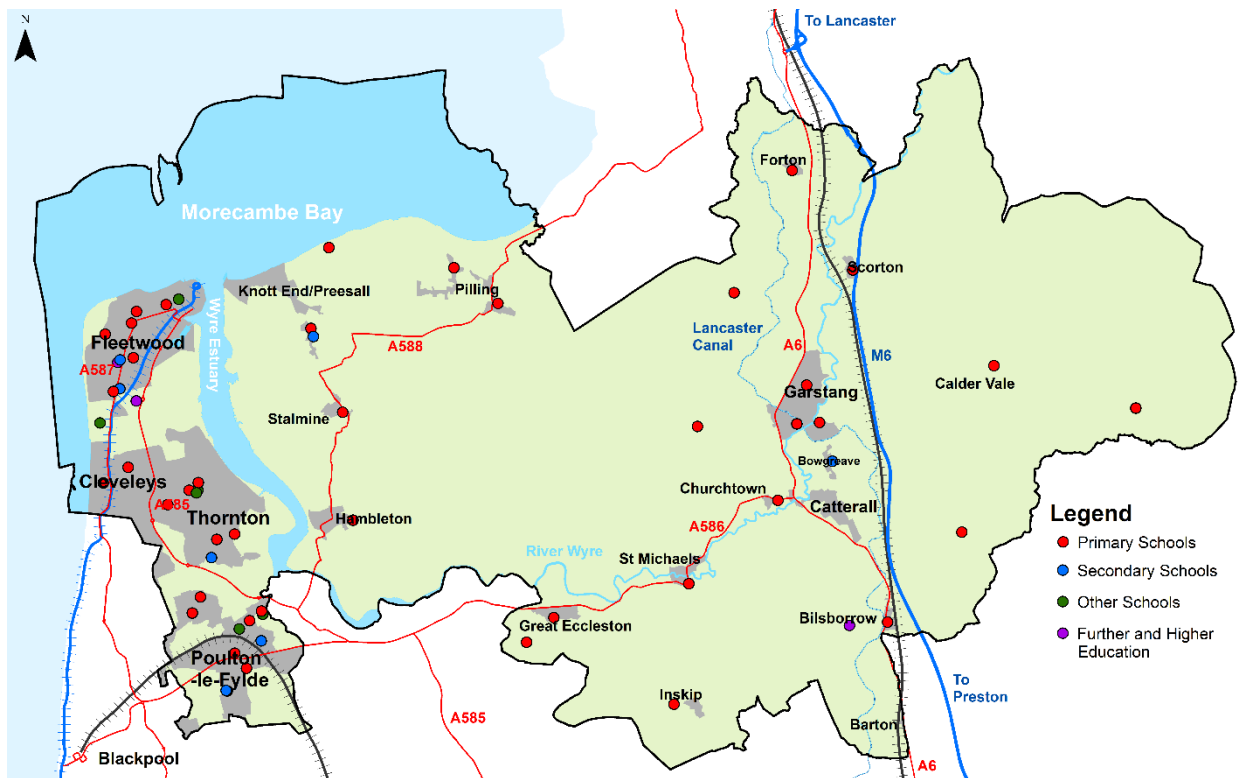
	Wyre (Number)	Wyre (%)	North West (%)	Great Britain (%)
NVQ4 and above	24,400	41.8	38.5	43.5
NVQ3 and above	41,700	71.3	58.1	61.5
NVQ2 and above	51,500	88.1	77.3	78.2
NVQ1 and above	57,200	97.7	87.3	87.6

It must be noted that numbers and percentage are for those aged 16-64. Percentage is a proportion of resident population of area aged 16-64.

4.5 SAI2/2 – Location and number of school places available

4.5.1 Figure 4.1 illustrates the location of primary, secondary and other schools, as well as identifying further and higher education establishments.

Figure 4.1: Location of schools in Wyre



4.5.2 The Lancashire “School Place Provision Strategy 2022-2025”¹ outlines the short, medium and long-term delivery strategy for Lancashire schools, in order to ensure the right number of school places, in the right areas, at the right time to meet need.

4.5.3 . Table 4.2 below summaries its findings for Wyre.

4.5.4 The strategy outlines areas of growth and reduction in need for both primary and secondary areas. It outlines the following for primary areas:

- Fleetwood – Area of reduction
- Calder Vale & Claughton - Area of reduction
- Garstang & surrounding area – Hotspot
- Poulton-le-Fylde – Hotspot

Table 4.2: Delivery, Phase and summary of contribution (LCC)

Delivery	Phase	Summary of contribution
Short Term	Primary	N/A
Short Term	Secondary	N/A
Medium Term	Primary	N/A
Medium Term	Secondary	N/A
Long Term: Local Plans	Primary	New primary school sites are being sought in the Garstang area, Thornton Cleveleys, Great Eccleston and Poulton-Le-Fylde to address demand from new housing.
Long Term: Local Plans	Secondary	Education contributions are being sought for existing secondary school expansions in conjunction with multiple developments in Wyre

4.6 SAI6/1 – Employment and unemployment

4.6.1 Table 4.3 illustrates Wyre’s employment and unemployment figures between January 2021 and December 2021. As can be seen, Wyre has a higher percentage (79%) of economically active people than both regional (76.5%) and national figures (78.4).

¹ Lancashire School Place Provision Strategy 2022-2025
<https://www.lancashire.gov.uk/council/strategies-policies-plans/children-education-and-families/school-place-provision-strategy/>

Table 4.3: Employment and unemployment in Wyre, North West and Great Britain, January 2021 - December 2021 (ONS)

	Wyre	Wyre (%)	North West (%)	Great Britain (%)
Economically Active*	48,900	79.0	76.5	78.4
In employment*	48,100	77.6	72.9	74.8
Employees*	41,700	69.2	64.6	65.3
Self Employed*	6,400	8.4	8.1	9.3
Unemployed	1,900	3.8	4.6	4.6

*numbers are for those aged 16 and over, % are for those aged 16-64.

4.7 SAI6/2 – Percentage of employment and occupation

4.7.1 Table 4.4 illustrates Wyre’s employment by occupation between January 2021 and December 2021. As can be seen, Wyre had a higher percentage for groups 1, 5 and 6 than the region and when compared to the national figures.

Table 4.4: Employment and occupations in Wyre, January 2021 - December 2021 (ONS)

	Wyre	Wyre (%)	North West (%)	Great Britain (%)
Soc 2010 Major Group 1-3	24,400	50.7	46.8	49.7
1) Managers, Directors and senior officials	7,100	14.8	9.6	10.5
2) Professional Occupations	11,000	22.9	22.5	23.7
3) Associate Professional & Technical	6,200	12.9	14.6	15.3
Soc 2010 Major Group 4-5	11,400	23.7	19.2	19.0
4) Administrative & Secretarial	4,400	9.2	10.4	10.2
5) Skilled Trades Occupations	7,000	14.5	8.8	8.8
Soc 2010 Major Groups 6-7	7,800	16.3	17.5	16.2
6) Caring, Leisure and other Service Occupations	5,000	10.4	9.5	9.2
7) Sales and Customer Service	#	#	7.9	6.9
Soc 2010 Major Group 8-9	4,500	9.3	16.5	15.1
8) Process Plant & Machine Operatives	!	!	5.9	5.5
9) Elementary Occupations	#	#	10.5	9.6

indicates data not available

! Estimate is not available since sample size is disclosive.

4.8 Indicator Analysis

4.8.1 Table 4.5 illustrates how local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 4.5: Infrastructure Provision (Objective 2) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP1 SP7	PMI 6	Number, type and amount of financial contributions through CIL and/or S106 towards education	Monitor contributions	£577,341.70	£785,621.58	N/A
	PMI 7 SAI 2/1	Number and distribution of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation	Decrease	6 Wards	6 Wards	Green
	SAI2/3	% of working age residents with national vocational qualifications (NVQs)	Monitor change	57,100	57,200	N/A
	SAI2/2	Location and number of school places available	Monitor change	Strategy currently under review. Therefore, data not available	See table 4.2.	N/A
	SAI6/1	Employment and unemployment	Monitor change	In employment =53,600 Unemployed = 2,100	In employment =48,100 Unemployed = 1,900	N/A

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
	SAI6/2	Percentage of employment and occupation	Monitor change	See para 4.7.1	See para 4.7.1	N/A

4.9 Policy Conclusions

4.9.1 The number of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation has not decreased, however, the data is released on a 4-year cycle, and so a conclusion cannot be drawn until the next release in 2023. It is encouraging that the % of working age residents with national vocational qualifications (NVQs) has increased slightly. However, number of people in employment has decreased. There has been a decrease in the number of people who are unemployed.

4.9.2 The 2021 census has now been undertaken and the data releases from the consultation will provide an update of key data that will be invaluable in terms of whether local people are being given the opportunities to access jobs. At the time of writing, ONS have released an indicative timetable as to when data will be released. This data will be included where relevant once it becomes available.

4.9.3 It is evident that the development plan (SP1) is providing opportunities for local people to access jobs. Financial contributions (SP7) are also ensuring that education needs are being supported locally. Policies will be continually reviewed. It will become more evident in coming years as policies have had time to be fully implemented and established.

5 Housing (Objective 3)

5.1 Introduction

This chapter provides an accurate indication that objective 3 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, SP7, HP1, HP2, HP3, HP7, HP8 and HP10. These are monitored using the following Performance Monitoring Indicators (PMI); PMI8, PMI9, PMI10, PMI11, PMI12, PMI13, PMI14, PMI15 and PMI16. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 3 states:

'To help meet the needs of all Wyre's population; provide choice in terms of type and tenure in both market and affordable sectors that meet the requirements of young people, families and older people.'

5.2 PMI8 - 5 year supply of deliverable housing

5.2.1 In accordance with the National Planning Practice Guidance (PPG)² and National Planning Policy Framework (NPPF) §74, the council will need to be able to demonstrate a 5 year housing land supply position (with a 5% buffer) when dealing with applications and appeals. The latest available evidence on housing delivery is that set out in the council's Housing Implementation Strategy (HIS) 2022.

5.2.2 The council's HIS demonstrates a deliverable housing land supply position of **6.74 years**. Table 5.1 outlines the calculation.

Table 5.1 - 5 Year housing land supply calculation

Five year housing supply calculation	Number of dwellings
A. Five year requirement (460 X 5)	2,300
B. Completions since 1 April 2011	4,239
C. Shortfall since 2011 [(460 X 11) – 4239]	821
D. 821 ÷ 9 years remaining of plan period	91
E. Annual requirement (91) x 5 years	455
F. Five year requirement with shortfall (2,300 +455)	2,755

² Paragraph: 004 Reference ID: 68-004-20190722

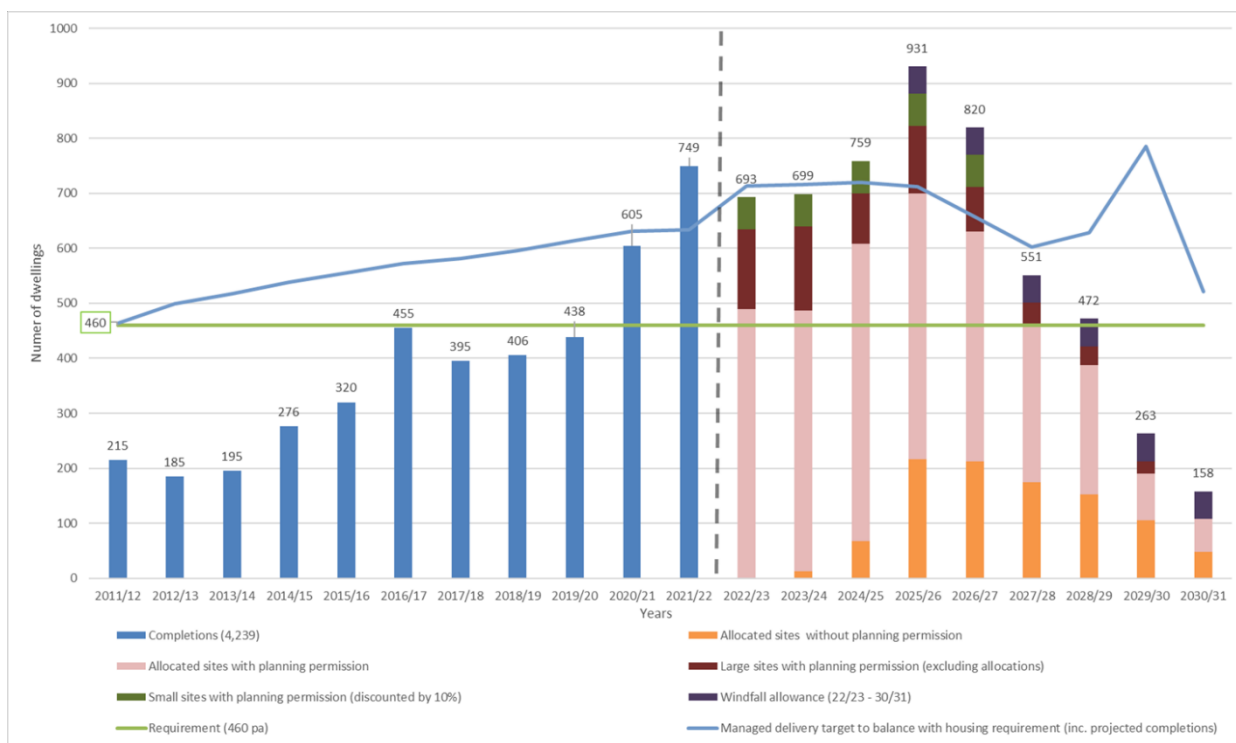
Five year housing supply calculation	Number of dwellings
G. 5% buffer (2,755 x 5%)	137.75
H Five year requirement with shortfall + 5% buffer (2,755 + 137.75)	2,892.75
I. Annual five year requirement (2,892.75 ÷ 5 years)	578.55
J. Total supply deliverable in 5 years	3,902
K. Supply in years (3,902 ÷ 578.55)	6.74 years

5.2.3 Further information can be found on the council website here - <https://www.wyre.gov.uk/evidence-monitoring-information/housing-evidence/3>

5.3 PMI9 - Housing Trajectory

5.3.1 Figure 5.1 illustrates that there has been 4,239 net housing completions since 2011 and 749 in the year 2021-2022.

Figure 5.1: Housing Trajectory at 31st March 2022



5.4 PMI10 & SAI4/1 - Net additional dwellings on each housing allocation

5.4.1 The total net additional dwellings built in Wyre between 1 April 2011 and 31 March 2022 was 4,239. In the year 1 April 2021 to 31 March 2022 there were 749 new dwellings completed.

5.4.2 Table 5.2 identifies net additional dwellings on each housing allocation as at 31 March 2022. This table does not include mixed use sites.

Table 5.2: Net additional dwellings on housing allocations

Site Ref	Site Name	Number of dwellings allocated to be delivered by 2031	Number of dwellings expected to be delivered by 2031	Number of dwellings with extant permission at 31.03.22	Dwellings completed as at 31.03.22
SA1/1	West of Broadway, Fleetwood	25	25	0	0
SA1/2	Lambs Road/Raikes Road, Thornton	360	360	157	83
SA1/3	Land between Fleetwood Rd North and Pheasant Wood, Thornton	153	153	0	0
SA1/4	South East Poulton, Poulton-le-Fylde	236	236	208	0
SA1/5	Land at Garstang Road, Poulton-le-Fylde	516	516	522	235
SA1/6	Land South of Blackpool Road, Poulton-le-Fylde	300	300	202	0
SA1/7	South Stalmine, Stalmine	180	180	146	81
SA1/8	North of Garstang Road, Pilling	40	40	40	24
SA1/9	North of Norcross Lane, Norcross	300	300	239	124
SA1/10	Land at Arthurs Lane, Hambleton	165	165	201	0
SA1/11	Inskip Extension, Inskip	85	85	85	55
SA1/12	North of New Holly Hotel and Bodkin Cottage, Hollins Lane	38	38	38	38
SA1/13	Land East of Hollins Lane, Hollins Lane	51	51	60	60
SA1/14	West of Cockerham Road, Garstang	260	260	0	0

Site Ref	Site Name	Number of dwellings allocated to be delivered by 2031	Number of dwellings expected to be delivered by 2031	Number of dwellings with extant permission at 31.03.22	Dwellings completed as at 31.03.22
SA1/15	Land South of Prospect Farm, West of the A6, Garstang	70	70	0	0
SA1/16	South of Kepple Lane, Garstang	125	125	120	14
SA1/17	Bowgreave House Farm, Bowgreave	27	27	27	27
SA1/18	Garstang Road, Bowgreave	46	46	46	46
SA1/19	Land South of Calder House Lane, Bowgreave	45	45	44	44
SA1/20	Garstang Country Hotel and Golf Course, Bowgreave	95	95	87	56
SA1/21	Daniel Fold Farm, Daniel Fold Lane, Catterall	117	117	130	103
SA1/22	Daniel Fold Farm Phase 2, Daniel Fold Lane, Catterall	66	66	80	0
SA1/23	Land off Garstang Road, Barton	72	72	74	39
SA1/24	Land Rear of Shepherds Farm, Barton	34	34	34	0
SA1/25	Land Rear of 867 Garstang Road, Barton	26	26	0	0
Total		3,432	3,432	2,540	1,029

5.5PMI11 & SAI4/3 - Percentage and number of affordable homes, by type and settlement

5.5.1 The total number of affordable home completions in 2021-22 was 268.

5.5.2 Table 5.3, illustrates sites that have contributed to the affordable housing completions.

Table 5.3: Sites contributing to affordable housing completions 2021-22

		Units completed	No. of beds			
			1	2	3	4
1357A SA1/5	Garstang Road East, Poulton	29		24	5	
2568A SA1/7	South and west of Birch Grove, Stalmine	10	10			
2680 SA1/12	Bt. New Holly Hotel & Bodkin Cottage, Hollins Lane, Forton.	3		3		
2683B SA3/2	Westfield Avenue, Catterall	55	16	15	24	
2691B SA3/3	Land off Copp Lane, Great Eccleston	9		6	3	
2702 SA1/21	Daniel Fold Farm PH.1 Daniel Fold Lane, Catterall	33	6	17	10	
2726A SA1/2	East of Lambs Road, Thornton	7		7		
2771 SA1/23	Land off Garstang Road, Barton	10		2	8	
2773 SA1/18	Land at Garstang Road, Bowgreave	11		4	7	
2775 SA1/19	Land off Calder House Lane, Bowgreave	13		12	4	
2816 SA1/13	Land east of Hollins Lane, Forton	24		16	8	
2847	Land off Hardhorn Road, Poulton	5		3	2	
2925	South of Rosslyn Avenue, Preesall	16		11	5	
2943	Marine View Apartments, 69-70 The Esplanade, Fleetwood	16	14	2		
2975	Former Sandpiper PH, Cleveleys Avenue, Cleveleys	3		3		
	Totals	268	46	145	77	0

5.5.3 There were two financial contributions proposed during the period 1 April 2021 to 31 March 2022. This totalled approximately £170,705.46 through S106 towards affordable housing.

5.6 PMI12 - Percentage and number of dwellings providing housing for older people and people with restricted mobility

5.6.1 By 2037, the population aged 65 or over in Wyre is projected to reach over 42,000, the largest number of any Lancashire authority. It is therefore essential to provide housing for older people and people with restricted mobility.

5.6.2 Policy HP2 of the adopted Local Plan advises at least 20% of dwellings within developments of 20 dwellings and above should be of a design suitable or adaptable for older people and people with restricted mobility. 2021-22 has been the third full monitoring year since the adoption of the Local Plan and although 10 planning applications have been approved in that time for developments of 20 dwellings and above, two of them relate to outline applications approved prior to Local Plan adoption. Consequently, in the absence of an outline planning condition and as housing mix does not fall to be considered under any of the reserved matters definitions, a policy compliant mix could not be demanded.

5.6.3 Of the remaining 8 approvals, all are required to provide by condition at least 20% housing suitable for the elderly and one provided marginally more than required (20.7%). In addition, during 2021-22, Planning Committee resolved to approve a further 5 applications all with a recommendation to attach a planning condition for the provision of at least 20% housing suitable for the elderly and people with restricted mobility.

5.6.4 In total in 2021-22 planning approval was granted on developments of 20 dwellings and above for 202 dwellings for older people and people with restricted mobility.

5.7 PMI13 and SAI4/2 - Net additional dwellings, by size, type and tenure

5.7.1 Local plan policy HP2 states that proposed developments should provide an appropriate mix of housing in terms of size, type, tenure of housing, in accordance with the most up-to-date Strategic Housing Market Assessment and Rural Affordable Housing Needs Survey.

5.7.2 Table 5.4 demonstrates the size and tenure of the 749 net completions in 2021-2022 against the implied size of housing required, as set out in the Fylde Coast SHMA Addendum 3 (published May 2018).

Table 5.4: Net additional dwellings by type and tenure

Market Housing					Affordable Housing					Total Housing (regardless of tenure)				
1 bed	2 bed	3 bed	4/4+ bed	Total	1 bed	2 bed	3 bed	4/4+ bed	Total	1 bed	2 bed	3 bed	4/4+ bed	Total
-18	54	145	300	481	46	145	77	0	268	28	199	222	300	749
Actual tenure provided (%)										4%	26%	30%	40%	100%
SHMA Addendum 3 implied size of housing required (%)										7%	31%	43%	18%	100%

5.7.3 With reference to the type of housing completed in the monitoring period, Table 5.5 illustrates the variety in the 749 net completions.

Table 5.5: Variety of net completions

Dwelling Type	Number of completions in 2021-22
Detached	375
Semi Detached	165
Terraced	96
Flat	61
Bungalow	52
Total	749

5.8 PMI14 & SAI4/6 - Amount of permanent and transit pitch provision for gypsies and travellers

5.8.1 No need has been identified in Wyre for Gypsy and other type of traveller accommodation.

5.9 PMI15 & SAI4/7 - Amount of permanent plot provision for travelling show people

5.9.1 Travelling show people have specific accommodation requirements. The evidence showed that the Local Plan needed to make provision for 20 plots to meet accommodation needs for Travelling Show People for the period up to 2031. Policy SA6 allocated land at North Garstang for travelling show people.

5.9.2 This allocation, SA6, Land at Conway, West of the A6, Garstang, has 2.43 hectares available and has a capacity of 20 plots.

5.10 PMI16 - Number of buildings converted in to Houses of Multiple Occupancy (HMOs)

During the monitoring period, there was one planning permission granted to convert a building into a HMO. For more details, please see planning permission 21/01222/FUL.

5.11 SAI4/5 - Percentage of vacant dwellings (C3)

5.11.1 Table 5.6 illustrates that in 2021, 810 homes in Wyre had been vacant, representing 1.5% of total dwelling stock. This is much lower when compared to Lancashire, 3.1% and England 2.6%.

5.11.2 Wyre had 66 less vacant dwellings compared to 2020. This equates to a 7.5% decrease in vacant dwellings.

Table 5.6: Vacant dwellings (C3) in Wyre, Lancashire and England, 2022 (ONS)

	Wyre		Lancashire-12		England	
	No.	% Dwellings Vacant	No.	% Dwellings Vacant	No.	% Dwellings Vacant
Empty Homes	810	1.5	17,140	3.1	653,025	2.6

5.12 Indicator Analysis

5.12.1 Table 5.7 illustrates how local plan policies perform against indicators where possible, comparing data from the previous year and where targets have been set out by the council.

Table 5.7: Housing (Objective 3) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP1 SP2 SP7	PMI 8	5 year supply of deliverable housing	100% as set out in the latest Housing Evidence	6.42 years	6.74 years	Green
HP1 HP2 HP3 HP4 HP8 HP10	PMI 9	Housing Trajectory a) completions in previous years (since 2011) b) completions in reporting year c) extant planning permission from current year (up to 2031) d) managed delivery target	9,215 homes in the plan period (2011-2031)	a) 3,490 b) 605 (net) c) 725 (current year) see graph for future years d) 4,543	a) 4,239 b) 749 (net) c) 693 (current year) see graph for future years d) 6,057	Amber
	PMI 10 SAI 4/1	Net additional dwellings on each housing allocation a) completions since 2011 b) with extant planning permission	Monitor take up	a) 531 b) 2,460	a) 1,029 b) 2,540	N/A
	PMI 11 SAI 4/3	Percentage and number of affordable homes, by type and settlement a) completed annually b) with extant planning permission c) financial contributions	Measure % against local plan policy standards, by settlement	a) 151 b) N/A c) £221,089	a) 268 b) N/A c) £170,705.46	Green
	PMI 12	Percentage and number of dwellings providing housing for older people and people with restricted mobility	20% of 20+ dwellings	See para 5.6.2 (19/20 report)	See para 5.6.2	Green
	PMI 13 SAI 4/2	Net additional dwellings, by size, type and tenure	Monitor change	See para 5.7.2 (19/20 report)	See para 5.7.2	N/A
	PMI 14 SAI 4/6	Amount of permanent and transit pitch provision for gypsies and travellers	Monitor take up	No need identified	No change	N/A

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
	PMI 15 SAI 4/7	Amount of permanent plot provision for travelling show people	To meet locally identified need	20 plots (19/20 report)	No change	N/A
	PMI 16	Number of buildings converted in to Houses of Multiple Occupancy (HMOs)	Monitor take up	0	1	N/A
	SAI 4/5	Percentage of vacant dwellings (C3)	Decrease	1.5% (774 dwellings)	1.5% (810 dwellings)	Amber

5.13 Policy Conclusions

5.13.1 Wyre can again demonstrate a 5-year housing land supply. The authority has provided 749 new homes, 268 of which are affordable homes, and has met the annual requirement of 460 homes. This confirms that policies are being implemented correctly to ensure the needs of the population are being met.

5.13.2 It is also promising to see that allocated sites are continuing to come forward across Wyre, with extant permission to deliver 2,540 homes thus far on housing allocations.

5.13.3 For more detailed housing monitoring and information, it is advised to review other evidence base documents, which outline Wyre Council's up to date housing position. Further information can be found here - <https://www.wyre.gov.uk/homepage/36/evidence-monitoring-and-information>

6 Town, District and Local Centres (Objective 4)

6.1 Introduction

This chapter provides an accurate indication that objective 4 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP2, EP4, EP5, EP6, EP7 and EP8. These are monitored using the following Performance Monitoring Indicators (PMI); PMI 5, PMI17, PMI 18, PMI 19 and PMI 20. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 4 states:

'To help meet the diverse needs for services and facilities, as close to where they arise as possible, and ensure thriving and vibrant town, district and local centres serving the local community and visitors.'

6.2 PMI5 and SAI6/4 - Number of wards with LSOAs in bottom 10% most deprived for employment deprivation

6.2.1 From 2019 data, there were a total number of six (6) wards with LSOAs in the bottom 10% most deprived for employment deprivation. Ward include: Rossall, Warren, Pharos, Mount, Park and Jubilee.

6.3 PMI17, PMI18 and SAI6/6 - Net additional retail floor space developed and with extant planning permission

6.3.1 This indicator will be introduced during the plan period as and when data becomes available. Retail monitoring is currently under review.

6.4 PMI19 - Changes to defined primary and secondary shopping frontages

6.4.1 Changes to defined primary and secondary shopping frontages will only be determined once future retail monitoring takes place. Future AMRs will identify changes.

6.4.2 Therefore, there have been no changes to defined primary and secondary shopping frontages.

6.5 PMI20 - Ground floor vacancy rates for Cleveleys, Fleetwood, Garstang, Poulton-le-Fylde and Thornton

Table 6.1 compares town centre vacancy rates between January 2021 and January 2022. As can be seen, there has been an increase in Garstang whereas all other focus areas have decreased the number of ground floor vacant units. The average has decreased (-1.4%).

Table 6.1: Ground floor vacancy rates in Wyre, 2021-2022

Town Centre	January 2021 Vacancy Rate (%)	January 2022			Vacancy Rate Difference
		Total Units	Empty	Vacancy Rate (%)	
Cleveleys	9.97	361	30	8.31	-1.66
Fleetwood	14.51	255	30	11.76	-2.75
Garstang	3.85	154	7	4.54	0.69
Poulton-le-Fylde	8.82	170	11	6.47	-2.35
Thornton	6.60	106	6	5.66	-0.94
Average	8.75	N/A	N/A	7.34	-1.40

6.6 Indicator Analysis

6.6.1 Table 6.2 illustrates how local plan policies perform against indicators, where possible, comparing data from previous year and where targets have been set out by the council.

Table 6.2: Town, District and Local Centres (Objective 4) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP2	PMI 5 SAI 6/4	Number of wards with LSOAs in bottom 10% most deprived for employment deprivation	Decrease over plan period	6 Wards	6 Wards	Green
EP4 EP5 EP6 EP7 EP8	PMI 17 SAI 6/6	Net additional retail floor space developed, by type: a)in town centres b)in primary shopping areas c)in district, local and neighbourhood centres d)other	Monitor take up	Data not available	Data not available	N/A
	PMI 18 SAI 6/6	Net additional retail floor space with extant planning permission a)in town centres b)in primary shopping areas c)in district, local and neighbourhood centres d)other	Monitor take up	Data not available	Data not available	N/A
	PMI 19	Changes to defined primary and secondary shopping frontages	Monitor change	No Change	No Change	N/A
	PMI 20	Ground floor vacancy rates for Cleveleys, Fleetwood, Garstang, Poulton-le-Fylde and Thornton	Monitor change	Average = 8.75	Average = 7.34	Amber

6.7 Policy Conclusions

6.7.1 The number of wards with LSOAs in the bottom 10% most deprived for employment deprivation remains at 6 wards. This is not an accurate reflection of the policies as the data is released on a 4-year cycle and the latest release was in September 2019. The local plan was only adopted in early 2019 and so, the indicator should show a true reflection of the policies when the next release is available (2023).

6.7.2 Wyre Council's retail and employment monitoring is currently under review and subject to change because of changes to the Town and Country Planning (Use Classes) Order 1987 (as amended). There has not been any changes to the primary and secondary shop frontages which is promising in that it shows these particular policies are being implemented correctly.

6.7.3 Vacancy rates have decreased in Fleetwood, which is historically the worst performing settlement for empty units. This decrease is seen as a positive and the economic recovery plan may decrease this further in coming years. It is promising that of the town centres, only Garstang has increased vacancy rates. We remain cautious when monitoring these policies due to the uncertainty with the economy. Policies remain under review with the hopes of ensuring thriving and vibrant towns, districts and local centres to serve the local community and visitors.

7 Infrastructure Provision (Objective 5 and 6)

7.1 Introduction

This chapter provides an accurate indication that objectives 5 and 6 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, SP7, SP8, CDMP3, CDMP6 and EP11. These are monitored using the following Performance Monitoring Indicators (PMI); PMI21, PMI22, PMI23, PMI24, PMI25, PMI26, PMI27, and PMI28. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 5 states:

'To ensure that new developments are supported by essential infrastructure, services and facilities through collaborative working with partners and stakeholders.'

Objective 6 states:

'To improve connectivity between housing, employment, services and recreation areas by a range in transport choices; support the development of an efficient strategic and local highway network, safe walking and cycling routes and public transport services.'

7.2 PMI21 & SAI3/3 - Percentage of new dwellings approved within 1km of key services

7.2.1 Key services include; General Practitioner (GP), primary school, secondary school, existing employment areas (EP2) and town, district, local and neighbourhood centres (EP4).

7.2.2 52% of new dwellings approved are within 1km of a GP.

7.2.3 73% of new dwellings approved are within 1km of a primary school.

7.2.4 28% of new dwellings approved are within 1km of a secondary school.

7.2.5 57% of new dwellings approved are within 1km of an existing employment area (EP2).

7.2.6 63% of new dwellings approved are within 1km of town, district, local and neighbourhood centre (EP4)³.

7.3 PMI22 - Number, type and amount of financial contributions through CIL and/or S106 towards health care

7.3.1 The Community Infrastructure Levy (CIL) is a charge that local authorities have the power to levy on most types of development to fund infrastructure required to support new growth such as transport, education, health and open space facilities. CIL

³ This data includes Catterall as a local centre as it has been developed during the plan period.

chargers are based on the size and types of development proposed and are calculated as a charge per square metre.

7.3.2 Wyre council does not at present have an adopted CIL Charging Schedule. Therefore, there are currently no financial contributions through CIL within Wyre.

7.3.3 As part of the consideration of a planning application, section 106 of the Town and Country Planning Act 1990 enables local authorities to negotiate with developers certain works, restrictions, or contributions towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

7.3.4 There were seven financial contributions during the period 1 April 2021 to 31 March 2022. This totalled approximately £320,331 through S106 towards health care.

7.4 PMI23 - Number, type and amount of financial contributions through CIL and/or S106 towards other infrastructure

7.4.1 The Community Infrastructure Levy (CIL) is a new charge that local authorities have the power to levy on most types of development to fund infrastructure required to support new growth such as transport, education, health and open space facilities. CIL chargers are based on the size and types of development proposed and are calculated as a charge per square metre.

7.4.2 Wyre council does not at present have an adopted CIL Charging Schedule. Therefore, there are currently no financial contributions through CIL within Wyre.

7.4.3 As part of the consideration of a planning application, section 106 of the Town and Country Planning Act 1990 enables local authorities to negotiate with developers certain works, restrictions, or contributions towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

7.4.4 There were four financial contributions proposed during the period 1 April 2021 to 31 March 2022. This totalled approximately £1,046,782.26 through S106 towards other infrastructure.

7.5 PMI24 - Number of community facilities, by type and settlement

7.5.1 This indicator will be introduced during the plan period as and when data becomes available.

7.6 PMI25 & SAI3/5 - Length of total and new dedicated pedestrian and cycle routes

7.6.1 As of 31 March 2022, there was a total of 77,215 meters of dedicated cycle routes within the borough. This includes 30,346m off road and 46,869m on road. There is also 28,411m proposed through new routes that are yet to be established. No figures are available for dedicated pedestrian routes.

7.6.2 These routes (and wider Lancashire routes) can be seen at Lancashire County Council's dedicated cycling webpage - <https://www.lancashire.gov.uk/leisure-and-culture/cycling/cycle-routes/>

7.7 PMI26 - Number of developments receiving planning permission with agreed travel plan

7.7.1 There was 1 development receiving planning permission with an agreed travel plan.

7.8 PMI27 - Number, type and amount of financial contributions through CIL and/or S106 towards highways

7.8.1 The Community Infrastructure Levy (CIL) is a new charge that local authorities have the power to levy on most types of development to fund infrastructure required to support new growth such as transport, education, health and open space facilities. CIL chargers are based on the size and types of development proposed and are calculated as a charge per square metre.

7.8.2 Wyre council does not at present have an adopted CIL Charging Schedule. Therefore, there are currently no financial contributions through CIL within Wyre.

7.8.3 As part of the consideration of a planning application, section 106 of the Town and Country Planning Act 1990 enables local authorities to negotiate with developers certain works, restrictions, or contributions towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing

7.8.4 There were seven financial contributions proposed during the period 1 April 2020 to 31 March 2021. This totalled approximately £1,090,837.36 through S106 towards highways.

7.9 PMI28 & SAI5/2 - Percentage and number of new dwellings built within 1km of a bus stop

7.9.1 During the monitoring period, 100% of new dwellings built were within 1km of a bus stop.

7.10 Indicator Analysis

7.10.1 Table 7.1 illustrates how local policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 7.1: Infrastructure Provision (Objective 5 and 6) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP2 SP7 SP8 SP17 CDMP3 CDMP6 EP11	PMI 21 SAI 3/3	Percentage of new dwellings approved within 1km of key services	Monitor take up	GP = 47% Primary school = 78% Secondary school = 27% Existing employment area = 59% Town, district, local and neighbourhood centre = 61%	GP = 52% Primary school = 73% Secondary school = 28% Existing employment area = 57% Town, district, local and neighbourhood centre = 63%	N/A
	PMI 22	Number, type and amount of financial contributions through CIL and/or S106 towards health care	Monitor contributions	£118,185.00	£320,331	N/A
	PMI 23	Number, type and amount of financial contributions through CIL and/or S106 towards other infrastructure	Monitor contributions	£309,050.90	£1,046,782.26	N/A
	PMI 24	Number of community facilities, by type and settlement a) completed annually b) with extant planning permission c) loss to alternative uses	Monitor change	Data not available	Data not available	N/A
	PMI 25 SAI 3/5	Length of total and new dedicated pedestrian and cycle routes	Increase	Data not available	Total = 77,215m Off-road = 30,346m	N/A

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
					On-road =46,869m Proposed =28,411 m	
	PMI 26	Number of developments receiving planning permission with agreed travel plan	No target	4	1	N/A
	PMI 27	Number, type and amount of financial contributions through CIL and/or S106 towards highways	Monitor contributions	£348,000	£1,090,837.36	N/A
	PMI 28 SAI 5/2	Percentage and number of new dwellings built within 1km of a bus stop	Monitor take up	99.5%	100%	Green

7.11 Policy Conclusions

7.11.1 It can be established that new developments are supported by essential infrastructure. 100% of new dwellings built were within 1km of bus stops. It is also positive that 73% and 57% of new dwellings approved are within 1km of a primary school and existing employment areas respectively.

7.11.2 There have been significant financial contributions towards health care, highways and other infrastructure. These monies must be invested into community facilities that will benefit the residents and future generations. This in turn will then be reflected in health improvements and accessibility to things such as open green spaces.

7.11.3 It is paramount that these figures continue to rise to ensure connectivity between housing and employment is improved. It is also particular important in ensuring residents have sustainable transport methods available to them. Should financial contributions continue to come forward, it is also equally important that these are invested to create new opportunities.

7.11.4 It is clear that the policies are working in respect of ensuring new development are being supported by new infrastructure, services and facilities.

8 Natural Environment and Heritage Assets (Objective 7)

8.1 Introduction

This chapter provides an accurate indication that objective 7 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, SP5, SP7, CDMP4 and CDMP5. These are monitored using the following Performance Monitoring Indicators (PMI); PMI29, PMI30, PMI31, PMI32, PMI33, PMI34 and PMI35. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 7 states:

'To protect and enhance Wyre's natural and heritage assets and amenity creating a high quality built and natural environment including through high quality design that respects, and where appropriate, improves the character of the locality and surrounding landscape.'

8.2 PMI29 & SAI8/1 - Number and change in areas of biodiversity, geological and landscape importance

8.2.1 Areas of Outstanding Natural Beauty (AONBs) are valuable landscapes, and it is in the interest of the nation to protect and safeguard them. The Countryside and Rights of way Act 2000 legislates for AONBs, ensuring their protection. Wyre contains approximately 5,078 hectares of the Forest of Bowland AONB.

8.2.2 Wyre remains to have approximately 6,297 hectares of land designated as a Site of Special Scientific Interest (SSSI). This is distributed amongst five SSSI sites, which are wholly or partially within Wyre.

8.2.3 Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive. Wyre remains to have approximately 4,058 hectares of SACs which covers Morecambe Bay.

8.2.4 Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive. Wyre has approximately 6,228⁴ hectares of SPAs which also covers Morecambe Bay, Duddon Estuary and Bowland Fells.

8.2.5 There are three Local Geodiversity Sites (LGSs) wholly or partially in Wyre. Two of these are rivers or river sections (Barnacre Brook and Knott End/Preesall drumlins), whilst the third is a railway cutting (Wild Goose Wood).

8.2.6 There are 69 BHSs under active management, either wholly or partially within Wyre, covering 3,308ha. These sites are currently under review by Lancashire County Council.

⁴ This is not deemed as a loss and is due to an improvement in the methodology in calculating area within the software.

8.3 PMI30 - Amount of new development within areas of biodiversity, geological and landscape importance

8.3.1 There has been 12 new developments proposed and 2 completions in the AONB.

8.3.2 There has been no new development in a SSSI.

8.3.3 There has been no new development in a SAC.

8.3.4 There has been no new development in a SPA.

8.3.5 There has been no new development in a LGS.

8.3.6 There has been 4 new developments proposed in a BHS.

8.4 PMI31 & SAI8/2 - Condition of SSSIs

8.4.1 Natural England assesses SSSI's to measure the quality of their habitats and species and to assess if the appropriate management is being carried out. If an SSSI is found to be in a favourable or recovering condition, it means that its habitats and species are being conserved by appropriate management. If an SSSI is found to be in an unfavourable condition, this means there is a current lack of appropriate management, or that there are damaging impacts (which may be out of the control of the owner) which need to be addressed. The Department of Environment, Food and Rural Affairs (DEFRA) has a target to get 95% of SSSIs into a favourable or recovering position.

8.4.2 Wyre estuary and Lune estuary SSSI have been assessed as being 100% in favourable condition. 100% of Rough Hey Wood SSSI is deemed unfavourable but recovering. Bowland Fells SSSI (85%) and Winmarleigh Moss SSSI (84%) have been assessed as being in favourable or recovering condition. 15% of Bowland Fells SSSI and 16% Winmarleigh Moss is assessed as being in an unfavourable declining condition. However, it must be taken into account that both, Bowland Fells and Winmarleigh Moss cross into neighbouring authorities.

8.4.3 SSSIs as a whole across Wyre (Including the sites that cross boundaries) have declined to 93.8% and therefore does not currently meet the required 95% target set out by DEFRA. Sites wholly within Wyre do meet the 95% target.

8.5 PMI32 & SAI8/3 - Number of Biological Heritage Sites (BHS) under active management

8.5.1 In Lancashire there are at present over 1,200 Biological Heritage Sites (BHSs) covering 34,294ha. BHSs contain valuable habitats such as woodland, species-rich grassland, swamp and salt marsh. There are also 'artificial' habitats including, railway embankments and the length of the Lancaster canal which runs through Wyre.

8.5.2 There are 69 BHSs under active management, either wholly or partially within Wyre, covering 3,308ha. These sites are currently under review.

8.6 PMI33 - Loss of the best and most versatile agricultural land

8.6.1 Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. Table 8.1 shows the varying land classifications across Wyre and shows non-agricultural and urban classifications.

8.6.2 There has been no change from the previous monitoring year.

Table 8.1: Agricultural land classification in Wyre, 2020-2022

Agricultural Land Classification (ALC)	2020-2021 Area (Ha)	2021-2022 Area (Ha)
Grade 1	0	0
Grade 2	8,367	8,367
Grade 3	12,089	12,089
Grade 4	2,532	2,532
Grade 5	2,963	2,963
Non Agricultural	60	60
Urban	2,291	2,291

8.7 PMI34 & SAI10/1 - Gain/Loss/Number of heritage assets

8.7.1 In Wyre there are seven conservation areas; Calder Vale, Churchtown, Dolphinholme, Fleetwood, Garstang, Poulton-le-Fylde and Scorton. Conservation areas recognise a broader character than individual listed buildings, as all features within a conservation area are part of its character.

8.7.2 There are eight scheduled monuments in Wyre – three near Bleasdale within the Forest of Bowland AONB, one in Garstang, one at Barnacre-with-bonds, one in Great Eccleston, one on Dolphinholme and one in Claughton.

8.7.3 As at 31st March 2022, Historic England identified 307 listings⁵ of listed buildings in Wyre. Of these, two were grade 1, seven were grade 2*, and 298 were grade 2.

8.7.4 There remains two Grade 2 Registered Historic Parks and Gardens in Wyre – The Mount (including the surrounding cobble wall) and the Memorial Park at Fleetwood.

8.7.5 Table 8.2 illustrates the number of heritage assets in sub-categories across Wyre and the change in number from the previous monitoring year.

Table 8.2: Heritage Assets in Wyre, 2020-22

Heritage Assets	2020-21	2021-22	Gain / Loss / No change
Conservation areas	7	7	No Change
Scheduled monuments	8	8	No Change
Listed buildings	306	307	+1

⁵ Some listings include more than one listed building, i.e. a terraced street with individual listed buildings is included as one listing.

Heritage Assets	2020-21	2021-22	Gain / Loss / No change
Parks and gardens	2	2	No Change

8.8 PMI35 & SAI10/2 – Number of scheduled monuments and listed buildings considered to be at risk

8.8.1 Wyre has one scheduled monument and two grade 2 listed buildings that are considered to be at risk by English Heritage⁶.

8.8.2 Church of St Luke, Church Lane, Winmarleigh is a grade 2 listed building that is considered to be at risk due to damage to the extensive internal stencil decoration that has been caused by water ingress. There are also significant settlement cracks to the north east corner of the chancel and the chapel and organ chamber are beneath pitched roofs with the adjacent valley gutters being complex. The condition is rated as poor and remains as a priority C case - slow decay, no solution agreed.

8.8.3 Sacred Heart Catholic Church, Heys Street, Thornton Cleveleys is also a grade 2 listed building which is considered to be at risk due to suspected inclusion of now corroding iron locating dowels within the base of tracery mullions that is causing widespread failure. The condition is rated as poor and remains as a priority A case - immediate risk of further deterioration or loss of fabric, no solution agreed.

8.8.4 Bleasdale Circle enclosed Bronze Age urnfield, Bleasdale Circle is a scheduled monument that is deemed to be at risk. The condition is generally unsatisfactory with major localised problems, with the vulnerability due to scrub/tree growth. The monument is declining.

8.9 SAI8/4 – Areas of Ancient woodland

8.9.1 Ancient Woodlands are areas which have had woodland cover and have been relatively undisturbed by human activity over hundreds of years. They have evolved into complex communities of trees, plants, fungi, microorganisms and insects. It is essential to protect and enhance these areas of biodiversity as these areas cover just 2% of the UK.

8.9.2 There are 20 ancient woodlands wholly or partially in Wyre.

8.10 Indicator Analysis

8.10.1 Table 8.3 illustrates local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

⁶ English Heritage Risk Register lists those sites most at risk of being lost through neglect, decay or inappropriate development.

Table 8.3: Natural Environment and Heritage Assets (Objective 7) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP1 SP2 SP5 SP7 CDMP4 CDMP5	PMI 29 SAI 8/1	Number and change in areas of biodiversity, geological and landscape importance	No loss (ha)	AONB = 5,078ha SSSI = 6,297ha SAC = 4,058ha SPA = 6,229ha LGS = N/A BHS = N/A	AONB = 5,078ha SSSI = 6,297ha SAC = 4,058ha SPA = 6,228ha LGS = N/A BHS = 3,308ha	Green
	PMI 30	Amount of new development within areas of biodiversity, geological and landscape importance a) completed annually b) with extant planning permission	No development unless justified	a) 1 b) 14	a) 2 b) 16	Green
	PMI 31 SAI 8/2	Condition of SSSIs	95% of SSSIs in favourable or recovering condition	93.8%	93.8%	Amber
	PMI 32 SAI 8/3	Number of Biological Heritage Sites (BHS) under active management	Monitor over plan period	69	69	N/A
	PMI 33	Loss of the best and most versatile agricultural land	Monitor Loss	Grade 2 = 8,367ha Grade 3 = 12,089ha	Grade 2 = 8,367ha Grade 3 = 12,089ha	Green

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
				Grade 4 = 2,532ha Grade 5 = 2,963 NA = 60 Urban = 2,291	Grade 4 = 2,532ha Grade 5 = 2,963 NA = 60 Urban = 2,291	
	PMI 34 SAI 10/1	Gain/Loss/Number of heritage assets a) conservation areas b) scheduled monuments c) listed buildings d) parks and gardens	Monitor Change	a)7 b)8 c)306 d)2	a)7 b)8 c)307 d)2	N/A
	PMI 35 SAI 10/2	Number of scheduled monuments and listed buildings considered to be at risk	No increase	3	3	Green
	SAI 8/4	Areas of Ancient woodland	No loss	20	20	Green

8.11 Policy Conclusions

8.11.1 As is evident from the natural environment and heritage assets chapter, through the implementation of indicators, the policies (SP and CDMP) are overall performing successfully and meeting the objectives set out.

8.11.2 There has been no losses to areas of biodiversity, geological and landscape importance. The condition of the SSSIs remains healthy, although does not score green due to not meeting national requirements.

8.11.3 Wyre also remains to have just 3 scheduled monuments and listed buildings considered to be at risk. This highlights further that policies are ensuring the protection and enhancement of Wyre's natural and heritage assets.

9 Spatial Development (Objective 8)

9.1 Introduction

This chapter provides an accurate indication that objective 8 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, SP3, SP4, HP4, HP5, HP6, HP7 and EP8. These are monitored using the following Performance Monitoring Indicators (PMI); PMI36 and PMI37. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 8 states:

“To protect the separate identity of individual settlements.”

9.2 PMI36 – Number of new developments (by type) in the Green Belt

9.2.1 There has been zero new completions in the Green Belt.

9.2.2 In the monitoring year, there have been 9 planning permissions granted in the green belt. This equates to 1.4% of all planning applications granted in the monitoring year.

9.2.3 Of the granted permissions, 7 for residential purposes, 1 leisure and 1 retail.

9.3 PMI37 - Number of new developments (by type) in the Countryside

9.3.1 There has been 54 completions in the Countryside. This equates to 6.7% of all completions in the monitoring year.

9.3.2 In the monitoring year, there were 147 developments granted planning permission in the countryside. This equates to 23.6% of all planning applications granted in the monitoring year.

9.3.3 Of the granted permissions, 64.6% for residential purposes, 5.4% leisure, 4.8% employment, 1.4% retail and 23.8% fall into the 'other' category.

9.4 Indicator Analysis

9.4.1 Table 9.1 illustrates local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 9.1: Spatial Development (Objective 8) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP1 SP2 SP3 SP4	PMI 36	Number of new developments (by type) in the Green Belt a) completed annually b) with extant planning permission	No development unless justified	a) 0 b) 7	a) 0 b) 9	Green
HP4 HP5 HP6 HP7 EP8	PMI 37	Number of new developments (by type) in the Countryside a) completed annually b) with extant planning permission	No development unless justified	a) 30 b) 41	a) 54 b) 147	Amber

9.5 Policy Conclusions

9.5.1 There has been 0 new completions in the green belt. This is extremely important as the green belt is used to prevent merging of neighbouring settlements and to protect the special character of a settlement.

9.5.2 There has been considerable development in countryside areas (examples include householder applications, agricultural applications and private equestrian development). The open and rural character of the countryside is intrinsic to the identity of and 'sense of place' in Wyre. Policies could be misinterpreted as not being effective as the data relates to all types of development and not specifically new dwellings.

10 Green Infrastructure and Health (Objective 9)

10.1 Introduction

This chapter provides an accurate indication that objective 9 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, SP7, SP8, CDMP3, CDMP4, CDMP6 and HP9. These are monitored using the following Performance Monitoring Indicators (PMI); PMI 38, PMI39, PMI40, PMI41, PMI42, PMI43 and PMI44. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 9 states:

'To achieve a healthy environment with accessible high quality green infrastructure with opportunities for active recreation that contributes to the improvement in the general health and well-being of the population and promotes healthy lifestyle choices.'

10.2 PMI38 & SAI5/3- Length of total and new dedicated public rights of way (PROW)

10.2.1 As at 31 March 2022, Wyre had approximately 1215 PROWs in total. This figure includes bridleways, footpaths, byways open to all traffic, and public path order applications. The total number of PROWs in Wyre equates to a total combined length of over 436Km's.

10.2.2 This includes over 391km's of footpaths and over 26km's of bridleways. There is currently a total of 3.95km of public path order applications. The data is a snapshot taken from dynamic data and so is under constant review by Lancashire County Council and is subject to change as part of a continuous review programme.

10.3 PMI39 & SAI9/2 - Number of total and new green flag status parks

10.3.1 Green flags are awarded by The Green Flag Reward® scheme to well managed parks and green spaces that have attained the benchmark standard for the management of recreational outdoor spaces across the United Kingdom.

10.3.2 Wyre has a total of six parks that have been recognised as meeting this requirement. Memorial Park, Fleetwood is classified as a Green Heritage Site and holds a Green Flag award. Elsewhere, Wyre Estuary Country Park (Stanah Picnic Site), Hawthorne Park, Vicarage Park, The Mount and Catterall Queen Elizabeth II Playing Field have all been awarded Green Flag status.

10.4 PMI40 and SAI9/1 – Amount of Green Infrastructure lost to development (ha)

10.4.1 There has a total of 0.24ha of green infrastructure lost due to development in 2021-22.

10.5 PMI41 - Amount of new green infrastructure (including public open space) provided through new development

10.5.1 Green infrastructure (GI) should be provided on site. Where appropriate, the Council will accept a financial contribution towards improving the quality and accessibility of nearby existing green infrastructure in lieu of on-site provision.

10.5.2 Policy HP9 required 11.205ha Green Infrastructure to be provided across 13 sites. 12.49ha of Green Infrastructure has been proposed and subsequently approved (including public open space).

10.5.3 In the monitoring year, there have been proposed financial contributions of £181,276.26 towards green infrastructure.

10.6 PMI42 & SAI3/4 - Number of open space sites above 80% quality score

10.6.1 The Wyre Open Space Audit and Needs Assessment Evidence Base is an important part of the evidence base for the Wyre Green Infrastructure Strategy. It was first produced in 2007, updated in 2010 and again in 2013 as part of the Wyre Green Infrastructure Strategy. It is recommended that the evidence base is updated every three to five years. This is an area that is currently being re-assessed.

10.7 PMI43 & SAI3/2 - Number of wards with LSOAs in the bottom 10% most deprived for health deprivation

10.7.1 From 2019 data, there were a total number of seven (7) wards with LSOAs in the bottom 10% most deprived for health deprivation. Wards included: Rossall, Warren, Pharos, Mount, Park, Jubilee and Bourne.

10.8 PMI44 - Number of Health Impact Assessments (HIA)

10.8.1 There have been zero Health Impact Assessments.

10.9 Life Expectancy

10.9.1 At the age of 65, Wyre has some of the longest life expectancy averages in Lancashire for both men and women. Table 10.1 illustrates life expectancy averages at 65 years old for males and females against regional and national averages.

TABLE 10.1 LIFE EXPECTANCY AT 65 YEARS, REGIONALLY AND NATIONALLY, 2015 – 2019 (PHE)

	Wyre		Lancashire		North West		England	
	Male	Female	Male	Female	Male	Female	Male	Female
2015-2017	83.6	85.9	83.4	85.6	83.0	85.2	83.8	86.1
2016-2018	83.5	86	83.4	85.6	83.2	85.3	83.9	86.2
2017-2019	83.4	86.3	83.4	85.6	83.3	85.5	84	86.3

10.9.2 There are slight differences in life expectancy across the borough and these generally correlate with areas of high deprivation. Life expectancy in males in Wyre has decreased by 0.1 and females has increased by 0.3. Wyre has a higher life expectancy in females compared with Lancashire and the North West.

10.9.3 The 2011 census identified that 11.7% of the population in Wyre have their day to day activities restricted by some form of limiting long-term illness. This was the highest in the Lancashire and is higher than regional and national figures, as shown in table 10.2.

TABLE 10.2: LIMITING LONG-TERM ILLNESS, REGIONALLY AND NATIONALLY, 2011 CENSUS

Wyre (%)	Lancashire (%)	North West (%)	England and Wales (%)
11.7	9.8	10.3	8.5

10.10 SAI3/1 - Percentage of resident population who consider themselves to be in good health

10.10.1 The 2011 census identified that 43.2% of people in Wyre rated their health as 'very good' which is lower than regional and national figures, as shown in table 10.3. At the other end of the scale, 7.2% of people reported their health as 'bad' or 'very bad', one of the worst rates in the Lancashire. Where identified, Wyre residents reported that stress has one of the biggest negative impacts in terms of their health and wellbeing, followed by lack of physical activity and money.

10.10.2 76.8% of residents in Wyre consider themselves to be in at least good health.

TABLE 10.3: SELF-REPORTED HEALTH, REGIONALLY AND NATIONALLY, 2011 CENSUS

	Very good (%)	Good (%)	Fair (%)	Bad (%)	Very bad (%)
Wyre	43.2	33.6	16	5.5	1.7
Lancashire	45.9	33.7	14.1	4.9	1.4
North West	46.5	32.8	13.9	5.3	1.5
England and Wales	47.1	34.1	13.2	4.3	1.3

10.11 Indicator Analysis

10.11.1 Table 10.4 illustrates how local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 10.4: Green Infrastructure and Health (Objective 9) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP1 SP2 SP7 SP8	PMI 38 SAI 5/3	Length of total and new dedicated public rights of way (PROW)	Increase	Approx. 1068 Over 413km's	Approx. 1215 Over 436km's	Green
CDMP3	PMI 39 SAI 9/2	Number of total and new green flag status parks	Increase	4	6	Green
CDMP4 CDMP6	PMI 40 SAI 9/1	Amount of Green Infrastructure lost to development (ha)	No loss (ha)	0.082ha	0.24ha	Amber
HP9	PMI 41	Amount of new green infrastructure (including public open space) provided through new development a) on site b) off-site contributions through CIL and/or S106 agreements	Monitor provision/contributions	a) 8.08ha b) £309,050.90	a) 12.49ha b) £181,276.26	N/A
	PMI 42 SAI 3/4	Number of open space sites above 80% quality score	Increase	Data not available	Data not available	N/A
	PMI 43 SAI 3/2	Number of wards with LSOAs in the bottom 10% most deprived for health deprivation	Decrease	7	7	Green
	PMI 44	Number of Health Impact Assessments (HIA)	Monitor take up	None (0)	None (0)	N/A
	SAI 3/1	Percentage of resident population who consider themselves to be in good health	Increase	76.8%	76.8%	Amber

10.12 Policy Conclusions

10.12.1 Wyre has increased the number of green flag awards up to 6 and the length of PROWs has increased.

10.12.2 There has been minimal green infrastructure lost to new development, 12.49ha proposed to come forward and over £181,000 in off-site contributions. This is a positive outcome as it is providing much needed green space, which can help to improve overall health. Although on-site provision is preferred, the financial contributions are vitally important in ensuring high quality green infrastructure is still accessible to those in existing residential areas by using said monies to update/replace and improve the necessary green infrastructure.

10.12.3 Due to the significant increase in green infrastructure that has been provided, it is evident that policies are being implemented correctly and are performing sufficiently. It is essential that this is continued to ensure healthy lifestyles can be maintained and promoted.

10.12.4 Census 2021 data is released in phases and so will be available for reporting within the 2022/23 report.

11 Climate Change (Objective 10)

11.1 Introduction

This chapter provides an accurate indication that objective 10 of the Local Plan is being implemented correctly and successfully monitors the performance of policies SP2, CDMP1, CDMP6 and EP12. These are monitored using the following Performance Monitoring Indicators (PMI); PMI45, PMI46 and PMI47. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 10 states:

'To respond to the challenge of climate change encouraging best use of resources and assets minimising wastage and ensuring the Borough adapts to climate change.'

11.2 PMI45 - Per capita amount of CO₂ emissions in the LA area

11.2.1 In responding to climate change, there is a need to understand and adapt to the impacts this is likely to have on the environment and to seek ways in which carbon emissions can be reduced. Ensuring that adaptation and mitigation measures do not adversely affect natural beauty and maximising opportunities to improve environmental resilience, such as improving habitat condition and enhancing connectivity, are a priority.

11.2.2 Table 11.1 illustrates that the largest estimated source of carbon emissions in Wyre in 2018 and 2019, was the transport sector. Per capita, carbon emissions are similar regionally and have decreased on the previous year.

Table 11.1: Carbon Emissions Estimates at Local, Regional and National Level, 2018-2019 (BEIS)

	Year	Industry and Commercial Total (kt)	Domestic Total (kt)	Transport Total (kt)	Land Use Change and Forestry (kt)	Total (kt)	Per Capita (t)
Wyre	2018	180	176	234	93	696	6.3
	2019	173	173	234	94	687	6.1
	Change (%)	-4	-2	0	0	-1	-3
Lancashire-12	2018	2336	1902	2584	408	7459	6.2
	2019	2309	1856	2589	409	7402	6.1
	Change (%)	-1	-2	0	0	-1	-2
North West	2018	12709	10790	13965	327	39353	5.4
	2019	12238	10527	13917	330	38542	5.3
	Change (%)	-4	-2	0	1	-2	-2
England	2018	90945	79806	105995	-710	286989	5.1
	2019	84709	77628	104187	-705	276090	4.9
	Change (%)	-7	-3	-2	-1	-4	-4

11.3 PMI46 – New renewable energy installations, by type (Feed in tariff in Mega Watts)

11.3.1 The Department for Business, Energy and Industrial Strategy (BEIS) has confirmed that following the closure of the Feed-in-Tariff scheme in March 2019, the data released in January 2020 would be the final release and data discontinued.

11.3.2 There have not been any additional commercial, industrial or community renewable energy installations.

11.3.3 Table 11.2 below, indicates the most recently available data in Wyre. This data relates to the monitoring period 1st April 2018 to 31st March 2019.

Table 11.2: Feed in Tariff Installations in Wyre, 2018-2019 (OFGEM)

Technology	Photovoltaic		Wind		Total Installations	Total Capacity (MW)
	Installations	Capacity (MW)	Installations	Capacity (MW)		
Domestic	19	0.139	0	0	19	0.139
Commercial	0	0	0	0	0	0
Industrial	0	0	0	0	0	0
Community	0	0	0	0	0	0
Total	19	0.139	0	0	19	0.139

11.4 PMI47 & SAI12/3 – Number of Electric Vehicle Charging Points (EVCP)

11.4.1 As at 31 March 2022, Wyre had 27 charge points available. This is an increase of 9 from the previous year. Table 11.3 illustrates the location of these EVCP's.

Table 11.3 - Location of EVCP's in Wyre

Location	No. Chargers Available
Fleetwood	9
Thornton	4
Cleveleys	7
Poulton-le-Fylde	3
Garstang	4

11.5 SAI12/1 – Local rail patronage

11.5.1 Wyre remains to have one operating train station – Poulton-le-Fylde. The train station is an integral part of the community which acts as a direct link between the West Coast Mainline at Preston, through to Blackpool. In the period 2020-2021, Poulton-le-Fylde station saw a total of 105,762 passengers. This is a significant decrease of 80.6% on the previous year (2019-20) where there was a total of 547,252 passengers.

11.5.2 Work to electrify more rail routes in the North West is now complete. The 17 mile route between Blackpool North and Preston was completed early in 2018. The developments allow a number of local services that pass through Lancashire to be operated by quicker and more reliable electric trains. Services from Liverpool to

Blackpool now run direct with electric power. Changes in services/timetables could be a reason for the increase.

11.6 SAI12/2 – Indicators used to monitor the implementation of the Local Transport Plan

11.6.1 Indicators currently being used to monitor the implementation of the local transport plan that relate to climate change are not applicable. New monitoring indicators may be introduced with the review of the Local transport plan, and so if then applicable, these indicators may be introduced.

11.7 Indicator Analysis

11.7.1 Table 11.3 illustrates how local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 11.3: Climate Change (Objective 10) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP2	PMI 45	Per capita amount of CO ₂ emissions in the LA area	<6.1(t)	2019 = 6.1 (t)	Data not available	Green
CDMP1 CDMP6	PMI 46	New renewable energy installations, by type (Feed in tariff in Mega Watts)	Increase	Data Discontinued	Data Discontinued	N/A
EP12	PMI 47 SAI 12/3	Number of Electric Vehicle Charging Points (EVCP)	Increase	18 (2020/21 reports outlined 40 however this was the number of connections provided via 18 points)	27	Green
	SAI 12/1	Local rail patronage	Increase	2019/2020 = 547,252	2020/21 = 105,672	Red
	SAI 12/2	Indicators used to monitor the implementation of the Local Transport Plan	To be developed	N/A	N/A	N/A

11.8 Policy Conclusions

11.8.1 As is evident from the climate change chapter, through the implementation of indicators, the policies (SP, CDMP and EP) are performing successfully and meeting the objectives set out (where data is available).

11.8.2 It is evident that Wyre as an authority is progressing in terms of reducing climate change. CO₂ emissions in the local authority area have been decreasing, whilst there has been a considerable emphasis put upon the introduction of electric vehicle charging points.

11.8.3 Although there has been a significant decrease in rail use, this could be due to a series of pandemic lockdowns and governmental measures implemented encouraging people to work from home. Many companies, particularly in the retail, leisure and hospitality industries effectively closed for a 6-9 month period during the data collection period. This is likely to be the reason for the decrease.

11.8.4 More information on how the wider Wyre organisation is tackling climate change can be found here - <https://www.wyre.gov.uk/tacklingclimatechange>

12 Environmental Impact (Objective 11)

12.1 Introduction

This chapter provides an accurate indication that objective 11 of the Local Plan is being implemented correctly and successfully monitors the performance of policies SP1, SP2, SP4, SP7, CDMP1, CDMP2 and CDMP4. These are monitored using the following Performance Monitoring Indicators (PMI); PMI48, PMI49, PMI50, PMI51, PMI52, PMI53, PMI54, PMI55, PMI56 and PMI57. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

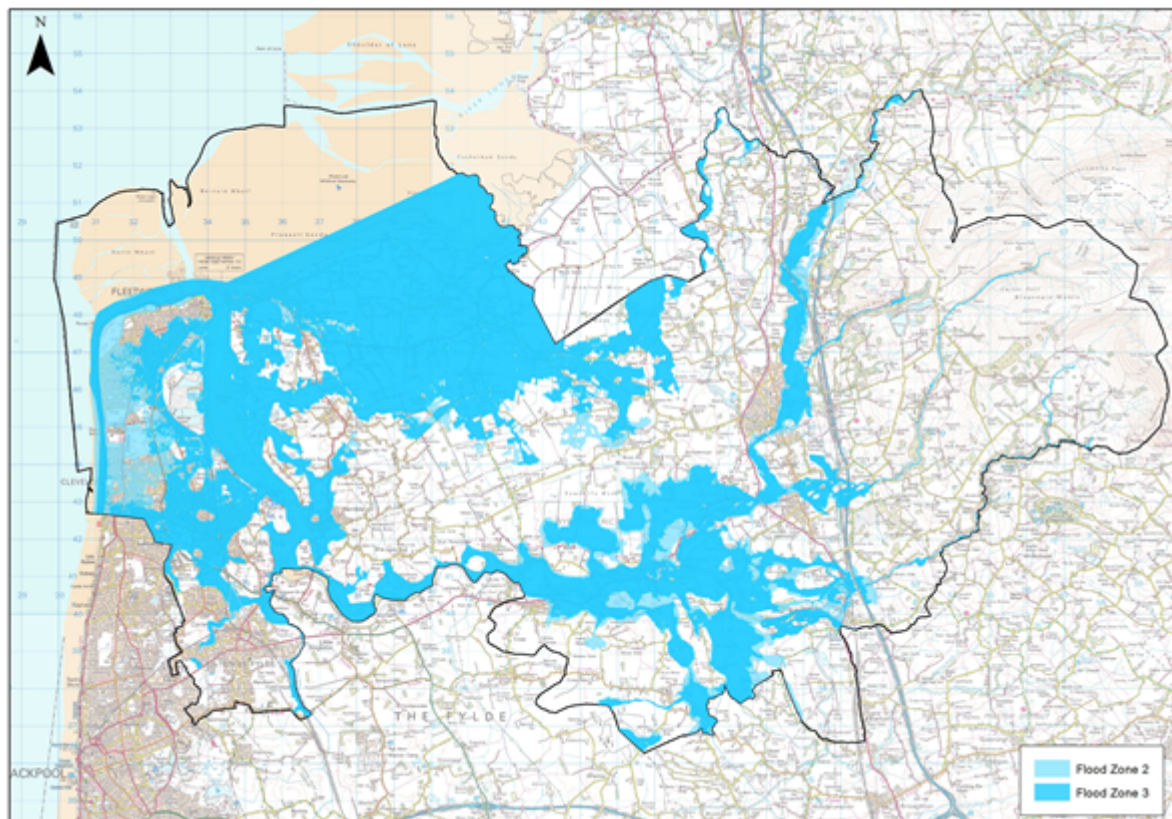
Objective 11 states:

'To minimise environmental impact including flood risk and pollution and where necessary ensure appropriate mitigation, compensation and enhancement measures.'

12.2 PMI48 & SAI11/2 – Number of planning permissions granted contrary to Environment Agency advice in areas at risk from flooding

12.2.1 With much of Wyre relatively low-lying, coastal and riparian land, the risk of coastal and river flooding is considerable, with much of the coastal area to the west and north of the borough and land around the River Wyre classified as Flood Zone 3 by the Environment Agency (EA) as shown in Figure 12.1 below.

Figure 12.1: EA Designated Flood Zone 2 & 3 in Wyre (EA)



12.2.2 In the year 2021 to 2022, there were initially 34 planning applications objected to by the EA. All of which were objected due to the developments being at risk of flooding or would increase the risk of flooding elsewhere.

12.2.3 Of the 34 initially objected, 14 of these objections were withdrawn based on revised submissions and/or conditions imposed. 5 of which were withdrawn by the applicant and 1 application was amended to remove a proposed pond which the EA objected to, therefore this was approved. 7 have been refused.

12.2.4 1 planning permission was granted contrary to Environment Agency advice in areas at risk from flooding. 21/00996/PIP was approved due to it being a replacement dwelling on site and therefore no net increase in existing harm.

12.2.5 At the time of writing, 6 decisions were still pending decision/consideration.

12.3 PMI49 – Number of planning permissions granted contrary to Environment Agency advice on water quality grounds

12.3.1 In the year 2021 to 2022, there were initially 34 planning applications objected by the EA. None of which were objected on grounds that the development would adversely affect water quality.

12.3.2 Therefore, zero planning permissions were granted contrary to Environment Agency advice on water quality grounds.

12.4 PMI50 – Upgrading of flood defences to 1 in 200 year standard

12.4.1 The upgrading of flood defences located from Rossall Hospital to Fleetwood Golf Course were completed June 2018. The scheme was completed on schedule and below target cost.

12.4.2 There has been no physical progress in upgrading of the flood defences located at Fleetwood Docks to Hillhouse. There is currently a funding gap for the scheme following significant rises in construction costs. The scheme is being reviewed following new funding guidance and additional funding sought. It still remains a priority with the potential to commence key elements of the scheme within the next financial year. This scheme is yet to commence.

12.4.3 Flood defences located at Hillhouse to Stannah Embankment are yet to be upgraded. The site is not within the future capital programme but following changes to the Partnership Funding Scheme from 2021-27 works may be beneficial. In addition, circumstantial changes could occur and monitoring is being undertaken with any required works undertaken accordingly. This scheme is yet to commence.

12.4.4 Wyre Beach & Dune Management Scheme has been approved (February 2020) by the Environment Agency. The £45 million scheme has been split into two phases. Phase 1 (rock revetment and new flood wall at Rossall beach) has received planning approval, pre-construction works commenced in September 2022, and construction works commencing in March 2023 following MMO Marine License approval. Phase 2 (rock groynes) between Cleveleys and the Rossall scheme and rock revetment and groynes from Rossall scheme to Fleetwood Marine Lakes: planning has been submitted with the construction works to begin immediately after the completion of Phase 1 (July 2023). The anticipated completion date is 2026.

12.5 PMI51 – Number of planning permissions incorporating Sustainable Drainage Systems (SuDS)

12.5.1 There have been 20 planning permissions granted which incorporate SuDS. This equates to 3% of all planning permissions granted. This data does not include discharge of condition applications.

12.6 PMI52 – Inappropriate development in the Coastal Change Management Area (CCMA)

12.6.1 There has been zero (0) inappropriate development in the CCMA.

12.7 PMI53 – Number, type and amount of financial contributions through CIL and/or S106 towards flood prevention

12.7.1 The Community Infrastructure Levy (CIL) is a new charge that local authorities have the power to levy on most types of development to fund infrastructure required to support new growth such as transport, education, health and open space facilities. CIL chargers are based on the size and types of development proposed and are calculated as a charge per square metre.

12.7.2 Wyre council does not at present have an adopted CIL Charging Schedule. Therefore there are currently no financial contributions through CIL within Wyre.

12.7.3 As part of the consideration of a planning application, section 106 of the Town and Country Planning Act 1990 enables local authorities to negotiate with developers certain works, restrictions, or contributions towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing

12.7.4 There were no financial contributions proposed during the period 1 April 2022 to 31 March 2022. This totalled £0 through CIL and/or S106 towards flood prevention.

12.8 PMI54, SAI13/1 & SAI13/2 – Measure air pollutants within Air Quality Management Areas (AQMA)

12.8.1 Wyre has one Air Quality Management Area (AQMA), which was introduced in 2009. This is an area encompassing Chapel Street, in Poulton-le-Fylde, along with the junctions with Higher Green/Queens Square, and Breck Road/Vicarage Road/Ball Street.

12.8.2 The pollutant measured within this AQMA is Nitrogen dioxide (NO₂) with an air quality objective of 40µg/m³ (measured as annual mean).

12.8.3 The 2020 data outlined a reduction in the highest recorded value - 20µg/m³. This is an indication that the Air Quality Action Plan 2011 is providing positive impact.

12.8.4 Much of the 2020 reporting year fell within the period of the Covid-19 pandemic which resulted in both national and local lockdowns which significantly reduced the amount of traffic and congestion within the borough, in particular within the vicinity of the AQMA and centre of Poulton-le-Fylde; a town heavily reliant on both the hospitality industry and night time economy, and as such an area heavily impacted by the restrictions introduced to control the pandemic. The council is therefore reluctant to place too much weight on the 2020 results until such time that it can determine whether

the reduction in NO₂ concentrations seen within the AQMA are solely or largely the result of the imposed restrictions and subsequent behavioural changes brought about by the pandemic, and whether those behavioural changes are likely to be long term and to continue to impact positively on local air quality in future.

12.8.5 Additional air quality information can be found at: <https://www.wyre.gov.uk/pollution/air-quality>

12.9 PMI55 – Number of total and new AQMAs designated in the Borough

12.9.1 There have been no new AQMAs designated in the borough. Therefore, Wyre remains to have one AQMA designated.

12.9.2 The council does remain cautious in the knowledge that further development in and around Poulton-le-Fylde is proposed, and thereby stands by its intention to defer any decision in relation to revoking the Chapel Street AQMA until the impact of that development on the Chapel Street AQMA can be better determined.

12.10 PMI56 & SAI11/3 – Bathing water quality

12.10.1 The Environment Agency takes up to twenty water samples at each of England’s designated bathing waters during the bathing water season between May and September each year. A classification for each bathing water is calculated annually based on samples from the previous four years. These classifications are, from best to worst:

Excellent – the highest cleanest seas

Good – generally good water quality

Sufficient – the water meets minimum standards

Poor – the water has not met the minimum standards. Work is planned to improve bathing waters not yet reaching Sufficient.

12.10.2 In Wyre, there are two designated bathing waters; Cleveleys and Fleetwood. Table 12.1 illustrates the latest bathing water quality compared to the previous year.

12.10.3 Classifications were not made for the 2020 season due to the impact of the COVID-19 pandemic on the sampling programme. Both designated bathing waters have been classified as being good for 2021.

Table 12.1: Bathing Water Quality in Wyre, 2020-2021 (EA)

Designated Bathing Water	2020 Classification	2021 Classification
Cleveleys	Data Not Available	Good
Fleetwood	Data Not Available	Good

12.11 PMI57 – Number of planning permissions granted contrary to HSE advice

12.11.1 There have been zero (o) new planning permissions granted contrary to HSE advice.

12.12 SAI11/1 – Rivers reaching Good Ecological Status (GES)

12.12.1 Since 2009, standards of river water have been measured according to standards set in the Water Framework Directive (WFD). The quality of river water is important for aquatic life. Unlike bathing water quality, which has direct health implications for humans, river water quality is less critical for most residents of Lancashire.

12.12.2 Ecological Status is classified in all Water Bodies, expressed in terms of five classes (high, good, moderate, poor and bad). These classes are established on the basis of specific criteria and boundaries defined against biological, physico-chemical and hydromorphological elements.

12.12.3 Biological assessment – uses numeric measures of communities of plants and animals (for example, fish and rooted plants). Physico-chemical assessment – looks at elements such as temperature and the level of nutrients, which support the biology. Hydromorphological quality looks at water flow, sediment composition and movement, continuity (in rivers) and the structure of physical habitat.

12.12.4 The Environment Agency was aiming to achieve a ‘good status’ in at least 60% of waters by 2021 and in as many waters as possible by 2027.

12.12.5 The latest data available shows that in 2019, Wyre had 0% of rivers reach good status. 76% reached moderate status and 24% were classified as being poor/bad overall. 2019 results can be seen in table 12.2.

Table 12.2: Rivers reaching Good Ecological Status in Wyre Operational Catchments, 2016 and 2019 (EA)

Operational Catchment	River/ Watercourse	2016 Overall Status	2019 Ecological Status*	2019 Chemical Status	2019 Overall Status
Brook and Trib	Barton (Westfield) Brook	Poor	Poor	Fail	Poor
	Brock	Good	Moderate	Fail	Moderate
	New Draught Brook	Poor	Poor	Fail	Poor
	Woodplumpton Brook	Poor	Poor	Fail	Poor
Fleetwood Peninsula Trib	Hillylaid Pool - Main Dyke	Moderate	Moderate	Fail	Moderate
	Hillylaid Pool - Tidal Wyre	Moderate	Moderate	Fail	Moderate
	Lords Brook	Poor	Bad	Fail	Bad
	Thistleton Brook	Moderate	Moderate	Fail	Moderate
Wyre and Calder	Calder (Wyre)	Moderate	Moderate	Fail	Moderate
	Marshaw Wyre	Good	Good	Fail	Moderate

Operational Catchment	River/ Watercourse	2016 Overall Status	2019 Ecological Status*	2019 Chemical Status	2019 Overall Status
	Tarnbrook Wyre	Moderate	Good	Fail	Moderate
	Wyre - conf R Brock to tidal	Moderate	Moderate	Fail	Moderate
	Wyre - Upper	Good	Moderate	Fail	Moderate
	Wyre DS Grizedale Brook confl	Moderate	Moderate	Fail	Moderate
Lune	Cocker Lune	Moderate	Moderate	Fail	Moderate
	Pilling Water	Moderate	Moderate	Fail	Moderate
	Ridgy Pool	Moderate	Moderate	Fail	Moderate

*Ecological status takes into consideration biological quality elements, hydromorphological elements, physico-chemical elements and specific pollutants.

12.13 Indicator Analysis

12.13.1 Table 12.3 illustrates how local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 12.3: Environmental Impact (Objective 11) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
SP1 SP2 SP4 SP7	PMI 48 SAI 11/2	Number of planning permissions granted contrary to Environment Agency advice in areas at risk from flooding	None (0)	None (0)	One (1)	Amber
CDMP1 CDMP2 CDMP4	PMI 49	Number of planning permissions granted contrary to Environment Agency advice on water quality grounds	None (0)	None (0)	None (0)	Green
	PMI 50	Upgrading of flood defences to 1 in 200 year standard 1) Rossall hospital to Fleetwood Golf Course 2) Fleetwood Docks to Hillhouse 3) Hillhouse to Stannah	Anticipated completion date 1)2018 2)2021 3)2021	1) Completed 2) Yet to commence 3) Yet to commence	1) Completed 2) Yet to commence 3) Yet to commence	Red
	PMI 51	Number of planning permissions incorporating Sustainable Drainage Systems (SuDS)	Monitor improvement	6	20	N/A
	PMI 52	Inappropriate development in the Coastal Change Management Area (CCMA) a) completed annually b)with extant planning permission	Monitor take up	a)None (0) b)None (0)	a)None (0) b)None (0)	Green
	PMI 53	Number, type and amount of financial contributions through CIL and/or S106 towards flood prevention	Monitor contributions	£0	£0	N/A
	PMI 54 SAI 13/1 SAI 13/2	Measure air pollutants within Air Quality Management Areas (AQMA)	<40 ug/m ³	2020 = 20 ug/m ³	Data not available	N/A

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2021/22 Output	Performance
	PMI 55	Number of total and new AQMAs designated in the Borough	Monitor change	Remains 1 AQMA No new (0)	Remains 1 AQMA No new (0)	N/A
	PMI 56 SAI 11/3	Bathing water quality	Improve to "excellent"	2020 = Data Not Available	2021 = Good	Amber
	PMI 57	Number of planning permissions granted contrary to HSE advice	None (0)	None (0)	None (0)	Green
	SAI 11/1	Rivers reaching Good Ecological Status (GES)	60% of Rivers to be Improve to 'Good' status by 2021	2019 data Good = 18%	Latest available data is from 2019	Red

12.14 Policy Conclusions

12.14.1 As is evident from the environmental impact chapter, through the implementation of indicators, the policies (SP and CDMP) are overall performing successfully and meeting the objectives set out.

12.14.2 The borough has a rich resource of environmental assets which provide significant economic, social and environmental benefits. It is important that growth proposed in the Local Plan does not adversely impact on the quality of the existing assets.

12.14.3 Bathing water quality remains at status good and there has been only one development granted contrary to the advice from the Environment Agency on flood risk or water quality grounds.

12.14.4 It was ambitious to assume that the target of 60% of rivers to improve to 'good' status by 2021 could be achieved. This is an area of concern as this is contrary to the objective of minimising pollution and this national target has not been met.

13 Society (Objective 12)

13.1 Introduction

This chapter provides an accurate indication that objective 12 of the Local Plan is being implemented correctly and successfully and monitors the performance of policies SP1, SP2, CDMP1, CDMP3 and CDMP6. These are monitored using the following Performance Monitoring Indicators (PMI); PMI58, PMI59, PMI60, PMI61 and PMI62. Sustainability Appraisal Indicators (SAI) are also used where appropriate. The Local Plan policies can be viewed in Appendix A, PMI's can be viewed in Appendix B and SAI's in Appendix C.

Objective 12 states:

“To provide the basis to work with partners and stakeholders to make Wyre an attractive place to live, work, do business and visit as an integral part of the Fylde Coast sub-region.”

13.2 PMI58 & SAI1/1 - Number and distribution of wards with LSOAs in the bottom 10% most deprived for crime deprivation

13.2.1 From 2019 data, there were a total number of three (3) wards with LSOAs in the bottom 10% most deprived for crime deprivation. Wards included; Mount, Pharos and Park.

13.3 PMI59 & SAI5/1 - Number of LSOAs in the bottom 10% most deprived for barriers to housing and services provision deprivation

13.3.1 From 2019 data, there were zero (0) LSOAs in the bottom 10% most deprived for barriers to housing and services provision deprivation.

13.4 PMI60 & SAI4/4- Number and location of wards with LSOAs in the bottom 10% nationally for Living Environment deprivation

13.4.1 From 2019 data, there were a total of two (2) wards with LSOAs in the bottom 10% nationally for living environment deprivation. Wards included; Pharos and Mount.

13.5 PMI61 & SAI6/4 - Number of wards with LSOAs in bottom 10% most deprived for income deprivation

13.5.1 From 2019 data, there were six (6) wards in the bottom 10% most deprived for income deprivation. Wards included: Rossall, Warren, Pharos, Mount, Park and Jubilee.

13.6 PMI62 & SA1/2 - Crime rates per 1,000 of the population for key offences

13.6.1 Table 13.1 contains data showing recorded crime rates for seven key offences in Wyre between April 2020 and March 2022. There has been a slight change in the way in which ONS release this data. Previous years have seen data released for each calendar year (Jan-Dec).

TABLE 13.1: RECORDED CRIME FOR KEY OFFENCE IN WYRE, APRIL 2020 - MARCH 2021 & APRIL 2021 – MARCH 2022 (ONS)

Offence Categorisation	April 2020 - March 2021	April 2021 - March 2022	Per 1,000 Population (Mid 2021)	% Change
Violence against the person	2,870	3,347	29.9	14%
Sexual Offences	196	276	2.5	29%
Robbery	29	31	0.3	6%
Theft Offences	1,786	1,828	16.3	2%
Criminal damage and arson	922	871	7.8	-6%
Other crimes against society	770	926	8.3	17%
Total recorded crime - excluding fraud	6,573	7,279	65.0	10%

13.6.2 As can be seen, total recorded crime has increased (10%) from the previous monitoring period. There has only been a reduction in criminal damage and arson (-6%). All other categories have seen increases; Theft (2%) and Robbery (6%) with small increases whilst there have been considerably more sexual offences (29%), violence against the person (14%) and other crimes against society (17%).

13.6.3 Following the pandemic, there has been a noticeable increase in anti-social behaviour and related offences and it is thought that these are linked to the tighter and longer lasting restrictions in Lancashire which were then slowly relaxed in 2021/22.

13.7 Indicators Analysis

13.7.1 Table 13.2 illustrates how local plan policies perform against indicators, where possible, comparing data from the previous year and where targets have been set out by the council.

Table 13.2: Society (Objective 12) Indicator Performance Analysis

Policies	Indicator	Description	Comparator / Target	2020/21 Output	2020/21 Output	Performance
SP1 SP2	PMI 58 SAI 1/1	Number and distribution of wards with LSOAs in the bottom 10% most deprived for crime deprivation	Decrease	3	3	Green
CDMP1 CDMP3 CDMP6	PMI 59 SAI 5/1	Number of LSOAs in the bottom 10% most deprived for barriers to housing and services provision deprivation	Decrease	None (0)	None (0)	Green
	PMI 60 SAI 4/4	Number and location of wards with LSOAs in the bottom 10% nationally for Living Environment deprivation	Decrease	2	2	Green
	PMI 61 SAI 6/4	Number of wards with LSOAs in bottom 10% most deprived for income deprivation	Decrease	6	6	Green
	PMI 62 SAI 1/2	Crime rates per 1,000 of the population for key offences	Decrease	April 2020 – March 2021 = 6,573 (Please note that crime data is now recorded April – March. The previous report recorded data between Jan-Dec)	April 2021 – March 2022 = 7,279	Amber

13.8 Policy Conclusions

13.8.1 It will become more apparent in 2023 when the next data is released in relation to the indices of multiple deprivation. This will inform the council as to whether the policies (SP and CDMP) are performing effectively or not.

13.8.2 Total crime across Wyre has increased (by 10%) from the previous year. Areas suffering from deprivation for both crime and living environment remain the same due to the data being released on a 4-year cycle and so, further conclusions can be drawn in 2023.

13.8.3 Wyre remains to be an integral part of the Fylde Coast sub-region, and will continue to remain an attractive place to live and work due to the low number of wards in the lowest 10% for deprivation.

14 Progress against the Local Development Scheme (LDS)

14.1.1 Government legislation and guidance sets out the procedure for the statutory stages that councils should follow and undertake when preparing and reviewing their adopted development plan documents. The legislation does not include specifics on how councils should carry out the early stages of the preparation and consultation. The council sets out how it intends to consult in its Statement of Community Involvement.

14.1.2 Amendments to that legislation, including the publication of the Town and Country (Local Planning) (England) (Amendment) Regulations 2017, set out that Councils must review certain documents within a five year period from adoption. This monitoring report and subsequent reports could therefore act as substantial triggers for some of those reviews.

14.1.3 On the 28 February 2019 Wyre Council adopted the Wyre Local Plan 2011-2031. The Wyre Local Plan to 2031 includes Policy LPR1 – Wyre Local Plan Review that required the early partial review of the Wyre Local Plan with the objective of meeting the full objectively assessed housing needs over the plan period. The partial review has recently been through examination and the inspector is to conclude findings in due course.

14.1.4 The council prepared a revised LDS 2021 which sets out the programmes for review of the adopted Local Plan. This 2021 LDS is an updated position on the timetable and supersedes the 2020 version, setting out the timescales for the preparation of a revision to the Local Plan.

14.1.5 The Local Plan Partial Review is a priority and the following timescales (Table 14.1) are considered achievable, however, they are subject to change;

Table 14.1: Local Plan Partial Review Timetable

Regulation	Stage Description	Dates	Status
Reg 18	Preparation of a local plan	February 2020 to October 2021	Complete
Reg 19	Publication of a local plan	November 2021	Complete
Reg 20	Representations relating to a local plan	November 2021 to January 2022	Complete
Reg 22	Submission of documents and information to the Secretary of State	April 2022	Complete
Reg 23 & 24	EIP Hearing Sessions	Mid 2022	Complete
Reg 25	Publication of the recommendations of the appointed person ⁷	Late 2022	

⁷ See Procedural Practice in the Examination of Local Plans, Planning Inspectorate 2016 (4th Edition)

Regulation	Stage Description	Dates	Status
Reg 26	Adoption of a local plan	Late 2022	

14.1.6 Table 14.2 indicates the timescales involved with the full review.

Table 14.2: Local Plan Full Review Timetable

Regulation	Stage Description	Dates
Reg 18	Preparation of a local plan	January 2022 to January 2023
Reg 19	Publication of a local plan	April 2023
Reg 20	Representations relating to a local plan	April to June 2023
Reg 22	Submission of documents and information to the Secretary of State	August 2023
Reg 23 & 24	EIP Hearing Sessions	Late 2023
Reg 25	Publication of the recommendations of the appointed person ⁸	Early 2024
Reg 26	Adoption of a local plan	Mid 2024

14.1.7 The council adopted the latest version of the Statement of Community Involvement (SCI) in August 2021.

⁸ See Procedural Practice in the Examination of Local Plans, Planning Inspectorate 2016 (4th Edition)

15 Progress against the Infrastructure Delivery Plan (IDP)

15.1.1 The IDP is a supporting document to the Wyre Local Plan 2011-2031. The IDP sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the Wyre Local Plan.

15.1.2 An important part of creating sustainable communities is ensuring that the necessary supporting infrastructure is provided. The IDP identifies physical, social and environmental infrastructure.

15.1.3 Physical infrastructure includes, transport, utilities, electricity, gas, water, waste water and drainage and telecommunications. Social infrastructure includes, health, educational facilities, emergency services, cemeteries, libraries and community facilities. Environmental infrastructure includes, green infrastructure, sport, open space and recreating, flood defence attenuation and waste management and minerals production.

15.1.4 In terms of the IDP content, it is not appropriate to include every scheme or project planned by every infrastructure provider or service operator in the Borough. For this reason Table 15.1 illustrates an update on the IDP for infrastructure that has been categorised as critical.

Table 15.1: IDP update on critical projects

Infrastructure Category	Project	2022 Position
Transport – No further updates since the 2018-19 monitoring year as no response received from the highways authority.		
Transport	Skippool to windy harbour junction improvements (Bypass)	On schedule <i>Highways England</i>
Transport	Victoria road junction improvements	No change. Only due post 2025. <i>Highways England</i>
Transport	Norcross Road/Fleetwood Road junction improvements	Underway. <i>Highways England</i>
Transport	Thistleton Road/Mile Road junction improvements	No change. Only due post 2025. <i>Highways England</i>
Transport	M55 junction 3 improvements	Underway. <i>Highways England</i>
Transport	A6 Barton to Garstang Sustainable Transport Strategy	Ongoing – aligned with development coming forward
Transport	Wider Improvement of A6 Preston Lancaster New Road/Croston Barn Road/Green Lane West/B5272 Cockerham Road/Croston Road Signalised Junction	Ongoing – Part of A6 Strategy
Transport	Improvement of Moss Lane/Longmoor Lane Priority Junction	Part of A6 Strategy

Infrastructure Category	Project	2022 Position
Transport	Improvement of A6/A586, 'The Avenue' priority junction	Part of A6 Strategy
Transport	A6/M55 Jct. 1, Westbound off Slip Improvement. Additional lane on westbound off slip	Part of A6 Strategy
Transport	A6/M55Jct. 1, Eastbound off Slip Improvement. Additional lane on eastbound off slip	Part of A6 Strategy
Transport	Improvements to Hardhorn Road with Highcross Road/Beech Drive junction	Part of the Poulton Mitigation Strategy
Transport	Improvements to Hardhorn Road/Garstang Road East	Part of the Poulton Mitigation Strategy
Transport	Improvements to Garstang Road East and junction with Lower Green	Part of the Poulton Mitigation Strategy
Transport	Traffic management measures, sustainability town centre car park and town centre changes in Poulton-le-Fylde	Part of the Poulton Mitigation Strategy
Transport	Access road to residential allocation in Thornton	Requirement of SA1/2 Masterplan
Education. Update has been provided by LCC Education.		
Education	Additional primary school places in Thornton – new school	A Masterplan has been approved by WBC.
Education	Additional primary school places in Poulton – new school	A Masterplan has been approved by WBC. A planning application has been granted for a school.
Education	Additional primary school places in Hambleton/Stalmine – new school/extension to existing school (as required)	It was determined at application stage that no school site was required on this allocation. There is provision for land (if required) to accommodate a school expansion.
Education	Additional primary school places in Great Eccleston – new school	A Masterplan has been approved by WBC.
Education	Additional primary school places in Inskip – extension to existing school	School places to be considered as part of the planning process.
Education	Additional primary school places in Forton - Extension to existing school	A Masterplan has been approved by WBC.

Infrastructure Category	Project	2022 Position
Education	Additional primary school places in Garstang – new school	The site allocation requires land to be made available for a 1.5 form entry primary school. Landowners group are preparing a masterplan
Education	Additional secondary school places - expansion of existing schools	School places to be considered through the planning process as advised by Lancashire County Council Education.
Healthcare. Update has been provided by the Integrated Care Board.		
Healthcare	Expansion to GP practices in Thornton and/or Poulton as necessary	Discussions have been held to relocate Queensway surgery into an extended Wyre Civic Centre. These are ongoing. Thornton is still under review with options being considered.
Healthcare	Relocation of Great Eccleston GP surgery	Meetings have been held with developer. A Masterplan has been approved by WBC that includes a community hub where the medical centre would be located alongside other community uses.
Healthcare	Expansion to GP practice in Garstang as necessary	Designs prepared by landlord. Finalising scheme details.
Healthcare	Establish GP branch surgery at Forton as necessary	The priority is to improve the Health Centre at Garstang.
Flood Risk Management. Update has been provided by the Environment Agency (EA).		
Flood Risk Management	Upgrade/replace with duckbill flap Horsebridge Dyke	No update required as scheme complete.
Flood Risk Management	Upgrade/replace with duckbill flap Main Dyke	Not on current EA programme
Flood Risk Management	Install new top hung flap valve at Yoad Pool outfall	On EA programme for 23/24
Flood Risk Management	Install new top hung flap valve at Wardleys Creek outfall	Planned to be upgraded in Hambleton scheme.
Flood Risk Management	Construction of new outfall and installation of duckbill flap Ramper Pot	Not on current EA programme
Flood Risk Management	Management and maintenance of local water courses (various locations)	Ongoing annual programme.
Community Facilities		
Community Facilities	Neighbourhood Centre including community/village hall, Forton	A Masterplan has been approved by WBC.

Infrastructure Category	Project	2022 Position
Community Facilities	Local convenience stores (various locations)	Retail Monitoring is currently under review
Community Facilities	Community/village hall, including small local convenience store, Great Eccleston	A Masterplan has been approved by WBC.

15.1.5 With regards to those non critical infrastructure projects, and also categories including telecoms, energy, water and wastewater, emergency services and cemeteries – the council is considering methodology to be implemented in order to monitor the progress. This is due to these services coming forward by the relevant service provider as and when they are required.

16 Duty to Co-operate

16.1.1 The Localism Act (2011) imposes a duty on councils to co-operate with other councils and bodies on planning issues that cross administrative boundaries. Paragraph 25 of the National Planning Policy Framework (2021) (NPPF) outlines:

“Strategic Policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans.”

16.1.2 Those strategic priorities identified as requiring cross boundary cooperation include:

- Housing (including affordable housing), employment, retail, leisure and other commercial development.
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
- Community facilities (such as health, education and cultural infrastructure)
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

16.1.3 NPPF Paragraph 27 states that:

“In order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these.”

16.1.4 The duty seeks to ensure that all of the bodies involved in planning and development work cohesively on issues that are bigger than local significance.

16.1.5 Figure 16.1 illustrates neighbouring local authorities to Wyre. Other bodies most relevant to Wyre include:

National Highways;

Environment Agency;

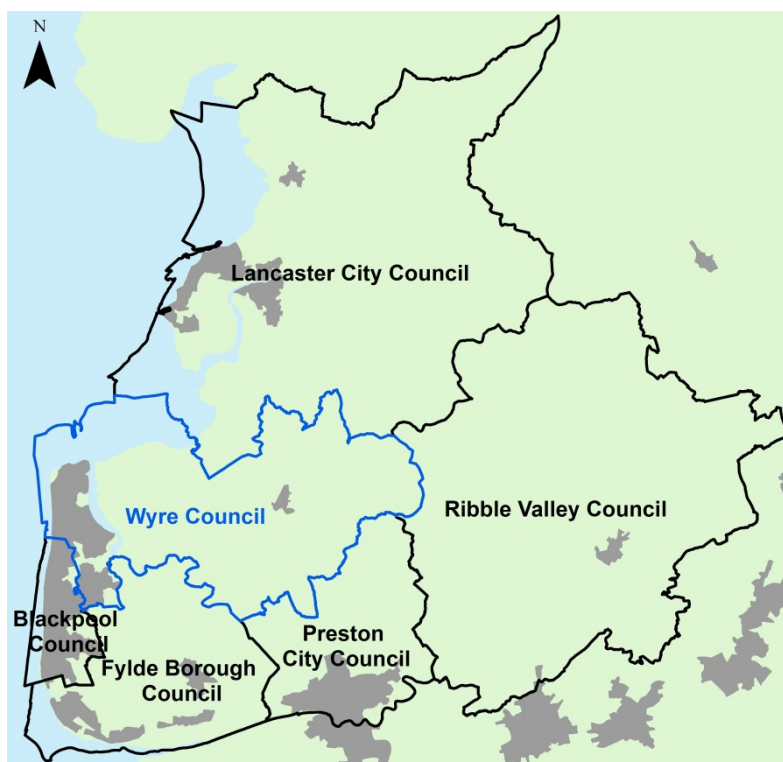
English Heritage;

Natural England ;

Wyre and Fylde Clinical Commissioning Group;

Lancashire County Council as Local Highway Authority, Local Education Authority and Local Lead Flood Authority;

Marine Management Organisation.

Figure 16.1 – Neighbouring Authorities to Wyre Council

16.1.6 Local authorities are also required to have regard to Local Enterprise Partnerships and Local Nature Partnerships. Those of relevance to Wyre are:

- Lancashire Local Enterprise Partnership;
- Lancashire Local Nature Partnership; and
- Morecambe Bay Local Nature Partnership.

16.1.7 The Town and Country (Local Plan) (England) Regulations 2012 require the Duty to Cooperate to be monitored as part of the AMR. The council submitted a Statement of compliance with the Duty to cooperate as part of the Local Plan examination. The Local Inspector was satisfied that the council has met the legal requirement to co-operate.

16.1.8 The Duty to cooperate is on-going and the council are engaged in ongoing collaborative working under Duty to Co-operate with adjoining local authorities and other bodies. In particular the council is engaging in duty to cooperate meeting in the following ways:

16.1.9 The council are currently fulfilling the Duty to Cooperate in the following ways:

- Under the Fylde Coast Memorandum of Understanding between Blackpool, Fylde and Wyre councils and Lancashire County Council, the council has continued to have regular meetings with Fylde and Blackpool councils and Lancashire County Council in relation to cross boundary matters.

- Through the operation of various stakeholder and topic based working groups such as the Making Space for Water, Wyre Flood Forum and Forest of Bowland AONB Partnership Group.
- Officers from the council's Planning Policy team attend meetings with LCC Highways and Education Authorities, the Fylde & Wyre CCG and Highways England as required discussing strategic matters.
- Council officers also attend the Lancashire Planning Policy Officers Group and Lancashire Economic Development Officer Group. The groups, are made up of representatives from each of the planning policy and economic development teams across Lancashire and the County Council and meet quarterly to discuss various strategic issues.

17 Neighbourhood Planning

17.1.1 Neighbourhood planning gives town and parish councils or newly formed neighbourhood forums the opportunity to prepare, with the community they represent, a planning document to shape the future of the places where they live and work. Neighbourhood planning allows communities to set planning policies through a neighbourhood development plan or grant planning permission through a neighbourhood development order. A neighbourhood plan cannot be used to prevent or stifle development.

At the start of the neighbourhood planning process, the neighbourhood area which the community intend to produce a plan for has to be formally agreed. An adopted neighbourhood plan forms part of the authority's development plan.

17.1.2 The neighbourhood planning regulations set out the detailed process for the preparation of neighbourhood plans.

17.1.3 As can be seen in Table 17.1, at 31st March 2022, there remains to be three approved neighbourhood plans in Wyre with no new neighbourhood areas in Wyre with no new plans submitted for the monitoring year 2021-22. None of the neighbourhood plans have yet proceeded to draft stage.

Table 17.1: Neighbourhood plan status at 31st March 2022

Neighbourhood Plan	Neighbourhood area applicants	Status
Dolphinholme Neighbourhood Plan	Nether Wyresdale and Ellel Parish Council	Approved – 1 February 2017
Barton Village Neighbourhood Area	Barton and Myerscough and Bilsborrow Parish Council	Approved – 8 September 2017
Garstang Neighbourhood Plan	Garstang Town Council	Approved - 28 February 2018

17.1.4 More information is available on the council's website using the link below.

<https://www.wyre.gov.uk/local-plan/neighbourhood-plans/1>

18 Self-build and custom build housing

18.1.1 The Government wants to enable more people to build their own home and Local Planning Authorities in England and Wales are required under the Self-build and Custom House building Act 2015 (c.17) to keep a register of individuals and associations of individuals seeking to acquire land to build a home.

18.1.2 In keeping a register, Wyre Council is under no obligation to find or provide registered individuals with self-build or custom build plots. The register is not a public document and is treated as confidential. However, the council does publish headline data (i.e. location, type and/or demand) from the register. The council will use the register to inform policies in the review of the Local Plan.

18.1.3 Table 18.1 displays a varied selection of headline data of registered applicants. At 31st March 2022, Wyre had fourteen (14) individuals registered. This is an increase of five from the previous monitoring year, 2020-2021.

Table 18.1: Headline data from Wyre Self-build Register

Registered individual/associations	Type of build	Preferred area(s)	Type of dwelling	Bedrooms
Individual (single plot)	Self-build one off home	Poulton-le-Fylde, Hambleton, Stalmine	Detached with small or large garden or balcony	4
Individual (single plot)	Self-build one off home	Garstang, Bowgreave or Catterall	Detached with small garden or balcony	3
Individual (single plot), or Plot on a larger scheme	Contractor built one-off home	Thornton, Cleveleys or Poulton-le-Fylde	Detached or bungalow with large garden	4

18.1.4 At 31st March 2022, there was extant planning permission for 22 new build dwellings on single dwelling plots.

18.1.5 Please note that approvals for conversions, changes of use, mobile/park homes, blocks of flats and sheltered housing units (where known) were excluded from the figures, as were any dwellings which were already under construction.

18.1.6 Further information is available on the Councils website using the link below.

<https://www.wyre.gov.uk/general-information/self-build-custom-build-register/1>

19 Brownfield Register

19.1.1 The government wants to maximise the number of new homes built on brownfield (previously developed) land and has therefore made a commitment to introduce local brownfield registers through the Town and Country Planning (Brownfield Land Register) Regulations 2017.

The councils register (provided in a standard format set nationally) provides publicly available information on brownfield sites that are suitable for housing.

At the time of writing, there are currently 22 sites on the register. The register is updated at least once per annum. The register and associated map is available using the link below.

<https://www.wyre.gov.uk/general-information/brownfield-land-register/1>

19.1.2 The sites that have been identified are considered to be suitable, available, achievable, and have an area of at least 0.25ha or are capable of supporting at least five dwellings.

Appendix A: Schedule of Local Plan Policies

Strategic Policies (SP)

- SP1 – Development Strategy
- SP2 – Sustainable Development
- SP3 – Green Belt
- SP4 – Countryside Areas
- SP5 – Forest of Bowland AONB
- SP6 – Viability
- SP7 – Infrastructure provision & Developer contributions
- SP8 – Health and wellbeing

Core Development Management Policies (CDMP)

- CDMP1 – Environmental protection
- CDMP2 – Flood Risk and Surface water management
- CDMP3 – Design
- CDMP4 – Environmental Assets
- CDMP5 – Historic Environment
- CDMP6 – Accessibility and Transport

Housing Policies (HP)

- HP1 – Housing Land Supply
- HP2 – Housing Mix
- HP3 – Affordable Housing
- HP4 – Rural Exceptions
- HP5 – Residential Curtilages
- HP6 – Replacement dwellings in the countryside
- HP7 – Rural workers accommodation in the countryside
- HP8 – Accommodation for Gypsy, travellers and travelling show people
- HP9 – Green Infrastructure in new residential developments
- HP10 – Houses in multiple occupation

Economy Policies (EP)

- EP1 – Employment Land Supply
- EP2 – Existing Employment Areas
- EP3 – Existing Employment sites
- EP4 – Town, District, Local and Neighbourhood centres
- EP5 – Main Town Centre uses
- EP6 – Development in defined primary and secondary frontages
- EP7 – Local convenience stores
- EP8 – Rural Economy
- EP9 – Holiday accommodation
- EP10 – Equestrian Development
- EP11 – Protection of community facilities
- EP12 – Renewable Energy
- EP13 – Telecommunications
- EP14 – Outdoor advertisements and directional signs
- EP15 – Security Shutters

Appendix B: Schedule of Performance Monitoring Indicators (PMIs)

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
Objective 1						
PMI1	Available employment land, by area (ha)	No target, monitor availability	1			1
PMI2	Amount of gross employment land (Ha) and net floor space (smq) developed, by type: a) on allocated employment sites (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone d) other	43 hectares	1, 2			1, 2, 3, 8
PMI3	Amount of gross employment land (Ha) and net floor space (sqm) with extant planning permission, by type: a) on allocated employment sites (including mix use)	To meet requirements	1, 2			1,2, 3, 8

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
	b) in existing employment areas c) Hillhouse Technology Enterprise Zone d) other					
PMI4	Amount of gross employment land (Ha) and net floor space (sqm) lost to alternative uses (non B use class): a) on allocated employment sites (including mix use) b) in existing employment areas c) Hillhouse Technology Enterprise Zone (regarding employment sites only) d) other	No overall loss				1, 2, 3
PMI5	Number of wards with LSOAs in bottom 10% most deprived for employment deprivation	Decrease over plan period	1, 2			
Objective 2						

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI6	Number, type and amount of financial contributions through CIL and/or S106 towards education	No Target. Monitor contributions	7			
PMI7	Number and distribution of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation	Decrease over plan period	1			
Objective 3						
PMI8	5 year supply of deliverable housing	100% as set out in the latest HIS			1	
PMI9	Housing Trajectory: a) completions in previous years (since 2011) b) completions in reporting year c) extant planning permission from current year (up to 2031) d) managed delivery target	Meet local minimum target of providing 9,285 net new homes 2011-2031 (464 per annum)	1		1	
PMI10	Net additional dwellings on each housing allocation	Monitor take up against the housing trajectory as set out in the latest HIS	1		1	

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
	a) completions since 2011 b) with extant planning permission					
PMI11	% and amount of affordable homes, by type and settlement: a) completed annually b) with extant planning permission c) financial contributions	Measure % against Local Plan Policy Standards, by settlement	1, 2, 7		3, 7	
PMI12	Percentage and number of major developments providing housing for older people and people with restricted mobility	20% of 20+ dwellings	1, 2		2	
PMI13	Net additional dwellings, by size, type and tenure: a) in current year b) with extant planning permission	Monitor take up/change			2	
PMI14	Amount of permanent and transit pitch	Monitor take up	1, 2		8	

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
	provision for gypsies and travellers					
PMI15	Amount of permanent plot provision for travelling showpeople	To meet locally identified need (GTAA as minimum)	1, 2		8	
PMI16	Number of buildings converted in to Houses of Multiple Occupancy (HMOs)	Monitor take up			10	
Objective 4						
PMI17	Net additional retail floor space developed, by type: a) in town centres b) in primary shopping areas c) in district, local and neighbourhood centres d) other	No Target. Monitor take up	2			4, 5, 6, 7, 8
PMI18	Net additional retail floor space with extant planning permission, by type: a) in town centres b) in primary shopping areas c) in district, local and	No Target. Monitor take up	2			4, 5, 6, 7, 8

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
	neighbourhood centres d) other					
PMI19	Changes to defined primary and secondary shopping frontages	Monitor change				6
PMI20	Ground floor vacancy rates for Cleveleys, Fleetwood, Garstang, Poulton and Thornton	No Target. Monitor change	2			4
Objective 5						
PMI21	Percentage of new dwellings approved within 1km of key services	Monitor take up	2			
PMI22	Number, type and amount of financial contributions through CIL and/or S106 towards health care	No Target. Monitor contributions	7			
PMI23	Number, type and amount of financial contributions through CIL and/or S106 towards other infrastructure	No Target. Monitor contributions	7			

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI24	Number of community facilities, by type and settlement: a) completed annually b) with extant planning permission c) loss to alternative uses	No target. Monitor change				11
Objective 6						
PMI25	Length of total and new dedicated pedestrian and cycle routes	Increase	2, 7, 8	3, 6		
PMI26	No. of developments receiving planning permission with agreed travel plan	No target		6		
PMI27	Number, type and amount of financial contributions through CIL and/or S106 towards highways	No Target. Monitor contributions	1, 7	6		
PMI28	Percentage and number of new dwellings built within 1km of a bus stop	Monitor take up	2	6		
Objective 7						

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI29	Number and change in areas of biodiversity, geological and landscape importance (i.e. loss or additions (ha) of AONB, SSSIs, GHS, BHS etc.)	No Loss (ha)	1, 2, 5	4		
PMI30	Amount of new development within areas of biodiversity, geological and landscape importance: a) completed annually b) with extant planning permission	No development unless justified	1,2, 5, 7	4		
PMI31	Condition of SSSIs	95% of SSSIs in favourable or recovering condition	1, 2	4		
PMI32	Number of Biological Heritage Sites (BHS) under active management.	Monitor over plan period	1, 2	4		
PMI33	Loss of the best and most versatile agricultural land*	No target. Monitor loss	1, 2	4		
PMI34	Gain/Loss/Number of: a) conservation Areas b) scheduled monuments	Monitor Change		5		

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
	c) listed buildings d) parks and Gardens					
PMI35	Number of scheduled monuments and listed buildings considered to be at risk	No increase		5		
Objective 8						
PMI36	Number of new developments (by type) in the Green Belt: a) completed annually b) with extant planning permission	No development unless justified	2, 3			
PMI37	Number of new developments (by type) in the Countryside: a) completed annually b) with extant planning permission	No development, unless justified	1, 2, 4		4, 5, 6, 7	8
Objective 9						
PMI38	Length of total and new dedicated public rights of way (PROW)	Increase	2, 7, 8	3, 4, 6		
PMI39	Number of total and new green flag status parks	Increase over plan period	1, 2	4		

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI40	Amount of Green Infrastructure lost to development (ha)	No Loss (ha)	1, 2	4	9	
PMI41	Amount of new green infrastructure (including public open space) provided through new development: a) on-site b) off-site contributions through CIL and/or S106 agreements	Monitor provision/contributions against Local Plan Policy Standards	1, 7,8	3, 4	9	
PMI42	Number of open space sites above 80% quality score	Increase over plan period	1, 2	3, 4	9	
PMI43	Number of wards with LSOAs in the bottom 10% most deprived for health deprivation	Decrease over plan period	1, 2, 8			
PMI44	Number of Health Impact Assessments (HIA)	Monitor take up	8			
Objective 10						
PMI45	Per capita amount of CO2 emissions in the LA area	No target, monitor change				12

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI46	New renewable energy installations, by type (Feed in tariff in MW)	Increase	2			12
PMI47	Number of Electric Vehicle Recharging Points	Increase over plan period	2	1, 6		12
Objective 11						
PMI48	Number of planning permissions granted contrary to Environment Agency advice in areas at risk from flooding	None (0)	2	2		
PMI49	Number of planning permissions granted contrary to Environment Agency advice on water quality grounds	None (0)	2	2		
PMI50	Upgrading of flood defences to 1 in 200 year standard at: 1) Rossall Hospital to Fleetwood Golf Course 2) Fleetwood Docks to Hillhouse 3) Hillhouse to Stanah	Anticipated Completion by 1) 2018 2) 2021 3) 2021	2, 7	2		

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI51	Number of planning permissions incorporating SuDS	No Target. Monitor improvement	2, 7	2		
PMI52	Inappropriate development in the Coastal Change Management Area: a) completed annually b) with extant planning permission	Monitor take up	4			
PMI53	Number, type and amount of financial contributions through CIL and/or S106 towards flood prevention	No Target. Monitor contributions	7	2		
PMI54	Measure air pollutants within Air Quality Management Areas (AQMA)	Monitor change	1	1		
PMI55	Number of total and new AQMAs designated in the Borough	Monitor change		1		
PMI56	Bathing water quality	Improve to 'Excellent' rating	1	4		

Performance Monitoring Indicators (PMI)		Target /Outcomes	Strategic Policies (SP)	Core Development Management Policies (CDMP)	Housing (HP)	Economy (EP)
PMI57	Number of planning permissions granted contrary to HSE advice	None (0)		1		
Objective 12						
PMI58	Number and distribution of wards with LSOAs in the bottom 10% most deprived for crime deprivation.	Decrease over plan period	1	3		
PMI59	Number of LSOAs in the bottom 10% most deprived for barriers to housing and services provision deprivation.	Decrease over plan period	1, 2	6		
PMI60	Number and location of wards with LSOAs in the bottom 10% nationally for Living Environment deprivation	Decrease over plan period	1, 2	1		
PMI61	Number of wards with LSOAs in bottom 10% most deprived for income deprivation	Decrease over plan period	1			
PMI62	Crime rates per 1,000 of the population for key offences.	Decrease over plan period		3		

Appendix C: Schedule of Sustainability Appraisal Indicators (SAI)

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI1/1	To reduce crime, disorder and fear of crime	Number and distribution of wards with LSOAs in the bottom 10% most deprived for crime deprivation.	Reduce the number of wards with LSOAs in the bottom 30% most deprived
SAI1/2	To reduce crime, disorder and fear of crime	Crime rates per 1,000 of the population for key offences.	Reduce the number of crimes per 1,000 population
SAI2/1	To improve levels of educational attainment for all age groups and all sectors of society	Number and distribution of wards with LSOAs in the bottom 10% nationally for education, skills and training deprivation	Ensure sufficient school places are available to meet the needs of new development
SAI2/2	To improve levels of educational attainment for all age groups and all sectors of society	Location and number of school places available	Ensure sufficient school places are available to meet the needs of new development
SAI2/3	To improve levels of educational attainment for all age groups and all sectors of society	% of working age residents with national vocational qualifications (NVQs)	Ensure sufficient school places are available to meet the needs of new development
SAI3/1	To improve physical and mental health and wellbeing for all and reduce health inequalities	Percentage of resident population who consider themselves to be in good health	Reduce the number of wards with LSOAs in the bottom 10% most deprived for health deprivation
SAI3/2	To improve physical and mental health and wellbeing for all and reduce health inequalities	Number of wards with LSOAs in the bottom 10% most deprived for health deprivation	Reduce the number of wards with LSOAs in the bottom 10% most deprived for health deprivation

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI3/3	To improve physical and mental health and wellbeing for all and reduce health inequalities	Percentage of new dwellings within 1km of key services	Reduce the number of wards with LSOAs in the bottom 10% most deprived for health deprivation
SAI3/4	To improve physical and mental health and wellbeing for all and reduce health inequalities	Number of open space sites within 80% quality score.	Target (if appropriate to the indicator) to be developed
SAI3/5	To improve physical and mental health and wellbeing for all and reduce health inequalities	Length of new dedicated pedestrian and cycle routes	Target (if appropriate to the indicator) to be developed
SAI4/1	To ensure housing provision meets local needs	Net additional dwellings on each housing allocation	Annual dwelling completions against requirement target of 460 per annum.
SAI4/2	To ensure housing provision meets local needs	Net additional dwellings by size, type and tenure	Number of homes within developments of 11 or more designed to specifically accommodate or adaptable for older people
SAI4/3	To ensure housing provision meets local needs	% and number of affordable homes by type and settlement	Number of market housing schemes of 10 or more dwellings that provide 30% affordable homes
SAI4/4	To ensure housing provision meets local needs	Number and location of wards with LSOAs in the bottom 10% nationally for Living Environment deprivation	Reduce number of wards with LSOAs in bottom 10% for living environment deprivation
SAI4/5	To ensure housing provision meets local needs	Percentage of vacant dwellings (C3)	Decrease number of vacant dwellings

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI4/6	To ensure housing provision meets local needs	Amount of permanent and transit pitch provision for gypsies, travellers and travelling showpeople.	Target (if appropriate to the indicator) to be developed
SAI4/7	To ensure housing provision meets local needs	Amount of permanent plot provision for travelling showpeople	Target (if appropriate to the indicator) to be developed
SAI5/1	To improve sustainable access to basic goods, services and amenities for all groups]	Number of LSOAs in the bottom 10% most deprived for barriers to housing and services provision.	Reduce number of wards with LSOAs in bottom 10% for barriers to housing and services provision
SAI5/2	To improve sustainable access to basic goods, services and amenities for all groups]	Percentage and number of new dwellings built within 1km of a bus stop	Target (if appropriate to the indicator) to be developed
SAI5/3	To improve sustainable access to basic goods, services and amenities for all groups]	Length of Public Rights of Way (PROW)	No loss of PROW
SAI6/1	To encourage sustainable economic growth, inclusion and business development across the borough	Economic activity rate	Target (if appropriate to the indicator) to be developed
SAI6/2	To encourage sustainable economic growth, inclusion and business development across the borough	Percentage of employment and occupation	Target (if appropriate to the indicator) to be developed

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI6/3	To encourage sustainable economic growth, inclusion and business development across the borough	Available of employment land	Target (if appropriate to the indicator) to be developed
SAI6/4	To encourage sustainable economic growth, inclusion and business development across the borough	Number of wards with LSOAs in bottom 10% most deprived for employment deprivation and income deprivation	To reduce number of wards with LSOAs in the bottom 10% for employment and income deprivation.
SAI6/5	To encourage sustainable economic growth, inclusion and business development across the borough	Employment land take-up	Cumulative take-up of land for employment development to plan period requirement of 43ha.
SAI6/6	To encourage sustainable economic growth, inclusion and business development across the borough	Retail take-up	Target (if appropriate to the indicator) to be developed
SAI7/1	To deliver urban renaissance	Indicators proposed for other objectives should be monitored as they all make a contribution to the achievement of this SA Objective.	n/a
SAI8/1	To protect and enhance biodiversity	Number and change in areas of biodiversity, geological importance and landscape	Maintain and improve condition of designated sites
SAI8/2	To protect and enhance biodiversity	Condition of SSSIs	Increase area of habitat provided across the district No net loss of biodiversity

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI8/3	To protect and enhance biodiversity	Number of BHSs under Active Management.	Increase area of habitat provided across the district No net loss of biodiversity
SAI8/4	To protect and enhance biodiversity	Areas ancient woodland	No loss of ancient woodland as a result of new development
SAI9/1	To protect and enhance the borough's landscape and townscape character and quality	Amount of green infrastructure lost to development	No net loss of green infrastructure to development (without appropriate mitigation).
SAI9/2	To protect and enhance the borough's landscape and townscape character and quality	Number and total of Green Flag Award parks	Increase number of Green Flag Award parks
SAI9/3	To protect and enhance the borough's landscape and townscape character and quality	Some biodiversity indicators are also relevant in relation to greenspace access.	n/a
SAI10/1	To protect and enhance the cultural heritage resources	Gain/loss/number of heritage assets	No loss of Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI10/2	To protect and enhance the cultural heritage resources	Number of scheduled monuments and listed buildings at risk	Reduce number of heritage assets at risk
SAI11/1	To protect and enhance the quality of water features and resources and reduce the risk of flooding	Rivers reaching Good Ecological Status	Prevent deterioration of the status of all surface water and groundwater bodies Protect, enhance and restore all bodies of surface water and groundwater with the aim of achieving Good Status for surface water and groundwater
SAI11/2	To protect and enhance the quality of water features and resources and reduce the risk of flooding	Number of planning applications granted permission contrary to Environment Agency advice regarding flooding.	No planning permissions to be granted contrary to EA advice on flooding
SAI11/3	To protect and enhance the quality of water features and resources and reduce the risk of flooding	Bathing water quality	To meet EU bathing water standards
SAI12/1	To limit and adapt to climate change	Local rail patronage	Rail usage to increase
SAI12/2	To limit and adapt to climate change	Indicators used to monitor the implementation of the Local Transport Plan	Targets to be developed
SAI12/3	To limit and adapt to climate change	Number of Electric Vehicle Recharging Points	Increase

SAI Ref	Objective	Sustainability Appraisal Indicator	Target - to be refined and developed further to best fit monitoring of the local plan
SAI13/1	To protect and improve air quality	Number and distribution of Air Quality Management Areas (AQMAs).	No new AQMAs to be designated in the Borough. Achievement of UK Air Quality Strategy objectives for specific pollutants
SAI13/2	To protect and improve air quality	Local air quality monitoring results for nitrogen and particulates	No new AQMAs to be designated in the Borough. Achievement of UK Air Quality Strategy objectives for specific pollutants
SAI14/1	To ensure sustainable use of natural resources	Impact of new development on Mineral Safeguarding Areas and number of appropriate surveys taken prior to development.	n/a

Appendix D: Glossary of terms and abbreviations

Appropriate Assessment: An appropriate assessment, also known as a Habitat Regulation Assessment is required in order to assess the potential effect of the Local Plan on the integrity of a Natura 2000 site e.g. Special Protection Area (SPA) or Special Areas of Conservation (SAC).

Area of Outstanding Natural Beauty (AONB): AONB's are designated by the Countryside Agency. They represent the nation's finest landscapes. They are designed to safeguard and enhance their natural beauty.

Authorities Monitoring Report (AMR): A report produced by a local planning authority that assesses the progress and the effectiveness of specified planning policies in development plan documents. It also includes a review of the Local Development Scheme's (LDS) timetable.

Biological Heritage Site (BHS): In Lancashire, Local Authorities are required to identify and provide protection to the natural heritage within their districts. These are the most important non-statutory wildlife sites. For example; ancient woodland, species rich grassland and bogs.

Coastal Change Management Area (CCMA): An area identified in Local Plans as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

Community Infrastructure Levy (CIL): The Community Infrastructure Levy (CIL) is a new charge that local authorities have the power to levy on most types of development to fund infrastructure required to support new growth such as transport, education, health and open space facilities. CIL chargers are based on the size and types of development proposed and are calculated as a charge per square metre.

Conservation Areas: areas formally designated by local planning authorities for their special architectural or historical interest.

Department for Business, Energy and Industrial Strategy (BEIS): BEIS was established July 2016 and brings together responsibilities for business, industrial strategy, science, innovation, energy, and climate change, merging the functions of the former BIS and DECC.

Department for Communities and Local Government (DCLG): DCLG is the Government Department responsible for planning matters, with the responsibility to promote community cohesion and equality, as well as housing, urban regeneration, planning and local government.

Department for Environment, Food and Rural Affairs (DEFRA): DEFRA is a Government Department in the UK.

Department for Transport (Dft): The DfT provides leadership across the transport sector to achieve a transport system, which balances the needs of the economy, the environment and society.

Development Plan Document (DPD): A document identifying the Council's planning policies and proposals. Development Plan Documents include the Local Plan, Site-Specific Allocations Documents, Area Action Plans and Proposals Map. They are subject to community involvement, consultation and independent examination. A sustainability appraisal is required for each development plan document.

Duty to Co-operate: a legal duty on local planning authorities to engage constructively and actively to address strategic cross-boundary matters in preparing Local Plans.

English Heritage: English Heritage is a registered charity that manages over 400 of England's Historic buildings, monuments and sites.

Environment Agency (EA): The Environment Agency is a government body responsible for protecting and improving the effects of pollution on the environment in England and Wales. To make sure that air, land and water are looked after.

Equality Impact Assessment (EqIA): and EqIA is a systematic way of examining whether a new or existing function, policy or process differentially affects any person or group of persons.

Evidence Base: The information and data gathered by the local planning authority to justify the policy approach set out in the Local Plan.

Examination: The local planning authority must submit the Local Plan for examination. The examination is carried out by an independent Planning Inspector to consider whether the local plan is 'sound' and meets the 'legal compliance'.

Green Belt: An area of land largely around built up areas designated to protect the land from development. The purposes are to restrict urban sprawl safeguard the countryside, preserve the character of historic towns and to encourage the use of Brownfield sites for development.

Greenfield Site: Land not previously developed (PDL), usually agricultural land.

Habitats Regulation Assessment: Please see *Appropriate Assessment*.

Health Impact Assessment (HIA): A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population and the distribution of those effects within the population.

Highways Authority: A highway authority is a name given to a body responsible for the administration of public roads. In Lancashire, LCC are the highway authority.

Highways England: Highways England is the government company responsible for operating, maintaining and improving the strategic road network of England.

Homes and Community Agency (HCA): The HCA is the non-departmental public body that helps fund new affordable housing and regulates social housing providers in England. They also help create successful communities by making more homes and business premises available to residents and business who need them.

Index of Multiple Deprivation (IMD): The IMD is a set of six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services) to help identify areas for regeneration, at ward level.

Infrastructure Delivery Plan (IDP): The IDP is a plan produced in parallel to preparing the Local Plan which assess the impacts of the proposed development on infrastructure and sets out the necessary infrastructure required to support proposed development.

Lancashire County Council (LCC): LCC is the upper-tier (part of a 'two tier' system of local government) local authority for the non-metropolitan county of Lancashire. Residents who live in Lancashire (excluding Blackpool Council and Blackburn with Darwen Borough Council) will also have a district council providing some of the council services.

Local Development Documents (LDDs): These include any document within the Local Development Framework, They comprise Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Scheme (LDS): The LDS is a three-year programme, which shows the councils time scale for the preparation and production of Local Development Documents.

Local Geodiversity Sites (LGSs): LGSs are protected in the same way as important biological sites, to recognise and protect the importance of certain landforms.

Localism Act: A major piece of new legislation, which includes wide-ranging changes to local government, housing and planning. Significantly, the Act abolishes regional planning, and introduces the possibility of Neighbourhood Plans as part of the development plan.

Lower Layer Super Output Area (LSOA): a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales.

Marine Management Organisation (MMO): The MMO is an executive non-departmental public body in the United Kingdom which license, regulate and plan marine activities in the seas around England so that they're carried out in a sustainable way.

National Planning Policy Framework (NPPF): The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Natural England (NE): NE was formed in 2006 and is a non-departmental public body sponsored by DEFRA. It is responsible for ensuring that England's natural environment, including its land, flora and fauna, freshwater and marine environments, geology and soils, are protected and improved. It also has a responsibility to help people enjoy, understand and access the natural environment.

Neighbourhood Planning: gives town and parish councils or newly formed neighbourhood forums the opportunity to prepare with the community they represent a planning document to shape the places where they live and work.

Office for National Statistics (ONS): ONS is the executive office of the UK statistics Authority and is the UK Government's single largest statistical producer. ONS produces independent information to improve our understanding of the UK's economy and society.

Office of Rail and Road (ORR): As of 1 April 2015, the ORR is the economic regulator of Britain's mainline railway and health and safety regulator on Britain's railways. They also monitor England's Strategic Highways network. It was previously the Office of Rail Regulation.

Previously Developed Land (PDL), also known as Brownfield: Land previously developed on or was occupied by a permanent structure. Usually associated with derelict urban land. Excludes agriculture or forestry land and previously used land which now has nature conservation or recreation value.

Public Health England (PHE): PHE was established on 1 April 2013 to bring together public health specialists from more than 70 organisations into a single public health service. They are an executive agency of the Department of Health, and a distinct delivery organisation with operational autonomy to advise and support government, local authorities and the NHS in a professionally independent manner.

Ramsar: Sites designated under the European Ramsar Convention which provide a framework for national and international co-operation to protect wetlands and their resources of international importance, particularly as waterfowl habitats.

Section 106 Agreement (S106): A legal agreement under Section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements made between a planning authority and a developer, or undertakings offered unilaterally by the developer, that ensure that extra works related to a development are undertaken.

Site of Special Scientific Interest (SSSIs): An SSSI is an area that has been identified under the Wildlife and Countryside Act 1981 as an area of special interest. Related to the natural heritage of wildlife habitats, geological or physiological features of the site.

Special Areas of Conservation (SACs): SACs are designated sites protected under the European Community Habitats Directive, to protect internationally important natural habitats and species.

Special Protection Areas (SPAs): SPAs are designated sites protected under the European Community Directive on the conservation of wild birds, also known as the Birds Directive.

Statement of Community Involvement (SCI): The statement of Community Involvement is an essential part of the new-look Local Development Framework. The SCI sets out the Council will involve the community at every stage in the preparation, alteration and production of the LDF. The SCI is not a development plan document but will still be subject to an independent examination.

Statement of Consultation (SoC): It is a legal requirement of the Town and Country Planning (Local Planning) (England) 2012 Regulations (SI No.767) that a Statement of Consultation accompanies the submission of the local plan to the Secretary of State. Regulation 22 of the regulations requires the statement to demonstrate:

- who was invited to make representations;
- how they were invited to do so;
- a summary of the main issues raised by the representations; and
- How these have been addressed in the Local Plan.

Strategic Flood Risk Assessment (SFRA): In accordance with advice from the Environment Agency and in line with Planning Policy statement 25: Development and Flood risk (PPS25), Councils are required to undertake a Strategic Flood Risk Assessment to inform preparation of the LDF and also to provide further details to developers of varying levels of flood risk within the area.

Strategic Housing Land Availability Assessment (SHLAA): SHLAA is a key component of the evidence base to support the delivery of sufficient land for housing to meet the communities need for more homes.

Strategic Location for Development (SLD): A strategic Location for Development is an area identified as a priority for large-scale mixed-use development.

Sustainability Appraisal (SA): These are required under new legislation and assess all the policies development plan. They include consideration of social and economic impacts as well as impacts on the environment.

Super Output Area (SOA): A SOA is a unit of geography designed for the collection and publication of small area statistics.

Use Class Order (UCO): The Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development (England) Order 2015 puts uses of land and buildings into various categories. Planning permission is not required for changes of use within the same use class.

Use Class Order (UCO) from 6 April 2018 – 31 August 2020

- **A1 Shops** – Shops, post offices, travel agents, hairdressers, funeral directors, dry cleaner.
- **A2 Financial and professional services** – Banks, building societies, betting offices, and other financial and professional services.
- **A3 Food and drink** – Restaurants and cafes.
- **A4 Food and drink** – Hot food take-away.
- **B1 Business**
 - (b1a) Offices
 - (b1b) Research and development
 - (b1c) light industry appropriate in a residential area
- **B2 General Industrial**
- **B8 Distribution, including open air storage**
- **C1 Hotels** – Hotels, boarding and guest houses where no significant element of care is provided.

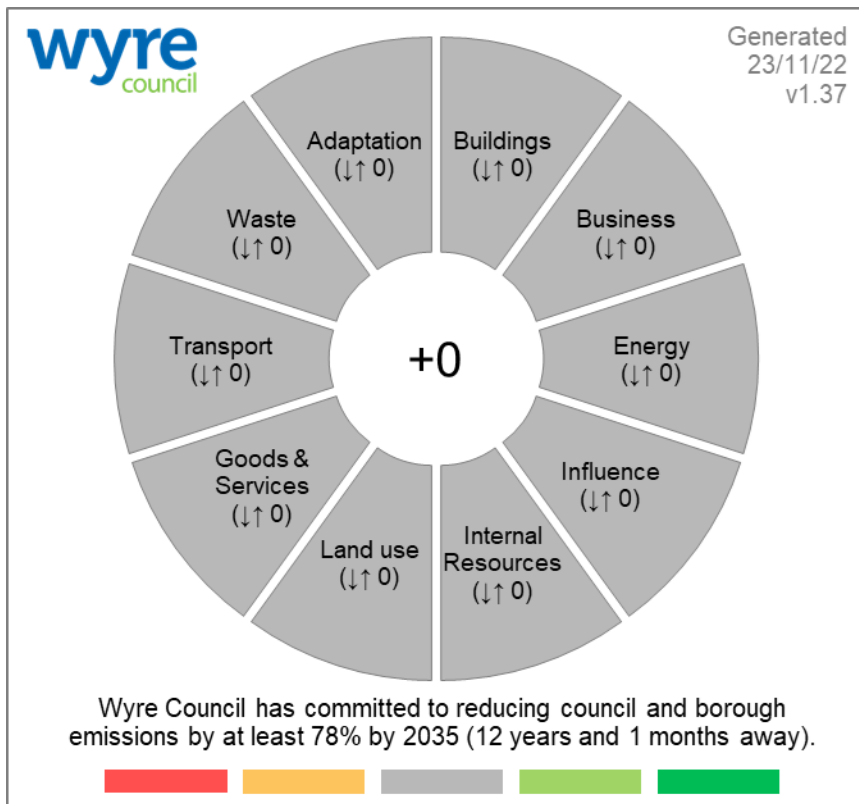
- **C2 Residential institutions** – Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C3 Dwelling houses** – Family houses, or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.
- **D1 Non-residential institutions** – Surgeries, nurseries, day centres schools, art galleries, museums, libraries halls and also churches.
- **D2 Assembly and leisure** – Cinemas, concert halls, bingo and dance halls, casinos, swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sport, or where firearms are used).

Use Class Order (UCO) from 1 September 2020

- **B2 General Industry**
- **B8 Storage and Distribution**
- **C1 Hotels** - Hotels, boarding and guesthouses (where no significant element of care is provided).
- **C2 Residential Institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C2a Secure Residential Institutions** – Prisons, young offenders' institutions, detention centres, secure training centres etc.
- **C3 Dwelling houses** – Family houses, or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.
- **C4 Houses in Multiple Occupation**
- **E Commercial, Business and Service** – Previously Use Classes A1 (Shops (part)), A2 (Financial and professions services), A3 (Food and drink), B1 (Business a, b and c), D1 (Non-residential institutions (part)) and D2 (Assembly and leisure (part)).
- **F1 Learning and non-residential institutions** – Schools, non-residential education and training centres, museums, public libraries, public halls, exhibition halls, places of worship, law court.
- **Class F2 Local Community Uses** – Previously D2 (Non-residential institutions (part)) and A1 Shops (part).
- **Sui Generis (SG)** – Previously A4 (Pub or drinking establishment), A5 (Hot food takeaway), D2 (Assembly and leisure (part)) and Sui Generis (SG).

Climate Change Impact Assessment Tool (v1.37)

Report name	Authorities Monitoring Report (AMR)
Report date	02/12/2022
Report author	George Briscoe
Project notes	The AMR is required in order to assess the performance of local plan policies and their effectiveness.
Export filename for image	<i>Authorities Monitoring Report (AMR) CCIA 02.12.2022</i>



Due to the nature of this report (factual update on status of monitoring), there are no subsequent changes only updates in monitoring. We are not advising anything new as this is a review of past performance.

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Report of:	Meeting	Date
Councillor Alice Collinson Planning Policy and Economic Development Portfolio Holder and Marianne Hesketh, Corporate Director Communities	Cabinet	11 January 2023

Fleetwood Regeneration Framework

1. Purpose of report

1.1 To seek adoption of the Fleetwood Regeneration Framework (FRF).

2. Outcomes

2.1 An adopted FRF will set strategic objectives for investment and sustainable development and act as an essential tool in securing grant funding.

2.2 An adopted FRF will set strategic projects, the development of which will be championed by the relevant Theme Lead from the Future Fleetwood Partnership Board.

3. Recommendations

3.1 That the council adopt the FRF as shown at Appendix 1.

3.2 That the Head of Planning and Regeneration be authorised to make amendments and corrections to the FRF. Such changes may include but are not limited to editorial corrections, typographical errors, changed local circumstances or investment opportunities.

3.3 Where the revisions may alter the strategic objectives of the FRF, the Head of Planning and Regeneration, in consultation with the Planning Policy and Economic Development Portfolio Holder, may determine if it is appropriate to carry out further proportionate stakeholder or public consultations on the proposed revisions.

4. Background

- 4.1** A report focussing on the town centre was developed during 2019/20 and updated in 2022 to set out a broader framework to guide the development of Fleetwood over the next 10 to 15 years.
- 4.2** Engaging with key stakeholders to ensure local support for the FRF has been established through the formation of the Future Fleetwood Partnership Board. The report is the culmination of a process involving public and stakeholder engagement, a baseline context review and the subsequent development and refinement of a vision, objectives and key strategic project interventions.

5. Key issues and proposals

- 5.1** Representations received during the consultation with the public and stakeholders have been considered and where appropriate, the FRF amended.
- 5.2** The strategic project interventions have been categorised by themes which combine to form a single holistic plan. The main projects under each theme are as follows:

The High Street

- Improving public realm
- Improving Fleetwood Market

Heritage, Culture and Tourism

- Reserving space to link Fleetwood Museum with the River Wyre
- Developing a new Visitor Centre as part of Fleetwood Museum
- An Arts and Culture Programme
- Transforming Fleetwood Seafront

Transport and Linkage

- Introducing an Eco-Shuttle service and Demand Rapid Transport Service for bus services
- Extending the town centre tram loop
- Develop a 'Walking and Cycling Improvements Strategy'
- Develop a 'Town Centre Parking Strategy'

Community and Residential

- Support for developing former Fleetwood Hospital as a Community Hub
- Commercially focussed development on land owned by Associated British Ports
- Improvement of residential housing stock

- Developing new homes, including housing with Care and Support

Sustainability and Low Carbon

- A 'River Wyre Tidal Barrage'
- Initiatives to create town-wide green spaces
- Develop a 'Electric Vehicle Charging Strategy'
- Develop a 'Low Carbon Strategy'

Health and Wellbeing

- Develop a 'Digital Health Strategy'
- Creating a peninsular loop for cycling, walking and fitness
- Supporting community capacity building and social prescribing
- Implement Wyre Moving More priorities
- Building capacity to support children and young people

Technology and Skills

- Develop a 'Smart Place Strategy'
- Improving digital connectivity

Business and Economy

- Develop business support services and spaces
- Improving the quality of town centre hotel offer
- Pro-active pursuit of major investment and improved links to Hillhouse Enterprise Zone

5.3 From time to time there may be a need to make minor editorial amendments, corrections and updates to the FRF strategic projects to ensure that the framework reflects changes in local priorities, funding or investment opportunities. It is proposed that these be delegated to the Head of Planning and Regeneration.

5.4 Where the revisions may alter the strategic objectives, it may be appropriate to carry out further proportionate stakeholder or public consultations on the proposed revisions. This will be at the discretion of the Head of Planning and Regeneration in consultation with the Portfolio Holder for Planning Policy and Economic Development.

Financial and legal implications	
Finance	There are no direct financial implications arising from this report. Should any further public consultation be required, the cost will be met from the existing Town Centre Strategy Fund revenue budget.
Legal	There are no direct legal implications arising from this report.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with a x.

risks/implications	✓ / x
community safety	x
equality and diversity	x
sustainability	✓
health and safety	x

risks/implications	✓ / x
asset management	x
climate change	✓
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

report author	telephone no.	email	date
Mark Fenton	01253 887612	mark.fenton@wyre.gov.uk	21 November 2022

List of background papers:		
name of document	date	where available for inspection
None		

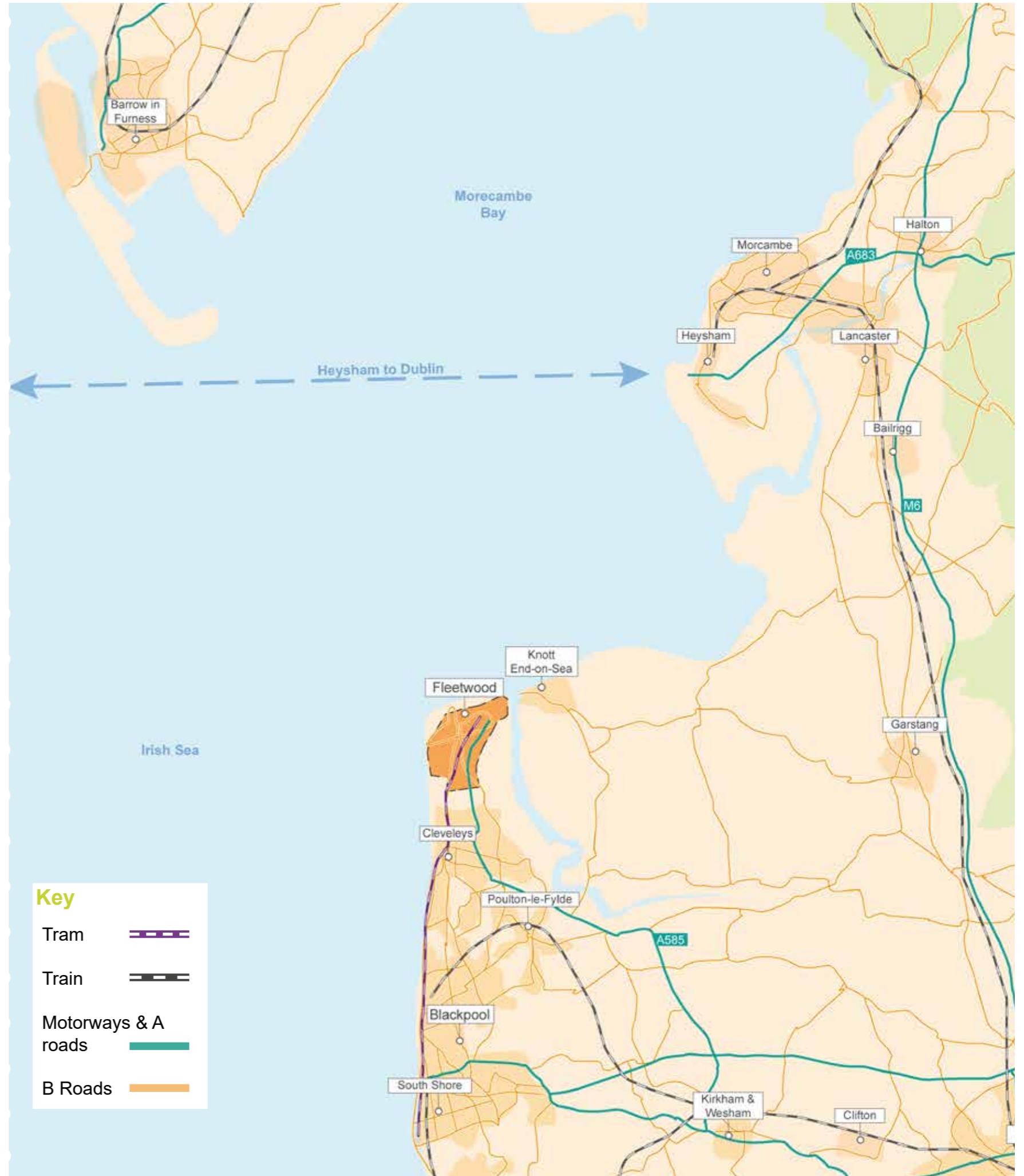
List of appendices

Appendix 1 Fleetwood Regeneration Framework



Fleetwood Regeneration Framework

Submitted To Wyre Council
By IBI Group



Executive Summary

1. Introduction

1.1 Introduction

1.2 The Brief

2. Understanding Fleetwood Town Centre

2.1 Understanding Fleetwood

2.2 Regeneration Context Issues, Policies and Initiatives

Northern Powerhouse - Issues

Coastal Communities – Issues

High Street / Retail – Issues

Healthier Fleetwood

Fleetwood Trust

Wyre Barrage

Associated British Ports Land

2.3 Report/Policy Review – Key Points

Adopted Wyre Local Plan

Fleetwood Masterplan Think Piece July 2007

Fleetwood Seafront Masterplan 2009

Regenda Homes Fleetwood 10 Year Vision

The High Street Report (Timpson Report) 2018

Fleetwood Market Report 2019

2.4 Summary Baseline Analysis

Town Centre Health Check

Market Review

Spatial Review

Photographic Survey

Urban Structure

Transport and Linkage

Heritage

Environment

2.5 Consultation

Stakeholder Consultation

Stakeholder Workshop

Public Consultation - Initial Options

Further Consultation - Draft Framework

First Round Public Consultation Panels

2.6 Summary of Key Issues – Strengths and Weaknesses

3. Strategic Objectives

3.1 Review of Strategic Objectives

3.2 High-Level Approach To Meeting The Strategic Objectives

4. Framework Components

4.1 Introduction – Overlaps and Synergies

Project Matrix

4.2 The Components

1. The High Street - Environment and Public Realm

2. Heritage and Culture

3. Transport and Linkage

4. Community and Residential

5. Sustainability and Low Carbon

6. Health and Wellbeing

7. Technology and Digital

8. Business and Economy

5. Framework Projects

6. Development Tool-Kit

6.1 Introduction

6.2 Design Principles

6.3 Implementation

Implementation Matrix

6.4 Managing Implementation

Executive summary

This report sets out a framework to guide the development of Fleetwood Town Centre over the next 10 – 15 years, the delivery of the framework will commence in the short-term. It is the culmination of a process of public and stakeholder engagement, baseline context review and the subsequent development and refinement of analysis and options.

The report was prepared in parallel with the work of other consultants commissioned by Wyre Council which considered a 'place narrative' for Fleetwood; proposals for the refurbishment and improvement of Fleetwood Market and Museum; a strategy for public realm improvements in the area surrounding the Market and Museum ('The Heritage Quarter'); and the preparation of a second round bid for Future High Street Funding.

Fleetwood Town Centre, as defined by planning policy, is broadly the extent of Lord Street (Fleetwood's retail high street) together with a parallel strip of mixed use land to the south up to Dock Street. Whilst this report is focussed on the town centre it considers wider areas of the town to which it is linked, both by physical proximity and by shared constraints and opportunities.

The overarching objective of the study is to assess how Fleetwood and the wider areas of the town can sustain and grow itself and how best to support the delivery of economic growth and prosperity in the town, and in doing this, drive improvements in the quality of life of the residents and productivity of businesses.

This report reviews the social, economic and spatial context of the town centre before reviewing its strengths, weaknesses, opportunities and constraints. It then establishes the objectives that the town centre framework must meet:

- Shift perceptions of Fleetwood so that the town is perceived as a distinct and attractive place, differentiated from its neighbours and competitors

- Capitalise on Fleetwood's unique location, urban form and assets
- Ensure local input and influence over the town's future
- Create an attractive environment for public and private sector investment
- Create an ecosystem to support young people
- Make Fleetwood a healthy, sustainable town

and sets out the eight 'components' or themes:

1. The high street - Environment and public realm
2. Heritage and culture
3. Transport and linkage
4. Community – and residential
5. Sustainability and low carbon
6. Technology and digital
7. Health and wellbeing
8. Business and economy

Under each component heading the report lists a number of possible 'projects' – practical measures to deliver the framework.

Findings

Fleetwood suffers from a range of problems which all ultimately impact upon the economic health and vitality of the town centre. The economy is weak and metrics for educational attainment, wages, longevity, health and wellbeing all below the national and regional average. Traditional industries have declined or disappeared and due to its peninsular location the town is poorly connected to its hinterland, being seen as difficult to get to 'at the end of a cul de sac'. In addition to this, the town centre has been impacted by the same changes in patterns of retail that are undermining high streets across the UK.

Set against this negative backdrop Fleetwood has a surprising range of assets and opportunities, though they do not deliver the economic impact that they might by being often in the wrong place, poorly linked or unrealised. The town must address these issues, in the process recognising and exploiting its unique heritage and location. It must change the narrative on connectivity, turn its peninsular setting into a positive, celebrate its genuinely unique and marketable characteristics and seize some of the big opportunities that are open to it.

This document has been commissioned at what may well be an opportune moment. A growing imperative to address environmental challenges together with an apparent appetite for government investment – particularly sustainable energy and infrastructure, and particularly in the north, could significantly improve the regeneration context for Fleetwood. Allied to this is the energy of the newly formed Town Centre Partnership and its capacity to encourage and enable the changes that will drive Fleetwood forward.

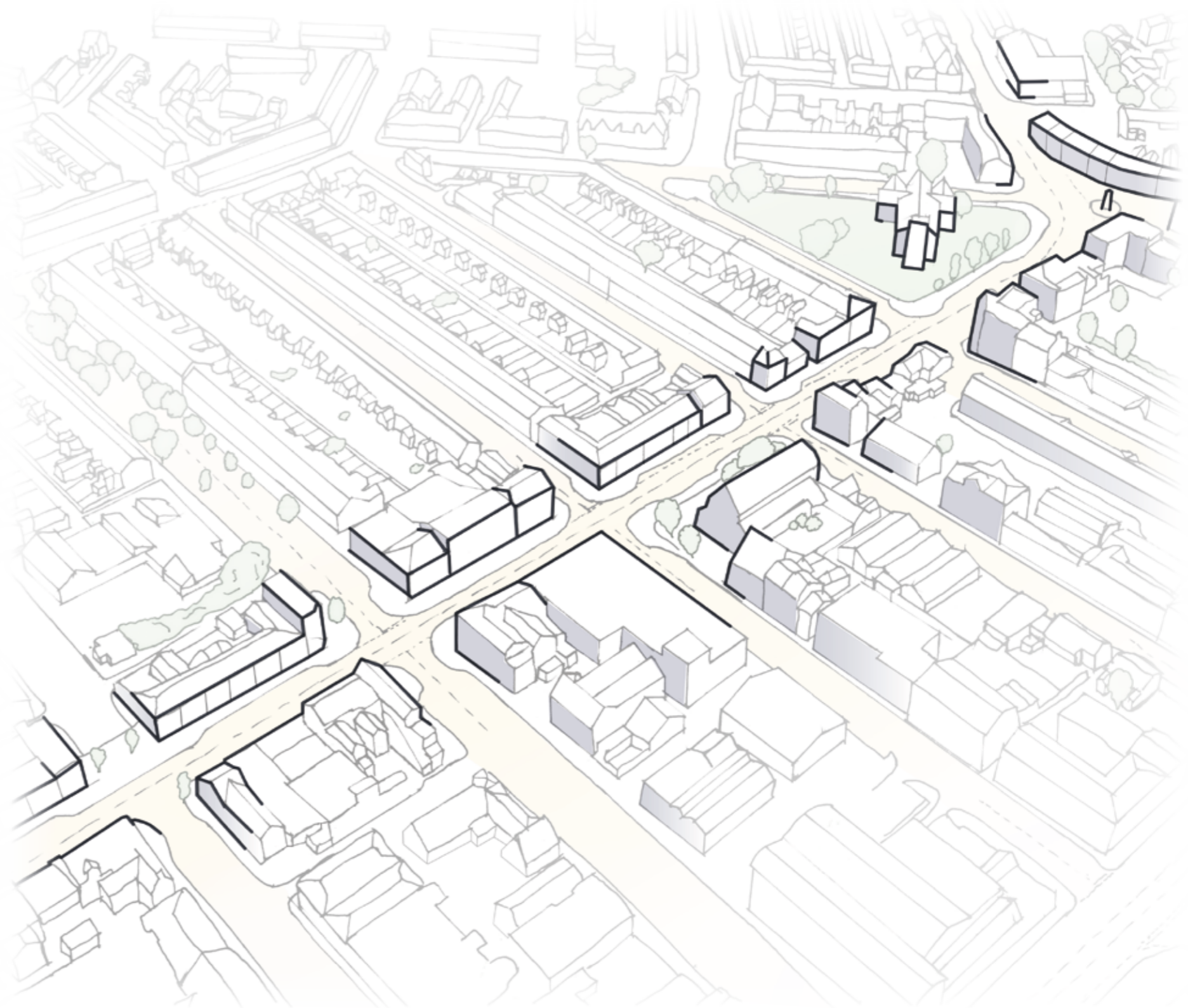
Despite Fleetwood's well-documented problems, it is notable that the town has a strong sense of pride and community spirit with a number of already successful 'grassroots' initiatives making a difference to people's lives. The town must capitalise on this by encouraging further initiatives, taking positive steps to build community capacity and, most importantly, ensuring that the people of Fleetwood are fully engaged in decisions about its future.

Town centre recommendations

With specific regard to the town centre Fleetwood must:

- Define a unique and attractive offer, building on its heritage and better connecting with its surrounding natural environment, in the process of exploring opportunities to position Fleetwood as an exemplar sustainable town.

- As part of this develop food and drink and evening economy, focussing on the areas around the market and, Albert Square and the southern end of London Street.
- Improve the high street environment and link this to wider strategies for sustainability and health/wellbeing.
- Create more and better community spaces and places in the town centre, including a focus on engaging young people. Experiment with pop-up, temporary or 'meanwhile' uses as part of this.
- Celebrate and promote the town's location, making 'localism' an integral part of the offer, but at the same time promote Fleetwood as outward-facing and engaged with its wider hinterland and regional/national issues, strategies and partnerships.
- Explore all opportunities to address issues of strategic connectivity and better connect key visitor destinations beginning with Affinity and the Heritage Quarter (the two ends of the high street).
- Embrace the opportunities that digital technology offers, focussing on local networks that add to the personal experience, not removing human contact from services.
- Ensure that the town centre benefits from larger development opportunities – including getting right connection to, and benefits from, adjacent land parcels.
- Improve and diversify the surrounding residential offer – in the process of growing and diversifying the population surrounding the town centre.
- Start the process of regeneration with complimentary initiatives in the area around Fleetwood Market (the Heritage Quarter) but have a longer-term plan to spread benefits across the town centre and to the wider town beyond.
- Put in place appropriate structures and resources to ensure that the regenerating town centre is actively managed and promoted, including increased programming of places and spaces and an increased emphasis on the promotion of local initiatives.



1. Introduction

1.1 Introduction

1.2 The Brief

1.1 Introduction

This report has been produced on behalf of Wyre Council by IBI Group with Stantec, Lea Hough and Street Spirit Design.

Future Fleetwood is a partnership board established to drive the development of a Regeneration and Investment Framework for the town and its surrounding area. Members of the town centre partnership board include representatives from the health care sector, further and higher education providers, Regenda, Affinity, Fleetwood Museum and Fleetwood Hospital Trust.

The Board is also supported by additional 'Theme Leads' for each of the regeneration themes identified in this report. The Theme Leads will be responsible for working with others to identify projects under their theme for consideration by the Board and for driving forward and co-ordinating the work required to develop and implement those projects in the future.



- The report defines a strategic approach to the regeneration of Fleetwood Town Centre and identifies a series of project opportunities that support this.
- It recognises parallel pieces of work commissioned by Wyre Council and other extant projects which will also positively impact on the town centre.
- The report establishes a 'baseline' understanding of Fleetwood Town Centre including review of previous relevant reports; a 'pen pic' summary of Fleetwood from a social and economic perspective; review of contextual issues and extant town centre initiatives; and a wide ranging spatial review.
- It reviews a process of public and stakeholder consultation before summarising key issues, strengths and weaknesses.
- The report defines a set of strategic objectives and a high level approach to meeting these.
- It sets out a framework in eight overlapping components or themes, parts with a series of projects identified under each.
- It discusses the management of the regeneration framework process and concludes with a summary delivery 'tool kit'.

1.2 The Brief

Wyre Council's brief for a study of Fleetwood's Town Centre, issued September 2019, called for a strategic regeneration framework for the town centre taking into account, where relevant, adjoining housing, seafront and commercial/employment areas.

This Framework is to provide a deliverable vision and sound understanding of Fleetwood's potential to stimulate investor confidence. The Framework will be a guide to the town's economic future and to help kick-start post-Covid-19 recover.

The overarching aim of the Framework is to assess how Fleetwood's Town Centre can sustain and grow itself, and how best to support the delivery of economic growth and prosperity in the town, and in doing this, drive improvement in the quality of life of residents and productivity of businesses, now and into the future.

Whilst the focus of the brief is the town centre it is recognised that the issues and opportunities of adjacent and surrounding areas must also be considered.

Consultation with key stakeholders and the public is an important element in the preparation of the framework.

Important considerations for the framework include:

- **Eco-innovation, health and digital agendas**
- **Understanding the changing nature of retail**
- **Understanding the unique character and heritage of Fleetwood**
- **Identification of key opportunities, buildings and sites**
- **Understanding how the NHS 'Healthy New Town' principles can be applied**

The development of this framework has also taken account of other parallel pieces of work commissioned by Wyre Council including:

- Application for Future High Streets Fund focused on improvements to the retail core
- Heritage Action Zone funding focussed on the development of Fleetwood Market and a heritage quarter
- Work by consultants 'Landscape Projects' focussed on the future of the streets and public spaces around the Museum and Markets area
- Application for Coastal Communities Funding focussed on development of Fleetwood Market
- Work by consultants 'thinkingplace' focused on the development of narrative for Fleetwood that captures the distinctiveness and aspirations.

Heritage Action Zone

Wyre Council has submitted a bid to Historic England to make interventions to the high street area near Albert Square, Victoria Street, Adelaide Street and St Peter's Church. The council will operate a grants programme to make funding available to property owners to: repair the structure and external fabric of historic buildings; bring vacant buildings or portions of buildings back into use; convert buildings into alternative uses that better meet the demand of the area.

Support will also be available for the development of local research projects, Conservation Area Appraisals and events by local organisations that support the investment.

Coastal Community Fund

The Coastal Community Fund aims to improve the Wyre Economy by connecting the coastline from Cleveleys to Fleetwood.

It aims to deliver a new digital signage and a mobile app which will include an interactive trail navigating visitors to the local attractions. The fund will help generate new shared studios for 20 business startups, and a modern remake of Fleetwood Market, which is a key attraction for tourists and locals.

A variety of improvements can be accommodated such as 18 new stalls and 18 pop up stalls in a new outdoor market, for new startup businesses, whilst actively encouraging stalls to expand on local produce widening the variety of food on the market. The new stalls will also increase footfall by 50,000 a year, bringing £1.6m extra visitor spending, and generate around 50 new jobs. A new business support and training system to help grow 200 new businesses and expand the digital skills of 150 people.

The proposals also includes the resurfacing of the outdoor market and redesigning the landscape and public realm and creating an outdoor entertainment space with a new cultural calendar.

The fund will help renovate two 220sqm upper floor flats, found inside Fleetwood Market which can become a shared studio space for startup businesses. These businesses will utilise a shared stall area in the main hall of the market, then later down the line using a unit on the High Street. Based on the GOAD definition of the town centre, the high street currently has a vacancy rate of 21.6% and these vacant spaces can be pop up galleries and exhibitions.



Fleetwood Market

2. Understanding Fleetwood Town Centre

2.1 Understanding Fleetwood

2.2 Regeneration Context

2.3 Report/Policy Review - Key Points

2.4 Summary Baseline Analysis

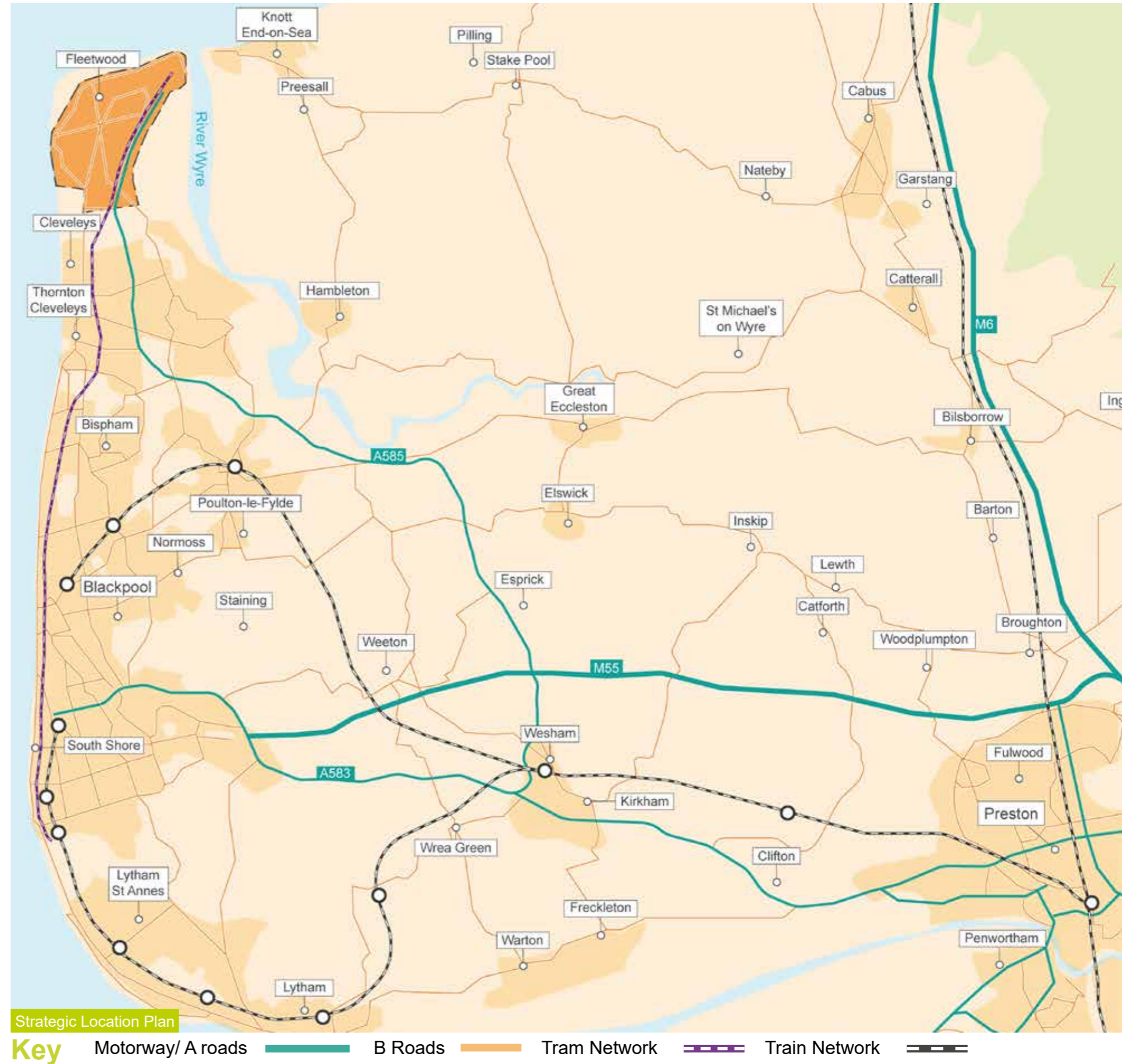
2.1 Understanding Fleetwood

Fleetwood is the largest town (population of approximately 26,000) within Wyre Borough (population approximately 108,000) and is located within the urban peninsula where the majority of Wyre's population (72%) is concentrated in the settlements of Fleetwood, Thornton, Cleveleys and Poulton-le-Fylde. Wyre is situated within the wider Fylde Coast of Lancashire (population 325,000), which include the neighbouring town of Blackpool.

Fleetwood suffers from high levels of deprivation, with six wards that fall within the top 10% of England's most deprived areas with Mount Ward in Fleetwood being the most deprived. Linked to this, most urban fuel poverty households in the borough are clustered in Fleetwood. Fleetwood also has the highest number of houses in multiple occupation and social housing, the highest benefit dependency and crime rates and the lowest life expectancy.

Between 2001 and 2011, the population of Fleetwood has declined by 3.4% and the number of households has fallen by 3.8%. Compared to the rest of Wyre, Fleetwood has a young population and the number of people age 16- 74 who are in employment is lower. The average household income in Fleetwood is lower than average for Wyre which may be linked to a lower percentage of people in professional and managerial/ senior jobs.

Fleetwood is the economic heart of the borough and has the greatest number of jobs – some 8,000. Key employers in Fleetwood include NHS Business Services, Asda Stores Ltd, AM Seafood Limited and the home of Fisherman's Friend. Key employment areas include Fleetwood Dock and Marina, Copse Road and Hesketh House. Fleetwood Town Centre and Affinity Fleetwood supply a considerable number of retail and service employment opportunities. Although Fleetwood is also subject to seasonal employment patterns linked to tourism and this can have an adverse effect.



A history of Fleetwood

Fleetwood was originally planned by Decimus Burton, one of the foremost English architects and urban designer of the 19th Century. His legacy stays visible in many of the town's historic buildings and landmarks and the original 'wheel' design of the town is still visible from the air. The town has an extensive beach and estuary frontage and several iconic landmarks. Harnessing, developing and increasing the visitor and leisure economy is key to Fleetwood's regeneration.

In the last century, Fleetwood was the economic heart of the borough but with the decline of the deep-sea fishing industry, the former ICI chemical plant (at Thornton) and the cessation of Stena Ferry, the town has seen a reduction in employment opportunities with unemployment twice the Lancashire rate.

A Fleetwood Town Centre Masterplan was commissioned in 2007 and undertook an analysis and baseline review to identify key issues and develop a spatial framework for Lord Street (retail area), the waterfront and south docks. Following this, a Fleetwood Seafront Masterplan was developed in (2009) which established a vision and zoning approach for the seafront and established measures and a longer-term programme of rejuvenation.



Tram stop opposite vacant 'Store 21' at the centre of Lord Street

The present-day town is focused along Lord Street which is intersected by Adelaide Street that is home to the Council-owned Fleetwood Market, which has the potential to be an anchor point within the centre. The town centre has a lower proportion of high street multiples (e.g. Peacocks, Boots, Card Factory, Iceland, Asda) and new businesses to the high street tend not to survive beyond two years.

Retail evidence underpinning the recently adopted Wyre Local Plan identified a weak comparison goods offer focused on the lower end of the market with a larger proportion of discount and charity shops which can be seen on the high street with no anchor store to attract shoppers. The evidence also showed buildings in the town centre being generally of poor quality and limited useable public realm provision being available. The Green Infrastructure Study supporting the Local Plan has also found a shortage of allotments and designated children play areas.

Vacancy levels in Fleetwood are consistently increasing from a low 10.3% in 2015 to 18.4% in July 2019, which is the highest it has ever seen and is in contrast to the stabilising UK and Northwest vacancy trends, and in contrast to other town centres within Wyre that are circa 7%. Fleetwood has a long linear high street and in view of the high vacancy and the finding of the retail evidence, the Wyre Local Plan has contracted the town centre and primary shopping area to provide a focused retail core and allow for diversification of vacant units on the now periphery and edge of the centre.

Fleetwood has numerous vacant buildings which attract vandals and anti-social behaviour activities, which is fuelled by the lack of information on Landlord/owners who are often located out of town and are notoriously difficult to contact.

Fleetwood conservation area incorporates the original planned town, encompassing the current town centre, a section of later nineteenth and early twentieth-century development and an extensive area of gridiron terraced housing. The conservation area also has 35 listed buildings and one grade II registered park and garden. In 2018, this area was added to Historic England's Heritage at Risk register.

Affinity Fleetwood, an out of centre shopping outlet on the edge of the town centre provides a variety of high street multiples which have inevitably had an impact on the town centre where visitors tend to park at the shopping outlet, shop and eat there, bypassing the town centre completely. Other edges of centre uses include Fleetwood Museum and Memorial Park, and along with the seafront, the Marine Hall (theatre and events venue) and Gardens and the iconic Mount Pavilion and Gardens which have been subject to improvements circa £2million. These edge of centre facilities are within walking distance of the town centre, however, visitors and residents alike typically arrive by car (or coach in the case of visitors to Fleetwood Market) and tend not to find their way into the town centre as there are no natural linkage corridors between the facilities, out of centre and the town centre which discourages joint trips.

On the edge of the town centre, the Port of Fleetwood whilst ceased operation in 2010 remains a designated Port. Fleetwood Dock and Marina located further to the south-east contain a number of old poor-quality industrial buildings and large areas of vacant land. Both sites are in the control of Associated British Ports (ABP) who are in the process of bringing forward redevelopment plans for the dock site.

Fleetwood is part of the tram network which runs along Lord Street and provides easy access into Cleveleys, Blackpool, and beyond. Local bus services provide connectivity to Blackpool, the peninsula settlements and Poulton-le-Fylde. By car, Fleetwood has relatively poor road access, being located in a 'cul-de-sac' at the end of the A585 that links the boroughs main towns to junction 3 of the M55 motorway.



Affinity retail outlet



St Peter's Church Albert Square



Fleetwood Market, Aldelaide Street



Lord Street, looking towards Albert Square



The Mount, facing The Esplanade



South end of Lord Street, looking north



The Port of Fleetwood, looking towards Knott End



Town Centre Designation from Wyre Local Plan

2.2 Regeneration Context Issues, Policies and Initiatives

The regeneration of Fleetwood's town centre sits within and must take account of, a context of local and national issues, policies and initiatives.

The regeneration emphasis at a national level is uncertain at the time of writing this report, being in the months immediately after a significant national election fought over changing relationships with Europe. Early signals are that this could be positive for investment in the north of England, particularly in 'left behind towns' such as Fleetwood.

Page 236

The Northern Powerhouse is still the key reference point and 'the wrapper' for investment and regeneration in the northern region. This places an emphasis on connection, clustering and a focus on the growth of high value employment sectors with research and innovation backing. Creating physical or thematic links to surrounding poles of investment activity will be important for Fleetwood moving forward.

The town's regeneration is also strongly influenced by rapidly changing forces in areas such as retail, technology and the general fortunes of coastal communities. Government sponsored initiatives in response highlight both watch points and opportunities.

Finally, plans for the town centre must be aware of and respond positively to extant local initiatives and emerging proposals. These include Associated British Port's plans for its estate, the opening of Fleetwood Trust's Community Hub at the former hospital, Healthier Fleetwood initiatives and the latent potential of the Wyre Barrage project. All of these and others have potential consequences for the town centre.

Northern Powerhouse - Issues

Conceived by Chancellor George Osborne in 2015 the Northern Powerhouse groups the circa 15 million population of the North of England into conceptual entity that would be "a collection of northern cities sufficiently close to each other that combined they can take on the world".

The domestic aim is to redress the country's north/south economic imbalance through investment in northern towns and cities, and in particular, the connective infrastructure that links them. Better connecting an E-W string of core cities (Hull, Leeds, Sheffield, Manchester, and Liverpool) and the areas that feed into them is a key strategy – allowing towns and cities to compete together on a bigger stage. Importantly for Fleetwood it must be remembered that connectivity is not just physical but also digital and 'thematic' (e.g. clusters or corridors of economic investment or complementary economic activity – often over a wide geography).

Since 2015 there has been much debate about the Northern Powerhouse's impact in delivering actual benefits on the ground but, unlike predecessor initiatives for The North, it has established wide political traction and support from the region's businesses and communities.

Many commentators now consider that, post 2019 election and Brexit, the momentum for investment in The North will increase, under the Northern Powerhouse banner. Other factors that are also increasing in prominence will reinforce this such as the imperative to pivot to a greener economy and the growing strength of The North's creative, media, digital and tech sectors.

The signals are that the new government will move away from a policy of restricted spending and will increase the supply of money in the economy, using public spending to generate growth. Renewable and low carbon energy generation projects are considered likely to be a priority.

Watch Points

The watch points for Fleetwood are to stay close to the 'messaging' and policy developments badged Northern Powerhouse, be represented in the right forums, make connections across the powerhouse region and position investment opportunities to align with Northern Powerhouse objectives.

Coastal Communities - Issues

For more than a decade media accounts and official reports have highlighted the particular economic and social problems that disproportionately affect communities on the coast in comparison to inland towns more generally. The roots of this are often found in the post war trend for family holidays abroad and the consequential impact of the UK's family holiday seaside towns. Allied to this general decline in UK fishing, ship building and port activities.

The detail however is more complicated: The ONS 'Profile of Deprivation in Larger English Seaside Destinations, 2007 and 2010' revealed that whilst "Larger seaside destinations generally had greater levels of deprivation than the rest of England" ... "Mid-sized seaside destinations tended to have lower levels of deprivation than larger seaside destinations and a wider range of deprivation levels", with large differences in levels of deprivation faced by towns which are next to each other – for example Blackpool, which was found to be the most deprived English seaside town, closely borders Lytham St Annes which had the second lowest levels of deprivation.

The April 2019 House of Lords Report 'The Future of Seaside Towns' stated that "What makes these areas distinct is the combination of industrial decline and geography. Their location on the periphery of the country places them on the periphery of the economy, bringing consequential social problems. This combination of challenges warrants dedicated attention and support."

It recognised that resorts have been neglected for too long but also recognised their particular character, stating that they "should once again be celebrated as places that can provide attractive environments for residents and visitors alike", reinventing themselves "with a long-term, place-based vision". "Improvements to transport will be vital in supporting further economic development in seaside towns. Improving digital infrastructure in coastal areas should also be considered a top priority, helping to compensate for these towns' relative isolation..."

The report also highlighted the particular issues facing young people in many coastal communities: "Young people in seaside towns are being let down and left behind by poor standards in existing provision, limited access to educational institutions and a lack of employment opportunities, resulting in low levels of aspiration."

The report is ultimately optimistic about the prospects for many seaside towns that develop strategies for sustainable long term regeneration noting that "Local authorities, alongside business and community leaders, have a crucial role to play in providing vision, leadership and enforcement, enabling partnerships, and setting a favourable planning environment."

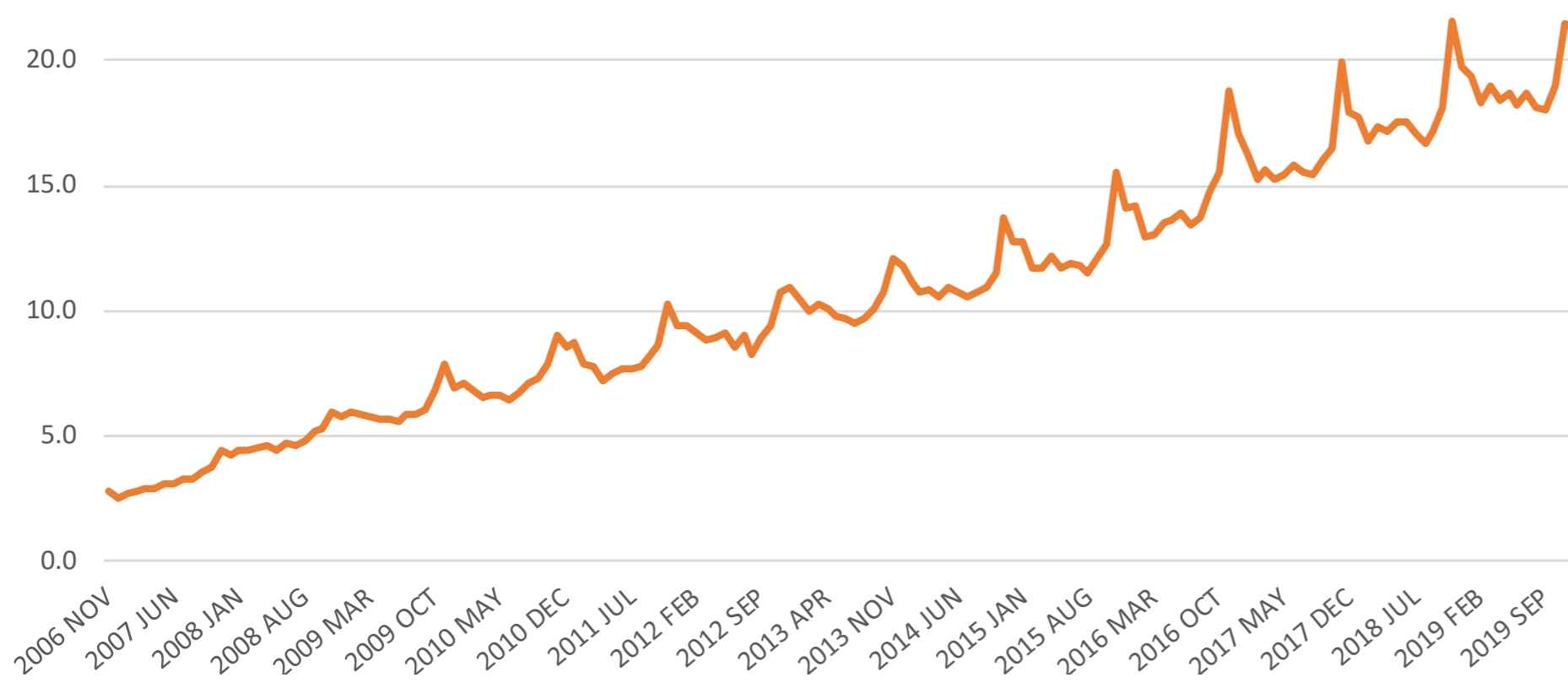
From the above the points noted in relation to: differentiation from neighbouring towns; overcoming geographic isolation; celebrating place; embracing digital; focussing on young people; and long term partnership support are all relevant to the regeneration of Fleetwood.

High Street / Retail - Issues

- The growth of on-line shopping. The office of National Statistics notes that on-line accounted for 21.3% of retail sales in December 2019. In December 2006 this figure was 2.5%.
- Contraction of national chain retailers and chain leisure (food and drink). In response to changing patterns of retail a high proportion of high street retailers are reducing their store count, concentrating on a smaller number of key locations. At the same time a number of high street chain restaurants and bars are also reducing the number of outlets in response to aggressive expansion, over reach and market saturation during the previous decade.
- Impact of edge of town and out of town formats. Whilst not immune to retail challenges themselves, out of town shopping areas have had a detrimental effect on many town centre high streets; offering larger floor plates and consequently greater ranges, longer opening hours, easy free parking and a safe, managed environment. In the context of Fleetwood this means Affinity.
- Business rates. The British Retail Consortium wrote to the chancellor in August 2019 urging a solution to "the broken business rates system" in order to help save the high street. The retail sector accounts for 5% of the economy but pays 25% of all business rates. The rates disproportionately affect high street retailers over on-line competition.
- Changes in consumer behaviour. An article in the Financial Times in October 2019 asked "Is it simply that we have reached 'peak stuff'?" This suggests that many people feel "maxed out" on durables, and even some experiences such as dining out.

In addition to the above Fleetwood's town centre faces other challenges including its relative geographic isolation, steady decline in the traditional UK visitor/holiday market in the face of competition from other destination leisure attractions and foreign resorts.

Finally Fleetwood had been impacted by decline in a number of important local industries including fishing, port activities and chemicals. All of these issues adversely impact on the local economy and hence the economic success of the town centre.



Internet sales as a percentage of total retail sales (ratio) (%)



Altrincham retail closures

Healthier Fleetwood

Healthier Fleetwood is a resident-led community group established to improve mental and physical wellbeing. Healthier Fleetwood began as an idea in the Spring of 2016 with the question: Is there a better way to improve the health and wellbeing of people living and working in the town other than just prescribing more medicines and making appointments to see the GP?

Statistics showed residents in Fleetwood could expect to live shorter lives and experience more life-changing illnesses than people elsewhere in the Country and in fact even than those a few miles away on the Fylde Coast. Something needed to change.

The starting point was 'connecting' all the great work going on in Fleetwood with a strong network of partners providing expertise and facilities so that residents could engage with the services and support available. Alongside this the enthusiasm and energy of the residents, turning ideas into reality.

Initiatives supported include:

- Weekly drop in sessions at Fleetwood Library.
- A monthly 'Chatter Café' at the YMCA.
- The Fleetwood Mens Shed – a support group with a base on Adelaide Street providing a point of contact where the towns men have somewhere to come to have a brew a chat and if needed some guidance and support in whatever their issue may be.
- Connecting people via social media and a web site with contact and 'What's on' diary page highlighting the wide range of health and community support, social, leisure and recreational activities available in Fleetwood.
- 'Tea & Talk' afternoons for residents to meet each other, share their experiences find out what's happening in the community.
- Harmony & Health is a singing group for the community to make friends and feel healthier and happier allowing the community to take control of its wellbeing.

Early signs are that this approach is having an impact and improving people's health and wellbeing. In recognition of this the Healthier Fleetwood Neighbourhood / Fleetwood Primary Care Network was awarded Best in the UK at the General Practice Awards in November 2019.

Healthier Fleetwood's work directly aligns with frameworks objectives to 'Make Fleetwood a healthy, sustainable town' and also 'Ensuring local input and influence.' and 'Supporting young people.' In developing the regeneration framework the town must further support Healthier Fleetwood and also learn from its community capacity building approach.



Healthier Fleetwood home page

Fleetwood Trust

Fleetwood Trust is a voluntary community organisation established to address the town's social and health issues linked to economic deprivation.

The Trust has acquired the former Fleetwood Hospital building on North Albert Street to create a 'community hub' that can help people to see a future, share their problems with others, meet new friends, gain some confidence whilst improving their lives. The project is supported by The Prince's Foundation, a charity founded by HRH The Prince of Wales.

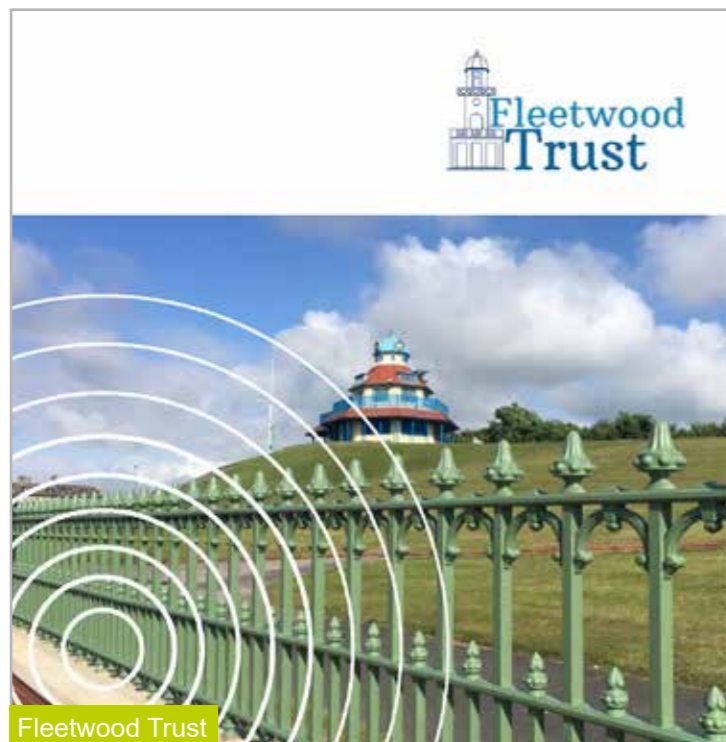
The concept for the hub was shaped by the community and it will host a range of facilities recommended by and for the benefit of the community including a large community space with a café, kitchens and connected outdoor garden space.

Work on the project is well underway with the first phase 'The Pantry' to be built within the North Albert Street and Pharos Street corner of the building. House services such as the amalgamated Fleetwood Foodbank and the Mustard Seed, now 'Faith in the Community', which will provide food on a weekly basis to individuals and families in need. Primarily the project will support single people and families in distress as a result of redundancy, illness, debt, adverse changes or a delay in benefits including those who have been sanctioned. Other reasons for people needing to make use of The Pantry are homelessness and family breakdown.

Options for further community facilities within Fleetwood Hospital include additional meeting rooms where residents can attend groups, learn new skills or access services; a quiet space for reflection and comfort; a business incubator where entrepreneurs in the town can network and develop new businesses creating jobs; and youth facilities.

An existing NHS outpatients service will remain within the building and discussions are ongoing to incorporate an intermediate care ward operated by the NHS for patients leaving Victoria Hospital but not well enough to go home.

In developing the regeneration framework, Fleetwood must further support Fleetwood Trust, learn from its community capacity building approach, and importantly promote initiatives that are complimentary to the Trust's, and not in competition with them.



Fleetwood Trust

Wyre Barrage

Proposals for a barrage across the River Wyre Estuary between the portside at Fleetwood and Knott End have been proposed by a number of organisations, most recently Natural Energy Wyre Ltd (NEW). Plans are for a 90MW/hr capacity installation with a barrage span of approx. 500m. This would make a significant contribution to meeting Wyre's carbon reduction targets in response to its declaration of climate emergency and would position Fleetwood as a case study eco-town for the UK.

The Wyre Barrage is a major infrastructure investment and must overcome a number of issues including environmental impact and the cost at which it will produce electricity. Its delivery is by no means certain. However the project directly aligns with framework objectives to make Fleetwood sustainable and it could also deliver a number of other benefits that would positively impact the economy of the town and hence health and vitality of the town centre. These include:

- Flood defence
- A cycle/walking, public transport and emergency vehicle connection between Fleetwood and Knott End
- By creating a permanent water level in the estuary, the potential for a leisure water sports economy
- Opportunities for a barrage visitor centre linked to wider interpretation of the environment
- Opportunities to link to research projects, including the potential to produce zero carbon hydrogen

The nature and scale of this project brings significant challenges as well as 'game changing' benefits. An increasing focus on climate change and the need to develop low/zero carbon energy combined with, at the time of writing, an apparent changing political attitude to infrastructure investment, suggest that the context surrounding the delivery of the barrage is becoming more favourable.



Proposal by Natural Energy Wyre

Associated British Ports Land

Associated British Ports owns a number of pieces of land running along the edge of the River Wyre including the former 'Ro-Ro' ferry marshalling areas to the east and south of Queens Terrace/ Dock Street; areas around Fleetwood Marina; and land to the south of the Marina running east of the A585.

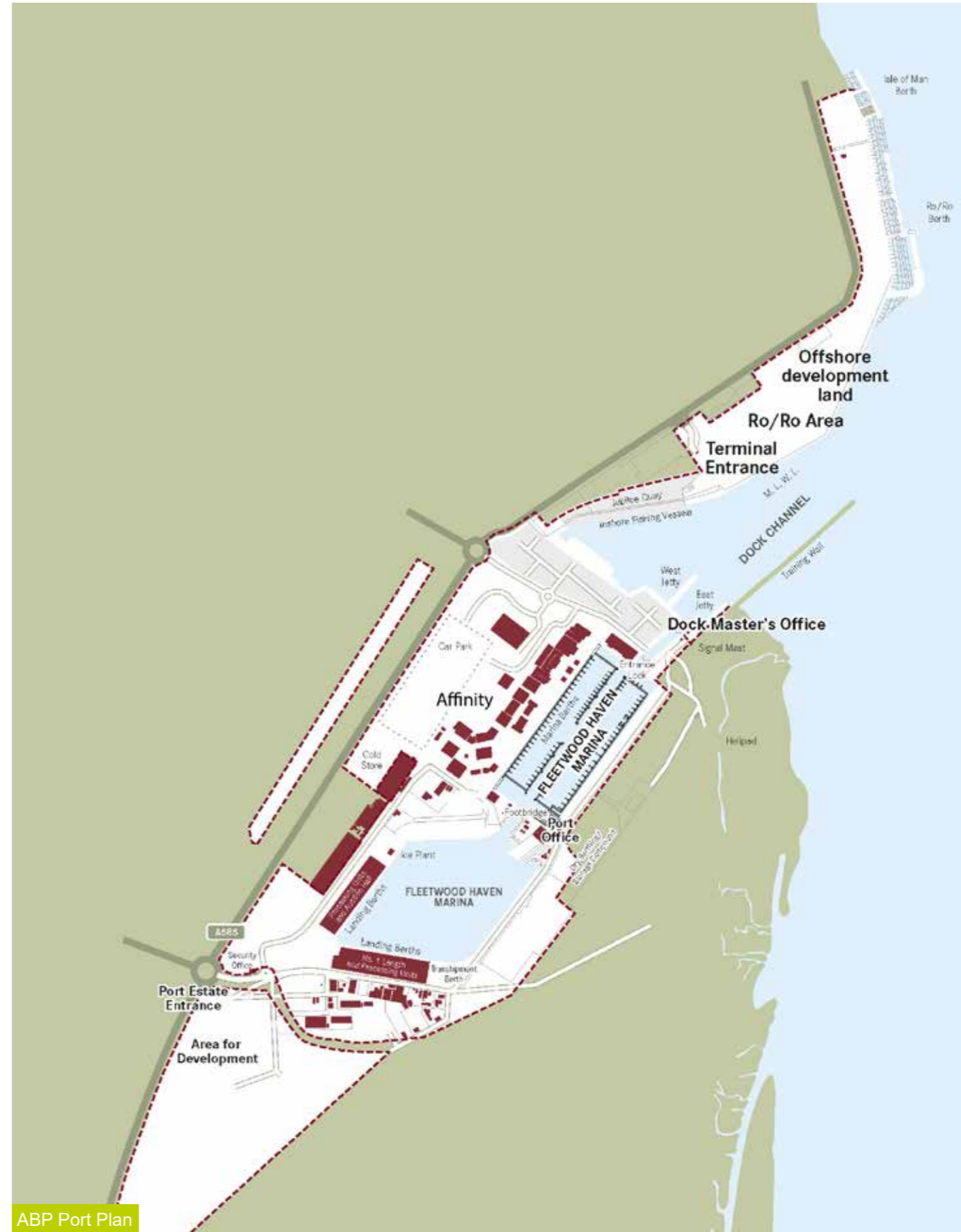
The former Ro-Ro area is of particular interest to the Town Centre Regeneration Framework, being immediately adjacent to the southern town centre boundary with potential for development that is complimentary to the town centre, including strong spatial connections linking to the estuary edge.

This parcel of approximately 7 hectares represents the only large development opportunity in close proximity to the town centre where the densely urbanised townscape otherwise offers only small scale infill development possibility. It is therefore vital for the regeneration framework, that this land is developed for appropriate uses, at the right scale and density, and with the opportunities that it presents for access to the estuary, wider connectivity improvements and new public realm all fully met.

Development on this land will need to address a number of issues including current planning policy designation (port activities), flood risk and covenant restrictions but it is understood that ABP is considering these and minded to move forward with development.

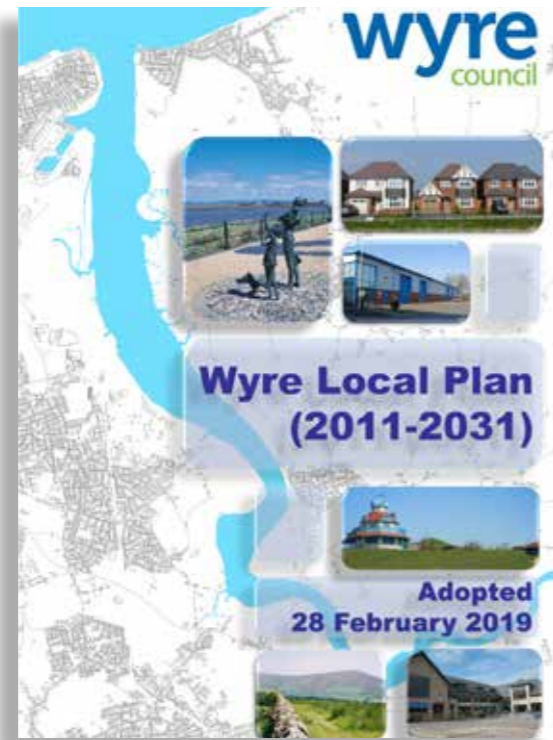
It is recommended that a Site Development Brief, or similar, is prepared by Wyre Council working with the landowner and/or developer to establish the form of development, connections and spaces that should come forward with design proposals.

Page 241



2.3 Report / Policy Review - Key Points

Adopted Wyre Local Plan 2011 - 2031



The Wyre Local Plan is a principal planning control document which will shape Wyre borough for the period up to 2031. The document contains policies covering borough wide infrastructure and development themes, to specific area and site requirements.

- Local Plan Policy EP4 (Town, District, Local and Neighbourhood Centres) states that retail, leisure and other main town centre uses will be directed towards the Borough's existing centres including Fleetwood Town Centre, which is at the top of the hierarchy, along with Cleveleys, Poulton-le-Fylde and Garstang.
- Policy EP5 (Main Town Centre Uses) requires a sequential test to be undertaken in support of proposals for new retail development outside the Primary Shopping Areas of town centres.
- Policy EP5 also sets a locally set impact threshold of 500 sq.m for any new retail floorspace outside of town centres.
- Site Allocation SA3/1 (Fleetwood Dock and Marina) states that any proposal is required to be masterplan-led and proposed uses are to include housing (120 dwellings), employment (7.5ha Gross), non-retail commercial, leisure, tourism and employment.
- Site Allocation SA5 (Port of Fleetwood) states that port-related operations are expected to resume at the site within the plan period.

Fleetwood Masterplan Think Piece 2007



This report is the available output from a town-wide masterplanning study undertaken in 2007. The "Think Piece" provides a summary of the approach taken together with recommendations for regeneration.

Key Points:

The report identified key issues for the Town Centre including:

- "unattractive frontages" and the "lack of clear pedestrian routes"
- Lack of high-end retailers
- Poor evening economy
- Poor linkages between the Market and Lord Street

Main Proposals

- Restore the quality of Lord Street – bringing traditional features and details to shop fronts
- Provide a new rail station for Fleetwood – Enhancing connections for tourists, workers and residents
- Beach Sports – Creating a community kite club, surfing, boarding and bugging activities

Other proposals included:

- New landmarks to improve wayfinding
- Bring cultural facilities to Fleetwood and refurbish key buildings
- New gateways to access public transport and to new housing developments

Fleetwood Seafront Masterplan 2009



The Fleetwood Seafront Masterplan was produced in 2009, responding to the Fleetwood Masterplan of 2007. This document provides an analysis of, and proposals for, Fleetwood's northern 'visitor coast'.

Key Points:

- The report highlighted a lot of similar positives from the 2007 masterplan framework, drawing on Fleetwood's assets such as the beach, the tram system and its rich history and culture
- It also included a clear vision of the seafront to use the existing roads to guide users to the new activities as well as building on existing heritage assets and improving linkages
- The report zoned the coastline with 13 points of intervention, each one proposing a different approach to regenerate Fleetwood's coast.

The main proposals were:

- Many of the zones along the coast include improvements of existing assets and the addition of outdoor spaces to take advantage of Fleetwood's views and natural resources.
- Adding a mini-golf course and skate park to help attract families and a younger audience
- Utilising the Marine Lake to add seasonal activities to activate and unlock key blue and green infrastructure to the wider public
- Proposal for a design competition to re-purpose Euston Gardens

Regenda Homes Fleetwood 10 Year Vision



Regenda Homes produced this report with the aim of unlock development potential; enabling private sector investment and encouraging market confidence in Fleetwood. It also considers a range of associated themes, such as public art, sports, health and wellbeing, education, and community inclusion.

Key points:

- To improve the longevity of the community and increase social cohesion
- Developing local skills and trade, with the development of training and volunteering schemes
- Improve the mental and physical wellbeing of the Fleetwood community

Specific proposals related to the area of Regenda's main housing stock and included:

- The integration of a Community Garden for event spaces and to create a social hub
- Street improvements to Chatsworth Avenue, by creating public space along a central corridor for play activities, creating a gateway to Marine Parade and the beach
- Linking the Coastal path along Westview and expanding the community infrastructure, enabling exercise routes and tourist spots overlooking the sea

The High Street Report (Timpson report) 2018



High streets in the UK are undergoing unprecedented changes and facing significant challenges. These issues are well documented in the media and the subject of current central government focus. The Government sponsored 'High Street Report' is the output of an expert panel or "High Streets Task Force" set up at the request of the High Streets Minister in 2018.

The report notes that:

"Town centres are evolving and retail will not return to the high streets that existed 10 or 20 years ago. A combination of internet shopping, the convenience of out of town retailing and an exceptional number of well-established retail formats reaching the end of their commercial life cycle, has led to a marked increase in empty shops and a decline in footfall"

It goes on to recommend that town centres must be re-imagined with a strong emphasis on local initiatives and leadership.

" Local initiative is an essential ingredient for success."

The report states that towns must find their own brand, local distinctiveness and USP. Successful town centres will promote opportunities for face to face interaction and meet consumers increasing demands for experiences, with results from surveys commissioned by The High Street Task Force.

Fleetwood Market Report 2019



The Market Place Consultancy Report states that Fleetwood Market is the most popular destination venue for visitors within the town centre, with over 400 coach tours bringing approximately 16,000 visitors per annum.

The market has a high occupancy rate at approximately 94 per cent. Some 60 per cent of customers at the market are out-of-town visitors, and 69 per cent of visitors are aged over 55.

The report states that the location of the coach drop-off points close to the market is critical to the performance of the market. Over 60 per cent of visitors to the market only stay in the town centre for less than one hour.

The report identifies opportunities to create a flexible market space within an improved street food operation, and broaden the product range.

2.4 Summary Baseline Analysis

Town Centre Health Check

This 'Town Centre Health Check' provides a review of the function and commercial competitiveness of the primary town centre area, including comparison with national averages.

Fleetwood is one of four 'Town Centres' in Wyre – as defined by Policy EP4 of the Wyre Local Plan 2011-2031 – along with Cleveleys, Poulton-le-Fylde and Garstang, and it supports a range of retail, service and community facilities. Fleetwood Town Centre's key roles include:

Convenience retail shopping – there is one superstore within the town centre, Asda on Dock Street. There is also one medium sized supermarket, Iceland on Lord Street. These facilities are supported by small convenience retail outlets and serve both main food and grocery shopping trips and basket / top-up food shopping trips. Fleetwood Indoor Market is located on Adelaide Street, which sells both convenience retail and comparison retail goods.

- **Comparison retail shopping** – the town centre has a small number of national multiples including Bighthouse, Boots, Peacocks and Savers. There is a high proportion of independent shops selling a range of lower order comparison retail goods.
- **Services** – including 1 high street national bank, 32 restaurants / cafés (including KFC and Subway within the town centre) and 31 hairdressers / beauty parlours.
- **Entertainment** – 6 pubs, 2 bars and an amusement centre.
- **Community facilities** – a hospital, four doctors' surgeries, seven dentists, two religious institutions, a museum and a library (all within the Goad plan which broadly reflect the town centre boundary).

Fleetwood's defined town centre is focussed along Lord Street, extending towards Albert Square and the junction with Adelaide Street and North Albert Street. In more recent years, the town centre has grown outwards to the south, towards Affinity Lancashire (built c. 1995) which is in an 'edge-of-centre' location and contains a number of national multiple retailers including The Body Shop, Clarks, Costa, Gap, Home Bargains, Next, Sports Direct and Subway.

Movement in the National Retail Rankings

The Javelin Group's Venuescore ranks over 3,500 retail destinations across the UK including town centres, malls, retail warehouse parks and factory outlet centres (individual 'out-of-centre' stores are not included). Each is given a weighted score based on the number of multiple retailers present, including anchor stores, fashion operators and non-Fleetwood fashion multiples. The score attributed to each retailer is weighted depending on its overall impact on shopping patterns; for example, a department store will achieve a high score.

Fleetwood is classed as a 'District' centre in Venuescore and was ranked 943rd in the UK, a deterioration from 858th in 2015 and 805th in 2014. Fleetwood has fallen significantly in the national centre rankings over the past few years.

Previous Findings

The 2011 Fylde Coast Retail Study concluded that, on the whole, Fleetwood was a reasonably vital centre, benefitting from a strong convenience retail and service sector and healthy levels of footfall. However, it was considered that Fleetwood was deficient in terms of its comparison retail offer and representation from national multiples was limited so that many residents would visit Affinity Lancashire. The vacancy rate in Fleetwood was slightly higher than the national average, at 15.7 per cent, and had risen since the 2008 study.

Diversity of Uses

Fleetwood Town Centre currently has a total of 208 retail / service units, with a combined floorspace of 36,740 sq.m gross. The diversity of uses present in Fleetwood Town Centre in terms of the number of units, and floorspace, is set out in the table below compared with the Goad national average.

Fleetwood Town Centre – Diversity of uses						
Category	No. of units	% of units	UK %	Floorspace sq.m	Floorspace %	UK %
Comparison (A1)	59	28.9	37.1	8,830	22.8	42.7
Convenience (A1)	23	11.1	10.0	13,490	36.7	18.6
Retail Services (A1)	34	16.4	13.4	3,100	8.4	6.7
Professional (A2)	13	6.3	7.6	1,200	3.3	6.2
Food and Drink (A3-A5)	32	15.4	17.9	4,060	11.1	13.2
Miscellaneous	2	0.1	1.2	160	0.4	0.9
Vacant	45	22.6	14.0	6,350	17.3	11.8
Total	208	100	100	36,740	100	100

Diversity of uses table: Source Stantec survey and Experian Goad

The amount of comparison retail units is much lower than the national average, both in terms of units and floorspace. It is not unexpected for Fleetwood to have a below-average proportion of comparison retail units, or to contain an above-average proportion of service units. Also, the lower amount of comparison goods units is partly due to the close proximity of Affinity Lancashire to the town centre, which is located to the south-east of the town centre and contains more attractive units to many retailers in comparison to the town centre.

Fleetwood has a small number of clothes and furniture stores, and a high number of charity shops. On the other hand, the Town Centre has a healthy number of convenience stores, which is comparable to the national average. The proportion of convenience floor space is much higher than the UK average. Asda and Iceland combined make up 53 per cent of the convenience floorspace within the town centre.

The proportion of retail service units in Fleetwood Town Centre is similar to the national average in terms of the proportion of units and floorspace. This sector is mostly hairdressers, beauty parlours and health centres within the town centre.

The number of professional services in Fleetwood Town Centre is similar to the national average; however, the proportion of floorspace is lower than the national average. This is likely due to the closure of larger units which were occupied by national banks such as RBS on Lord Street, and the opening of smaller units such as 'Cash is King' pawnbrokers.

In terms of food and beverage retailers, Fleetwood Town Centre is slightly below average, in terms of both the number of units and the proportion of floorspace. More national food and drink retailers would help diversify and improve the health of the town centre. This would be challenging in the current market, with many UK restaurants going bust due to rising costs and competition amid a consumer spending squeeze, albeit that should not be dismissed as an aspiration, given Fleetwood's limited food and drink offer at present and its role as a coastal resort.

Proportion of Vacant Property

According to our survey and based on the Goad definition of the town centre, the proportions of vacant units (21.6 per cent) and vacant floorspace (17.7 per cent) are both significantly above the national average. Clearly, the town centre contains too much vacant floorspace.

Goad data indicate that vacant floorspace totals 6,350 sq.m gross. The largest vacant units are the former Top Ten Bingo hall on Poulton Road (860 sq.m gross), the New Docks Fish Curers building on Copse Road (710 sq.m gross) and the former Store Twenty one on Lord Street (510 sq.m gross). If the three largest vacant units were re-occupied (or redeveloped), then the proportion of vacant floorspace would fall to 11.6 per cent, which would be below the national average. All other vacant units are small, each with a gross floorspace of less than 250 sq.m.

Since the 2011 Retail & Leisure Study, the proportion of vacant units within the town centre has increased by around 6 percentage points, whereas the national average has remained at broadly the same level, now being 12.8 per cent. This signifies that Fleetwood Town Centre has not recovered from the global financial crisis and has been particularly badly affected by the polarisation of retailers to large town centres. The number of vacant units has increased by more than half since 2011, from 30 to 47. Many of the vacant units within the town centre appear to be of poor quality. The refurbishment of the vacant units should be encouraged in order to help them be recycled.

Those vacant units located on the periphery of the town centre could be re-used for alternative uses, such as residential. This will have the benefit of creating a more focused and viable retail core.

Retailer Representation

According to The Requirement List, there were a small number of operators looking for a presence in Fleetwood as of November 2019, namely Snap Fitness (gym), Savers (health & beauty), Pizza Hut Delivery (fast food & take-away), Vets4Pets (vet) and Calendar Club (retailer). It is worth noting that Calendar Club has recently occupied a unit at Affinity Lancashire and Savers already has a presence on Lord Street. We suspect that those retailers are unlikely to want an additional presence within Fleetwood Town Centre.

Whilst retailer representation in the convenience goods sector is numerically strong, benefitting from the presence of Asda, the Fleetwood Market and a range of independent operators, representation from national comparison retail multiples in Fleetwood is limited, and those that are present – such as Peacocks and a number of charity shops – are predominantly focused towards the lower end of the retail spectrum.

Thus, retailer representation in the comparison goods sector in Fleetwood Town Centre is poor, and there is limited choice for shoppers. It is inevitable that many residents / visitors will choose to visit the edge-of-centre Affinity Lancashire due to the current offer within the town centre. Fleetwood Town Centre has also been detrimentally impacted by the closure and restructuring of national multiple retailers and banks including Store 21, Tesco, RBS and Santander.

Fleetwood Market is located on Adelaide Street and operates on Tuesday, Thursday, Friday and Saturday between 9.00am and 4.30pm. The market hosts a number of traders including cafés, clothes shops, hardware stalls and fabric shops. Whilst the exact level of occupancy at the market fluctuates, at the time of our recent visit it appeared to be fully occupied and well used.

The town centre's food and beverage offer mainly comprises public houses (Thomas Drummond, The Kings Arms, The Bug), bars (The Wyre Light and The Old Bank), a restaurant (Pablos), cafés (Enchantea'd, Poppys) and hot food takeaways (KFC, Subway). As set out above, food and beverage provision within Fleetwood Town Centre is slightly below the national average in numerical terms, and we believe the town centre would benefit from a greater provision of food and drink outlets, with restaurants being a particular qualitative deficiency.

Commercial Rents

Commercial rents within Fleetwood Town Centre are very low on average at £175 per sq.m and lower than similar sized centres in the surrounding area. For example, commercial rents within the retail core of Cleveleys are £368 per sq.m, with Poulton-le-Fylde achieving approximately £302 per sq.m. The average rental level is on a par with Bispham (a district centre in neighbouring Blackpool), where the average commercial rents are in the region of £167 per sq.m.

Pedestrian Flows

We are not aware of any recent pedestrian flow counts that have been undertaken in Fleetwood Town Centre. However, our own observations reveal that Fleetwood is not a busy centre and pedestrian flows appear to be very low throughout the town centre. One area which is an exception is Fleetwood Market, which was very busy throughout the day and seems to benefit from coach visitors specifically visiting the market, but not necessarily other parts of the town centre.

Fleetwood Town Centre is generally flat and it is relatively easy to travel around the town centre, albeit linkages between Affinity Lancashire and the town centre are currently poor.

Accessibility

Fleetwood is situated off the A587, although the A585 is also a key route into the town centre. These roads can get heavily congested during peak traffic periods.

There are six free car parks in and around Fleetwood Town Centre including Central (155 spaces), King Georges Playing Field (50 spaces), Marine Hall & Leisure Centre (172 spaces), Princes Way (85 spaces), Yacht Lake (35 spaces) and Mini Golf (144 spaces). There are also two pay and display car parks, at Albert Street (82 spaces) and Custom House Lane (103 spaces).

Fleetwood is easily accessible by bus and benefits from a large number of coach parking spaces to the east and south of the town centre. However, the nearest train stations to Fleetwood are some distance away, at Blackpool North (8.3 miles) and Poulton-le-Fylde (6.5 miles). The tramway provides links to Blackpool and is located along the length of Lord Street and North Albert Street, albeit it operates as a 'linear' route rather than a 'loop' around the town centre.

Perception of Safety and Occurrence of Crime

According to UK Crime Statistic data, there were 210 reported crimes in the Fleetwood East ward (which covers the town centre and wider area) in September 2019. This is fewer than the 289 reported crimes in the area in September 2018 and the 286 reported crimes in September 2017. It is positive that reported crimes in the town centre and the wider area are decreasing.

During visits to the town as part of the report process, most areas of the town centre felt safe and secure, thanks to active frontages, wide and open walkways and a good provision of streetlights.

There are few uses within the town centre, for example restaurants and bars, which extend the period of pedestrian activity into the evening. This means that there is a lack of footfall in the evening, which does not help the perception of safety.

Town Centre Environment

There is little evidence of litter or graffiti within the town centre, which benefits from street lighting throughout and areas of seating and planting. However, the external appearance of buildings is generally of a very poor quality, and we consider that many would benefit from improvement and / or refurbishment of, in some cases, redevelopment.

Small improvements to the image of a centre can often reap disproportionate benefits, particularly in smaller centres, where there is little scope for attracting a more diverse range of retailers, and so environmental improvements should be encouraged.

Balance between Independent and Multiple Stores

National multiple retail and service sector outlets in Fleetwood Town Centre include Betfred, Boots Chemist, Halifax, Iceland, KFC, Ladbrokes, Peacocks, Pound Bakery, Poundstretcher, Savers, Subway, Wetherspoons and William Hill. There is a large number of independent retailers in the town centre, but most of them are focused on the lower end of the retail spectrum. Affinity Lancashire contains many national multiples and has a much healthier level of unit occupation than the town centre.

Evidence of Barriers to New Businesses

As highlighted above, the town centre contains a large number of vacant units of varying sizes and commercial rents are very low. The supply of available units is therefore not the main barrier to attracting new businesses to Fleetwood.

The main barrier for new business would be a perceived lack of demand and low footfall. When surveyed for this report, Fleetwood Town Centre was very quiet with the exception of Fleetwood Market. The introduction of a new business in isolation is unlikely to generate a significant increase in footfall and therefore it would be unrealistic to expect new businesses to locate in Fleetwood Town Centre, unless there is a new retail or leisure anchor – which in turn could require public sector intervention to provide the necessary stimulus – and/or a substantial increase in the residential population within the wider town centre area.

Evening / Night-Time Economy

The evening / night-time economy is largely focused around the junctions of Lord Street and Preston Street / London Street, where there are a number of public houses including The Kings Arms, The Thomas Drummond and The Wyre Light Bar. Subway is located on the junction of London Street and Lord Street and is open until 4.30am.

There is a dearth of restaurants open beyond 6.00pm, and so a greater provision of restaurants within Fleetwood Town Centre would benefit the evening/night-time economy and would attract a wider audience including families.

Existing Residential Market

There is significant housing provision within and close to Fleetwood Town Centre, albeit most of the stock is at the lower end of the residential market. The majority of retail units located along Lord Street have residential properties above. Along North Albert Street and Poulton Road there are a number of residential properties located in between retail units.

Notwithstanding the above, there are some examples of high-quality Victorian housing stock within or close to Fleetwood Town Centre, most notably along the Esplanade and Mount Road.

The table below shows the average asking prices for various residential property types, taken from Land Registry data published in August 2019. The achieved sales values in Fleetwood are lower than those achieved in every settlement across all house types with the exception of semi-detached properties in Fleetwood which are just above those of Cleveleys.

Property Type	Settlement and Achieved Sales Value			
	Fleetwood	Cleveleys	Poulton-le-Fylde	Garstang
Detached	£183,500	£218,222	£209,750	£365,375
Semi-Detached	£130,000	£127,359	£169,869	£191,333
Terraced	£97,500	£103,641	£219,167	£135,000
Flat	£105,250	£146,732	£174,999	-

Average sales values achieved within Wyre Borough
Source: Land Registry data

Size of Town Centre

Fleetwood Town Centre is a relatively small town centre in terms of gross retail floorspace (36,740 sq.m). However, the town centre stretches from North Albert Street in the north east of Fleetwood along Lord Street and Poulton Road to the west and is spread out across an approximate 800 metre area.

Fleetwood Conservation Area

The whole of the town centre and a very significant area surrounding the town centre is within Fleetwood Conservation Area, which is split into five character areas, namely: the Mount, Pharos, Commercial Core, Burton and Milton. The Commercial Core broadly represents Fleetwood Town Centre and the 'dominant historic period' is the mid to late nineteenth century. Within the Commercial Core, there are numerous statutorily listed buildings and several notable unlisted buildings. Key issues affecting the conservation area include unsympathetic infill development and the loss of traditional fenestration.

Summary

Fleetwood Town Centre is struggling and suffers from poor health. There is a low proportion of comparison retail units and floorspace and a notable lack of cafés / restaurants suitable for families.

The town centre has fallen significantly in the retail rankings tables over the past few years. The proportion of vacant units and floorspace is far too high and much greater than the national average. There are some large vacant units, but many vacant units are small and are unlikely to be re-occupied in the current retail climate.

Commercial rents are low, as is footfall, and many existing retail units are in a state of disrepair and require investment. Affinity Lancashire is more attractive for national multiple retailers than the town centre, which contains units that are unsuitable for the requirements of modern retailers.

On a positive note, the indoor market appears to be performing well. Investment would help to unlock opportunities in and around the town centre. Providing better connections between the high street, the docks area, Fleetwood Market, Affinity Lancashire and the coastal attractions to the north and west will be key to improving the health of Fleetwood Town Centre.



Goad Plan showing high street uses
 Source: Land Registry data
 Data: November 2019



Market Review

Introduction

As part of the IBI team Lea Hough undertook a market review. This helps to better understand the viability of potential market sector developments in Fleetwood. This includes an analysis of the demand and cost of residential and retail sectors as well as highlighting some of the markets current trends and developer appetites. The review also provides advice to implement these developments in the current market.

Residential

The review highlights that new-builds are likely to have values of £180-185/sq.ft. This is less than other new-builds around the Fylde area and significantly less than North of Preston.

The review highlights Fleetwood's shortage of development in the past decade. This is a key economic driver which can be enabled with a mix of employment and retail to bring people to Fleetwood.

Land values are significantly less than surrounding developments outside the Fleetwood area. This is a strong driver for developers to build in Fleetwood and provide supply to meet growing demand in the near future.

Current Market

The Buy to let market is reasonable but slow in Fleetwood and a large proportion of investment in Fleetwood is from Landlords in the Fylde area. Rent values are high, in comparison to traditional terraced houses and ex Local Authority Housing stock. This shows the need for higher quality private sector investment as many homes need refurbishment in the short term.

In the review, it indicates two-bedroom terraced property can range from £55-75,000 with three beds for £70-95,000. Rental values vary from £490-£550 for a two-bedroom property and £540-£595 for a three-bedroom property.

Recent Development

Harbour Village is one of Fleetwood's recent housing development and was constructed by Redrow Homes and Persimmon Homes between 2014-2017. Harbour Village's style of properties includes flats, Mews (Terraced) house, semi-detached and detached houses. The review highlights less than 10% of the stock was affordable and indicated a range of incentives for buyers are needed for new builds.

The review highlights Fleetwood's attractive location and great views over the estuary and Coast. However, property sales are poor with only two-three a month, this is a key issue in the housing sector that this regeneration framework report aims to tackle by providing the opportunity for growth in the housing market.

General New Build Market

Fleetwood has poorer property sales compared to Lancashire and the North West. On the other hand, large sites have been granted permission recently in Wyre, but may be slow to develop due to demand. In the future, sites can be unlocked with the help of core infrastructure and town centre improvements creating better confidence in the market.

The review highlights that a registered provider demonstrated a requirement for affordable housing for those looking for a bigger property but could not afford it or those wanting better quality but at an affordable rent. Shared ownership and affordable rent tenures may be viable. The review also highlights that Fleetwood may be attractive to social housing developers due to the reduced costs involved in the compliance with Section 106 agreements, versus other mainstream developers.

The review indicates that Fleetwood would get higher demand from registered housing providers, because of lower house prices and a certain level of development would be needed before a saturation point is met. Additionally, the effect of mainstream developers is likely to raise land values.

Associated British Ports Land

The Associated British Ports land needs remediation prior to any future use due to the flood risk. The review highlights the need for subsidies in order to make the land more viable for future development.

The review highlights a positive demand for Supported Living / Care homes given the wider area having an older demographic. It indicates larger scale retirement living/village has been attempted before in Morecambe.

An idea for a Water taxis would help widen the market to the Lake District trade, travelling to Morecambe from Grange over Sands during high season. This type of water transport would appeal to a younger demographic mainly around the North West region.

Potential New Retail Development

The review also indicates that past sales of retail units in Fleetwood centre have ranged between £55,000-195,000.

The report highlights the Town Centre's small retail sector in comparison to the popular Affinity shopping complex. Affinity is competing with Fleetwood Town Centre

Potential office Development

Page 252

In relation to office development, Fleetwood is restrained by access to the wider region and suffers from congestion on main routes in. Office parks have tended to be located nearer to Poulton Le Fylde to travel by train. This presents a clear need for infrastructure improvements, as this regeneration framework report will highlight the need for better connections to the region enabling workers to use a variety of transport modes to reach Fleetwood.

The review highlighted that Government agencies with an already high presence in the Blackpool and Flyde area have enquired about locating within Fleetwood.



Diminishing retail demand is a growing issue on most British high streets

Photographic Survey

Spatial Review

Fleetwood Town Centre, as identified in the Wyre Local Plan, is defined by the Lord Street / North Albert Street Corridor and the land between this corridor and the parallel Dock Street. However considered from the visitor's perspective the 'effective' town centre (i.e. the part that functions and feels like a town centre) is smaller than this – most of North Albert Street, beyond Fleetwood Library and much of the land between Lord Street and Dock Street have a more 'peripheral' character.

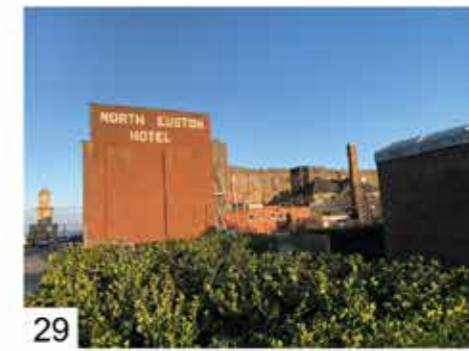
Lord Street

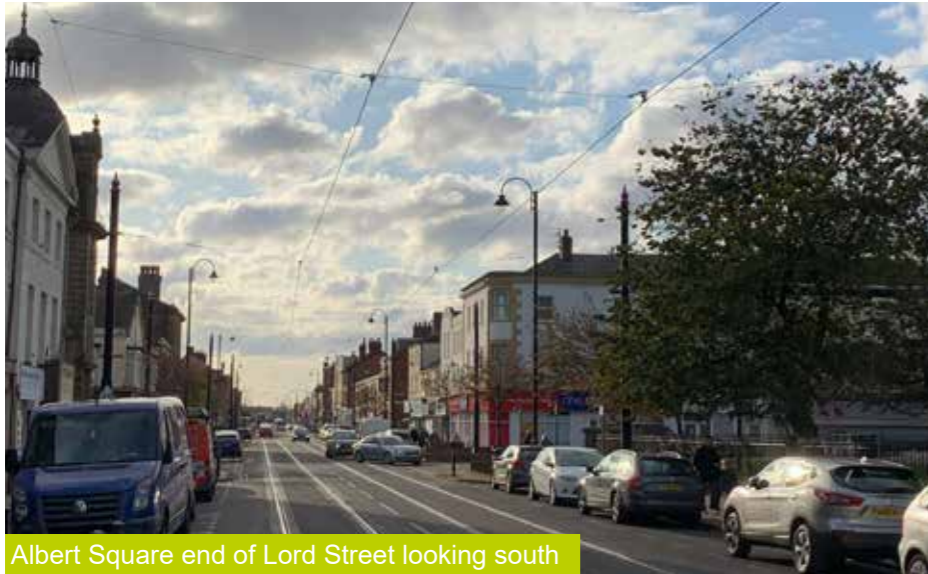
The two poles of the town centre are around ASDA and the adjacent section of Lord Street (anecdotal feedback from stakeholder/public consultation suggesting that this is the key shopping area for local people) and around Fleetwood Market / Library (anecdotal feedback from stakeholder/public consultation suggesting that this is seen as the 'visitor end of town'). The distance between the two is around 700m, approximately 9 minutes walk. By comparison the length of the mall at Manchester's Trafford Centre, a regional scale retail destination, is less than 600m.

The length of Lord Street, as the prime location for town centre uses, creates issues of connectivity between the two poles of activity at either end, and the quantum of town centre uses required to animate its frontages. For the town centre to feel vibrant, attractive and successful a lot of appropriate, quality, ground floor uses are required – in reality too many.

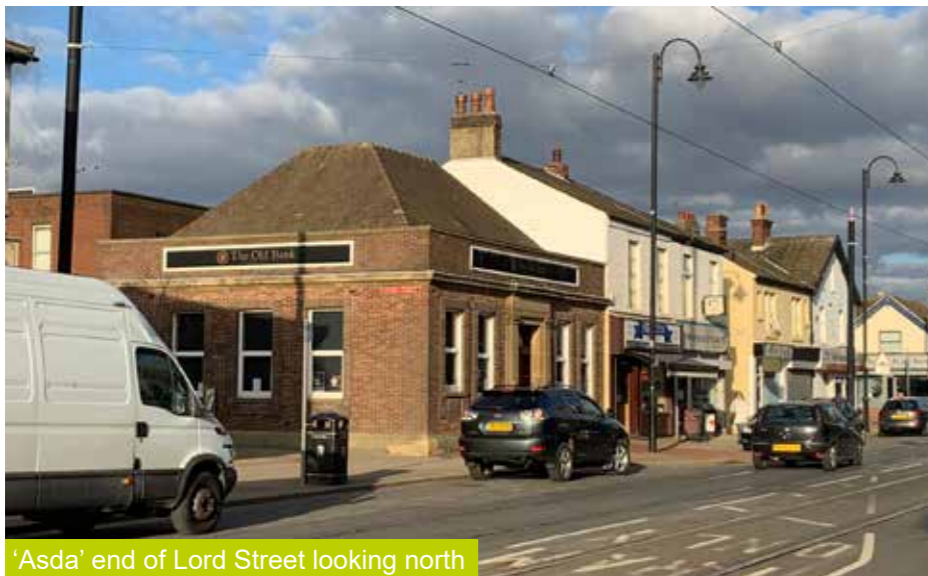
Lord Street is home to a significant number of retail and other businesses and a high proportion of them local, as opposed to national chains. Whilst the lack of big brands undermines the high street offer it also, to a degree, shields it from the problems evident in other similar locations as many national brands pull out - this process having largely already happened in Fleetwood with the advent of Affinity.



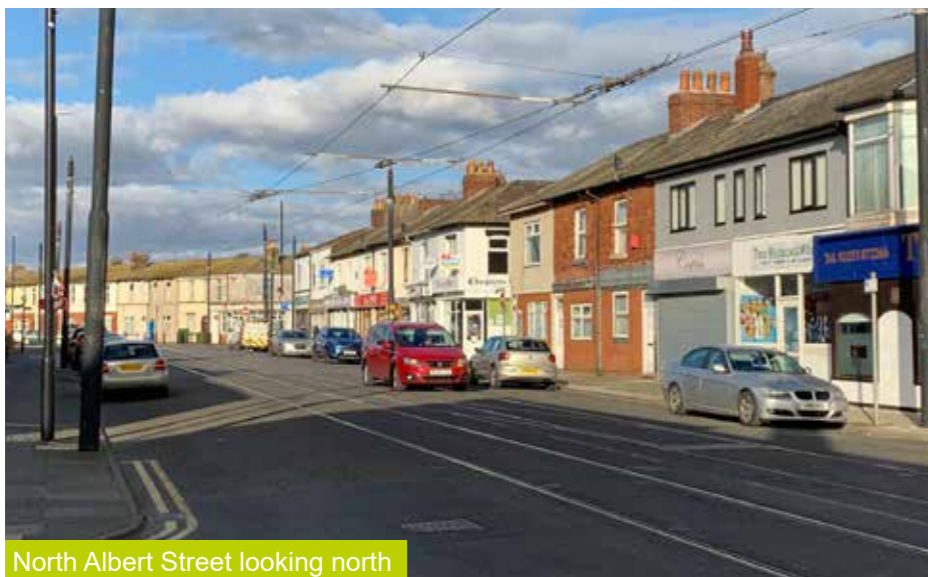




Albert Square end of Lord Street looking south



'Asda' end of Lord Street looking north



North Albert Street looking north

However many of the business along Lord Street appear aimed at the lower end of the market and local need, whilst many of the national chains and bigger brands can be found at Affinity, just beyond the edge of the town centre but poorly connected to it.

Collectively the mix of uses along Lord Street and their general environmental setting is not a compelling offer for visitors.

Despite being probably too long to be a single, unified, retail led area it is difficult to see how the focus of the town centre along Lord Street could contract, either towards one end, or to the centre. The reason for this is the existing disposition of the key town centre assets and visitor/customer trip generators. i.e. ASDA/Home Bargains and a range of local shops at the south west end of Lord Street (together with Affinity as a visitor destination), and the emerging Heritage Quarter at the north west end. **The challenge therefore is to better connect these areas, improve the attractiveness of the high street between them and actively promote new uses, together with broader measures to grow the economy of the town as a whole.**

North Albert Street

As noted, the section of the currently designated town centre which runs along North Albert Street to Pharos Street has a distinctly different character. Uses are predominantly residential with few retail/commercial frontages. **This section is approximately 160m long from Fleetwood Library and should be considered for removal from future designations of the town centre if this would create benefits for more flexible reuse of properties.**

Zone between Lord Street and Dock Street

Whilst designated as town centre in planning policy, this area of approximately 4ha measured between Mount Street and Albert Street (excluding properties fronting Lord Street) is of very mixed character. It contains a broad range of uses including residential, employment, retail leisure, pubs and religious assembly. Building sizes and typologies, and quality of stock vary – including listed buildings, derelict buildings and cleared sites. The area contains a range of residential property types from Victorian terraces (some well-presented, some very unloved); mid-rise apartments (historic building conversion and new build); apartments over other ground floor uses; circa 1970s terraces; and later infill. Possible areas of conflict between residential and other uses are apparent.

In very broad terms the area has a scruffy, slightly tatty feel suggesting that it might be either falling into, or emerging from decline. The difference between these two directions of travel is critical for the town centre: this area can either drag the town centre down or be a flagship location for town centre renaissance.

The opportunity for this area to improve will be greatly enhanced through development on the former port land south of Dock Street, in the process becoming the connecting zone between the high street and the estuary. This should be encouraged through environmental improvements and the promotion of new development along key connecting streets such as London Street, Mount Street, Warren Street, Church Street and Albert Street. The looping of the tram along Dock Street will also improve the area's appeal for development as its public transport accessibility improves.



Lower End of London Street, looking towards Lord Street - Mount in the distance

Gateways into the town centre

Town centres with a sense of 'spatial clarity' are easier for visitors to understand and use. They create a stronger impression on arrival and a well-defined town centre geography becomes a better proposition to identify, promote and market. Given Fleetwood Town Centre's linear nature the start points, or 'gateways' at either end of Lord Street have special significance.

The north east – Albert Square

The north eastern gateway is the area around Albert Square which, in spatial terms, is one of the most appealing areas in the town. Its central clock monument sits at the intersection of five streets with a selection of attractive buildings marking the end of each street including the former HSBC bank on the end of Adelaide Street with St. Peter's Church and church grounds opposite. A number of trees in the church grounds and along some of the surrounding streets enhance the character (street trees generally not being a major part of the town centre).

The Albert Square gateway is already an attractive area. A range of enhancements and interventions here, identified in this regeneration framework, will build to create a central 'heart space' for the town centre and be key in the development of Fleetwood's Heritage Quarter.



Dock Street on the corner of Kemp Street



Albert Street looking south towards Dock Street



Former HSBC building on Albert Square

The south west

To the south west the designated town centre begins at Station Road where, at the junction with Copse Road/Lord Street a visitor is met with a mini roundabout and a road sign pointing east 'to the town centre'. This is the point where town centre retail functions begin to predominate and where ASDA is located – Fleetwood's principal food store, generating significant footfall/visits. This is also the location of a tram stop, a further clock monument, and a group of street trees.

Unlike Albert Square however the area lacks a strong spatial character, being awkwardly bisected by tram route and roads. The space at this entry point to the town is significantly larger than Albert Square but the surrounding buildings are not as grand, consequently the sense of enclosure is poor and the space tends to 'bleed out' to the south along the tram route (a segregated alignment) and the parallel Radcliffe Road and Copse Road.

The imperative in this location is to create a positive, recognisable, gateway. Public realm improvement must be a part of this, but it is unlikely that this will lead to the creation of a significantly usable public space. Instead this should be the location for a gateway 'statement'. There is an opportunity here for an intervention of some scale and impact.



Gateway feature in Hayes - credit 'The Decorators'

Urban Structure

The layout of the town centre has two, unusual controlling aspects:

- Firstly the location of the original town core, and the ability of the town to grow around its core, is constrained by its peninsular location. With water on three sides the town has expanded to its limits, but can go no further;
- Secondly the town was founded on a 'placed' geometric plan. The original radial pattern, focused on The Mount, was only partially completed but subsequent development of the early parts of the town to the west took a similarly strong gridiron geometry.

The interplay of these two aspects, together with a general prevalence for buildings of smaller scale, defines the basic structure of the town centre – long, straight streets with buildings sitting tight to them; clearly defined block frontages; a subtle hierarchy of building scale, predominantly of 2 to 3 storeys; little public space.

The 'grain' of the town centre can be seen on the adjacent 'figure ground' plan. This identifies the pattern and scale of building footprints. It can be seen that the grain of the town is tightest around its historic core of terraced streets, and looser in the later suburban housing leading out to the west. The mixed use zone south of Lord Street is marked by buildings of larger footprint, leading to the more industrial areas around the docks and along Amounderness Way (A585).



Figure / Ground Plan

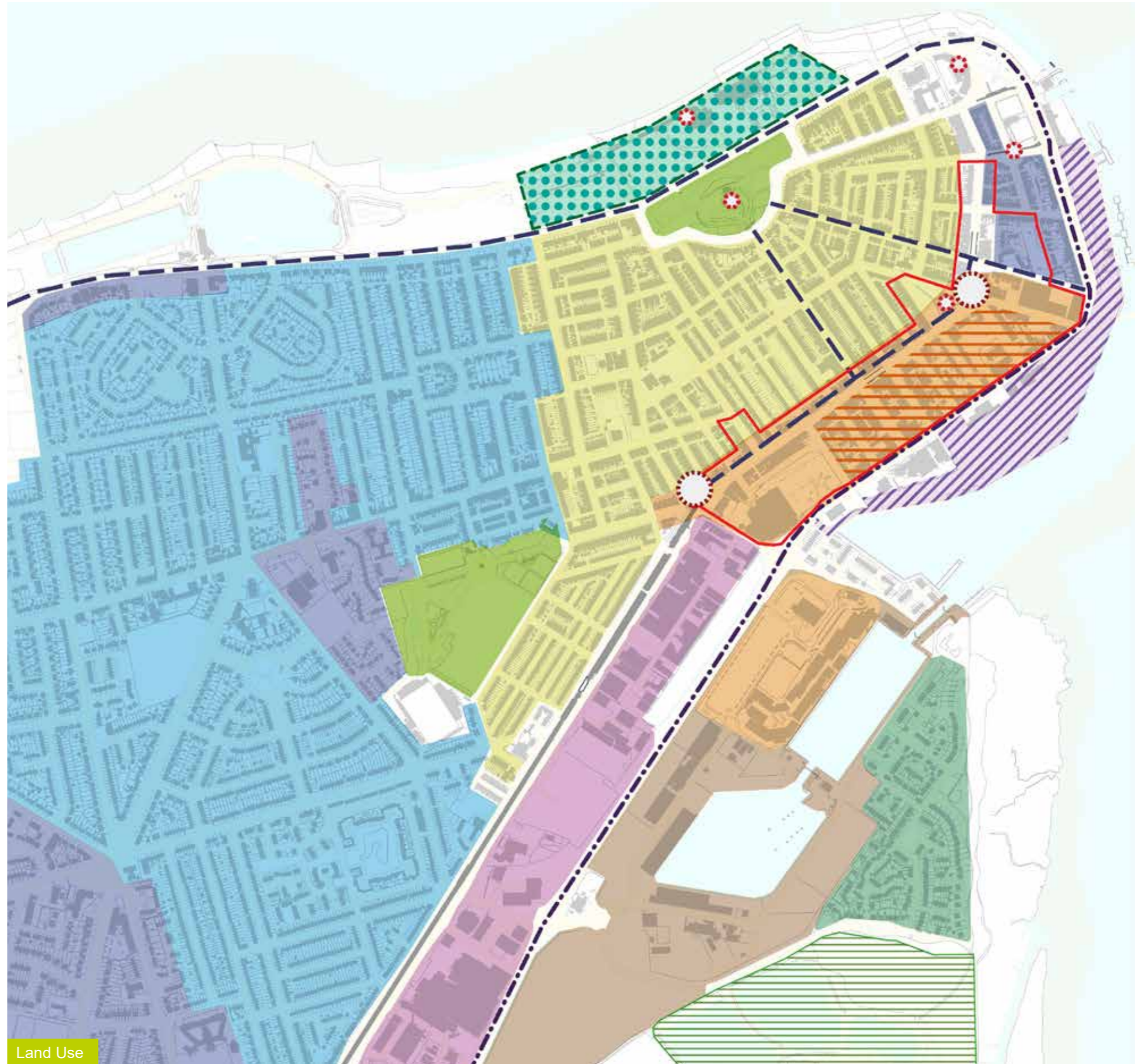
Watch point

Fleetwood Town Centre and the areas immediately around it are densely urbanised. There is little by way of open space, spare land or cleared opportunity sites and this must be considered when establishing the future direction of the town centre. Interventions must fit within the existing grain and work with the historic pattern of the town.

The one area where land is available is the ABP port that wraps around the edge of the town centre, which has a focus on commercial development. The Fleetwood's Dock & Marina is a good example of commercial development with clear employment and economic opportunity, helping grow other sectors. The ABP port has not been used as such for a decade. There are a number of issues to be overcome to bring this land forward for development, not least flood risk, but the area could provide a range of new uses, spaces and connections that would link to and could significantly enhance the town centre.

Key

Waterfront		Landmarks	
ABP Land		Terraced Housing	
Fleetwood Dock		Post-War Housing	
Employment Area		Late C20th & Planned Housing	
Redrow / Persimmon Residential		Public Landscape	
Marsh Nature Reserve		Town Centre Gateway	
Primary Routes		Mixed Use	
Retail		Town Centre Boundary	
Strategic Route			



Land Use

Transport and Linkage

Strategic Linkage

By definition coastal towns are on a geographic edge, severed from connection on at least one side. Fleetwood sits at the end of a peninsula and so its connections are severed on 3 sides. This limits access to the surrounding hinterland with constraints to economic growth, including constraints on visitor access.

Rail / Tram

Fleetwood lost its branch line railway connection in the Beeching cuts of the 1960s though much of the route remains intact which could allow the reopening the line in some form. In January 2020 transport minister Grant Shapps announced Government funding to reopen axed lines and funding to undertake a feasibility study of the Fleetwood-Poulton railway line has been secured.

Reopening the line, with a Fleetwood terminus possibly on land south of Affinity, could deliver significant economic and social benefits and be both a practical and a psychological boost to the community.

The Blackpool and Fleetwood tramway provides an important commuter connection between Fleetwood, Cleveleys and Blackpool with a modern fleet of high quality rolling stock.

Road

The A585 is Fleetwood's single trunk road link, leading south to the M55 and the wider motorway network beyond. Despite a programme of improvements this can suffer considerable congestion which is a deterrent to investment in the town.



Bus

There are frequent services to Blackpool along the coast via Cleveleys or inland via Thornton and Poulton-le-Fylde where a rail connection can be made.

Cycle / Walking

There is a good quality off road route from Knott End Ferry along Fleetwood's north shore to Blackpool. This is part of the Sustrans Route 62 which heads via Lytham St Annes to Preston and ultimately to Selby in North Yorkshire as one of the sections of the Trans Pennine Trail.

The Wyre peninsular lacks a defined, off road, circular route. This would be a leisure / fitness / visitor opportunity with potential for cycle rental and other spin off businesses.

Town centre linkage

Road

The primary town centre movement structure is defined by an outer loop and a central spine: The principal road access from the south (A585) enters the town centre at the 'ASDA roundabout' at the southern end of Dock Street. From here the road network doubles back towards Blackpool along the A587 or loops around the outside of Fleetwood Town Centre via Dock Street to The Esplanade which runs along Fleetwood's tourist focussed north west shore.

The other principal road is the high street, Lord Street, which runs parallel to Dock Street between Station Road and Albert Square.

A geometry of secondary and tertiary streets (a gridiron to the south west and Burton's radial, or fan pattern to the north east) connect to the outer loop, crossing the Lord Street spine as they do.

At a high level this structure is easily understandable but this does not always translate into clear linkages on the ground. For example there is virtually no direct connection between the town centre and either the estuary or the coast – ironic given the town's location. Connection between Esplanade and town centre (i.e. main tourist location and commercial heart) is poor as The Mount and Mount Gardens are a visual and physical barrier between the two in the west and the radial street pattern provides no obvious connection between the two to the north.

Creating new links will be difficult given the existing pattern of streets and historic features so the emphasis must be on making the best connecting routes more obvious and attractive; better street information; excellent wayfinding; and easy access to improved public transport / alternative mobility options on key, connecting routes.

Tram

Whilst the current tram service is a good public transport connection between Fleetwood Town Centre and Cleveleys / Blackpool its layout has two major weaknesses:

- It skirts the eastern side of Fleetwood resulting in properties on the western edge of the town being over 1.2km from the line
- It has one line into the town centre running in and out along Lord Street. Stakeholder and public consultation revealed a strong desire to see the tram loop back along Dock Street or The Esplanade.

Cycle / walking

The off road path / cycle route from Blackpool that runs along north west shore peters out at the Knott End Ferry. Other than this cycle provision, both commuter and leisure, in the town is poor / non-existent. This cannot be acceptable for a 21st Century resort town.

Ferry

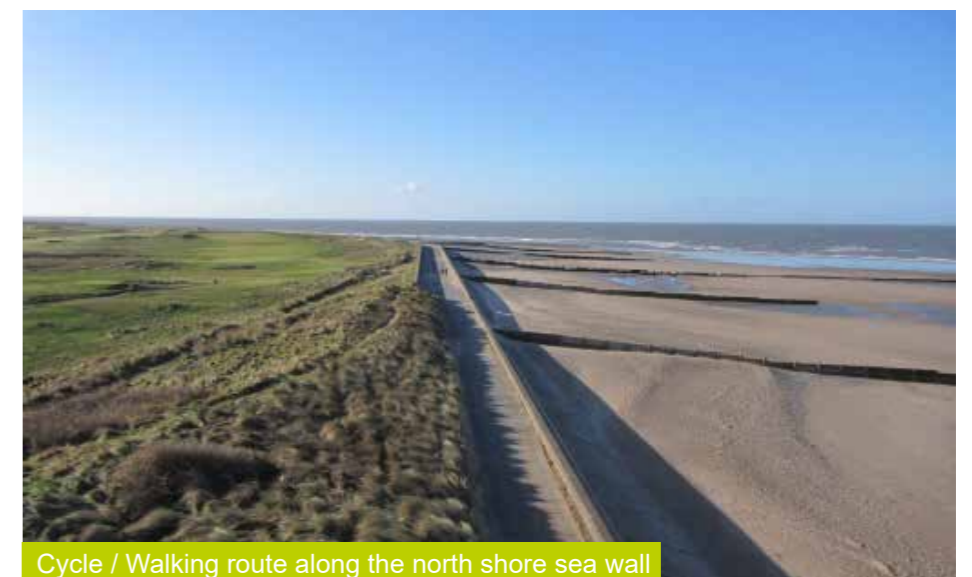
A single Ferry runs from Queens Terrace on The Esplanade and runs along the River Wyre to Knott End. The ferry service is the main link for people between Fleetwood and Knott End. The ferry journey takes less than 10 minutes.



Cycling in Fleetwood



Fleetwood Tram



Cycle / Walking route along the north shore sea wall

Heritage

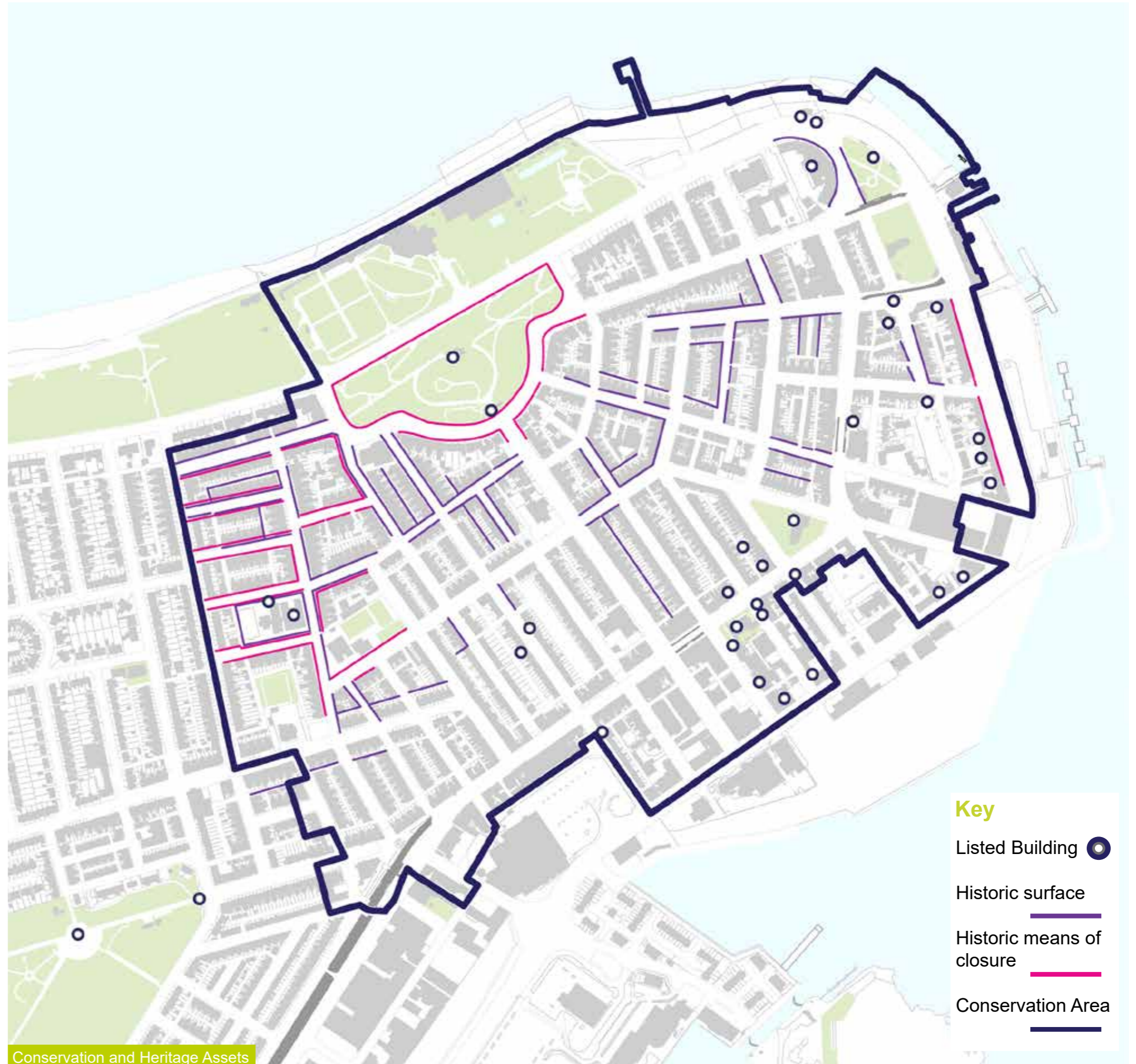
Fleetwood is a planned town, created at the instigation of land owner Peter Hesketh - lord of the manor, High Sheriff of the County of Lancashire and later to be knighted and change his name to Sir Peter Hesketh Fleetwood. In his idea Fleetwood would be the ideal location to capitalise on rail links to rapidly populating areas of industrial Lancashire and sea-links to Scotland and Ireland. The town was to be both a transport hub and a seaside destination.

In 1831 Hesketh employed architect Decimus Burton to design a formal plan to establish the layout of the town and provide an holistic vision for its buildings, streets and spaces. Burton laid the town out as radial pattern focussed on the largest of a range of sand dunes along the north shore, now The Mount. This geometry was cut into the ground by plough establishing a structure within which buildings and spaces were to be developed, commencing in 1836. The first buildings were erected on the east side of the town facing the Wyre Estuary. The oldest surviving is the Customs House, now Fleetwood Museum.

A rail line from Preston opened in 1840 and its terminus hotel 'The North Euston' opened in 1841. For a brief period Fleetwood was the end of the rail network for passengers from London who then transferred onto steamers to Scotland – there being no direct rail link. The London to Scotland line was connected as a direct service in 1847 and Fleetwood's role as a transport hub ceased.

Fleetwood became a popular seaside destination with records of one Sunday train in 1846 delivering 4,200 visitors. In parallel a developing fishing fleet would make Fleetwood one of the country's top three fishing ports.

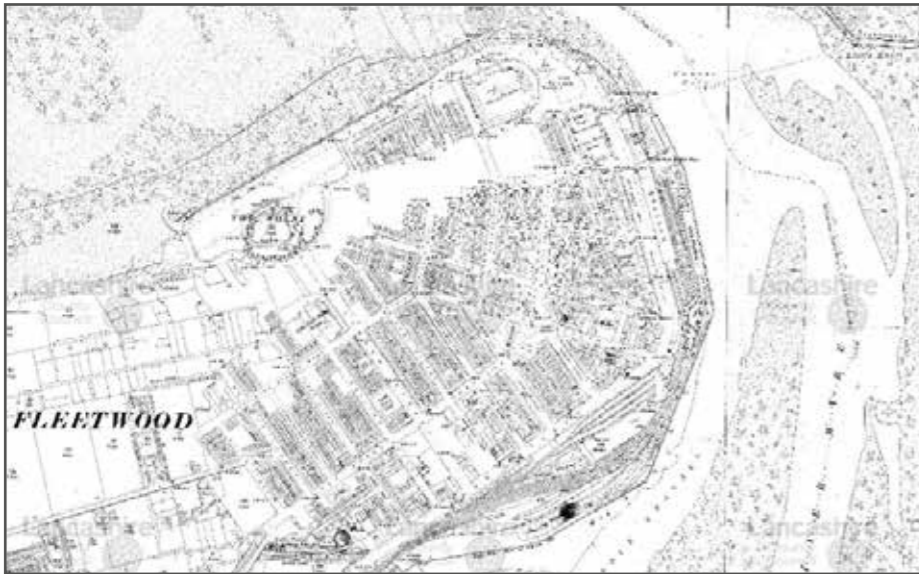
Burton's plan provided for a 'half wheel' geometry with spokes of long axial roads centred on The Mount. A contemporaneous birds eye view from the north shows that the town was to have broad streets lined with 3-4 storey buildings in the late Georgian classical style, formal public spaces and some set piece urban focal points.



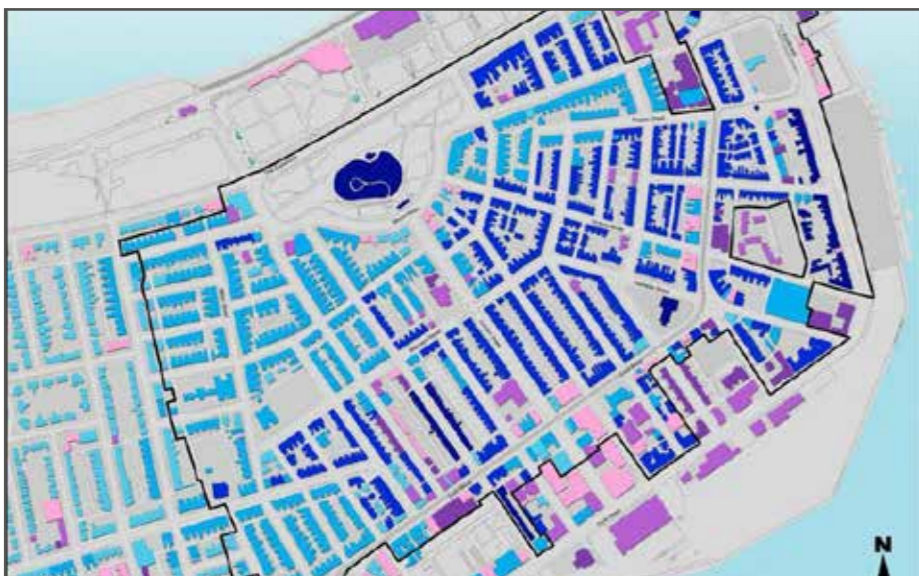
Conservation and Heritage Assets



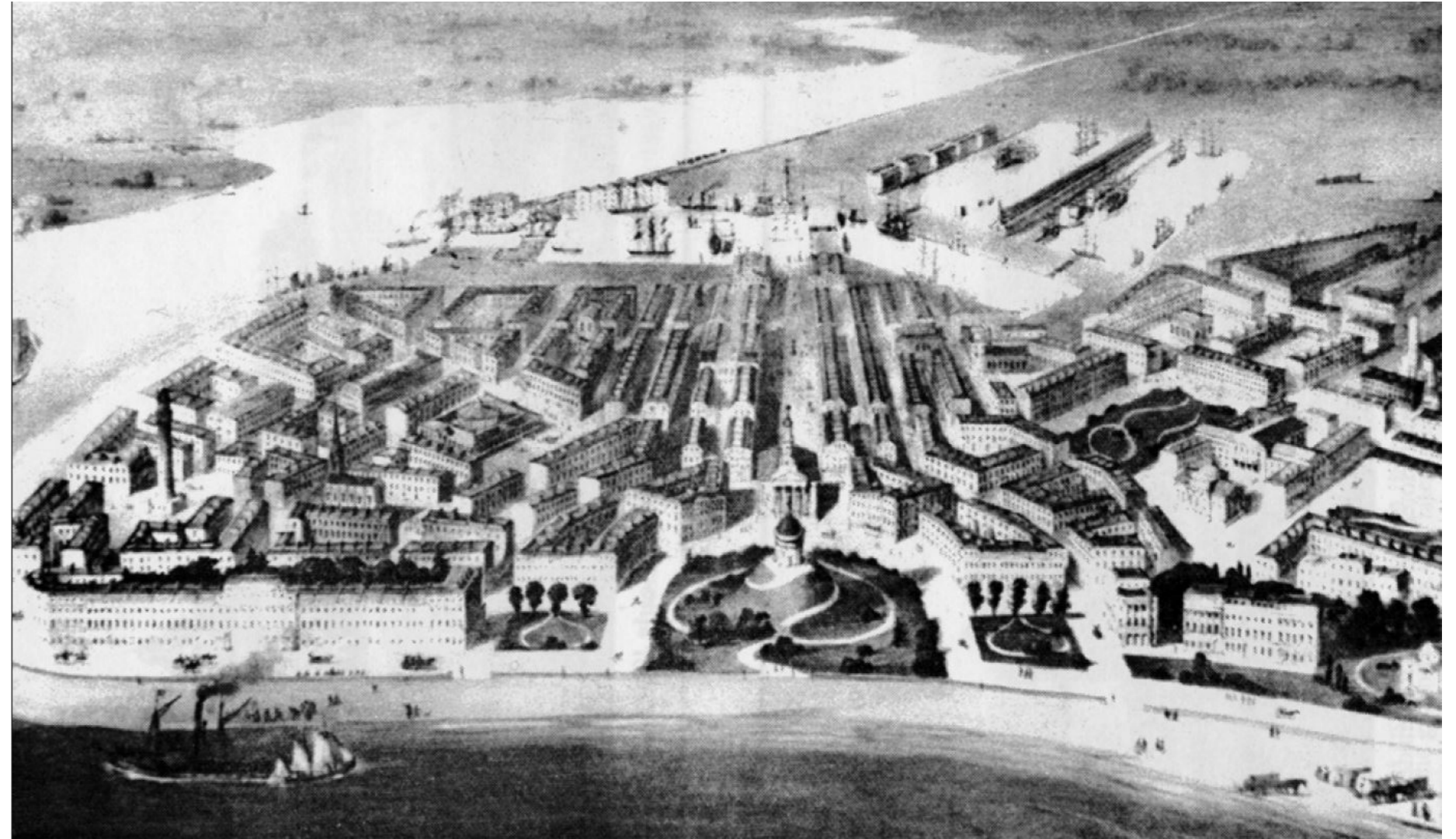
1848 Plan of the emerging town



Fleetwood 1890



Historic growth of Fleetwood - Fleetwood Conservation Area Appraisal PBA
Credit: Fleetwood Historic Town Survey



Burton's Fleetwood vision

The Mount and surrounding open space together with the eastern half of the wheel plan were successfully delivered. Early buildings such as those along Queens Terrace and The North Euston Hotel together with focal points such as the Pharos Light House show the early intent. However later Victorian maps reveal that the western half of the wheel was developed as a grid rather than a radial pattern. Nor are the streets as wide or (with exceptions such a Queen's Terrace) the built form generally as grand as indicated in the original vision.

Key

Pre 1848		1933 - 1961	
1849 - 1890		1962 - 1983	
1891 - 1912		1984 - 2007	
1913 - 1932			

The intersection of a radial and grid form, the truncation of Burton's axial routes to the estuary by railway hinterland, and the form of The Mount (a hill as a terminal point for a vista, rather than a focal, connective space) all tend to interrupt legibility of the layout and navigation of the town. Something that must be addressed where possible.

Notwithstanding these issues the history of Fleetwood as a planned town makes it unusual and interesting and it contains a significant number of listed buildings, scheduled monuments and parks (part of the history of Fleetwood interpreted at Fleetwood Museum). Together with its fishing/port history and location on the edge of Morecambe Bay, the Irish Sea and West Lancashire there is much to celebrate in Fleetwood's heritage. Opportunities to further tell this story, with links to Fleetwood's environment and future role, should be explored.

Fleetwood Conservation Area Appraisal and Management Plan May 2008

The Fleetwood Conservation Area Appraisal and Management Plan identifies the characteristics of the town that deserve special preservation and enhancement. It defines a Conservation Area boundary that encompasses most of the town centre and the wider peninsula to the north. This area is sub-divided into five character areas with a detailed appraisal provided for each.

Most of the town centre falls within the Commercial Core character area. The appraisal notes that Burton's plan for Fleetwood did not include a designated commercial area, and instead, until the late 1890's, Dock Street organically evolved as the town's principal street, with Lord Street, then named East and West Streets, playing a subsidiary role. Only when the tram was routed along Lord Street in 1898 did this street evolve into the town's commercial centre.

The appraisal's summary for the Commercial Core is:

Dominant Historic Period:

Mid to late nineteenth century

Statutorily Listed Buildings:

- Parish Church of St Peter;
- 15 St Peter's Place;
- 23 –27 Lord Street;
- 29 Lord Street;
- 32 Lord Street;
- 45 and 47 Lord Street;
- Prince Arthur Hotel, 48 Lord Street;
- St Mary's Roman Catholic Church and Presbytery;
- 34 Warren Street;
- 2 -40 Mount Street;
- Fleetwood Working Men's Club, Kemp Street;
- 26 & 28 Dock Street;
- Former Fielden Free Library, Dock Street;
- Victoria Public House, 48 to 54 Dock Street;
- Pennine View (formerly Crown Hotel), Dock Street;
- 114 – 120 Dock Street

Notable Unlisted Buildings:

Fleetwood Market Hall, Adelaide Street; Prominent Corner Buildings, Lord Street, including 80 Lord Street, the Kings Arms and the Royal Oak Hotel; Albert Square, including 9 - 13 Lord Street and 2 – 14 North Albert Street; The Thomas Drummond, London Street; The Fleetwood Arms, Dock Street; 183 Lord Street

Prevalent and Traditional Building Materials:

Red brick; blue-grey Welsh slate; stucco; Historic setts laid in horizontal courses survive in Corn Mill Lane and within a number of rear alleyways

Key Views and Vistas:

Views towards The Mount from radiating streets; Restricted views of the eastern bank of the Wyre estuary and towards Morecambe Bay are possible from the junctions of Victoria Street and Adelaide Street with Dock Street

Important Open Space:

St Peter's Churchyard, Albert Square; Pocket Park, corner of North Albert Street and Adelaide Street

Key Issues:

Unsympathetic infill development; Loss of traditional fenestration.



Lower Lighthouse, end of north Albert Street



Fleetwood Character Area's



Pharos light house from Pharos Street



Georgian Style Terraces, southern end of Queen's Terrace



North Euston Hotel



Georgian Style Terrace, north end of Queen's Terrace

Environment

In relation to the town centre issues around 'environment' can be considered as:

The quality of the environment within the town centre itself

- Quality of townscape / streetscape
- Quantum/type of public space
- Light and air

The connection between the town centre and its surrounding environment

- Connection with the Esplanade/coast
- Connection with the estuary
- Wider connections

Page 265

Townscape/streetscape

Landscape Projects' 'Public Realm Strategy and Action Plan' (commissioned by Wyre Council in parallel to this framework) provides an analysis of townscape characteristics including street enclosure, public realm materials, street trees, street furniture, boundary treatments, signage and other elements.

In broad summary this notes a general consistency of hierarchy in street scale and enclosure based on Burton's original plan, though this breaks down in some areas including south of Lord Street towards the estuary. Boundary treatments and public realm materials are varied and inconsistently applied with many areas of original 'good quality' materials replaced with cheaper alternatives. Although the majority of streets in Fleetwood are not planted where street trees are present there is a wide variety of species presenting an ad-hoc approach.

There is an opportunity to introduce more trees (greening the town and reinforcing the street hierarchy) with a more consistent pallet and approach. Similarly street furniture and signage comprises a diverse range of elements inconsistently applied. A consistency of approach, with subtle adaptations to reflect the different characteristics of each character area within the town centre should be adopted.





LMS Railway poster



Pocket park on north Albert Street



Views north across Morecambe Bay

Public space

The green/blue infrastructure plan shows that the town centre is surrounded by areas of significant public space and, of course, sea and estuary. Surrounding public space includes the long string of green space leisure facilities stretching along The Esplanade, The Mount Gardens, Euston Park and adjacent bowling greens, Memorial Park, and Fleetwood Marsh Nature Reserve.

Green space within the town centre is however very limited, including: St. Peter's Church yard, the frontage to St Mary's Church and a small pocket park on the corner of Victoria Street and Albert Street North. Due to the densely developed nature of the town centre opportunities for new space are limited, but the potential development of the former Ro-Ro marshalling area (ABP land) is one such, which should be exploited. In other areas, and as noted above, the introduction of more street trees would give the town a 'greener' feel and provide other sustainability and well-being benefits.

Light and air

Like many Victorian seaside resorts Fleetwood promoted itself as a place to enjoy clean air and bright, blue skies – marketable attributes that are intrinsic to its location and which it still has. On a clear day views out across Morecambe Bay are stunning and Fleetwood can, with some justification, claim some of Britain's best sunsets. These less tangible environmental elements are key to the town's revival.

Connection with the coast, estuary and beyond

The majority of settlements feather into their surrounding context in some way, often through spreading suburbs of diminishing density and, whilst many urban settlements reach countryside few have a relationship with a truly natural environment.

Fleetwood is an exception to this: it is a densely developed town that, around its historic core, reaches an immediate boundary with a natural environment on three sides. Coastal towns usually see dramatic transition between urban form and sea on one edge, but Fleetwood's peninsular location sees this stark transition wrap around the town in three different forms – coast, bay and estuary. Each presents a different natural environment and, for Fleetwood, opportunities to celebrate and interpret these.

To the east further connections exist beyond the River Wyre, into the Fylde plain and the Trough of Bowland beyond. This is an area with a strong visitor economy based on cycling/walking, landscape and food culture. This should be seen as part of Fleetwood's natural hinterland.



Causeway, Fleetwood Marsh Nature Reserve



Fleetwood Marsh Nature Reserve



Views to Barrow in Furness

2.5 Consultation

It is a requirement of the brief and a key objective of the framework that the community of Fleetwood have the opportunity to shape the future development of their town. In support of this the regeneration framework process includes for extensive consultation with stakeholders and with the public.

Stakeholder consultation

Key stakeholders were agreed in consultation with Wyre Council and others and include members of Fleetwood Town Centre Partnership, Council officers, health organisations, schools and colleges, local heritage and amenity groups, landowners and others. Stakeholder's views were canvassed via a mixture of workshop sessions, one to one meetings and telephone consultations.

Page 269

Stakeholder workshop

A workshop session with members of the Fleetwood Town Centre Partnership and officers from Wyre Council was held in November 2019. This event was run as a day long event combined with a meeting of the Partnership Board and interactive update sessions from other consultants working on Fleetwood Town Centre Projects. Approximately 30 board members and officers attended.

The regeneration framework workshop opened by establishing a common understanding of the brief, a summary analysis of the opportunities and constraints and a review of the importance of public realm. From this base, attendees were asked to consider what the town centre could be like in the future and then, divided into 3 teams, describe their vision – this through drawing and writing. Each team then 'pinned up' and explained their ideas before all attendees voted on ideas by sticking "Fleetwood" tokens on their preferences.

Similar themes from all 3 groups i.e. consensus

- Create transport circuits or loops to connect key areas (Esplanade – Market – Affinity)
- Introduce pedestrian priority (shared spaces) in the public realm
- Redevelop 'Store 21' – a key site in the centre of town
- Encourage an evening economy – possibly along Albert Square
- Introduce 7 day trading at The Market with a wider variety of unique offers
- Encourage 'meanwhile uses' on the ABP land ahead of redevelopment
- Promote the development of a new 'town centre' hotel
- Explore options for water transport links to Eden North
- Introduce glass canopies to shop fronts (as per isolated example at Brooks Cycles)
- Improved signage / wayfinding – possibly digital?
- Improve the 'gateways' into the town centre
- Explore opportunities for active leisure/health/ wellbeing activates linked to the waterfront
- General appetite to explore more ambitious interventions



Images from stakeholder workshop

Postcard from the Future

In the past 20 years Fleetwood has become a hub of Culture, economic growth, accessibility and environmental awareness. It provides activities for the elderly families and young people including a night time and daytime economy. It is unique and this is Fleetwood.

Postcard from the Future

Went to the Marine hall on my hover-chair today to see the health and harmony chair, still going strong. So pleased we stopped the monotony on the pier site and kept our glomous from
Love Mum

Postcard from the Future

Greetings from Fleetwood! Now, what a "hidden gem" I've re-discovered! Clean, green, safe + fun - it takes me back to when I was a kid but with all the conveniences and tech of today's (and tomorrow's) society. Got to come here!!!
From: Mark Bowen

Postcard from the Future

Fleetwood is FAB!
Planned by ~~man~~ ^{man} rail with amazing views over the sea. Current being great fresh fish lunch in our deal cafe at Albert Sq before getting the water taxi round to the retail centre at Fleetwood Quay.

Workshop Agenda

Fleetwood Town Centre			
1.	1.45pm 15 minutes	Introductions / set up	IBI
2.	1.50pm 10 minutes	Summary of the masterplan brief	IBI - All
3.	2.00pm 10 minutes	Fleetwood - draft SWOT	IBI Recent case study review
4.	2.10pm 20 minutes	Importance of public realm	All - in groups Include at least 1 big idea. Include at least 1 "draft" idea.
5.	2.30pm 30 minutes	Update SWOT Define 'shopping list' - Movement, Space, Form, Use Include 'big ideas' Write your postcard from the future - Fleetwood in 2030	All - in groups Plans and pens provided.
6.	3.00pm 30 minutes	Draw it - what goes where? what links it together?	All - in groups Each group to sell their vision.
7.	3.30pm 45 minutes 15 minutes per group	Pin it up and talk about it.	All Money tokens will be provided. Spend them where you think appropriate between each group ideas.
8.	4.15pm 15 minutes	Spend it £ - where does the money go?	IBI - All
9.	4.30 - 4.45pm	Summary and close.	

Public Consultation - Initial Options

Public consultation has a number of functions. It is about both informing and asking; uncovering local knowledge and 'good ideas'; and identifying issues and points of potential resistance. But most importantly involving people in the development of proposals can lead to a sense of local ownership and create opportunities for further involvement through the life of the project.

A combined day long public consultation event "Future Fleetwood" was held at Fleetwood's Marine Hall in early December 2019 bringing together early ideas from a range of consultants and other organisations involved in regeneration projects in Fleetwood Town Centre.

A set of 6 panels were produced to explain the background to the Town Centre Masterplan (subsequently rebranded as a Regeneration Framework) and showcase a range of interventions in the town centre (improvements to public realm, transport, key buildings, key sites etc.). These were grouped to identify things that were more easily deliverable or less easily deliverable (by virtue of being more ambitious in scale or funding requirements for example). Attendees were asked to comment, include their preference for how ambitious Fleetwood should be in its future development.

The panels went on public display in Fleetwood Library for a further two weeks with opportunity to also view them on line and provide feedback.

Further consultation - Draft Framework

The draft framework will be subject to a further public exhibition and consultation period which is currently scheduled for March.



Summary of consultation comments from first round of public consultation:

Plan A

- Shorter term Plan A is more feasible, deliverable and can currently be funded which can lead to longer term ambitions;
- Longer term aspirations preferred but shorter term improvements needed quickly to bring changes to Fleetwood;
- Plan A support variety of experiences and ease of access to the historical/attractive areas;
- Plan A excludes development on ABP land. Development on this land would compromise the tidal barrage, its access and potential for shipping.
- Other options are too optimistic;

Plan B

- Good balance between short term measures to act as catalysts and longer term improvements which can grow organically. Option will have larger impact in long term;
- Support for music venue;
- Support the reuse of derelict land for food market similar to boxpark in Shoreditch and Hatch in Manchester;
- Support pop up events/café/continental market;
- Support venue for cinema/events/shows;
- Support green transport links. Suggest solar powered buses, Tuk Tuk or scooters to make Fleetwood a Green Town and link all areas of the town;
- Support water taxi;
- Support redevelopment of Dock Street to create new gateway into town;
- Supports redevelopment of town core and riverside frontage;
- Should be no housing or flats directly on the promenade;

Plan C

- Most innovative proposal which will be better for Fleetwood, creating largest impact and longer term prosperity;
- Support ambition/ aim for most ambitious plan which may only achieve option A/B;
- Previous quick fixes have failed, longer term plan is needed;
- Support extended tram link around the town and link to Affinity Fleetwood;
- Support for and against of tram loop opening up Dock Street;
- Support redevelopment of ABP land for mixed use development area in conjunction with schemes on Lord Street and Dock Street;
- Support Altringham style market with nice food and drink offer;
- Support for Box Park to include cool shops, food and drink offer;
- Attractions to encourage visitors and tourist to increase footfall;
- Support water taxi and “Cutty Sark” type development;

First round public consultation panels

Welcome

Wyre Council and its partners have been successful in a first round bid for the Government's Future High Street Fund.

This money is being used to develop proposals that will help stakeholders respond to changes in patterns of retail, leisure and other high street activities in order that the town centre can thrive as a focus for community and economic activity in the future. This work will support a further bid to the Future High Street Fund for a more substantial sum of money in order to deliver the proposals.

This presents an exciting opportunity not only to frame a Future High Street Fund bid, but also to think more widely about what sort of town Fleetwood could be in the future and what sort of town centre is needed.



Fleetwood Town Centre Boundary

This exhibition describes some initial thinking around those themes and we would like to hear your views in response to this. The exhibition includes 3 plans which show 3 levels of ambition for the future:

- **Plan A** is the most fundable and deliverable of the proposals over the shortest timescale.
- **Plan B** includes proposals that are more ambitious and that could have a greater impact on the future of the town, but they would require more investment and carry more uncertainty in delivery.
- **Plan C** includes examples of some "big ideas" that could significantly change the fortunes of Fleetwood, but which would need significant investment and may take the longest timescale to deliver with the greatest uncertainty.

The three plans are not mutually exclusive and they could be seen as three sequential steps of development.

The focus of our thinking is to assess how Fleetwood Town Centre can sustain and grow itself and how best to support the delivery of economic growth and prosperity in the town. We have also considered ideas for areas outside of the immediate town centre boundary as we believe that the future success of the town centre and that of the wider town are inextricably linked.



Lord Street looking North



Lord Street looking South



Albert Square looking South

We would like your views on the initial ideas presented, including:

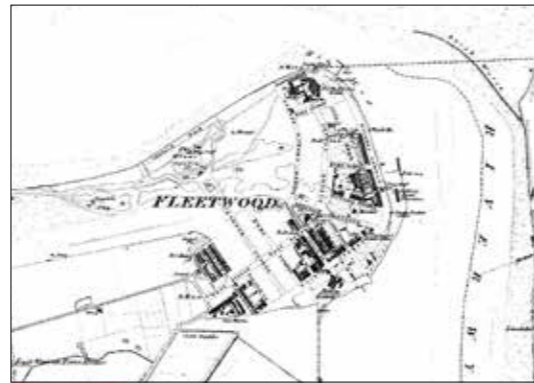
The level of ambition that you feel is appropriate, and any further comments in relation to the future health and success of Fleetwood Town Centre that you would like us to consider.

Context

Fleetwood is the largest town within Wyre borough with a population of over 25,000.

The town has a significant list of key assets including access to both river and coast; fantastic views and sunsets over Morecambe Bay; many listed buildings within a conservation area that covers the historic planned layout of the town; beautiful parks and gardens; access by tram; a marina; a golf course; a successful football club; a destination market, retail outlets and museum; an art deco arts venue and of course its people.

In recent years however some of the town's key economic sectors have declined and it now suffers from higher than average levels of deprivation. Despite this Fleetwood is still the economic heart of Wyre with key employment in food, health, public services, retail and tourism and leisure.



The start of a new town: Fleetwood in 1845

The Town Centre

Fleetwood was originally planned by Decimus Burton, one of the foremost English architects and urban designers of the 19th century.

His legacy remains visible in many of the town's historic buildings and landmarks and the original 'wheel' design of the town is still visible from above.

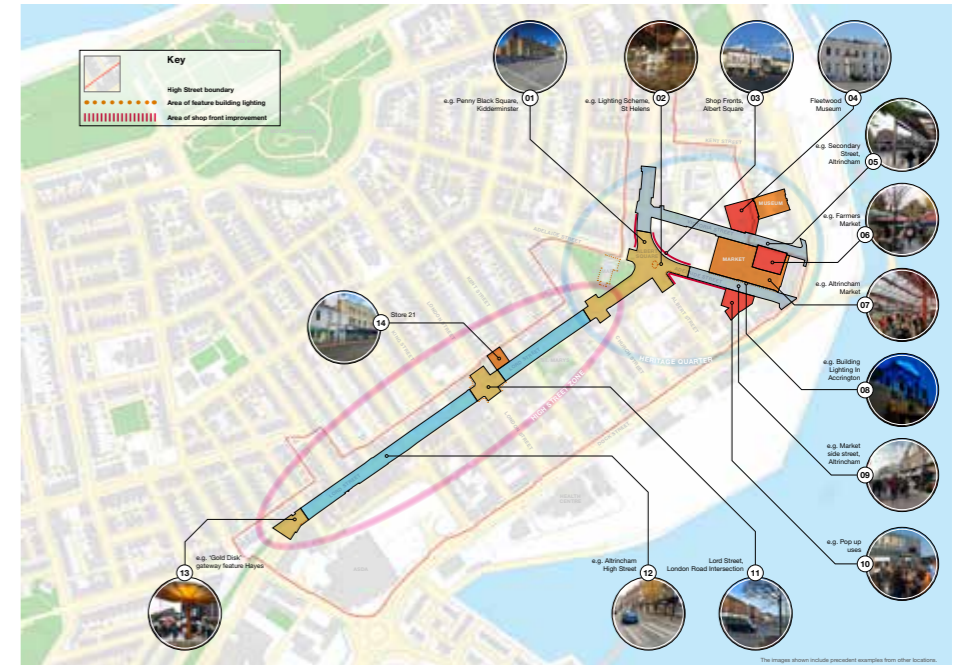
The present day town centre is focused along Lord Street which is intersected by Adelaide Street that is home to Fleetwood Market, which has the potential to play a strong role in a new town centre. On the edge of the town centre, the Port of Fleetwood whilst ceased operation in 2010 remains a designated Port and represents a unique asset.



With the right vision, energy and investment we believe that the future for Fleetwood can be great.

Plan A

Proposals that are fundable and deliverable in the shorter term.



The interventions proposed in Plan A are closely aligned with the aspirations of Fleetwood's first round Future High Street Fund application and centre around investment along Lord Street and the development of a 'Heritage Quarter' through investment in Fleetwood Market and Museum and the public realm around them, linking to Albert Square. The intention is that this will create a defined area within which initial investment creates an improved retail, leisure and cultural offer driving increased visits, dwell time and visitor spend to include an extension to trading hours. This will also generate a step change in perceptions of the town centre and, with that, improved prospects for additional investment, with the aim of creating a 'snowball effect'.

Other proposals in Plan A are proposed to improve wider perceptions of the high street leading away from the Heritage Quarter, through targeted public realm interventions and exploring the bringing back into use of 'Store 21', a key building along Lord Street.

- Potential interventions**
- Investment in high quality 'gold pallet' public realm around Fleetwood Market including a new 'pedestrian prioritised' space at Albert Square as a focal point for the town centre.
 - Feature Lighting to St. Peter's Church, Albert Sq clock, the former bank on corner of Adelaide St/Albert Sq and Fleetwood Market building in order to showcase some of Fleetwood's beautiful architecture and support the development of an evening economy.
 - Shop front investment to selected properties along Adelaide Street and Albert Square, building upon other interventions to create a new image for the town centre and a positive environment for visitors, investment and business.
 - Investment in Fleetwood Museum including:
 - Improved building access
 - Improved gallery and exhibition spaces
 - Potential new arrival space and access point, linking to Victoria Street and Fleetwood Market
 - Investment in 'good quality' 'silver pallet' public realm along Victoria Street leading to the Library tram stop. This links investment in the museum and market with key public transport and sets up a pedestrian circuit around the heritage quarter, encouraging visitor access, dwell time and spend.
 - Committed investment in Fleetwood Market including:
 - General refurbishment of the market hall and space for a new 'digital hub';
 - A new outdoor market area with enhanced environment and 'local' food offer.
 - Conversion of space above the market for arts/craft makers linked to a combined sales area within the market.
 - An extension of market trading days and hours.
 - Building facade lighting to encourage development of an evening economy - see point 2 above.
 - 'Silver pallet' investment in public realm along Adelaide Street and a change to a pedestrian priority environment in order to promote retail, cafes, restaurants, street food and 'spill out' trade from the market.
 - Vacant site used for temporary 'measures' uses that support the development of activity spill out from the market, targeting facilities that would appeal to a younger age group, thereby broadening the visitor demographic.
 - Investment in high quality 'gold pallet' public realm at the key intersection of Lord Street and London Road including feature lighting to key corner buildings.
 - General public realm works and targeted interventions along Lord Street in order to improve the environment for investment and business.
 - Investment in high quality 'gold pallet' public realm to identify a positive 'gateway' into the town centre. Opportunities for a sculptural gateway statement and feature lighting.
 - Explore acquisition of "Store 21" building with an initial refurbishment of the exterior and the ground floor brought into use for "measures uses" which could include:
 - Start-up small business units.
 - 'niche' space/indoor play.
 - facilities for younger people.



Plan B

Proposals that are fundable and deliverable in the **medium term**.



The interventions proposed in Plan B build upon those of Plan A and are targeted towards continuing investment in both the town centre and Fleetwood more widely.

A number of assumptions about key infrastructure investments and key developments underpin Plan B.

They are:

- That wider improvements and extensions to the tram network have been made, including interchange stops at Poulton le Fylde and Blackpool North, connecting the tram line from Fleetwood to the rail network.
- That with improving accessibility (linked to the point above) land around the southern docks is developed for mixed use, including a substantial new residential offer and further development at Affinity. This will bring a new population and economic boost to the town.
- That the old Fleetwood Hospital site is redeveloped creating a hub of activity at the northern end of the town centre.
- That Eden North at Morecambe is open, or close to opening.

Potential interventions

1. A dedicated "green" (possibly hydrogen - linked to Lancaster University research specialists) Town Centre Shuttle service between the Heritage Quarter and the redeveloped dock area. This would loop along Dock Road and Lord Street, with a summer season extension along The Esplanade (Marine Hall). The shuttle would connect visitors to the Heritage Quarter/High Street and Affinity promoting linked trips and cross over spend.
2. Investment in good quality "silver pallet" public realm along Queen's Terrace/Dock Street from Fleetwood Museum to Adelaide Street, i.e. connecting the Market/Heritage Quarter to the waterfront in order to enhance the appeal of this area as a visitor destination and unlock opportunities for further investment. Included within this:
 - River front lighting.
 - Digital interpretation - both heritage and environment.
 - Improved visitor coach parking.
3. Land at the former ferry terminal developed as an "arena" to Fleetwood Museum for display and interpretation of larger marine vessels/artefacts.
4. Exploration of a "water taxi" service from the portside opposite Fleetwood Museum to the jetty at Eden North, Morecambe - possibly a shallow draft fast boat.
5. Land at the former ferry terminal running from Fleetwood Museum to the end of Adelaide Street to be opened up to Dock Road. This to be used for "meanwhile uses," possibly including a programmed events space; "Box Park" like container development with craft retail and food and drink offers; pop up venues; mini festivals; winter markets etc.
6. Promotion of further commercially led development around Fleetwood Market/Heritage Quarter targeting a 7 day per week offer with a strong local Lancashire food focus and an evening food and drink offer.
7. Tree planting/green spaces and additional public realm works along Lord Street including digital information and signage/wayfinding. This to improve high street accessibility and environment in order to promote further investment and also promote wellbeing.
8. Investment in good quality "silver pallet" public realm to the southern end of Lord Street from Lord Street to the Wyre Light including tree planting and improved car parking.
9. Full conversion or redevelopment of "Store 21" targeting business start-up/incubation and cultural/community uses.
10. Promotion of reconfiguration of selected residential stock north of Lord Street and residential development south of Lord Street between London Street and Adelaide Street to provide greater variety in the types of town centre stock and a more diverse town centre population.
11. Acquisition of further key buildings along Lord Street and conversion to trial town centre living above ground floor commercial/retail/leisure use.

Plan C

Proposals that are fundable and deliverable in the **longer term**.



The interventions proposed in Plan C are the "bigger moves" that Fleetwood could make, building on the momentum and appetite for investment that the interventions proposed on Plans A and B could generate.

If successfully implemented this scale of intervention could have a significant positive impact on the vibrancy and economic health of Fleetwood Town Centre and the wider town.

Potential interventions

1. Realignment of the town centre tram line to provide a loop by returning along Dock Road. This would connect a wider area of Fleetwood (and importantly the port land) to the network. Potentially including:
 - New residential development
 - New employment area
 - New public realm as setting for leisure/food & drink offer
 - Waterfront events space
 - Possible hotel with conference facilities
 - Public access along river's edge linking to extended walking and cycling routes beyond
 - High quality "live" frontage to Dock Road
 - Development taking advantage of views out to River Wyre and Morecambe Bay to the north.
2. Major mixed use development on the port land. Potentially including:
 - New residential development
 - New employment area
 - New public realm as setting for leisure/food & drink offer
 - Waterfront events space
 - Possible hotel with conference facilities
 - Public access along river's edge linking to extended walking and cycling routes beyond
 - High quality "live" frontage to Dock Road
 - Development taking advantage of views out to River Wyre and Morecambe Bay to the north.
3. Residential led development on port land opposite Queen's Terrace, targeting the over 55 market (grey pound).
4. Promotion of market led development of selected sites between Dock Road and Lord Street targeting residential led mixed use and higher value added employment. Local Authority intervention to remove obstacles to development.
5. A major, year round destination development of scale to bring new visitors and a new demographic to Fleetwood. Possible sites include:
 - Part of ABP port land
 - Redevelopment of underused tourist attraction sites along the north coast for active water sports.
6. Associated with the above, a new north shore hotel offer (targeting eco/health/wellbeing markets) and additional leisure/food/drink related offers that capitalise on the fantastic views and "the best sunsets in Lancashire".

Your Views

Thank you for reviewing this exhibition.

We would like your views on the ideas presented. If printed feedback forms are available where you are viewing this exhibition you may leave your comments now.

You can also leave comments via the web address below, where the information presented here can also be accessed:

www.wyre.gov.uk/futurefleetwood

Alternatively, you can also post your comments to the address below:

Future Fleetwood, Wyre Council,
Economic Development, Civic Centre,
Breck Road, Poulton-le-Flyde,
Lancashire, FY6 7PU

Comments can be made up until
20th December 2019.

Questions

- What level of development and investment should Fleetwood aim for in the future - Plan A, Plan B or Plan C?
- Are there any ideas or interventions shown on these plans that you would like to particularly support?
- Are there any ideas or interventions shown on these plans that you do not support?
- Do you have any other comments that you would like to make?

Next Steps

Wyre Council, its partners and consultants will consider all comments received as a result of this consultation process and also comments received from a range of conversations with other stakeholders. From this the Council will produce a draft "preferred option" to guide the development of Fleetwood Town Centre. This draft preferred option will be presented at a further public consultation in March 2020.

Following this a final version of the preferred option will be produced, taking account of comments received during the public consultation, and a final report offered to council members for endorsement.

This work will also inform Wyre Council's bid for the Government's Future High Street Fund which it is expected will be made in April 2020.

Contacts

If you have any queries about the information displayed here or about the process described you can contact Wyre Council;

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2.6 Summary of Baseline Issues - Strength and Weaknesses

The picture that emerges from the study of Fleetwood's 'baseline position' is in many ways contradictory. Its population suffers undoubted problems of economic and social deprivation, poor health, and limited opportunities, but set against this it possesses a range of unique assets and opportunities.

Fleetwood's position at the end of the Wyre peninsular is both a major isolation challenge to overcome and also a great location for interpretation of and access to the environments beyond – something which could be the key to its revival.

Page 275

Fleetwood has witnessed a long period of decline, but many of the attributes that inspired Peter Hesketh to found the town still resonate and a new willingness to turn the town's fortunes is emerging, backed by a new political and funding environment, new opportunities in the environmental and tourist economies and a new town centre partnership structure committed to make things happen.

The SWOT analysis opposite highlights key points from baseline work, including stakeholder and public consultation. The 'big messages' that emerge are:

- Addressing connectivity issues is critical. At a strategic level this includes road and rail links to the south but also improved cycle/walking, links to Eden/Morecambe Bay, digital links and 'thematic' economic links.
- At a local level improving the connectivity between the main poles of activity in the town is key.
- The town centre must broaden its offer, including a better food and drink offer and developing an evening economy.
- Town centre improvements should start around Fleetwood Market with the development of a new Heritage Quarter.
- Fleetwood must unlock its major town centre development site on the former port land south east of the town centre, but must ensure appropriate forms of development and wider public benefits are delivered.

- Fleetwood should actively seek public engagement in future development plans and promote mechanisms to build community capacity and build upon the positive community spirit.
- Fleetwood should build partnerships to promote its future vision and enable development including links to community, government, local authority, transport agencies, business, health organisations and research and education.
- Fleetwood should develop linked strategies for sustainability and the digital economy.
- Fleetwood should actively promote its development vision and, within it, seek opportunities for larger scale investment, including re-examination of the case for a Wyre barrage.
- Finally Fleetwood must recognise that its regeneration will be a longer term project. This means establishing enabling support structures that last the course, can review and renew themselves, and managing expectations over a 10 – 15 year period.

- Positive - environment, sea, estuary, bay, coastline
- Strong convenience goods sector anchored by Asda and the indoor market
- Busy indoor market albeit selling low priced goods mainly to an older client base
- High occupancy rate within the indoor market
- High footfall in and around the indoor market
- The market attracts a significant number of coach trips, bringing visitors from across the North West
- High proportion of independent retailers in the comparison goods sector
- Reasonable number of pubs and bars relative to the size of the town centre
- The town centre is relatively flat and easy to walk around (albeit quite long)
- Reasonable provision of benches and other street furniture
- Free parking in and around the town centre
- The rate of reported crimes is declining
- High supply of available retail units
- House prices are low and there are some attractive Victorian houses along the Esplanade and Mount Road
- Some attractive historic buildings within the 'Commercial Core'
- Good supply of available employment land in quantitative terms
- Marine Hall is a visitor attraction with scope to add its offer

Strengths

- Peninsula location restricts visitors and the local economy
- Poor economy due to the decline of the deep-sea fishing industry, the former ICI plant and cessation of Stena Ferry
- High proportion of social housing, benefit dependency and crime rates and low life expectancy and household income
- Six of Fleetwood's wards fall within the top 10% of England's most deprived wards
- Just one high street bank is present within the town centre
- Notable lack of cafés / restaurants suitable for families
- Fleetwood has fallen significantly in the national retail rankings over the past few years
- Considerable decline in the health of the town centre since the 2011 Fylde Coast Retail Study
- Low proportion of comparison goods units and floorspace
- Very high proportion of vacant units and floorspace
- Lack of clothing and furniture stores and high proportion of charity shops
- Many of the retail units within the town centre are of poor quality and require refurbishment
- Limited number of major retailers seeking representation within Fleetwood
- Low commercial rents compared with similar sized centres within the sub-region
- Low footfall throughout the town centre generally
- High congestion on 'A' roads leading to and from the town centre
- The nearest train station is 6.5 miles away in Poulton-le-Fylde
- Existing retail units do not meet the needs of modern retailers
- The majority of the housing stock in and around the town centre caters for the lower end of the residential market
- High reliance on public sector jobs within Wyre Borough
- Much of the employment land is located in areas of weak market demand
- Seasonal employment patterns
- Lack of connectivity between the town centre, Affinity Lancashire and the coastline to the north and west

Weaknesses

- Opportunity to extend the market to allow more of a food & beverage offer
- Recycling larger vacant units which would greatly reduce the proportion of vacant floor space, and increase footfall
- Reduce the size of the town centre focusing on a smaller retail core, which will reduce the vacancy rate and create areas for redevelopment over time for more viable uses
- Commercial development at Fleetwood Docks and Marina
- Redevelopment of the former port land
- Town centre investment assisting the local population in getting back to work
- Encourage linked trips and increase dwell time in the town centre for visitors to the market
- Manage and improve the existing portfolio of employment sites
- Creation of a new brand and identity
- Improve travel options and road congestion to get more visitors into Fleetwood
- Allow more uses within the town centre including retail, leisure, residential and business
- Potential funding to improve heritage assets
- Replacement signage and the development of a peninsular loop to increase visitor numbers and visitor spend
- Improve the connectivity between the town centre, Affinity
- Create a new anchor in the town centre to attract residents and visitors which could be retail, residential, leisure or business or a mix of some or all of these uses
- Extension of the tram line to other nearby towns in and outside of Wyre Borough
- Develop more visitor accommodation as options in Fleetwood are few and far between at present
- The coastline creates tourism opportunities
- Opportunities to market Fleetwood on clean air and big skies

Opportunities

- Convenience retail sector vulnerable if Asda was to close
- Remaining national multiple operators re-locating to Affinity Lancashire
- Further restructuring in the retail industry leading to more national multiple retailers leaving Fleetwood
- Development at Fleetwood Docks and Marina removing footfall from the town centre (but could also provide a boost if substantial development occurs)
- Further unsympathetic infill development negatively affecting the conservation area
- A new market could deter visitors who like the existing offer in the current indoor market
- Poor weather over the Summer period can have a negative impact on tourism and local businesses
- Potential for fish processing industry to leave Fleetwood, leading to job losses
- Renovations to listed buildings can be long and drawn out due to the requirements for planning
- Applications for funding unsuccessful leading to the town centre stagnating or declining further
- Leaving the EU could hurt the economy both nationally and locally

Threats

3. Strategic Objectives

3.1 Review of Strategic Objectives

3.2 High-Level Approach To Meeting The Strategic Objectives

3.1 Review of the Strategic Objectives

The fundamental objective behind the development of a town centre framework is to provide the framework within which Fleetwood's economy will grow. This is set out below as the headline objective, using the wording within the regeneration framework brief.

To understand, at a high level, how this overarching objective will be met, six additional underlying objectives have been framed and agreed with the project client team. The success of the regeneration framework can be measured by the ability to meet these objectives.

Page 278

Section 4.2 of this report identifies the components of the framework – the areas or themes of intervention. Under each of the components, a number of individual projects are described in section 4.3 – ideas for tangible actions to deliver the framework. Each of these references the objectives that it will address.

Over the projected 10 – 15 year time-frame of the regeneration framework other projects and initiatives will emerge. The objectives noted here are a collective benchmark against which to measure their benefits.

“The overarching objective of the Regeneration Framework study is to assess how Fleetwood Town Centre can sustain and grow itself and how best to support the delivery of economic growth and prosperity in the town, and in doing this, drive improvements in the quality of life of the residents and productivity of businesses..”

From Wyre BC Town Centre Regeneration Framework Brief

Aligned with this the Regeneration Framework objectives are:

1. Change perceptions of Fleetwood so that the town is regarded as a distinct and attractive place, differentiated from its neighbours and competitors
2. Capitalise on Fleetwood's unique location, urban form and assets
3. Ensure local input and influence over the town's future
4. Create an attractive environment for public and private sector investment
5. Create an ecosystem to support young people
6. Make Fleetwood a healthy, sustainable town

3.2 High Level Approach To Meeting The Strategic Objectives

10 – 15 years is a long period within which to programme the delivery of a series of interlinked and overlapping interventions, some environmental, some infrastructure, some policy, some built form etc. Projects set out later in this document are each suggested as short, medium, or long-term but this will be subject to flux. A high level, conceptual approach the overall framework project is required. This is shown opposite:

First Phase - Short Term

In the first phase of the regeneration framework, it is important to achieve some 'early wins', i.e. visible improvements that signal intent and begin to change perceptions from a town in decline, to a town that has turned the corner and is moving forward. Early demonstrations of success build confidence, engage people in the process and attract positive attention, and hence the possibility of more investment. It is important that the community is involved in early stage projects and that the early wins deliver benefits for all parts of the community including, importantly, younger people whose commitment and energy will be needed for future phases.

Projects in the first phase should be achievable i.e. not too ambitious and have a clear funding strategy. The regeneration framework proposes that these are focussed on the area around Fleetwood Market / Museum / Albert Square and on interventions along the Lord Street. This ties in with funding applications for works in these areas.

Growing a regeneration around the redevelopment of an historic market with improvements to surrounding public realm and the repurposing of key buildings is a proven strategy that has succeeded elsewhere, for example in Altrincham. All towns are different and Fleetwood must find its own unique response, but the fundamentals of this approach are transferable.

Second Phase - Medium Term

The second phase is about building upon first phase success, ensuring that momentum is maintained and the benefits of regeneration are felt throughout the town centre. It is important that a successful first phase does not become an end in itself and so the ground work for some of the second phase projects must be laid in the initial phase i.e. all parties 'buy in early' to pursuing longer term, more ambitious second phase projects.

Second phase projects are focussed on delivering new infrastructure (including transport and digital), and unlocking key sites and other development opportunities. This includes experimenting with temporary 'meanwhile uses' on sites ahead of more permanent redevelopment which provides a relatively low cost opportunity to raise the site's (and hence town centre's) profile and test the viability of new uses.

Third Phase - Long Term

The third phase is about being ambitious. This includes ensuring that Fleetwood has best in class infrastructure, that new communities are growing and that the development benefits of the key sites facing the estuary are delivered. Included within this phase (but also with ground work to be laid in earlier phases) is the imperative to "Be Victorian". This means continuing the tradition of doing new and ambitious things established by Peter Hesketh and Decimus Burton and should include pro-actively seeking out new investment of scale i.e. projects that can have 'game changing' positive impact. Fleetwood must value its heritage, but also look to its future.

First

1st - Achievable, fundable, focussed on the high street.

- Change perceptions,
- improve environment,
- introduce experiences,
- improve key assets,
- include things for younger people.

Next

2nd – Stretch ambitions, broaden the area.

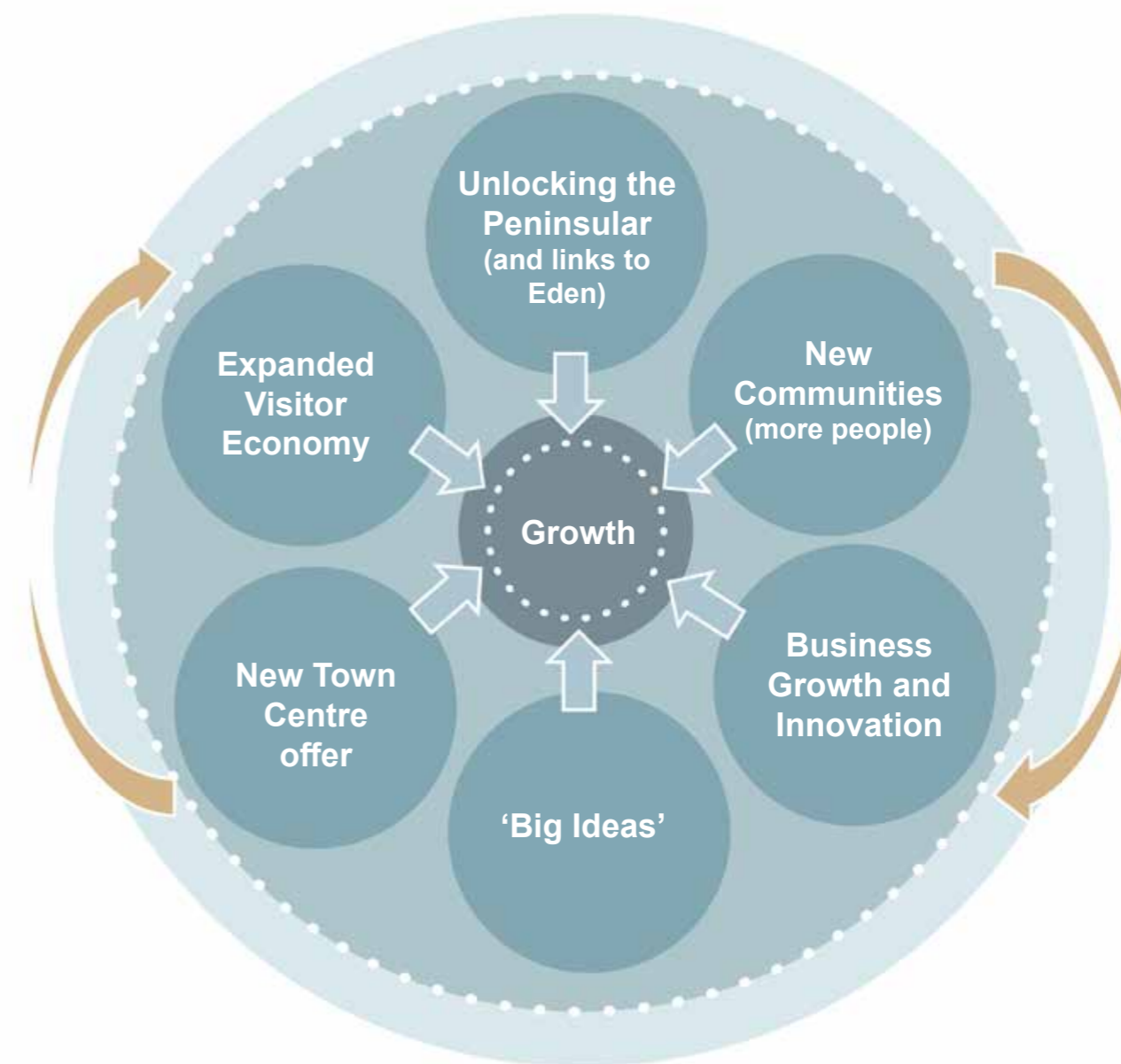
- Expand the geography of success,
- make the connections,
- unlock key sites,
- play with new uses.

Then

3rd – “Go for gold”

- Build new communities,
- secure the best infrastructure,
- unlock the river front,
- “be Victorian” (i.e. build a game changing new attraction).

Where will growth come from?



4. Framework Components

4.1 Introduction - Overlaps and Synergies

4.2 The Components

4.3 Projects

4.1 Introduction - Overlaps and Synergies

This section considers the different elements, or 'components' that combine to create a framework that responds to the town centre regeneration objectives. Each component is a theme under which a series of issues and opportunities are examined and, under which, a series of potential interventions or 'projects' are identified.



However this approach is simply an organising structure. In practice the issues and opportunities that effect Fleetwood do not fit into distinct, separate areas. They are often complex and overlapping. In response the review of each component therefore highlights key overlaps and the overlaps between different projects are similarly identified. The framework should be considered as an holistic plan for the Fleetwood's future.

Eight components are identified through which the requirements of the brief can be collectively identified. They are:



Project Matrix

This table lists all of the projects considered in section 4.3 together with the framework objectives that each one addresses.

 Strongly aligned with
 Aligned with

	The High Street		Heritage & Culture				Transport & Linkage			
	HS1: Public Realm Improvements	HS2: Fleetwood Market - Improvements Programme	HC2: Reserve Land To Link Fleetwood Museum To The Estuary	HC3: Development Of Visitor Centre & The Fleetwood Museum	HC4: Arts & Culture Programme	HC4: Transform Fleetwood Seafront	TL1: Eco-Shuttle Service & Transport Links by Bus/DRT	TL2: Town Centre Tram Loop	TL3: Walking And Cycling Improvements Strategy	TL4: Town Centre Parking Strategy
Change the perception of Fleetwood so that the town is a distinctive and attractive place										
Capitalise on Fleetwood's unique location, urban form and assets										
Ensure local input and influence over the town's future										
Create an attractive environment for public and private sector investment										
Create an ecosystem to support young people										
Make Fleetwood a healthy, sustainable town										

Community & Residential		Sustainability & Low Carbon		Health & Well-being		Technology & Digital		Business & Economy	
CR1: Former Fleetwood Hospital Community Hub									
CR2: Commercially Focused Development On ABP Land									
CR3: Improvement Of Residential Housing									
CR4: Developing new homes, including Housing with Care and Support									
SLC1: River Wyre Tidal Barrage									
SLC2: Town Wide Green Space Initiatives									
SLC3: Electric Vehicle Charging Strategy									
SLC4: Low Carbon Development Strategy									
HW1: Digital Health Strategy									
HW2: Cycle / Walking / Fitness Peninsular Loop									
HW3: Community Capacity Building & Social Prescribing Activities									
HW4: Wyre Moving More Priorities									
HW5: Supporting Our Children and Young People									
TD1: Develop A Smart Place Strategy									
TD2: Improve Digital Connectivity									
BE1: A Business Support Services And Spaces									
BE2: Improved Town Centre Hotel Offer									
BE3: Pro-Active Pursuit Of Major Investment And Improved Links To Hillhouse Enterprise Zone									



4.2 The Components

1. The High Street - Environment and Public Realm

Challenges

In the context of this report 'the high street' is considered in its widest sense i.e. as a synonym for 'town centre'. This is particularly apt in the case of Fleetwood where the town centre, in policy designation, is strongly focussed along Lord Street.

The challenges faced by Britain's high streets are reviewed in section 2.2 of this report. These included:

- The growth of on-line shopping
- Reducing presence of national multiples
- Impact of edge of / out of town formats
- Impact of business rates
- Changing consumer behaviour

Responses

In response to these challenges, and following the advice of The High Street Task Force and others, Fleetwood's High Street should:

- **Find and market its own unique identity – the USPs that make Fleetwood special and distinct**
- **Encourage regeneration from the grass roots up; building local community capacity and supporting local initiatives**
- **Improve its offer – localism should be at the heart of this, including a good quality town centre food and drink offer to encourage people to stay longer and enjoy the town**
- **Create experiences – make a visit to Fleetwood town centre an event**
- **Re-purpose vacant buildings and spaces – including pop up and 'meanwhile' uses as well as town centre residential**
- **Seize opportunities presented by new technologies – but use these to connect people, not remove human contact from transactions and service delivery**
- **Actively manage and programme Fleetwood's town centre spaces and places**

Whilst, as the Town Centre Report notes, every town must find its own unique formula for success, Fleetwood should consider the lessons from successful town centre regeneration elsewhere. Altrincham in Cheshire has developed as a destination food/drink quarter with a strong evening economy all founded on the re-imagining of its historic market offer.

Opportunities

Fleetwood has a substantial range of opportunities which it can capitalise upon to change the fortunes of the town centre including:

- Its unique location and surrounding environment
- Its history as a planned town and rich built heritage
- Its position as a potential gateway to Eden North and the wider Morcambe Bay
- Existing visitor attractions including Affinity, Fleetwood Market and Fleetwood Museum
- Potential to position itself as an eco/environmental exemplar

Fleetwood is also rich in community spirit and renewed local energy evidenced by

- The recent foundation of the Fleetwood Town Centre Partnership
- The success of the Healthy Fleetwood initiative
- Fleetwood Trust's work at the former hospital site
- Proposed initiatives to refurbish and improve Fleetwood Market and Fleetwood Museum as key assets in a recognised 'Heritage Quarter'.

Alignment with the Framework Objectives

The high street, which runs along Lord Street, and areas immediately surrounding it is in essence Fleetwood Town Centre. This framework study is purposed towards growing the economy of the town centre and through this improving the quality of life of residents. Effecting early and visible improvements to the high street is therefore important to meet framework objectives.

Early signs of success are important to change perceptions including improving the environment along the high street and using this to help define and reinforce the character of the town.

Local people can and must be involved in the process, including young people, and many of the initiatives focussed on the high street will contribute to making Fleetwood as a whole, a healthier and more sustainable town.

Watch point – the economic value of public realm

This framework suggests substantial early investment in improved public realm, largely focussed around Fleetwood Market leading up to Albert Square and along sections of Lord Street. It is important to recognise that these are not aesthetic improvements for their own sake but are measures integral to the future economic success of the town centre - interventions which can directly improve visitor numbers, footfall and high street spend. i.e. investment to deliver economic benefit.

Public Realm as a setting for investment and innovation

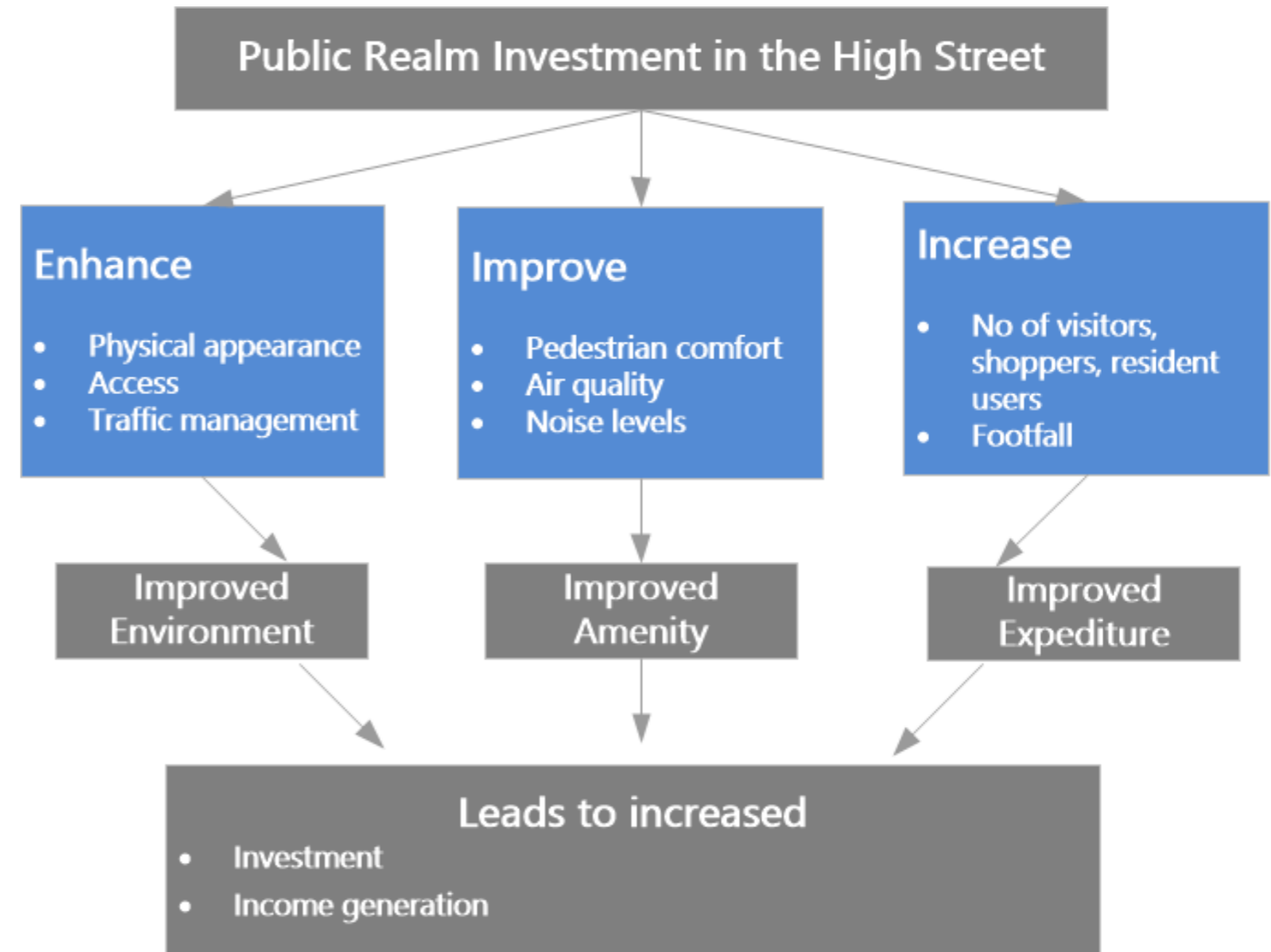
For Fleetwood to thrive the current perceptions of the town centre and the quality of this environment have to change. Public realm improvement (and as part of this a 're-engineering' of the high street to become a more pedestrian priority space) are integral to this. This approach was taken in the successful revival of Altrincham Town Centre and also areas like Manchester's Northern Quarter where high quality public realm improvements were undertaken ahead of the redevelopment of much of the building stock as a way of changing perceptions of the area as a place to invest.

The critical importance of the public environment and 'placemaking' is also recognised in the concept of 'innovation districts' (raising levels of innovation being one of the challenges in Fleetwood). Innovation Districts are focused around an economic rationale but the key to achieving this is the nature and quality of their environment. Spatial character and a 'sense of place' are critical ingredients. This is strongly emphasised in the work of The Brookings Institution which is a recognised leading world authority in fostering innovation.

Investment in public realm driving economic benefit

In 2018 IBI jointly funded a piece of work to assess the economic impact of public realm improvements that IBI designed for Kidderminster Town Centre. This referenced evidence from the UK and internationally which identifies significant economic benefits of public realm schemes. **The report concluded an economic cost: benefit ratio for public realm investment of 1:7.6 over a 10 year period. This makes a compelling case that the right investment in public realm delivers strong, measurable economic returns.**

Page 286



Altrincham 're-imagined' its historic market



Market stalls now spill out onto adjacent streets



New public realm in Kidderminster



2. Heritage and Culture

Challenges

Fleetwood has a fascinating history and an impressive set of heritage and cultural assets. The town centre has many attractive, historic buildings, monuments, and parks (many of these listed), as well as the radial layout of the early part of the town itself.

This heritage combines with the town's unique, peninsular location and immediate connection to the natural environment beyond - big skies, wild sea, estuary, bay, and the landscapes of Lancashire and Cumbria "all on the doorstep". The result is a distinctive character that differentiates Fleetwood from other places, however, this is something that it must better define as a foundation to its renaissance. People value the unique, the characterful, the local, and the "experiential", provided that they are authentic. Fleetwood has all of these qualities; however, it must raise its game in identifying, packaging and promoting them.

Responses

Fleetwood must better tell its own story and include in this a compelling vision of its future role. The parallel work of consultants 'thinkingplace' is instrumental in this.

Proposals to develop Fleetwood Museum are important and there are opportunities to expand these further as intended in this framework report. Development of heritage and culture is also linked to:

- the grassroots initiatives of the community;
- the events staged in the town;
- the design of the public realm (not just the broad sweeps, but also the fine details);
- better celebration of its fine buildings;
- localism in its retail, craft and food offer;
- a new interpretation of Fleetwood's connection to its surrounding, natural environment.

Opportunities

A newly defined 'Heritage Quarter' is already emerging, centred on Fleetwood Market, Fleetwood Museum and surrounding streets and spaces. This must be supported by improvements in the public realm, including investment in Albert Square – a key public space and the northern gateway into the town centre.

The Heritage Quarter will become a key destination for visitors and, as such, it must be a focus for the development of local food and drink offer, linked to the development of an evening economy.

There is an opportunity to market a coordinated visitor offer for Fleetwood, and potentially wider for the borough. Efforts should be coordinated and branded (without losing individuality) to present a much more compelling and attractive offer that would provide an uplift in visitors for all. Discover Wyre could lead a Visitor Economy strategy and help establish a partnership of local attractions to work with.

The heritage of Fleetwood is intrinsically linked to its position on the River Wyre and the history of activities along it. The framework highlights opportunities to better link the town centre and the estuary, including the potential for new public space connecting to it. This provides further opportunities to interpret both the heritage of the location and the connection to the natural environment.

The potential for Fleetwood to provide a ferry connection to Eden North would, if developed, create a significant new opportunity to become part of the "gateway to Eden, cross-selling to Eden's projected 760,000 annual visitors by:

- becoming a start and end point for 'experiential' visits by sea, with the potential to offer overnight accommodation
- developing a complimentary visitor offer based on the interpretation of heritage, culture and the environment to be positioned as either a stand-alone or part of a combined Fleetwood/Eden visit.



Heritage and environment

Another element of Fleetwood's heritage and culture is the town's strong support for Fleetwood Town Football Club and the club's involvement in a number of community programmes. The club is ambitious for promotion to a higher division and, linked to this, has an appetite to develop its existing ground or consider relocating to another local site, all subject to viability. This project can link to a range of initiatives that can bring benefits to the town (increased visitors, the potential to link to an expanded hotel offer, linked trips to other attractions). The club, its history, and its future ambitions should become a clearer part of the narrative of the town.

This project can link to a range of initiatives that can bring benefits to the town (increased visitors, the potential to link to an expanded hotel offer, linked trips to other attractions). The club, its history, and its future ambitions should become a clearer part of the narrative of the town.



Altrincham Film Club poster sponsored by local record shop



Cromarty's 35 seat cinema opened January 2020 the result of a community led initiative

Fleetwood should also promote and support 'grassroots' cultural initiatives. For example, consultation revealed a strong desire for a cinema in the town, and whilst this may be difficult to deliver commercially there are good precedents of local communities establishing cinema clubs and hosting 'pop up' cinema nights in community spaces.

Watch point

The 'Fleetwood peninsular' and in particular the urban area around the town centre is tightly developed. With the exception of the vacant former port/dock areas, there is little significant developable land. The town should, therefore, establish its requirements for these significant land parcels, backed by appropriate policy, to safeguard locations for and promote the delivery of 'strategic developments'. These might include elements such as an expanded heritage/cultural offer, Eden ferry departure point and complimentary hotel/leisure facilities.

Alignment with the Regeneration Framework Objectives

Celebration of Fleetwood's heritage and culture is fundamental to its objective to be defined as a distinct, differentiated and attractive town. A key objective is to better capitalise on the town's assets, many of which are its historic buildings and spaces, as well as its historic planned form.

A place that has a sense of its own identity and pride in its heritage and culture is also a place that is more likely to engage in plans for its future.



Eden North - image from edenproject.com



Fleetwood Town FC's Highbury Stadium



3. Transport and Linkage

Challenges

As noted in section 2.4 of this report, Fleetwood suffers from issues of poor connectivity at two different levels of scale:

1. At the strategic level, its peninsular location has an isolating effect, divorcing the town from any connecting communities on 3 out of 4 sides and, in essence, positioning it at the end of a cul de sac connected to the south by one major road (A585). The Local Plan notes that this limited highway capacity is a limit factor to growth and it is therefore vitally important that this poor level of connection be addressed at every possible opportunity.

Fleetwood has a good tram connection south to Blackpool, routed along the coastal fringe, but this does not link directly to the rail network or to Wyre Council's administrative centre at Poulton le Fylde. As an example of the 'missed opportunity', discussions with facility managers during stakeholder consultation suggest that more could be made of assets such as the Marine Hall if Fleetwood could claim a link to the rail network.

2. At the town scale, Fleetwood boasts a good range of visitor and economic assets including; Fleetwood Market, Affinity, Marine Hall, Fleetwood Museum, a tourist coastline, an estuary, a golf course, a marina, Fleetwood Town FC, etc. however they are not well connected to each other even when closely located. In particular, the town centre does not naturally connect with the coastline or the estuary – Fleetwood's locational USPs. Neither do the town's two main visitor trip generators connect - Affinity and Fleetwood Market being beyond reasonable walking distance of each other and poorly linked by public transport or visitor coach services which tend to visit one or the other, but not both.

The radial geometry which forms the historic core of the town, linked to a later gridiron of streets to the SW creates long, straight routes and vistas but it is a paradox that none connect directly across the peninsular linking estuary to the coast. Standing in the town centre there is little or no sense that one is within "touching distance" of The River Wyre, The Irish Sea and Morecambe Bay - all from one location.

Responses

Improving both strategic and local connectivity must be priorities for the regeneration framework.

Fleetwood must continue to make the case for improvements to its strategic transport connections. The town must better connect to its sub-regional and regional hinterland providing better access to population centres, social and economic assets and education, research and employment opportunities. Importantly Fleetwood must address the notion that its growth is constrained by highway capacity as this is a deterrent to investment.

An improved strategic connection is fundamental to achieving the scale of investment and economic growth that will drive regeneration and change the fortunes of the town. A better offer for business location, better access for more visitors and the positioning of Fleetwood as an attractive place to choose to live are all tied to improved locational access. Establishing a sense that Fleetwood is easily accessible is also important to its ability to capitalise on nearby strategic investment, principally Eden North at Morecambe to which Fleetwood should be seen as a gateway.



Opportunities

There is a range of opportunities through which Fleetwood can improve its connectivity. Capitalising on these opportunities is important, but of equal importance is changing the narrative. Fleetwood must challenge notions that it is isolated and position itself as a well-connected, easily accessible location, making it a destination of choice for visitors, businesses and new residents.

Establishing Fleetwood as a well-connected town is not limited to improved physical links to the south, but must also include links out to Morecambe Bay, better connection to strategic recreational networks and also the importance of excellent digital connectivity.

Finally, Fleetwood must develop and market "thematic connections" – important non-physical links that strengthen the sense of Fleetwood as a connected place. For example:

- links to economic clusters, including the Northern Powerhouse (Hillhouse EZ provides an opportunity for this) and possibly the Lancashire Energy Coast;
- links to key partner organisations (opportunities to strengthen the connection to Lancaster University – highlighted elsewhere in this report);
- links to the Lancashire food network – Lancashire Producers, food and drink festivals, and restaurant networks.

Alignment with the Framework Objectives

Improved strategic connectivity is central to the delivery of all framework objectives. Without it, the full potential of the regeneration framework will not be achieved.

Improved local connectivity is important to leverage the benefits of individual town centre investments by linking them to others – connecting visitors, encouraging linked trips, increasing dwell time and spend.



4. Community & Residential

Challenges

The community context in Fleetwood can be characterised by the challenging social problems and health metrics evident in the summary description of the town in section 2.1 of this report. This presents a picture of a slowly declining population; below average levels of good health, employment, and earnings; and lack of opportunity for young people. Some of the wards closest to the town centre bare the worst of these effects and rank highly in indices of multiple deprivation.

Housing stock surrounding the town centre is also limited in its mix of types, with a large percentage of small, two bed Victorian terraces built off the back of pavement. This though is not the full picture. Fleetwood has a strong sense of local identity and local pride. This is reflected, for example, in average attendance at Fleetwood Town FC which, as a percentage of the population (12.8% in 2022) represents the highest ranking in League one. Similarly, there are shining examples of the success of local-level initiatives: the Healthier Fleetwood programme received national recognition in November 2019 when the Healthier Fleetwood Neighbourhood / Fleetwood Primary Care Network was awarded Best in the UK at the General Practice Awards; and Fleetwood Trust has commenced its Regeneration to reopen the former Fleetwood Hospital as a hub for support and community-based services, after a substantial refurbishment programme.

The NHS currently deliver outpatient services from part of the hospital, a food distribution hub is now operational, Blackpool Volunteer Centre are providing support services and in 2022 Regenda Homes will commence its 10 year lease to deliver housing support services and establish a community training company to work alongside the Youth Hub which will launch in September 2022.

The 'Love Fleetwood' initiative set up in September 2019 led by the Headteacher of Flakefleet Primary School who guided the school choir into the final of Britain's Got Talent earlier that year @love_fleetwood. There is clearly a lot to build on at a local level, and when the town puts on a show people turn up: the annual 'Tram Sunday Festival' attracts crowds of over 70,000.

Responses

For its town centre to thrive Fleetwood must harness its local spirit, build community capacity and create new opportunities for 'grassroots' interventions as well as clear channels for local influence on other projects.

It must promote initiatives that will grow its population and direct some of this towards the town centre, directly supporting the early delivery of new forms of town centre living. Both the quality and diversity of homes within and around the centre must be improved, exploring opportunities for more family housing, a senior living offer to attract 'the grey pound', and examples of more aspirational products.

Opportunities

In the short-term, Fleetwood must capitalise on planned early investment for The Market and surrounding Heritage Quarter together with the improvements in its public realm and key building interventions. This programme of works and the opening of the refurbished former hospital will signal a change of direction for the town's fortunes and this must be used to change perceptions of the town, establishing a sense of optimism in its future which is a springboard for community involvement.

Direct intervention in key buildings along the high street to bring these back into use is an opportunity to explore new uses on the high street to fill the gaps left by reducing retail, and introduce new forms of town centre living on upper floors above. These will be 'pathfinder' projects that will need multi-partnership support.

The framework suggested improvements to connectivity and the changes to the town centre tram network (looping along Dock Street) will improve access to the mixed-use strip between Lord Street and Dock Street. Together with improvements in the Fleetwood residential market anticipated as other framework proposals are rolled out, this zone will become more attractive to market-led development, including potential for residential, probably an apartment format.



The Cod Army - Credit Fleetwood Town FC



Flakefleet Primary School in the final of Britains Got Talent



Crowds at Tram Sunday

These residential opportunities should be actively promoted to specialist private developers and partnerships with housing associations.

A comprehensive redevelopment of the ABP port site south of the town centre, potentially residential-led, but to include a mix of uses, is a significant opportunity to grow the 'town centre' population and diversify its residential offer. Fleetwood should establish the benefits (including potential community benefits) that it wants to see delivered on this land through the production of a Site Development Brief.

Alignment with the Framework Objectives

The production of this framework is ultimately about improving the lives and opportunities of the people of Fleetwood. A choice of good housing, the growth of community capacity and the involvement of local people in the regeneration process is intrinsic to the success of this.

Page 291

New forms of town centre living

Apartments above retail – Cross Street, Sale IBI Group



Co living – a concept for living, working and socialising in one mixed use building. Common spaces facilitate social interaction and encourage meeting and mixing. 'Hipster renting'.



Specialist urban neighbourhood developments – existing streets and neighbourhoods reconfigured and managed for contemporary living.



Live/work - a "live/work" unit is designed to allow the space to be used simultaneously as a home as well as a base from which to run a business. Running a business is mandatory - exclusive residential use is not permitted.





5. Sustainability and Low Carbon

Challenges

2019 saw a recognisable shift in the climate change debate with the issue being brought much more to the fore and an increasing number of organisations and authorities declaring plans for action. Meaningful response to global climate change is no longer an optional extra for any plan for future development.

Responses

Wyre Council declared a 'climate emergency' in 2019, amongst other things committing to

"support and work with all other relevant agencies towards making the entire Wyre area zero carbon by 2050".

The council statement also recognised that

"strong policies to cut emissions also have associated health, well-being and economic benefits"

The council committed to a target of net carbon zero in relation to council activities; the setting up of a Climate Change Policy Group and including young people in the process. Specific considerations to include:

- Renewable energy generation and storage
- Electric vehicle infrastructure
- Encouraging alternatives to private car use
- Building efficiency, including housing
- Proactively using local planning powers to accelerate the delivery of net zero carbon new development
- Green skills ensuring we have the skilled workforce to achieve the government's net zero and wider environmental ambitions

Opportunities

Wyre's targets for response to climate change are ambitious but, as a town, Fleetwood is well placed to make a major contribution in meeting them. Fleetwood has the potential to build a tidal barrage across the Wyre estuary (see section 2.2 of this report): an ambitious project that comes with a number of issues and challenges, but feasible none the less. If developed this one project would see Fleetwood become an exemplar zero carbon town in one hit.

Another opportunity for Fleetwood is its close proximity to, and developing partnership with Lancaster University and in particular the university's specialism in hydrogen fuel research at its Hydrogen Hub. Hydrogen is a zero emission fuel if produced using electricity from renewables and so there is an obvious link to a potential tidal barrage, bringing opportunities for associated Research & Design investment to locate in Fleetwood or at Hillhouse Enterprise Zone (EZ).



Barrage proposal by Natural Energy Wyre

The screenshot shows the website for the Lancaster University Hydrogen Hub. The header includes the Energy Lancaster and Lancaster University logos, a search bar, and navigation links for Research, Education, Work with Us, and About Us. The main content area features a large image of a landscape with the text 'Lancaster Hydrogen Hub'. Below this, the text states: 'We have formed the partnership behind the hub with the aim of creating the seed of a functioning and growing Hydrogen (H2) economy across the city region.' It then lists the hub's main aims: 'Build and grow local H2 production, storage, and transport facilities', 'Decarbonise local industry & transport and heating of building estates', and 'Demonstrate a scalable H2 economy rolled out via incremental infrastructure investments'. A map at the bottom illustrates the surrounding district's opportunities for hydrogen-based transport and heating, showing locations like Eden Project North, Heysham Port, and Lancaster University.

Lancaster University Hydrogen Hub web site

Hydrogen is particularly as a 'green' fuel for public transport, where demands for constant use and quick refuelling pose problems for electric vehicles. Many bus operators are already moving to, or actively assessing, hydrogen fleets. This framework highlights opportunities for Fleetwood to run hydrogen fuelled transport as a shuttle service connecting Affinity to the Heritage Quarter and a shuttle ferry service to Eden North. Both would create further research opportunities as case studies in sustainable transport and could be highlighted within the wider branding of Fleetwood as an exemplar sustainable eco town.

Other opportunities that move Fleetwood towards becoming a sustainable town include:

- The provision of electric vehicle charging infrastructure, coordinated with public realm improvements within the town centre;
- Exploring ways to better manage town wide utilities infrastructure through the development of a 'smart' strategy (discussed under 'Technology and Digital');
- Improving Fleetwood's walking and cycling infrastructure including better connection to the wider area strategic networks – important as part of a strategy to better connect the town. Improvements should consider routes, signage/wayfinding, safety, real time information, rental, storage/changing/repair etc.



Locally grown

Sustainability encompasses more than just energy and transport and should include consideration of health, environment, community and the economy – all discussed in this report. In relation to Fleetwood there is a specific opportunity to enhance the town's sustainability credentials, as well as its distinctiveness, by making its retail, food and drink offer 'local' (an if ideally organic). Produce and services should, where possible, be sourced from or linked to Fleetwood's hinterland – the surrounding towns, countryside and sea. This keeps transport impacts low and builds marketable offer that visitors will seek out, and pay for Fleetwood "terroir" a French term meaning that wine and food express a sense of place.

Watch point

The delivery of a tidal barrage project, or engagement with hydrogen projects are far from certain and therefore Fleetwood, and Wyre, must actively consider through what strategy and wider range of measures it will meet its climate challenge targets.



Alignment with the Framework Objectives

Sustainability is directly aligned with objectives for health and well-being, economic development, improved transport and connectivity, improving the environment, and engagement with the community.



Electric charging with sustainably generated electricity



6. Health and Well-Being

Challenges

Fleetwood's poor rating in measures of health and wellbeing is well documented and noted in earlier sections of this report. At the same time the link between well designed environments and wellness is now much better researched and understood and measures to improve health outcomes through spatial planning are now embedded in Central Government thinking, the NHS's priorities and local planning policies.

Designing in wellness starts with an acknowledgement of the complexity and diversity of the population within and around the regeneration framework, and then has evidence based 'features' that make a place become "SASSI".

Sustained

Active

Supported

Salutogenic (focussed on 'wellness as opposed to illness')

Independent

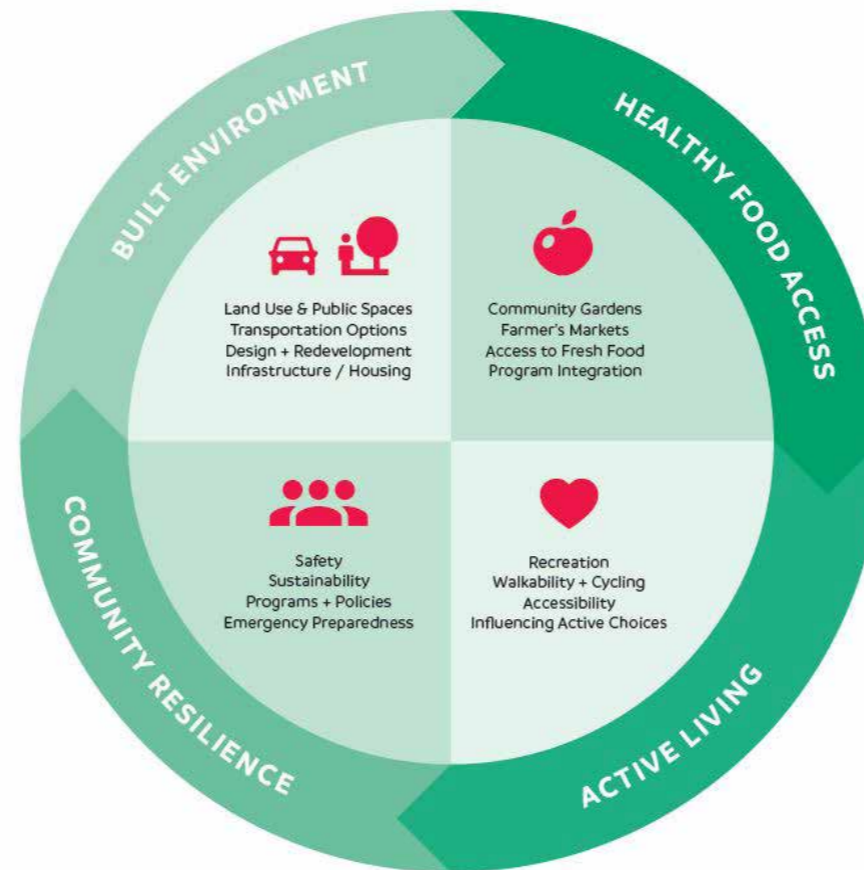
The drive to make places SASSI is linked to the recognition that the management of good health is moving from treatment of illness to prevention, partly because this is a good idea but also because without it our healthcare system is at risk of becoming unsustainable. This, together with Fleetwood's poor health starting point, provides the imperative to identify and implement progressive and innovative ideas that will not only impact individual wellbeing, but help evolve Fleetwood as a Healthy Community.

Success will be characterised by:

- Healthier and more flexible homes that support their occupants continuously through their lives;
- Healthy environments that promote active living;
- Connected neighbourhoods, strong communities and inclusive public spaces;
- Healthy workplaces;
- Flexible physical and digital infrastructure that links people and enhances service delivery

Healthy People

The principal focus of Healthy Communities is 'Health People', since the ultimate objective must be to achieve the quality of life that healthy places bring. This focus covers all ages, from new-borns to young people and seniors, as well as the needs of specific demographic and economic groups.



Healthy People in Healthy Fleetwood will be:

Active in mind, body and spirit, encouraging physical and mental exercise - not just at a designated time or place but throughout our everyday routines. This includes active travel – walking and cycling but also sport and recreational activity such as gardening. Mental stimulus is also important – from learning and skills to jobs (paid and voluntary);

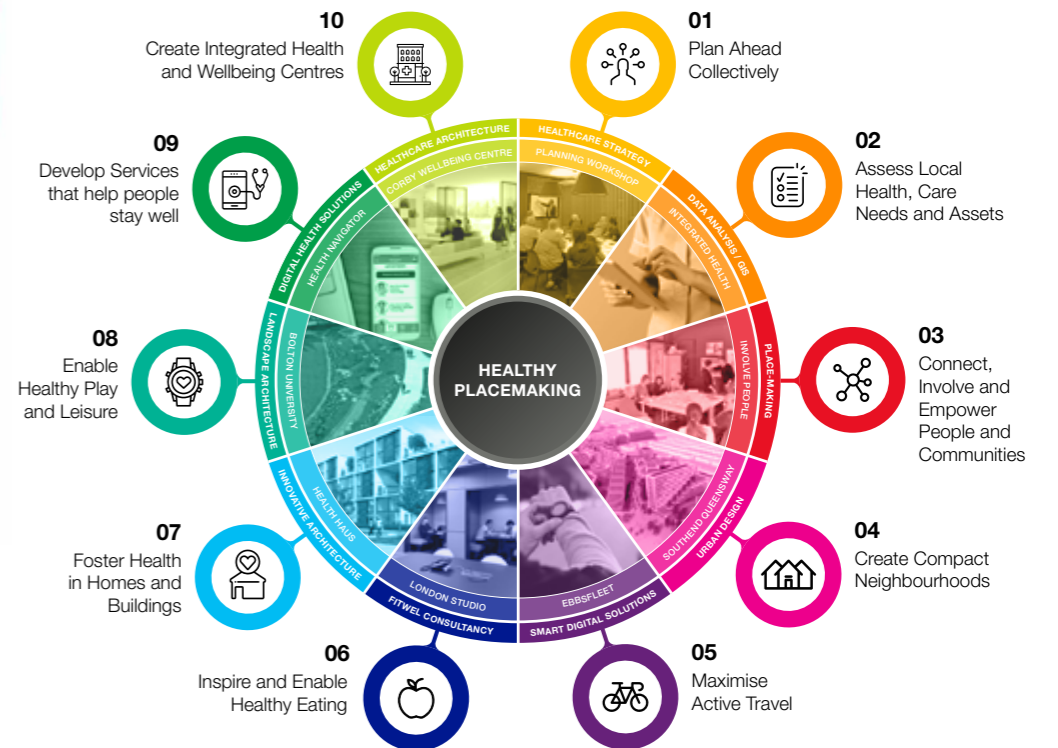
Sustained through the air, food, water and light healthy bodies demand. Healthy people also need to be economically sustained through rewarding employment;

Independent to age in place and remain connected to friends and family, and empowered to make decisions in the care they receive and the choices facing their communities;

Supported – through health and social care, education and training, multi-cultural spiritual support, and financial services.

NHS Healthy New Towns

Launched in 2015 the programme sets out to rethink how we live, how health and care services can be delivered, and takes an ambitious look at improving health through the built environment.



Responses

The learning from the Healthy New Town (HNT) programme resulted in the NHS England led publication 'Putting Health into Place', which defines 10 principles for healthy place-making. This provides a template for development of Fleetwood as a healthy town and a useful 'standard measure' to benchmark against.

The principles of healthy placemaking provide a set of tactics to promote health and wellbeing but perhaps the most effective response that Fleetwood can make to address its health issues is that of growing its economy and with that, the opportunities and wealth of its population. September 2019 the BBC ran a news story about Fleetwood entitled 'Can you turn around the health of an entire town?' This highlighted the point that "There's a powerful link between unemployment, poverty and a lack of opportunity and poor health." Numerous studies find this link including one published by UCL in January 2020 which concludes that "The wealthiest men and women can expect to live an additional eight to nine years free from disability compared to people in the poorest groups". A link that is reflected in Fleetwood's life expectancy statistics.

This highlights the importance of this framework's overarching objective:

" to assess how Fleetwood Town Centre can sustain and grow itself and how best to support the delivery of economic growth and prosperity in the town"

Opportunities

Despite its poor health metrics Fleetwood has much to offer including its coastal setting (the health benefits of which were part of the town's founding rationale); access to surrounding environment; and, most significantly, the success of Healthier Fleetwood "a resident-led partnership approach to improving the health and well being" . This is a relatively new initiative but with good early signs of success: the BBC's report on Fleetwood noted that since the creation of the Healthier Fleetwood initiative

"there has been a significant reduction in the number of Fleetwood residents turning up at Blackpool's A&E, down by 11.5% in a year.

and there's been a reduction of 9.4% in the number being admitted to hospital in an emergency."

The programme is also an exemplar in community capacity building and the fostering of local, grass roots up, initiatives - things that Fleetwood will need to capitalise on if it is to deliver the objectives of this Town Centre Regeneration Framework.

Alignment with the Framework Objectives

Fundamental alignment with the overarching objective to grow the town centre and support the delivery of economic growth and prosperity in the town as noted above. This works in both directions: a more prosperous town is likely to be a healthier town, but also a healthy town is more able to provide a healthy workforce and healthy environment to support investment.

Improving the health of Fleetwood is also linked to objectives for sustainability, support for young people, creation of an improved environment and the inclusion of local people in decision making.



7. Technology and Digital

Challenges

The brief for the Fleetwood Town Centre Regeneration Framework includes consideration of the 'digital agenda' and what this means in terms of opportunities to create a sustainable town centre for the future that better serves the people of Fleetwood.

Digital technology, usually linked in some way to the internet, is having a profound and increasing impact across many areas of life. For town centres the results are mixed - positive impacts such as the ability to better manage traffic, parking or utilities but also very noticeable negative impacts: as retail functions and the delivery of services such as banking, insurance, travel agency and post office counter transactions move on line the effect is reduced town centre footfall and, ultimately, the disappearance of these businesses from the high street. The result is not just a reduction in economic activity, but also a noticeable reduction in the vibrancy and attractiveness of town centres and reduced levels of social contact and individual activity levels i.e. wider impacts on health and wellbeing.

This section looks at the positives: the opportunities for digital technology to contribute to Fleetwood Town Centre's revival, the areas that the town must focus on to achieve the benefits of technology, and some of the specific tech projects that could be delivered.

The health and success of the town centre is intrinsically linked to that of the wider town and the location or 'geography' of many digital initiatives will be town-wide rather than just focused on the town centre. The benefits of a healthy, successful town flow to the town centre and vice versa.

Watch point

It should be noted that the pace of change in digital technology is significant and accelerating and so opportunities for new areas where technology could benefit should be under constant review. **Development of an overarching digital or "Smart Place" strategy (beyond the scope of this report) is the suggested response to understanding and responding to this agenda.**

Responses

A Smart Place strategy should address objectives that are considered from the perspectives of both the citizens of Fleetwood and the local authority.

Smart Place - Citizens' perspective

- Prosperity: I have access to good education, I am able to acquire the skills I need. I can find work easily and the local businesses will help my children have a great future ahead of them.
- Well-being: I can plan my care with people who work together and understand my needs. I have better access to the information about preventative care.
- Mobility: I have access to reliable public transport to get around the borough. Public transport is an affordable alternative to the car. I have access to the right info at the right time and in the right place to make informed decisions about my travel.
- Equality: I am valued and I am given an equal opportunity in my borough. I get the right support to reach my potential.
- Place: Our air is clean and it is attractive to walk and cycle. The houses are affordable. My local community and streets are alive.
- Liveable Communities: I feel safe. In times of civil emergencies, I can do the things I normally do. My children and vulnerable families and friends are safe.

Smart Place - Local authority perspective

- Investment: We have strategic clarity towards nurturing and managing an innovation ecosystem in which citizens, Small Medium Enterprise and social entrepreneurs are enable to co-create economic opportunity and city solutions.
- Information: We work as one interconnected organisation, with common terminology and reference model, to open up the city's data to drive innovation. We have detailed information about our citizen and our borough to be more predictive, proactive and preventative.
- Investment: We invest in technology based on specific outcomes and service levels, and to provide good situational awareness. We work towards connectivity to and use technology for the integration between people, places and things to create new value.
- Service Delivery: We have an integrated approach to the commissioning of services, and budget alignment mechanisms to enable effective provision of valued services. We have agile city systems that provide business intelligence at the right time, place and format for improved decision-making.
- Active Engagement: We seek alignment among stakeholders to establish an agreed and shared common terminology and reference model. We are open and collaborative to ensure that transformation is outcome focused/evidence based, and done with citizens and businesses, not to them.
- Efficient resource: We have joined up city thinking to achieve resource optimisation and cost reduction through improved collaboration and improved work efficiency. Our procurement decisions are based on long-term value for money and focus on short-term, on-demand purchasing rather than long-term inflexible contracts .

Opportunities

Town centre benefits

The areas that Fleetwood must focus on where digital tech initiatives can directly benefit the town centre include:

- **Controlling:** for example energy use, lighting, Electric Vehicle (EV) charging etc.
- **Monitoring:** environmental parameters such as air quality or public health parameters such as activity levels and building temperature and humidity.
- **Linking:** for example linking local businesses to customers via a Fleetwood Town 'one stop' shopping portal.
- **Advising:** flagging up "what's on" with interactive links; local information on weather and the environment; live parking space availability; real time public transport availability; etc. all via a bespoke Fleetwood app.
- **Connecting:** infrastructure for strategic digital connectivity to create an environment that supports both easy individual connection (including to "the internet of things") and to support investment from high value businesses and research organisations.
- **Differentiation:** technology can help Fleetwood to position itself as an exemplar sustainable eco-town.

Page 297



Watch point

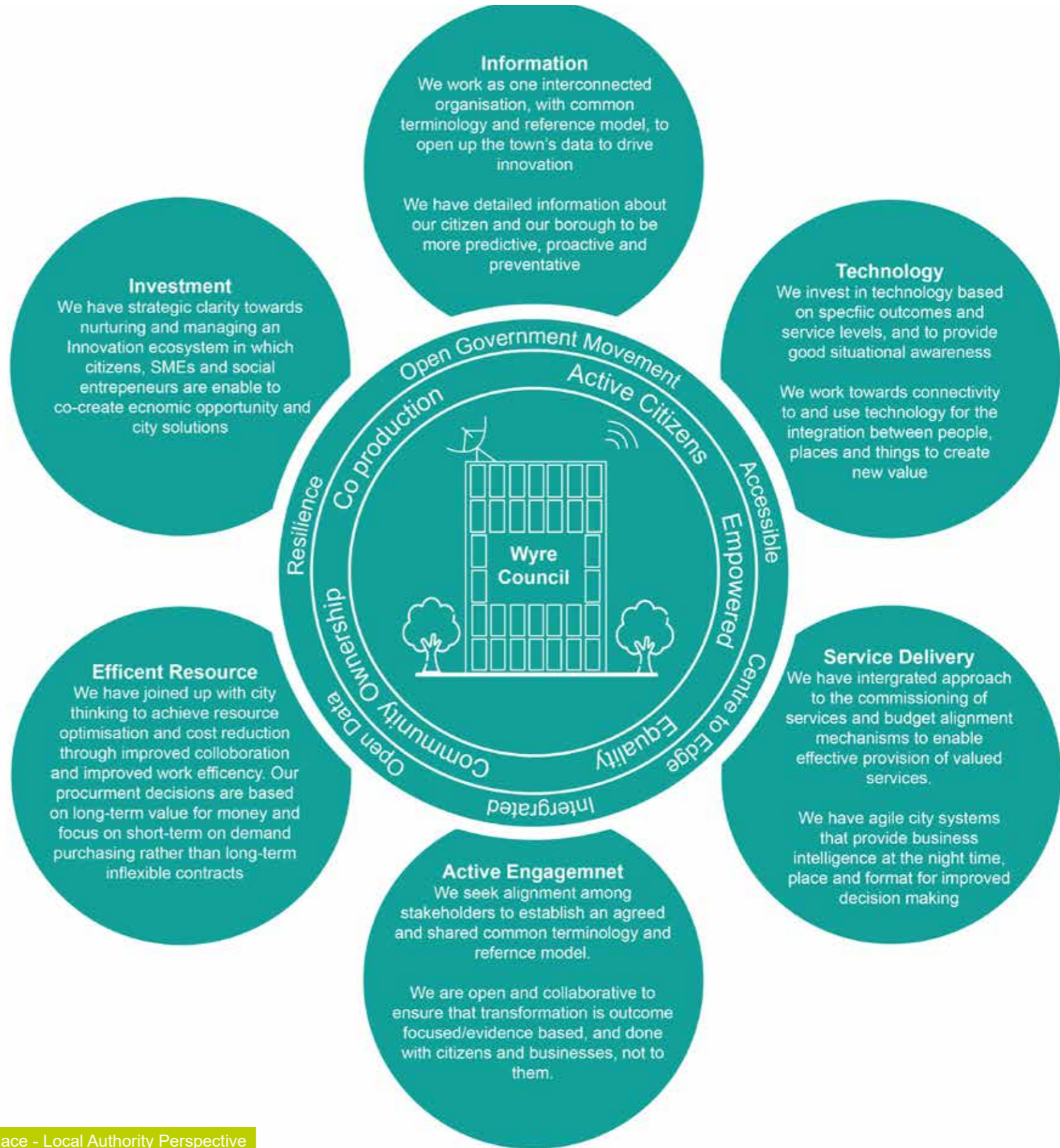
It is important that in considering its digital future Fleetwood does not use technology in a way that diminishes human interaction and thus inadvertently increasing social isolation. Some applications of technology are promoted as means to save cost by removing the “human element”, particularly in the delivery of social care and health services. **Fleetwood should become a model for how technology can be used to connect people and add to the quality of service provision.**

Alignment with the Regeneration Framework Objectives

Page 298

Digital technology will impact on all objectives of the framework and this overlap is noted in the review of each framework component.

In particular digital tech, the availability of small, low cost battery operated sensors and networks that allow easy, low cost connection can have positive benefits for health and well being, sustainability/environment, building community capacity and economic growth.





8. Business and Economy

All of the opportunities and initiatives discussed under the previous framework component headings are collectively purposed to promote growth in Fleetwood's economy either directly, or indirectly by being part of an eco-system that underpins and supports growth.

This section will consider opportunities for direct interventions and how these, together with other indirect initiatives, can together strengthen the economy and position Fleetwood as a place for business investment.

Review of previous framework components has considered how Fleetwood can leverage its community capacity, unique location, and considerable assets and opportunities to regenerate and become:

- Distinct
- Connected
- A quality town centre experience
- Healthy
- A residential location of choice
- Linked to research and higher education
- A sustainable eco-tech exemplar

A regenerated Fleetwood can, therefore, offer (most of) the key elements that constitute an "Innovation District". This is worth exploring further to see how "Innovation District Thinking" can be used as a "wrapper" to promote the town as an attractive business location. i.e. a promotional vehicle to showcase the business benefits inherent in the combined offer of environment, lifestyle, transport and digital infrastructure, business support and innovation.

Responses

Environments for Business Innovation

Innovation Districts are a recent trend in urban development aimed at stimulating economic growth by creating a nurturing environment for collaboration and knowledge sharing. They cluster research facilities in working areas that are also liveable, walkable, bikeable and have good transport links. Innovation Districts are focused around an economic rationale but the key to achieving this is the nature and quality of their environment. Spatial character and a 'sense of place' are critical ingredients.

Innovation Districts are a mix of economic, networking and physical assets which combine to produce an 'innovation ecosystem' where collaboration and interaction produce new ideas leading to economic growth.

It is implicit that these assets need to combine within an attractive, environment that appeals to the growing educated and mobile workforce. The attraction and retention of educated, skilled people is key to the success of innovation districts and in this respect, they must encourage people to 'live, work and play' within them. The importance of 'third spaces' must be emphasised within this mix; places where people can meet in a social or non-traditional working environment. Places where the synergies of specialist clustering can be realised informally; places where innovation can happen.

This framework discusses how a regenerated Fleetwood will offer many of the things that support innovation. This can happen both within the town itself and also within neighbouring employment areas such as Hillhouse Enterprise Zone. A regenerated Fleetwood can support the case for business location at Hillhouse, and clustering of new, high-value businesses at Hillhouse can support the development of businesses within the wider town as part of a mutually beneficial ecosystem.

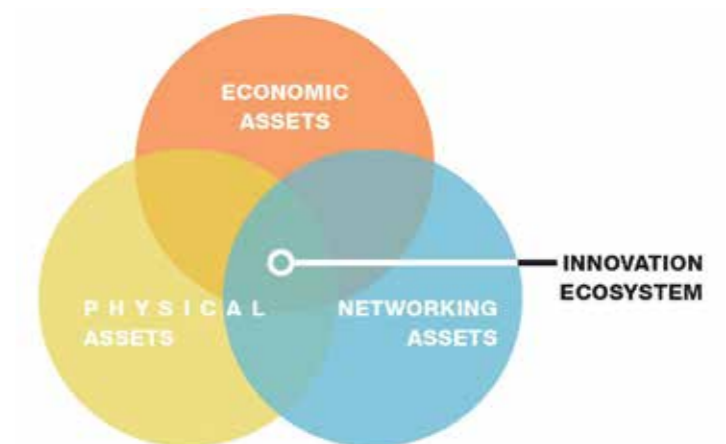
Opportunities

Key opportunities include

- capitalising upon improvements in transport, environment, digital connectivity, etc. as discussed above and 'wrapping' these into a new business location narrative;
- working with Hillhouse Enterprise Zone (EZ) to find and market the synergies between town and EZ.
- development of a number of key assets within and linked to the town centre that adds to the business support eco-system.
- potential "big ideas": development proposals that are unique to Fleetwood and, if progressed, would have a significant "game-changing" impact. These include development of key opportunity sites (ABP land for example), a barrage across the Wyre Estuary (discussed elsewhere in this report), a major new ticketed visitor attraction (linked to active leisure?), a new train/tram station (funding for an initial study into this has recently approved at the time of writing).

Alignment with the Framework Objectives

As noted above all parts of the framework are ultimately purposed to growing the economy but elements that are critical to the success of these are improved transport and linkage; an improved town centre environment/offer; and a linked approach between technology, sustainability and wellbeing.



5. Framework Projects



1. The High Street - Environment and Public Realm

Project No.1: Public Realm Improvements a) Albert Square/ Adelaide Street / Victoria Street

What

A High-quality public realm intervention to define a town square at the intersection of Lord Street, Albert Street and Adelaide Street. Alongside, 'good' quality public realm intervention to Adelaide Street and to Victoria Street particularly focussing on the area outside and to the east of the market. The work on Albert Square will be an important part of defining a new "heritage quarter" also encompassing Fleetwood Market and Museum. Works will include new surface treatments and the blurring of the designation between footpath and highway, encouraging greater pedestrian use of the space and a slowing of vehicle speeds.

Page 301

Along Adelaide Street, the carriageway should be narrowed particularly which could become 'one way' with traffic prohibited at certain times to allow programmed events. Businesses along Adelaide Street to be encouraged to 'occupy' space outside their properties (potential for permanent canopies) with a further opportunity for expansion of the market into the street. Works to Victoria Street to lead into a new entrance to the west side of Fleetwood Museum on Custom House Lane and into a reconfigured outdoor market area.

There are opportunities for street furniture, incorporating bespoke detailing, to highlight and celebrate elements of the area's character and heritage. The intention is to slow traffic speed through the space in favour of a more pedestrian friendly environment but vehicles, including the tram, will still flow through. The section south of Lord Street could be closed to traffic on occasion to allow the space to be used for public gatherings and events.

Why

Albert Square is the best piece of public realm in the town centre and one of the two principals 'gateways' to the high street. However, it can be significantly improved as a functioning space providing opportunity for businesses to occupy more of the area outside their frontage. This allows easier pedestrian flow between them and encouraging longer 'dwell time' in the surrounding businesses. This will encourage a number of vacant or underused properties fronting onto Albert Square back into use, including key historic buildings such as 35 Adelaide Street (former HSBC Bank). It will also provide Fleetwood with a usable 'town square' providing more opportunity for the programming of events within the heritage quarter.

Fleetwood's regeneration begins with works to and around the market. This trades very successfully but only on four days per week. Investment in the market, improvement of the offer and an increase in trading hours will be a catalyst for greater activity that can spill out to surrounding shops and spaces. Improvements and minor reconfiguration of the two streets will encourage and enable this process.



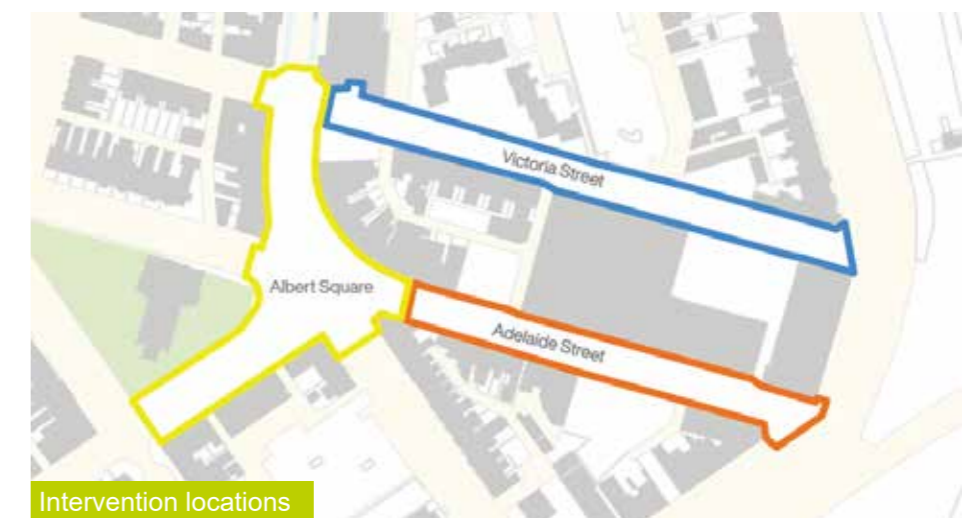
Street trees - naturalistic under planting

Overlap and synergies with other framework initiatives

Improving the space around Albert Square is part of an initiative to improve the town centre environment more widely and hence its appeal to visitors. This includes improving public realm, 'greening' of the town centre, the promotion of new high street uses, lighting, wayfinding etc.

Public realm improvements to Victoria Street and Adelaide Street are integral to the creation of a more attractive environment and offer around Fleetwood Market as part of a newly designated 'Heritage Quarter'.

These substantial projects allows for the placement of enabling infrastructure for initiatives such as electric vehicle charging, digital technology and more sustainable forms of drainage for example.



Intervention locations

How and Who

Detailed design work will require consultation with, amongst others, officers from Wyre Council, local transport organisations, local businesses and residents, utilities companies and disability access groups. Project lead and commissioning - Wyre Council. Support from Lancashire County Council as transport authority.

These projects are partly funded by the Heritage Action Zone (HAZ).

Timescale

Target design and delivery in the 'short term'. This project is an important 'statement of intent' for the regeneration of the town centre. It is a key part of the development of a Heritage Quarter and can deliver immediate benefits - new events square, visitor destination, improved trade.



Illustration of Albert Square

Precedent

Exchange Place in Kidderminster is a new public square formed at the intersection of three busy town centre routes. It is designed around the theme of the 'Penny Black' postage stamp using black granite and the relative dimensions of the stamp to celebrate Rowand Hill, who founded the modern postal system and so reveal some of Kidderminster's hidden heritage.

The square has been transformed from a space formerly dominated by traffic to a pedestrian priority area where vehicles, including buses, still enter but do so cautiously. Outdoor seating for 'The Swan' public house now spills into the space.



Exchange Place - Kidderminster

Frodsham Street, Chester - public realm improvement including removal of carriageway designation and a move to a 'pedestrian priority' environment at Frodsham Street turned a very secondary trading street into a much more vibrant public environment with consequent improvement in economic activity.



Frodsham Street - "before"



Adelaide Street looking east



Frodsham Street - "After"



1. The High Street - Environment and Public Realm

Project No. 1: Public Realm Improvements b) Lord Street / London Street Intersection

What

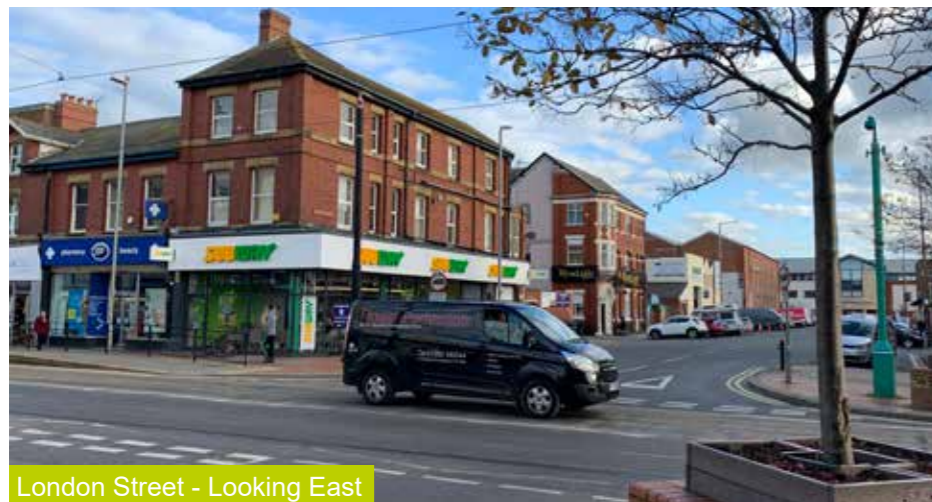
'Good' quality public realm intervention to the important intersection of London Street at the mid-point of Lord Street. Works will include new surface treatments and design features to encourage a reduction in traffic speed and (in conjunction with similar treatments at other key points on the high street) a general improvement in the high street environment for pedestrians. Evidence suggests that making retail streets easier to cross from side to side improves trading opportunities.

Why

This is the mid-point of the high street and adjacent to a tram stop and the 'Store 21' site. Work here is a statement of intent in the refurbishment of the town centre. Whilst the north side of London Street is predominantly residential the south side is very mixed including two popular public houses. This suggests an opportunity to further develop an evening economy offer.

Overlap and synergies with other framework initiatives

Public realm improvement at this key location is integral to the creation of a more attractive environment and offer along the high street.



London Street - Looking East

How and Who

Detailed design work will require consultation with, amongst others, officers from Wyre Council, local transport authority, local businesses and residents, disability access groups and heritage groups. Project lead and commissioning - Wyre Council. Support from Lancashire County Council as transport authority.

Timescale

Target design and delivery in the long term.

This project is important in spreading investment from the initial interventions around the Heritage Quarter further along the high street, ensuring that more traders and businesses can see the benefit and are 'bought into' the regeneration framework.



Exchange Place - Kidderminster



Location

Precedent

Exchange Place in Kidderminster is a new public square formed at the intersection of three busy town centre routes. It is designed around the theme of the 'Penny Black' postage stamp using black granite and the relative dimensions of the stamp to celebrate Roland Hill, a local philanthropist, who founded the modern postal system and so revealing some of Kidderminster's hidden heritage.

The square has been transformed from a space formerly dominated by traffic to a pedestrian priority area where vehicles, including buses, still enter but do so cautiously. Outdoor seating for 'The Swan' public house now spills into the space.



Exchange place Kidderminstter



1. The High Street - Environment and Public Realm

Project No. 1: Public Realm Improvements c) Lord Street Southern Gateway

What

At the north end of Lord Street Albert Square is a well-defined space surrounded by good buildings. The gateway at the southern end is less well defined with little sense of enclosure or few key feature buildings. Improvements the public realm, looking at open space and the setting of proposed features. These include feature lighting to selected buildings will improve this but the scale of the space, and sculptural elements of some size to 'fill the void'. A strong, well chosen, sculptural element on the main entry to the town from the south would be a potent symbol of the town's revival. This intervention also includes a new brown tourism signage and a 'Welcome to Fleetwood' sign at the Eros roundabout.

Page 304

Why

Town centres with a sense of 'spatial clarity' are easier for visitors to understand and use. Given Fleetwood Town Centre's linear nature the start points, or 'gateways' at either end of Lord Street have special significance, creating a positive impression on arrival and "bookending" a well-defined town centre geography. This reinforces two strong poles of economic activity supporting footfall between the two.

Overlap and synergies with other framework initiatives

Public realm improvement at this key location is integral to the creation of a more attractive environment and offer along the high street.

The gateway sculptural element could have a tech/digital element and/or a link to the greening of the town centre.



Southern Gateway

How and Who

Detailed design work will require consultation with, amongst others, officers from Wyre Council, local transport authority, local businesses and residents, disability access groups and heritage groups. Project lead and commissioning - Wyre Council. Support from Lancashire County Council as transport authority.

The commissioning/choosing of a gateway sculptural element is a great opportunity to engage with the community and publicise the regeneration of the town centre.

Potential for grant funding or sponsorship.

Timescale

Target design and delivery in the 'medium term'. This project is an important statement that investment will benefit the whole of the town centre. It can deliver immediate benefits – improving the visitor experience and trade.

Precedent

Lots of different approaches could be used, including a statement sculpture, a big screen 'tech' gateway, an ecological statement etc.



Gateway digital signs



Gateway - Kelpies



1. The High Street - Environment and Public Realm

Project No. 1: Public Realm Improvements d) New Public Square On Eastern End Of Adelaide Street

What

Development of a new public square on the ABP port land between the ends of Adelaide Street and Victoria Street. The open space and views out to the Wyre Estuary beyond to be visible along the axis of the two streets. This space of approx. 0.35 ha is about the same size as Euston Gardens.

The square will provide a focal point within the Heritage Quarter (complimenting Albert Square), connect the town centre to the water (and a cycle/walking route along the estuary edge), terminate key axial streets in Burton's original town plan, provide an opportunity to site new high quality buildings to the north and south (possibly including a visitor/environmental interpretation centre), provide a point to access a potential shallow draft ferry service to Eden/Heysham, and provide Fleetwood Town Centre with a space that could accommodate large numbers of people in a suitable location for concerts, events etc.

With a suitable design, the square itself can become a visitor attraction, for example Blackpool's 'Comedy Carpet'. Works to Dock Street would provide broad connecting routes between the square and Adelaide / Victoria Streets.

Why

Fleetwood Town Centre lacks a usable large scale public space in a suitable location. The town centre also lacks a direct connection to the estuary – something that must be addressed as the town seeks to reinforce its locational uniqueness. A new town square can be designed to incorporate service infrastructure that ensures that it is easily programmable for a wide range of events and effectively becomes the town's "outdoor room". The square will be an important generator of economic activity as both an attractive waterfront destination and a setting for events.

Overlap and synergies with other framework initiatives

This project will be very visible in redefining the town centre offer and wider perceptions of Fleetwood – raising values and stimulating investment. Through its design/delivery process and use it can build community capacity, can support programmes for improved health/well-being, and can be used by to support young people.



Indicative location for proposed new public square

How and Who

A Site Development Brief for the Associated British Ports (ABP) land should be produced by Wyre Council, in discussion with ABP. Included in this will be the establishment of parameters for the delivery of public space. The site would be delivered as part of wider residential led mixed use redevelopment of the site.

Timescale

Target design in the short term to establish the vision and design parameters, with delivery in the medium term – subject to the wider delivery of development on the ABP land.

However, this area could be more quickly and inexpensively brought into use through temporary "buildings" (possibly re-purposed shipping containers) or pop up enterprises. This would establish the location as a focal point and allow Fleetwood Town Centre to experiment with new public event ideas at an early point in the town centre regeneration.

Precedent

Pals Square in Accrington is a new public space created by remodelling existing secondary streets between key civic buildings. The space includes feature lighting (ref. project no.2) and bespoke street furniture detailing to reflect and interpret Accrington's heritage. In its first year of operation, this new space was programmed to host town centre a significant number of new events.



Pal's Square - Accrington



1. The High Street - Environment and Public Realm

Project No. 1: Public Realm Improvements e) Improved Signage and Wayfinding

What

A series of measures to help visitors orientate themselves, navigate the town centre and its surroundings and connect with key attractions/offers.

This can take the form of physical signage (traditional wayfinding), digital signage providing opportunities to convey real-time information, and elements designed to provide more detailed information/interpretation of specific parts of the town centre. There is also potential to deliver wayfinding, town centre information and interpretation through the use of digital media.

Other use of signage includes tall bespoke totems that can hold multiple segments of information, certain models can come in various colours and materials to fit within the local townscape.

Why

Wayfinding in Fleetwood is limited to physical signage which itself is hard to find and does not show all of what the town has to offer.

In principle, good wayfinding helps people get the best out of the town centre experience helping them discover more and stay longer. Digital signage can be useful for sales and promotion of key events and festivals, and give clear directions to venues. Crucially this links to Fleetwoods' identity as visitors can explore what is on offer and be made aware of key attractions and places of interest.

Clear and appropriate wayfinding and signage can improve safety and health and well being (dementia friendly) helping visitors discover more of Fleetwoods' seaside attractions and guiding people back to the town centre safely.

How and Who

At the time of writing, it is understood that Wyre Council are developing a digital wayfinding/heritage interpretation app. This intervention should build upon these initiatives and ensure that they are shaped and managed with the input of the Fleetwood Partnership Board. It is also understood that there are plans to install digital information signs in the town centre.

Landowners will need to be consulted to gain their consent in order bring the project forward.

Timescale

A Wayfinding and information strategy could be a 'quick win' within a more comprehensive Placemaking Improvements project.

Precedent

As a joint initiative led by York Business Improvement District, in partnership with the City of York Council and York Civic Trust, the introduction of a 'wayfinding totem' helps guide users through many of Yorks historic streets.

The totems are a bespoke design and integrate with the city's built environment. The signs help navigate users to key historic buildings, local transport nodes, and car parks.



Bespoke Wayfinding Totems, York: Photo by Richard McDougall



1. The High Street - Environment and Public Realm

Project No.1: Public Realm Improvements f) Queens Terrace / Dock Street

What

Design and public realm improvements to a key section of Dock Street from the end of Adelaide Street to the area opposite Fleetwood Museum. The purpose is to change the character of this section of Dock Street from a purely functional highway (A585) that acts as a barrier between the town centre Heritage Quarter and the ABP port site / River Wyre, to a distinctive piece of public realm that connects the town and the estuary.

Considerations include pedestrian priority design features to slow traffic speed, surface treatments, lighting, street planting, street furniture and wayfinding. A strategy to better design coach parking so as not to detract from the quality of this environment is also important.

Why

This section of Dock Street plays an important role in linking some of the town centre's key existing and proposed assets: Fleetwood Market and Museum, Adelaide Street (proposed as a focus for a new food and drink / evening economy offer), a new public square on the river's edge, potential ferry departure point, a potentially enhanced museum and/or visitor centre.

All of these must be better connected one to the other, but also collectively linked to the waterfront – part of Fleetwood's distinct USP. The current utilitarian quality of Dock Street and its poor state of repair are detrimental to these aims and views are important and expected components of the experience.

Overlap and synergies with other framework initiatives

This project links directly to the development of a Heritage Quarter, objectives to capitalise on Fleetwood's location, the appropriate development of the ABP port land, and objectives to make Fleetwood a more attractive and sustainable town.

How and Who

Detailed design work will require consultation with, amongst other, officer from Wyre Council, local transport organisations, local businesses and residents, disability access groups and heritage groups. Project lead and commissioning - Wyre Council. Support from Lancashire County Council as transport authority.

This project should be a community led plan to shape the public realm. It should also respond to existing work such as the Conversation management plan for Fleetwood, and Public Realm Strategy.

Timescale

Target design in the short term to establish the vision and delivery in the medium term, linked to timescales for development of the ABP port land as part of wider residential mixed use redevelopment.



Queens Terrace - Dock Street

Precedent

Exhibition Road in South Kensington is a good example of a busy highway corridor redesigned to also function as a piece of public realm.



Exhibition Road South Kensington, Credit: Stu Smith



1. The High Street - Environment and Public Realm

Project No.2: Fleetwood Market - Improvements Programme

What

A programme of works to improve Fleetwood Market, including its external environment, internal and external building appearance, and the general market offer and facilities within it. Elements of work will include:

- General refurbishment of the exterior of the market
- Energy efficiency and decarbonisation works
- Public realm improvements to areas surrounding the market including improved access
- Public realm works to better link the market to Fleetwood Museum including proposals by the museum for a new entrance to west side of Customs House as part of a more general reconfiguration of the museum building
- Reinstatement of flooring within the market
- Improvements to the outdoor market space
- Reconfiguration of stalls and encouragement of an expanded local food / street food offer
- Conversion of space above the market into studio space for craft work 'makers', linked to retail space in the market hall

Why

The regeneration of Fleetwood begins with the market and the area around it, linking to Fleetwood Museum. The strategy is to build on trading success of the market, ensuring that this is further developed, and recognising it as the centre of the 'heritage quarter' where initial investment will be focussed. The heritage quarter includes Fleetwood's two main visitor draws (the market and museum) as well as some of its better historic buildings and public realm. Further investment will better define the area, improve its attractiveness and promote new businesses and an improved offer. Food and drink, and the development of an evening economy will be key parts of this.

Timescale

Short term - improvements to the market is the catalyst for regeneration of the surrounding area and the creation of a Heritage Quarter.

Overlap and synergies with other framework initiatives

- Transport & Linkages – an improved town centre transport loop would be a significant support to this initiative.
- Community & Residential – regeneration of the market and the area immediately around it will provide opportunities for new businesses that must be for and from the local community if the aims of the initiative are to be met.
- Sustainability & Low Carbon – a regenerated market provides opportunities to trade local goods and services – a more sustainable pattern of trade.
- Technology & Digital – proposals for the market include a digital hub to provide digital tech help and support.
- Business & Economy – this is the key project in a first phase investment area. Its success is therefore central to Fleetwood's longer term renaissance.

How and Who

Wyre Council to lead as building owners. Grant investment to create the studio spaces and improved outdoor market space from Coastal Communities Fund. Restoration of the exterior of the Victorian market hall to be funded as a Heritage Action Zone project.

Public Sector Decarbonisation Scheme grant funding to help cover the full costs of de-carbonisation and energy efficiency improvements. Engagement with new partner and occupiers prior to the project commencing.



Fleetwood Market - Location

Precedent

The refurbishment and remodelling of Altrincham Market as a catalyst for wider town centre regeneration has become a case study in how to 'fix towns'. Altrincham's market quarter, once largely dead outside of limited market trading hours, is now a thriving seven day-a-week area with a strong evening economy and local food and drink offer.





2. Heritage and Culture

Project No.1: Reserve Land To Link Fleetwood Museum To The River Wyre

What

Identification and preparation of land opposite Fleetwood Museum at the former ferry terminal to allow Fleetwood Museum, or an associated visitor centre, to locate there. This allows interpretation of the estuary/bay environment and Fleetwood's maritime history with a direct link to and view of these environments. A relatively small area of, say 0.1ha, could be used as an annex to the museum for the location of larger marine exhibits, or the development of separate/ associated visitor centre with potential for expansive views of the estuary and bay. This could directly link to a cycle/footpath running along the estuary front.

Why

Fleetwood town centre is poorly linked to the River Wyre and the natural environments beyond. Visitors to the town centre can have little sense of their proximity to the estuary, bay or coast which they are so close to. This is particularly ironic given that Fleetwood's genesis and so much of its history is maritime. The town's future success lies in linking its identity and role to its surrounding environments – making a positive of its peninsular location. Creating opportunities for new, direct physical contact with the estuary and Morecambe Bay is an important part of this. Visitors are attracted to waterside locations – proximity and views are important and expected components of the experience.

Overlap and synergies with other framework initiatives

This location allows for a direct link with a river edge cycle walking route (as noted above) with potential to become part of a chain of facilities that make this route more attractive to use. An eco-ferry shuttle to Eden North could depart from this location with ticketing/waiting designed into any new visitor building – all of this collectively reinforcing the appeal of the Heritage Quarter. Space for new interpretation could include content about Fleetwood's identity as an exemplar eco-town. If built, this would be an ideal location to host a barrage visitor experience.

How and Who

Short term reserve – Wyre Council / land owner. Longer term use will likely be a partnership, potentially led by Fleetwood Museum.

Timescale

Reserve the space should be a short term aim – possibly together with 'meanwhile uses'. More permanent use is a medium term target.

Precedent

The Cutty Sark tea clipper has been permanently located in a glass walled 'dry dock' on the edge of the Thames at Greenwich – a combination of prime attraction and location linked to the river edge cycle/walking access (national cycle route 21).

The open design of Bournemouth Tourist Information centre takes full advantage of its waterfront location and provides a sheltering backdrop for outdoor uses.



Cutty Sark - Greenwich



Bournemouth information centre



2. Heritage and Culture

Project No.2: Development Of The Visitor Centre & The Fleetwood Museum

What

Development of a new Visitor Centre as part of, or complimentary to, Fleetwood Museum. A new, distinctive building of high quality design to sit on the River Wyre frontage as part of the Heritage Quarter offer. This facility will be purposed to interpretation of Fleetwood's location and environmental context – complimenting the existing museum's interpretation of the town's heritage and history. The Visitor Centre must have a direct visual/physical connection to the estuary and should be designed to maximise views of estuary, bay, coast and town. There is an opportunity for this facility to link to the departure point for a ferry service to Eden North and for it to contain a destination food/drink offer.

Page 310

The development of a nationally recognised museum site including a new visitor centre, boat halls with conservation workshop, accessible entrances, galleries and displays, garden and external café areas.

The project will work within the museum's current site and buildings which are themselves of significant heritage value.

Why

Fleetwood is repositioning itself as a sustainable town in a unique location, connected to the natural environments around it. A Visitor Centre purposed to interpret this narrative and celebrate Fleetwood's diverse natural context would be a great addition to the town's visitor assets. This could be both a stand-alone 'Fleetwood experience' and part of a linked trip to Eden North. It provides an all-weather experience that can run throughout the year.

There is an opportunity for Fleetwood Museum to be developed into a centre of excellence for maritime history. The museum could be a key driver for residents and tourists to access a reinvigorated town centre – it's anticipated to attract 100,000 annual visits on completion of the works. Proposals will see a significant improvement in the museum's current facilities including, addressing the constraints of the existing buildings and site' improving accessibility for all user groups, improving exhibition quality and interpretation, and creating linkages between the museum, the waterfront and town centre.

Overlap and synergies with other framework initiatives

The visitor centre links directly to the development of a Heritage Quarter, objectives to capitalise on Fleetwood's location, the appropriate development of the ABP port land, and objectives to celebrate Fleetwood as a more attractive and sustainable town. It has the potential to link to a ferry service to Eden North and, if developed, could become the interpretation centre for a Wyre Barrage.

This project reinforces community cohesion within the museum as a facility and links directly to the development of a Heritage Quarter and plans to construct a public square adjacent to the proposed entrance to the museum on Custom House Lane.

How and Who

Detailed design work will require consultation with, amongst others, officers from Wyre Council, Fleetwood Museum, and local people. Project initiation - Wyre Council and Fleetwood Museum (if part of complimentary new museum annex development), but thereafter a new partnership structure may be required to commission and run the facility.

Fleetwood Museum Trust operate the museum and have developed a costed development plan for the site in preparation for applying for grant funding for the works.

Timescale

Visitor Centre - Target design in the short-term to establish the vision and delivery in the medium term, linked to timescales for development of the ABP port land.

Fleetwood Museum - In the short term so as to preserve the boats housed on site and to complement nearby public realm works and improvements at Fleetwood Market.

Precedent

The National Maritime Museum in Falmouth sits on the dock edge in Falmouth Harbour. The design includes a 100ft lookout tower for spectacular 360 degree views.

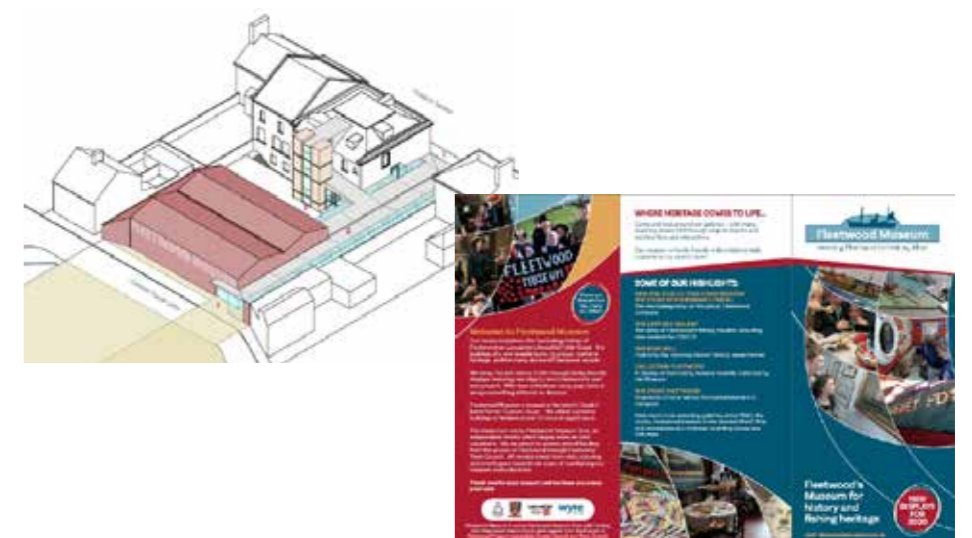
Hastings Fisherman's Museum, like Fleetwood Museum, has a balance of spaces including an existing historic building, new-build sheds and an external boat courtyard, demonstrating how a mix of internal and external spaces at Fleetwood could be used.



National Maritime Museum - Falmouth
Credit: Steve Parker



Hastings Fisherman's Museum



Fleetwood Museum Flyer & Schematic of proposed museum development



2. Heritage and Culture

Project No.3: Arts & Culture Programme

What

A funded programme of arts and culture activity. Fleetwood has a number of established and nascent arts and culture events. Tram Sunday attracts over 70,000 people and generates an estimated 3 million pounds to the local economy. Other annual events include Fleetwood Carnival and the relatively new Fleetwood Day. Arts projects of varying size, scope and output are produced annually by a range of arts and community organisations in the town, often working in partnership. When events and activities are created, residents respond as active participants and consumers.

Why

A varied arts and culture programme makes a town a better place to live, work and visit. Access to arts and culture enhances quality of life and can improve our mental and physical health. Meaningful participation and volunteering in arts projects can promote wellbeing, self-confidence and enhance life-skills and employability. It can aid community cohesion and foster a genuine sense of belonging and pride in a place. It can inspire learning and creativity through engaging communities in active participation in arts events. There are obvious economic benefits to attracting visitors to the town and area. A major hindrance to sustaining and reinvigorating existing arts commitments, and developing new opportunities, is funding. The Spare Parts element of Tram Sunday is only funded up to the current year. Providing funding for a programme of arts event and activities would ensure the survival of existing activities and provide the space for them to evolve and remain relevant, as well as developing and testing new initiatives.

The project would resonate strongly with all 3 key shared prosperity outcomes.

How and Who

- The Fleetwood Arts Partnership Steering Group brings together the key arts and community organisations in the town and is perfectly placed to develop and coordinate such a programme. The group is already delivering the 4-year Heritage Action Zone Cultural Programme for Fleetwood.
- Review the existing arts event calendar to establish priorities for growth and opportunities for new projects.
- Provide funding to established events such as Tram Sunday to continue to operate. For example, funding to Tram Sunday could be to continue Spare Parts, or to create a new arts offer within the programme using local talent. Existing programmes such as the HAZ Cultural output could be enhanced considerably from match funding. Fleetwood Museum has a portfolio of capital and interpretation/engagement projects that could benefit from match funding.
- Look to create new (or re-establish dormant) event and projects through partnerships of local organisations. Emphasis on projects with a legacy or outputs that can be re-used.
- Place emphasis on what sets Fleetwood apart (its history and natural environment), local artists and talent, community participation and attracting visitors to the town.

Timescale

Funding a 3-year programme of activity 2023-2025, with initial review and development in 2022.

Precedent

The 'Just So Festival' is an annual, commercially run, family arts festival established in 2011 on the Rode Hall Estate in Cheshire. This is a 'long weekend' event targeted at young families with the option of camping or visiting on a day basis. "It showcases the best arts, music, literature, comedy and theatre for families in a wondrous landscape of woodland clearings, rolling parkland, arboreal amphitheatres and lakeside spots in the stunning Rode Hall Estate".



Just So Festival <https://justsofestival.org.uk/>



2. Heritage and Culture

Project No. 4: Transform Fleetwood Seafront

What

Fleetwood's Seafront characterises the town's seaside visitor offer. A range of 'traditional attractions' line a two kilometer stretch of promenade. The facilities to the west have an old fashioned feel and include ornamental lakes, bowling greens and pitch and putt courses. To the east there is Marine Hall, Fleetwood Leisure Centre and outdoor play areas. The site of Fleetwood Pier lies empty on the eastern edge.

New 'traditional attractions' could include a boating lake, model yacht lakes, promenade and exploring ideas for a range of ideas and provision of activities across the seasons and activities which are low cost.

Why

It is questionable whether this range of facilities is as strong a visitor draw as it could be and whether, collectively, they present a cohesive offer, or make best use of the attractive coastal location. There is an opportunity to review the 2009 Fleetwood Seafront Masterplan and develop proposals to transform Fleetwood's Seafront and key assets such as Marine Hall and Fleetwood Leisure Centre as an attractive, high quality destination.

Overlap and synergies with other framework initiatives

Improved use for leisure, health and fitness would complement other Regeneration initiatives around Health & Wellbeing, Heritage & Culture, and the Community. It also supports objectives to create positive perceptions of the town, capitalize on its location, create an environment for investment, and support young people.

How and Who

A working group led by Wyre Council and the Town Centre Partnership Board to commission a transformation plan. The vision will be used to consult on and promote the concepts with stakeholders, potential investors and other funding organisations.

Timescale

Implementation of an investment plan in the medium term so as to transform the derelict pier site.



3. Transport and Linkage

Project No.1: Eco-Shuttle Service & Transport Links by Bus/DRT

What

An **Eco-friendly Shuttle Service** running from Affinity to Fleetwood Market, looping along Lord Street and Dock Street with Intermediate stops at the mid-point on each. There is also an option to extend this loop to The Esplanade (potentially limited to the summer months) to better connect the Marine Hall / Esplanade to the town centre.

The shuttle would run a continuous looping service at suggested 12-15minute frequency. This would place the frequency on a par with high-quality metropolitan city centre transit systems where service convenience is a user expectation.

Design of this service as an eco-friendly shuttle (possibly electric, hybrid or hydrogen-fuelled) makes a positive statement about Fleetwood's sustainability ambitions as well as addressing a number of other agendas (see below). There could also be opportunists for on demand shuttle services.

Demand Rapid Transport (DRT) service would improve transport links to Wyre towns outside Fleetwood. By incorporating a service can be hired or supplied to local groups (i.e., Fleetwood F.C., Fleetwood Youth Hub, local cycling groups etc) to desired locations quickly, reducing the need for private cars. The cost and efficiency of this service will attract more groups to use the service with the help of promotion (potentially digital promotion).

This intervention will serve local needs, in particular people live in isolation or people with medical needs, as these users interact with each other on-route, helping make connections.

Why

The primary objective of the **Eco-Shuttle** is to increase opportunities for visitor dwell time and spend, and therefore boost economic activity in the town centre.

This project anticipates the ultimate looping of the tram system along Lord Street and Dock Street (see separate project sheet) and is a relatively low-cost method of obtaining the same benefits in a shorter timescale. This is important in gaining early benefits from the connection of visitors to Affinity and the Market which are two of Fleetwood's main generators of visits, but currently not achieving linked trip synergies. This connection would also benefit local people who are currently deterred from making linked trips by virtue of the distance between these two destinations which, at almost 1km, is beyond walking distance for most and the busy A585 discourages pedestrians from crossing.

Intermediate stops at the mid-point on Lord Street and Dock Street would promote activity along the high street and improve access to Fleetwood Health Centre.

DRT / Rapid Transport Vehicles can create seamless connections getting local groups to desired locations quickly. Vehicles can transport bikes making multi-modal journeys to places such as Garstang, improving the connections and accessibility to other towns. Making these journeys affordable will be a key incentive for groups who might use the service regularly.

Additionally, there are a number of other potential services such as:

- Non-emergency patient transport
- Community transport minibus
- Social services transport
- Flexible bus services
- These schemes are proven to reduce Carbon emissions by replacing private car journeys as they take shorter routes, reducing fuel consumption.

Overlap and synergies with other framework initiatives

- Health and Wellbeing – increased activity and connection with local people and organisations.
- Heritage and culture – improved links to the Fleetwood Market will also help the wider 'Heritage Quarter' including improving visitor numbers to Fleetwood Museum.
- Innovation / sustainability – the potential for innovative fuel source linked to research activity
- Education – the potential for the involvement of Lancaster University Hydrogen Hub
- Sustainability – a step towards zero carbon, especially if the fuel source is generated from a sustainable, local initiative (electricity from wind power or tidal barrage?)
- Technology and Digital – opportunity for an app to book and locate vehicles.



Eco-Shuttle Location Plan

How and Who

Initial feasibility study to understand options and issues: potential operator, delivery partners, costs, funding streams. A partnership between Wyre BC, Affinity, Lancaster University, Blackpool Transport and Lancashire County Council (LCC).

Lancashire County Council have £34.5m allocated for the National Bus Strategy. A trial for Demand Responsive Transport (DRT) could run from Fleetwood to Cleveleys, Thornton, and Poulton-le-Fylde. Potentially BTS or another Community Transport operator can pilot the scheme in Fleetwood to evaluate its effectiveness.

Understanding the 'zone of operation' would be a first step to determine the fleet size, purpose of the scheme and maximum wait times / journey times.

Precedent

Brighton and Hove City Council have introduced the UK's first zero-emissions buses, this follows a successful investment of £9.9 million, which produced a fleet of 30 hybrid buses. These buses can switch to full electric once they enter the city core.

The new model buses will have batteries installed which will be topped up by regenerative braking and a diesel generator. A single double-decker can take 75 cars off the road, thereby reducing emissions and cutting down on overall fuel consumption.

fflecsi Bwcabus is an accessible local bus service, which operates within a specific area providing a mixture of both fixed route services and bookable journeys. It is designed to help people make local journeys and connections to main line bus services. A bus picks you up at your request (via an app or online), changing its route so that all passengers can get to where they need to go.

Timescale

These projects should be prioritised as an early-stage project.

The introduction of an DRT and the Eco-Shuttle would be a medium-term project, subject to external funding decisions and priorities. Its promotion and initial supporting studies should be a shorter-term target.



Brighton hybrid bus



fflecsi Bwcabus service



3. Transport and Linkage

Project No. 2: Town Centre Tram Loop

What

The tram loop will run on the existing line along Lord Street before looping back along Queens Terrace and Dock Street. Alongside, electronic signage for public transport information, these would include totems at tram stops that would connect to the infrastructure already at the tram stop. As with the proposal for an eco-shuttle service there will be a new mid-point stop on Dock Street and at Fleetwood Market. There is potential to run the service line to Poulton-le-Fylde and Blackpool North train stations – this being the subject of a wider study as part of the Fylde Coast Tramway feasibility study, at the time of writing. This could also provide a connection to Hillhouse Enterprise Zone.

The Tram will run its normal timetable at a 15-minute frequency achieving the high standard of service expected in well-connected urban centres. This infrastructure will replace the eco-friendly shuttle bus which acts as a temporary intervention to service users around a similar route.

The extended service route will increase footfall to Fleetwood Market and Fleetwood Museum by better connecting these to the ASDA/Affinity end of the high street and enabling linked trips.

Why

This cements the benefits of the eco-shuttle service but with a more permanent, more widely linked tram system could address the peninsulas connectivity issues.

The eco-friendly shuttle service will have already provided connections and accessibility benefits for visitors and local people. An extended tram loop will be a single network potentially (as tram / train) linking Poulton and Blackpool to Fleetwood opening opportunities for greater footfall. New stops along Dock Street will raise the attractiveness of investment in sites between Lord Street and Dock Street and improve the development potential of the ABP port land.

The accessibility of an extended tram network would also mean that people who normally drive or make linked journeys to Fleetwood would now only need one mode of transport, reducing the number of car-dependent users.

Overlap and synergies with other framework initiatives

- Health and well-being – improving accessibility and activity
- Environment – reduction in other vehicle use and therefore improved air quality
- Sustainability – Reduction in overall pollutants
- Heritage and culture – improved links to the Fleetwood Market will also benefit the wider 'Heritage Quarter' including improving visitor numbers to Fleetwood Museum
- Public Transport – Creating better connections from the wider area of Fleetwood
- Business – Better connections increase attractiveness for investment and hence employment opportunities

How and Who

Feasibility Study to understand costs and issues.

Possible partnerships between Wyre BC and Blackpool Transport and Lancashire County Council as highway authority.

Timescale

The introduction of an extended tram loop will be a long term project, subject to external funding decisions and priorities. Its promotion and possibly initial supporting studies should be a shorter term target.



Tram extension

Precedent

Oldham West and Royton developed two looped extensions connecting to the Manchester Metrolink system. The project aimed to connect Rochdale to the Middleton Town Centre and the Ashton Loop to extend beyond into Oldham Mumps.

These two extensions increased employment and economic activity, brought new sites into use, and enabled people to connect to other education and healthcare services.



3. Transport and Linkage

Project No. 3: Walking And Cycling Improvements

What

Developing a strategy for the introduction of cycle/walking facilities into Fleetwood.

Facilities will include:

demarcated cycle routes; dedicated signage; facilities for secure cycle storage (both local to specific buildings or attractions and also at key 'hub' location); cycle repair and hire; app based information on routes, facilities, events and offers.

In addition, a designated cycle/walking route along the edge of the ABP port land adjacent to the River Wyre estuary. This would run from the end of Pharos Street in the north to Bridge Road in the south. From here a further link would run along the south west end of the port and over the new swing bridge across the sea lock. A connection is then made with the existing path running along the western edge of the tidal marsh that leads to Fleetwood Marsh Nature Reserve.

This route is part of a wider objective to create a continuous cycle/walking loop around Fleetwood (see separate project).

The section of this route that runs along the edge of the port should be designed as an attractive promenade with good seating, lighting and wayfinding and be incorporated into any wider sea defences and high quality public realm scheme. This should incorporate easy connection to the water's edge from the town centre by extending the line of existing key streets.

The route will intersect with the framework's proposals for a new public square on port land at the end of Adelaide Street/Victoria Street (see separate project sheet). This point will provide easy access into the northern end of the town centre and access to café/restaurant and other town centre facilities.

The route should incorporate elements of heritage and environmental interpretation at key points (possibly digital) and provides opportunities for sculpture/art interventions. As part of a longer loop of the town the route also has potential for fitness activities (trim trail) along the way.

Why

Fleetwood has one attractive, off road route running along the north coast (part of National Route 62) which tapers out at the site of the former pier. Aside from this no other cycle /walking infrastructure is evident. This cannot be an acceptable position for a tourist town with ambitions to be a sustainability exemplar. A new commitment to cycling would:

- Improve local connectivity – providing options to better access the town centre and other locations.
- Reduce reliance on private car use – improving the environment and helping Fleetwood to position itself as an environmental exemplar.
- Improve activity levels with consequent health and well-being benefits.
- Better position Fleetwood to attract leisure cyclists and more general tourists for whom cycling would be part of an attractive visitor offer.

The connection with the estuary, bay and coast is a central part of Fleetwood's positioning for the future. These connections are what makes Fleetwood unique and are assets that can be exploited to increase visitors, attract residents and hence improve the town's economy. The town centre is tantalisingly close to the port area and estuary with Lord Street effectively running parallel to the port edge, however physical and visual connection with the water is weak and there is little sense of proximity to a potentially attractive water front. Redevelopment of the ABP port land provides an opportunity to address this and also to create a route along the estuary edge that will form an important section of a wider cycle and walking network.

This route will also provide an additional 'recreational' link between the Heritage Quarter and Affinity – better connecting the two poles of economic activity in the town centre.



Overlap and synergies with other framework initiatives

- High Street/Economy –Better cycle facilities increase attractiveness for visitors/tourism. Better connection of key areas of economic activity.
- Health and Wellbeing – increased activity and connection with natural environment.
- Community and Residential – improves connections between existing residential areas. Opportunity for local community involvement.
- Technology and Digital – opportunity for a Cycle/Walking Fleetwood app.
- Sustainability – can help to reduce carbon footprint, improve air quality and position Fleetwood as a sustainable town.

How and Who

Project lead – Wyre Council. Opportunity for engagement and participation by a wide range of transport, community and environmental groups.

Timescale

A cycle/walking strategy should be a short term project with implementation of recommendations starting in the short term. Full delivery of the strategy likely to be a mid – longer term ambition, linked to the delivery of other initiatives.

This intervention should align with the Local Cycling and Walking Infrastructure Plans (LCWIP) goals. A few strategies involve doubling walking and cycling activity, a focus on active travel in the public realm and encourage a wider green network of paths, routes, and open spaces.

Precedent

Recent works to the sea front at Fleetwood have successfully integrated cycle/walking along an attractive promenade that includes sea defences.

Greater Manchester has appointed Chris Boardman as the region's first Cycling and Walking Commissioner. His 'Made to Move' report is an ambitious vision for cycling and walking over a ten year period.



Transport For Greater Manchester cycle hub



Cleveleys cycle link



3. Transport and Linkage

Project No. 4: Town Centre Parking Strategy

What

A strategy that considers future requirements for vehicle parking in the town centre. This must include private cars and visitor coaches. This intervention will be part of the overall Electric Vehicle charging strategy. It should include the provision and distribution of electric charging infrastructure. The strategy should develop scenarios of anticipated patterns of development and increased economic activity based on the delivery of this regeneration framework. This intervention should be considered over a 10-to-15-year period, factoring in anticipated changes to national transport behaviours over this period – for example, the move to electric vehicles. This may suggest requirements to safeguard areas of land for increased or displaced vehicle parking, and consideration of new policies, restrictions, and management.

Why

Fleetwood town centre has a mix of free on-street parking and two, small pay and display car parks at Custom House Lane (102 spaces) and Albert Street (83 spaces) – data suggests that occupation of these is generally low. This however must be read in the context of relatively low levels of economic activity in the town centre: something which this regeneration framework seeks to change.

A strategy for future car park / coach parking must be developed in anticipation of increased economic activity, changing patterns of use (including development of an evening economy) and new areas of development – most significantly the ABP port land. The strategy must also consider changes to the nature of vehicle use including the current transition to electric vehicles and potential future use of autonomous vehicles.

Overlap and synergies with other framework initiatives

- High Street/Economy – Better cycle facilities increase attractiveness for visitors/tourism. Better connection of key areas of economic activity.
- Health and Wellbeing – increased activity and connection with natural environment.
- Community and Residential – improves connections between existing residential areas. Opportunity for local community involvement.
- Technology and Digital – opportunity for a Cycle Fleetwood app.
- Sustainability – can help to reduce carbon footprint, improve air quality and position Fleetwood as a sustainable town.

How and Who

Wyre Council in collaboration with Lancashire County Council (LCC). Consultation with local residents, businesses, tour operators and amenity groups.

Timescale

This should be a short term project so that its outcomes can inform control of future development.



4. Community & Residential

Project No. 1: Former Fleetwood Hospital Community Hub

What

To support the development of the former hospital building as a 'community hub' offering a range of health, social and community services alongside its continued use as an intermediate care ward operated by the NHS. The priorities are for spaces which support activities for health and wellbeing, community support functions, business enterprise, creative skills, food support through a community café and teaching kitchen.

Why

Investment in the facilities will provide access for all to promote social inclusion and enabling self-worth amongst the whole spectrum of community users.

Page 319



Fleetwood Hospital Community Hub visual

Overlap and synergies with other framework initiatives

- High Street / Economy – the project will generate activity in the town centre and extend the range of activity across the day
- Heritage and Culture – the potential for a range of cultural activities
- Health and wellbeing – activities can be directly health related (fitness classes for example). More generally this will encourage physical activity and engagement with others, combating social isolation and improving well-being

How and Who

Fleetwood Trust is a local charity who own and manage the former Fleetwood Hospital charity. Acting as a landlord and community facilitator the Trust will work with current community organisations who deliver services from the building. Organisations looking to operate services from the site include Blackpool & Fylde College and DWP Youth Hub.

Timescale

Works to repair the external fabric of the building commenced in 2019 and planning permission for mixed-used community spaces on the ground floor, entrances and external spaces was approved March 2021. Subject to funding the Fleetwood Trust are seeking to complete the project in the short to medium term.



Fearon social impact

Precedent

Fearon Community Association in Loughborough runs an Urban Village Hall with a strong social purpose ethos with future planning informed by sound monitoring and impact evaluation. A stakeholder group meets quarterly to discuss performance, plans, and to make recommendations for the future.



Fearon activities



4. Community & Residential

Project No. 2: Commercially Focused Development On ABP Land

What

A commercially focused development on the only major development site within Fleetwood, adjacent to the town centre. Development scale and building form should be compatible with the adjacent town centre with a layout that recognises the geometry of the early development of the town. The layout must enable connections between the town centre and River Wyre estuary and deliver other public realm and linkage benefits.

A Site Development Brief should be produced by Wyre Council, in partnership with the land owner, and through consultation with other stakeholders. This will establish acceptable design parameters and guide subsequent proposals. This should facilitate a smoother route through the planning process with greater certainty of good quality development.

The Commercial proposal will provide new employment opportunities, an extra-care facilities and a new linear park.

Improvements to sea defences will be required to release the site for development.

Why

Commercial development on this site will deliver a new employment opportunities to the town centre users. The development could provide new food and fish processing facilities making Fleetwood a leader in this industry. There could be a link to the market in terms of delivering fresh food to local people, helping to boost the economic performance of local new businesses. Overall, the redevelopment of a site of this scale will make a strong statement about the regeneration of the town.

Overlap and synergies with other framework initiatives

- High Street / Economy – potential for significant boost to high street spend from a new residential population, and potential for new visitor attractions / events
- Heritage & Culture – location for potential new cultural visitor offer
- Transport & Linkage – can provide new connections to the water's edge and a new cycle/walking route
- Sustainability & Low Carbon – development close to existing amenities and transport is a more sustainable form Development could follow sustainable design principles
- Technology & Digital – opportunity for new development to be highly connected if digital strategy delivered

How and Who

Site Developer Brief - Wyre Council lead in liaison with land owner ABP. Project delivery - Developer/landowner lead.

Timescale

This is a large development – the programme will be market led and likely to have a long lead period. Delivery will be phased to meet market demand. Production of a site development brief should be a short term target.





4. Community & Residential

Project No. 3: Improvement Of Residential Housing

What

Improve the social housing stock - Regenda Homes have developed a 10-year Regeneration vision for the town which includes improvements to its social housing stock across the town. The improvement programme will include planned investment to carry out external wall insulation, new roofing, windows, and doors. All social housing stock will meet decent homes standards as set by the Regulator of Social Housing, Homes England.

Improve the standards of the private sector stock – Work with private landlords and/or use enforcement measure to address homes falling into disrepair through lack of investment and/or absentee landlords. Help owner occupiers to improve their homes in particular the energy efficiency of their homes via initiatives such as Cosy Homes in Lancashire.

Page 321

Why

Improvement of housing stock would support the wider regeneration of the town and town centre. Importantly it would reverse the perception of decline in this area – helping to meet the masterplan objective of changing perceptions of Fleetwood. The project would provide a more attractive and diverse housing offer – important in attracting new residents.

Improve the social housing stock - To extend the life cycle of existing homes, address fuel poverty and meet government targets to meet energy efficiency standards.

Improve the standards of the private sector stock – To ensure homes are fit for habitation, provide a safe place to live and tackle the detrimental impact of poor housing on health.

Overlap and synergies with other framework initiatives

- High Street / Economy – will strengthen and diversify the town centre community, and hence high street customer base
- Sustainability & Low Carbon – will improve the energy efficiency of housing stock and the ‘green-eco’ credentials of the surrounding environment
- Health & Wellbeing – better housing is healthier housing



Housing Area north of Lord Street

How and Who

A long term programme of interventions by a number of different actors including Wyre Council, individual property owners, housing associations, community groups and ‘niche’ developers.

Improve the social housing stock -Regenda Homes are the main provider of social rented homes in Fleetwood and have developed their investment plans to carry out these works which are expected to be completed by 2026. £1.4 million inward investment from the government’s decarbonisation programme has been secured to improve homes. A further £25m has been invested to make homes “greener” which includes external wall insulation programmes and other energy efficiency improvements.

Improve the standards of the private sector stock – Initiatives led by the Local Authority in partnership with other housing and health providers.

Timescale

The objectives of this project can be delivered incrementally over time and will be met through the aggregation of many different interventions. Delivery of individual interventions will be led by different parties, with programmes linked to funding availability and property possession amongst others.

Improve the social housing stock - To be completed by 2026.

Improve the standards of the private sector stock during the lifespan of the Regeneration framework.

Precedent

Liverpool Welsh Streets is a group of late Victorian terraced streets in Toxteth. The area went into severe post war decline and was victim of an aborted Housing market Renewal programme in the early 2000s. It is now an award winning case study of historically sensitive area renewal delivered through a partnership of Liverpool Council, Plus Dane Housing Association and specialist urban regeneration developer Placefirst.



Welsh Street - Placefirst

Welsh Street - Placefirst



4. Community & Residential

Project No. 4: Developing new homes, including Housing with Care and Support

What

Development of homes in Fleetwood will be considered in conjunction with the Wyre Council Local Plan.

In, around and close to the Town Centre contains a broad range of uses including residential, employment, retail leisure, pubs and religious assembly. The area has several development opportunities including cleared sites, vacant buildings, and other buildings in need of refurbishment. These are generally self-contained, small-scale opportunities that should come forward as market led developments, assuming that market conditions are favourable, and any abnormal constraints can be addressed.

Housing with Care and Support – A model of Extra Care Housing has already been developed and delivered by the local Housing Association, Regenda Homes through the provision of 72 apartments for Extra Care at Chatsworth Avenue Fleetwood. An ageing population and future demands on social care will intensify over the next 30 years and is likely to result in a shortfall of homes with support to create and maintain independence. Other forms of housing development to be considered might include developments to support those with mental health, drug and alcohol dependencies or for housing for those with physical disabilities. This framework will support evidenced based needs and proposals being developed in a wider Lancashire Accommodation with Support Plan.

Why

Any town centre can either drag the towns appeal or be a flagship location for renaissance. The opportunity for the area to improve will be greatly enhanced through development on the former port land south of Dock Street, in the process becoming the connecting zone between the high street and the estuary. The proposed looping of the tram along Dock Street will also improve the area's appeal for development as its public transport accessibility improves.

Social Housing - The West View estate in Fleetwood consists of circa 1000 homes of social rent, owner occupation and private renting. In 2019, social housing provider Regenda Homes cleared the site of non-decent homes which had suffered erosion from its location close to the shore. The area was blighted by anti-social behaviour and a high turnover of tenants. Following consultation with the community, Regenda Homes will bring forward over 100 new homes for both social rent and low-cost home ownership including shared ownership and rent to buy opportunities for local people.

Overlap and synergies with other framework initiatives

- High Street / Economy – general regeneration investment and area improvement. Additional population within the town centre.
- Transport and Linkage – better connecting links between the high street and estuary front.
- Sustainability / Low Carbon – new development must be built to high environmental/energy standards.

How and Who

Schemes will be developed taking a partnership approach with the individual leads identified by ownership and interest. A development prospectus facilitated by Wyre Council, possibly in partnership with a Housing Association and private sector developers/investors, could be considered. Wyre Council will support the development of a new Lancashire Accommodation with Support Plan.

Timescale

Medium to long term projects. The opportunity to promote Fleetwood for development is linked to the certainty of surrounding environmental and infrastructure initiatives, and to the development of the ABP port land.



5. Sustainability and Low Carbon

Project No.1: River Wyre Tidal Barrage

What

A major piece of energy infrastructure and civil engineering spanning approximately 500-600m across the mouth of the River Wyre between Fleetwood Port and Knott End. Proposed by a number of organisations, most recently Natural Energy Wyre Ltd (NEW) which proposed a 90MW/hr capacity installation. The project must overcome a number of issues including environmental impact and the cost at which it will produce electricity. The nature and scale of this project brings significant challenges but, if built, would be a 'game-changer' for the future of Fleetwood.

Why

The project would make a significant contribution to meeting Wyre's carbon reduction targets in response to its declaration of climate emergency and would position Fleetwood as a case study eco-town for the UK. Other potential benefits include:

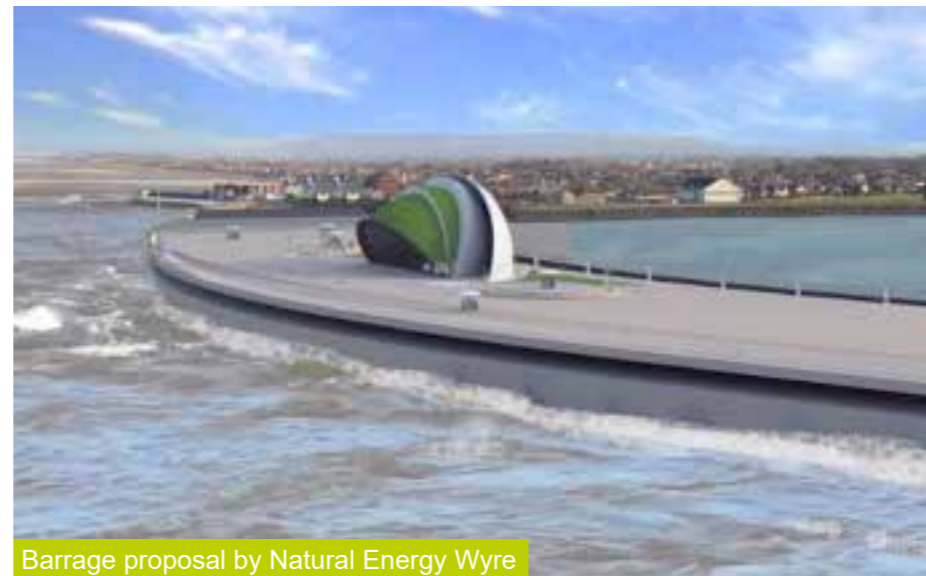
- Flood defence
- A cycle/walking, public transport and emergency vehicle connection between Fleetwood and Knott End
- By creating a permanent water level in the estuary, the potential for a leisure water sports economy
- Opportunities for a barrage visitor centre linked to a wider interpretation of the environment
- Opportunities to link to research projects, including the potential to produce zero-carbon hydrogen

Overlap and synergies with other framework initiatives

Investment of this scale would positively impact the economy of the town and hence health and vitality of the town centre. Beyond alignment with sustainability objectives, the project could connect Fleetwood with Higher Education and research institutions, cross over with the development of hydrogen technologies (a Lancaster University specialism), better physically connect Fleetwood, provide job opportunities for young people, and promote the co-location of associated industries into the town / Hillhouse Enterprise Zone.

Precedent

Despite a number of tidal energy proposals in the UK many have stalled due to lack of government support. Notwithstanding the UK is still seen as a leader in marine energy technology with the European Marine Energy Centre located in the Orkney Islands as a research and test centre for marine energy technologies.



Barrage proposal by Natural Energy Wyre



How and Who

The project will require significant investment, advocacy and support. A multi-partner approach is needed, with committed local political support to initiate, but led by a private organisational structure. This could be an established (energy) company or Special Purpose Vehicle (SPV) with backers of sufficient credibility to attract major investment funding.

Timescale

At the time of writing, an apparent changing political attitude to infrastructure investment, suggests that the context surrounding the delivery of the barrage is becoming more favourable. Re-examination of the case should, therefore, happen in the short term with a decision on future time scale following thereafter.



5. Sustainability and Low Carbon

Project No.2: Town-Wide Green Space Initiatives

What

A coordinated programme of initiatives to provide Fleetwood with more 'green infrastructure', focussed on the town centre and surrounding areas.

Initiatives might include street trees – perhaps under-planted with drought tolerant permanent planting; pocket or 'micro' parks; urban allotments; green walls; and green roofs.

Opportunities within the existing town centre will need to be scaled to fit within the densely developed townscape, but greater opportunities might exist in the redevelopment of the ABP port land and expectations should be set out in a Site Development Brief for that area.

The types and scales of interventions should reinforce the street hierarchy of the Burton plan, thereby aiding understanding and navigation of the town.

Opportunities for the inclusion of sustainable urban drainage (SUDS) should be considered.

There are opportunities to harness Fleetwood as a living/ breathing exemplar of Eden North within the design of green spaces.

Why

At a wider scale, Fleetwood contains a number of 'set-piece' parks and a broad belt of green space along its north shore. However, within the town centre, there is little green space and few of the streets are tree-lined. The character of the streetscape is therefore sometimes rather harsh, particularly along some of the streets leading off Lord Street. Areas that contain green space and trees, such as that around St. Peter's Church, stand out as 'softer' more attractive points in the town.

Objectives of the Regeneration Framework include making Fleetwood a more distinctive and attractive place; creating a better environment for investment, and making Fleetwood a healthier, more sustainable town. Greenspace initiatives will help to address all of these objectives.

Overlap and synergies with other framework initiatives

- High Street / Economy – a more attractive town centre environment will be more appealing to visitors and potential investors.
- Heritage and Culture – a well-considered programme of green interventions will help to consolidate Fleetwood's unique character and reinforce the historic pattern of the early town.
- Community & Residential – 'greening' and the introduction of more local green spaces will improve the appearance and amenity of existing residential areas, benefiting existing residents and helping to attract new ones.
- Sustainability & Low Carbon – improvements to air quality, carbon capture, biodiversity and potential for SUDS.
- Health & Wellbeing – green environments have a proven beneficial effect on mental health and wellbeing.

How and Who

For existing areas, a strategy should be prepared by Wyre Council. Some of the green interventions will be delivered as part of other area focussed projects – works to Albert Square, Adelaide Street and parts of Lord Street for example. For the ABP port land expectations for 'green interventions' should be established in a Site Development Brief to be produced by Wyre Council in liaison with the landowner.

Timescale

The Strategy should be planned in the short-term. Initial delivery in the short- term linked to first phase public realm improvements.

Further phases of delivery in the medium term.

Where

The project should focus on the defined town centre, areas around the town centre including the streets to the north of Lord Street, and the ABP port land. Reference should be made to Landscape Projects' Public Realm Strategy and Action Plan.

Precedent

Salford University is implementing its strategy to turn its campus into a 'living laboratory' for urban green infrastructure – a shop window for green technologies. This is part of an initiative by the wider city region to increase its green infrastructure.

A range of green interventions will incorporate sensors to measure temperature, humidity, energy use, carbon and noise absorption to help demonstrate their value.



Blackpool and Fylde green wall



Granary Square



Salford University - Green Wall



Deansgate Metro green wall



5. Sustainability and Low Carbon

Project No. 3: Electric Vehicle Charging Strategy

What

A strategic understanding of the measures that Fleetwood will need to implement – what, where and by when, to meet the needs of future electric car users.

This should be produced in parallel with a ‘Local Area Energy Plan’ and a ‘Smart Place’ Strategy (the EV strategy could be part of the Smart Place Strategy), Town Centre Parking strategy, and a strategy to become a low carbon / zero carbon town.

The electric charging strategy will integrate into proposed and existing car parks and parking bays. This would provide rapid charging capabilities which users can charge electric vehicles (EV’s) quickly and affordably.

The infrastructure will be used in conjunction with an app that allows users to track availability, nearby facilities, charging time and cost.

The system could be run off ‘zero carbon’ electricity if the Wyre Tidal Barrage is developed.

Why

Fleetwood is considering a programme of ‘early phase’ public realm and other regeneration initiatives, as set out in this Regeneration Framework. It is therefore timely to plan for the integration of future interventions at this point and ensure that preparatory works that can be sensibly and affordably incorporated are done so.

Fleetwood is at the end of a peninsular. Notwithstanding proposed improvements in connectivity (and changes in transport mode), if the town is to attract visitors by car it must plan for the shift towards electric vehicles. This is particularly important in a location where some drivers may fear being at the end of a route where they may not be able to find suitable charging. In this respect, Fleetwood should aim to be ‘ahead of the pack’ in the provision of charging infrastructure and promote this as a reason to come.

The government has announced plans to end sales of petrol and diesel cars by 2035 and it seems logical that a ‘tipping point’ in consumer behaviour will be reached ahead of that date. Places that do not have good charging infrastructure in place will be left behind.

Overlap and synergies with other framework initiatives

- High Street / Economy – providing suitable infrastructure is essential for economic competitiveness.
- Transport & Linkages – good, early provision of electric charging infrastructure can help to reinforce the message that Fleetwood is connected.
- Community & Residential – will make the town more attractive as a location for developers and purchasers.
- Health & Wellbeing – links to better air quality and an improved town centre environment.
- Tech & Digital – a good opportunity for management and monitoring. Customer usage can be guided by a ‘Fleetwood app’ that links drivers to other town centre data and offers.

How and Who

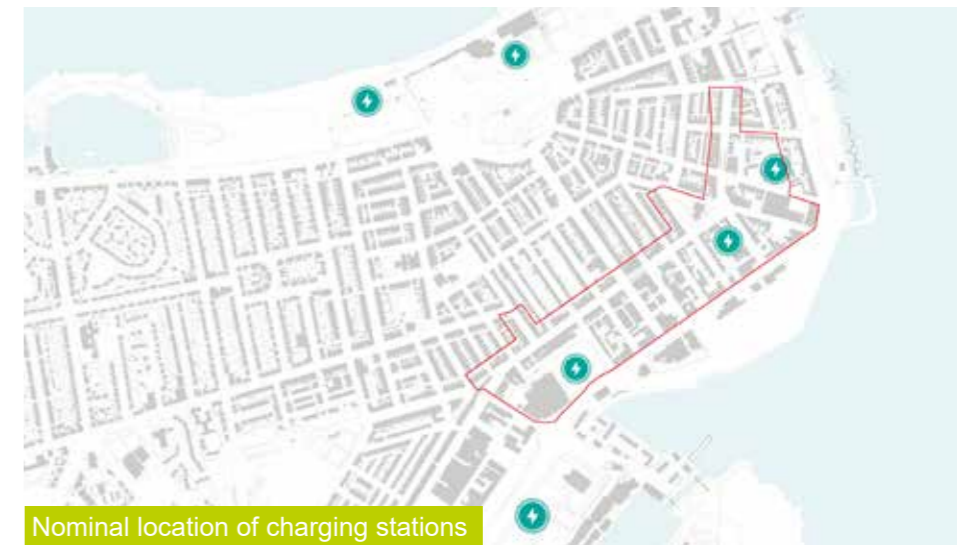
The initial strategy could be led by Lancaster University and supported by Wyre Council. A wide range of stakeholders will need to be consulted including highway/transport authorities, utility companies, vehicle manufacturers (i.e. bespoke charging point installers), local businesses, local people and amenity groups.

There are opportunities to link to university research projects. Potential for partnership with major car trip generators such as ASDA, Costa and Affinity who will also need to address the issue.

Timescale

Production of the strategy should be a short term goal. Enabling infrastructure should be delivered within other projects where sensible to do so. (Fleetwood currently already has 4 charging stations along North Albert Street).

Delivery of the strategy can be applied in stages to meet demand as it increases over time, however, the aim must be to always be just ahead of demand.



Nominal location of charging stations

Precedent

Dundee is regarded as a leading ‘smart town’. Dundee introduced a new charging hub in 2019, with the city having one of the highest numbers of electric vehicles in the UK. The new hub can accommodate 20 vehicles, with further opportunities to add coach services.

This hub includes battery storage and energy supplied by the grid and solar panels. Excess energy is stored and then released when needed at peak time or during the night.



Dundee charging hub



5. Sustainability and Low Carbon

Project No. 4: Low Carbon Development Strategy

What

A strategy to transition Fleetwood to become a low carbon / zero carbon town.

This would include measures to be incorporated into new development and infrastructure proposals, and measures to address Fleetwood's existing building stock - improving energy efficiency and reducing energy consumption. Building related measures may include super insulation, low carbon construction, intelligent services controls, incorporation of 'biophilic' features. Other initiatives could include:

- Engaging with the public to reduce energy consumption;
- Promoting public transport to reduce car use;
- Developing an ecosystem that allows easy change of transport mode – again minimising car use;
- Planting to absorb CO2 and pollutants;
- Develop EV Charging strategy to cope with future demand;

Proposals for a Wyre Barrage, if delivered, would generate zero-carbon electricity and allow Fleetwood to become a 'case study' zero carbon town. This could link to a research initiative around energy, transport and sustainability.

Why

Wyre Council declared a 'climate emergency' in 2019. Amongst other things this committed the council to "support and work with all other relevant agencies towards making the entire Wyre area zero carbon by 2050". The authority must now consider how to meet this target. A low carbon strategy could be developed at a borough-wide level with reference to the specific challenges and opportunities within different settlements.

Developing a low carbon strategy would demonstrate that Wyre, and Fleetwood, are serious about the climate and the health of the community. Projects related to the built environment, will produce large quantities of emissions, therefore a coherent strategy is needed to mitigate their impact.

Overlap and synergies with other framework initiatives

- High Street / Economy – transitioning to low carbon will become an increasing requirement for economic competitiveness. This will be important for both town centre businesses and employment areas like Hillhouse Enterprise Zone that wish to attract advanced, high-value companies. Opportunities to differentiate Fleetwood as an exemplar eco-town.
- Transport & Linkages – key link with low/zero carbon transport
- Community & Residential – housing stock with good environmental performance will make the town more attractive as a location for developers and purchasers.
- Health & Wellbeing – links to better air quality and an improved town centre environment.
- Tech & Digital – lots of opportunities for management and monitoring – potentially linked to Higher Education research.

How and Who

Wyre Council lead. Stakeholder consultation, especially with business and transport organisations is essential. By organising different investments/funding this can shape other projects, i.e., electric cars.

Timescale

The development of a Low Carbon Strategy should be a short term target. Delivery of low carbon strategies will be a max 30-year programme to meet 2050 targets.

Precedent

Greater Manchester Low Emission Strategy -The report aims to reduce Greater Manchester's carbon footprint and improve air quality and hence health outcomes, focussing on changes to transport. It sets out a long term, high-level strategy.

Proposed measures fall under the headings:

- Changing travel behaviour;
- Managing emissions;
- Greening vehicle fleets; and
- Awareness-raising.

As well as a focus on addressing climate change the report highlights the economics of poor air quality, health dis-benefits and environmental damage.



GREATER MANCHESTER LOW-EMISSION STRATEGY



December 2016



6. Health and Wellbeing

Project No. 1: Digital Health Strategy

What

Development of a strategy to integrate digital technology into the health and well-being of the population of Fleetwood. This can be part of a larger Fylde Coast Strategy (if commissioned) and may also be considered as the 'health/well-being' component of a wider 'Smart Place Strategy' for Fleetwood as a town.

It should align with the NHS England Healthy New Towns programme and the principles of health placemaking contained in one of its output reports 'Putting Health into Place'.

The move to a digital-first NHS is a national policy objective - the consideration of this through a local strategy must ensure that digital is more than a bolt-on. Importantly it must be something that genuinely improves services and is not simply a cost-saving measure that replaces human input with tech.

Ideas for a digital health strategy could start in a small way using the town centre and areas around it to trial interventions and technologies. This could build upon existing health initiatives (the work of Healthier Fleetwood or Fleetwood Trust for example) and ultimately feed into a larger strategy if/when commissioned.

Why

Making Fleetwood a healthier and more sustainable town is a core objective of this Regeneration Framework. This has direct health and wellbeing benefits for the community but being a healthier town also supports improved long term economic prospects. Like many other aspects of life, health and wellbeing is becoming increasingly digital – both to deliver improved services and to save money. A long term vision for the regeneration of Fleetwood must therefore embrace the use of digital technology to improve its population's health.

The NHS Long Term Plan, launched in January 2019, outlines the aim to move to a "digital-first" National Health Service. This includes "systems that support population health management" and a target that "every patient in England will be able to access a digital-first primary care offer...by 2024". The use of telephone, online and video consultations, apps, access to records, mobile/remote monitoring, and collaborative digital care planning are included in the plan.

In 2019 the Fylde Coast Clinical Commissioning Groups (CCGs) were exploring opportunities for the Fylde Coast in being an early adopter of the digital-first NHS approach and produced a draft service specification for a 'testbed site' for the development and implementation of technology upgrades and digitally-enabled care. There is an opportunity for Fleetwood to play a role in the 'test-bedding' or early adoption of a digital approach.

Overlap and synergies with other framework initiatives

- High Street / Economy – at both an individual and community scale there is a circular relationship between good health and economic well-being.
- Community & Residential – an opportunity for direct community benefits and also for initiatives to be community-led
- Technology & Digital – a clear opportunity for Fleetwood to be seen to embrace digital technology. This project would help to make a stronger case for investment in wider digital infrastructure: 5G networks for example.

How and Who

Fleetwood Primary Care Network will be the project lead support by Wyre Council, Housing Associations, and local community groups.

Timescale

Short to medium term. Fleetwood Primary Care Network have approved a full time Digital and Transformation Lead who will drive this project forward.

Precedent

Wigan Council set up a 'digital bungalow' in 2017 as a testbed for consumer and medical digital technologies. The bungalow is used for both equipment evaluation and as a showcase where potential users can see and try the tools that could improve their lives and independence.

The bungalow has over 50 pieces of technology from sensory lights to face recognition software that helps to keep residents safe from bogus callers.

Other examples include simplified tablet devices which can be operated remotely through video or visual checks, smartwatches which can act like a smartphone enabling people to stay independent, and smart home automation and door entry to make independent living more feasible for those with disabilities.

Other technologies are focussed on non-intrusive health/activity monitoring which can flag up early signs of potential problems and extend independent living.



6. Health and Wellbeing

Project No. 2: Cycling / Walking / Fitness Peninsular Loop

What

Multi-purpose 10km and 15km loops for cycling, walking, sport, and fitness. These routes aim to be traffic-free and links to the wider strategic cycling and walking networks. The 10km running circuit acts as a general fitness amenity, but also a circuit for promoted race events. With a start and end point on The Esplanade this provides a very accessible 'family-friendly' cycling activity.

The circuits route also aim to improve the mental and physical wellbeing of the Fleetwood community - a track that explores nature can decrease anxiety and depression. The routes are also clear of dense urban areas, to connect with Fleetwood natural environment where possible, creating an enjoyable scenic loop. There could a route that starts from Poulton going to Fleetwood creating a safe and quick route between the two towns.

Why

Currently, national cycle route 62 runs along Fleetwood's coast, however the route stops short at Fleetwood's Lifeboat Station and goes no further. The proposed routes offer both a long and a short trail that form circuits around Fleetwood's key sites, such as the Port of Fleetwood and the Fleetwood Marsh Nature Reserve. The routes then continue to the coast, with attractive views and sunsets. The project can be promoted as a reason to visit Fleetwood in its own right, helping to drive more economic activity – for example cycle hire businesses and crossover spend in other areas.

The project enables activities such as charity, sport and group events which can gather large numbers and promote the town as a tourist destination. Annual events will provide a reason for repeat visits.

Community engagement will be key to the success of the project – local groups could promote races and events supporting the loops in the long term. They can be used in conjunction with the Fleetwood app (see further project recommendation), which would advertise or notify upcoming activities, provide route details, route interpretation, and links to social media and other health fitness apps.

Overlap and synergies with other framework initiatives

- Health and well-being – improving accessibility and group activity lowers anxiety and provide a close connection to nature
- Heritage and culture – improved links to key Fleetwood sites such as the Marine hall, Fleetwood Museum and Fleetwood Marsh Nature Reserve
- Tourism – improved numbers of repeat users of the trails

How and Who

The loops can be achieved as a short-term target by connecting existing public paths and cycle routes. Unlocking a route along the River Wyre estuary through the ABP land is key to complete the loops and to showcase the water's edge. Lead by Lancashire County Council in partnership with land owners, Sustrans, and Wyre Council. Sustrans and Morecambe Bay Partnership could act as potential stakeholders.

Time scale

Having the route planned and approved is a short-term goal, while the creation of the loops maybe a medium-term project.

Precedent

The Camel Trail is an 18-mile multi-use route in Cornwall. The trail is accessible for walkers, cyclists and horse riders and is mostly traffic-free. Cornwall Council and the Town and Parish Councils manage the trail.

The route takes users along the River Camel along an attractive route providing opportunities for tourists to visit local facilities.

Another exemplar route is the Preston Guild Wheel, this a 21 mile circular route around Preston that can be ridden or walked.



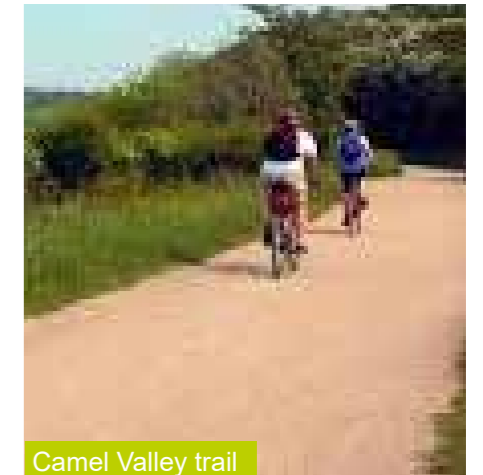
Possible 15km circuit



Possible 10km 'event' circuit



Preston Guild Wheel



Camel Valley trail



6. Health and Wellbeing

Project No. 3: Community Capacity Building & Social Prescribing Activities

What

Community Capacity Building - focussing on the delivery of the regeneration framework. This will include actions to:

- Build community confidence, skills, and organisational structures
- Ensure that there are effective relationships and communication channels between community organisations
- Develop guidance and a package of business support to allow communities to develop projects on the high street
- Capacity building initiatives should work from the solid base of existing community initiatives in Fleetwood – e.g., Healthier Fleetwood, Fleetwood Trust, YMCA etc.
- Young people should be involved – both to ensure that their interests are represented, but also to develop the next generation of community members to ensure continuing involvement over a long programme period.

Social Prescribing - from the Kings Fund, an independent health care charity:

“Social prescribing, also sometimes known as community referral, is a means of enabling health professionals to refer people to a range of local, non-clinical services. The referrals, but not exclusively, come from professionals working in primary care settings, for example, GPs or practice nurses. Recognising that people’s health and wellbeing are determined mostly by a range of social, economic, and environmental factors, social prescribing seeks to address people’s needs in a holistic way. It also aims to support individuals to take greater control of their own health.

Examples include volunteering, arts activities, group learning, gardening, befriending, cookery, healthy eating advice and a range of sports.”

This Framework Intervention proposes that Fleetwood Primary Care Network should work closely with Healthier Fleetwood to identify and support opportunities for community based social referrals.

Why

Community Capacity Building requires early engagement with the local community as stated by this framework’s objective to “ensure local input and influence over the town’s future”. In order that this happens fully, and over an extended period, action should be taken to ensure that the community has sufficient ‘capacity’ to engage and influence. This means enabling individuals and groups (including ‘hard to reach groups’) to develop the confidence, understanding and skills required to influence decision making.

Social prescribing is part of the NHS’s plan to move to a model of more personalised care with an emphasis on measures to improve ‘wellness’ rather than treatments to cure ‘illnesses. For Fleetwood it is an opportunity to promote health and well-being – one of Future Fleetwoods objectives. It can also help to meet further objectives around partnership working and community strength and social values.

Overlap and synergies with other framework initiatives

Effective and on-going community involvement is essential for the successful delivery of the regeneration framework. This project is therefore a pre-requisite to delivery of other projects.

How and Who

Community Capacity Building - Developing a strategy through the organisations and residents who form the Healthier Fleetwood Partnership Network and report progress to the Future Fleetwood Partnership.

Social Prescribing - The initiative will be led by Fleetwood Primary Care Network, in collaboration with Healthier Fleetwood Town centre Partnership, and other community organisations.

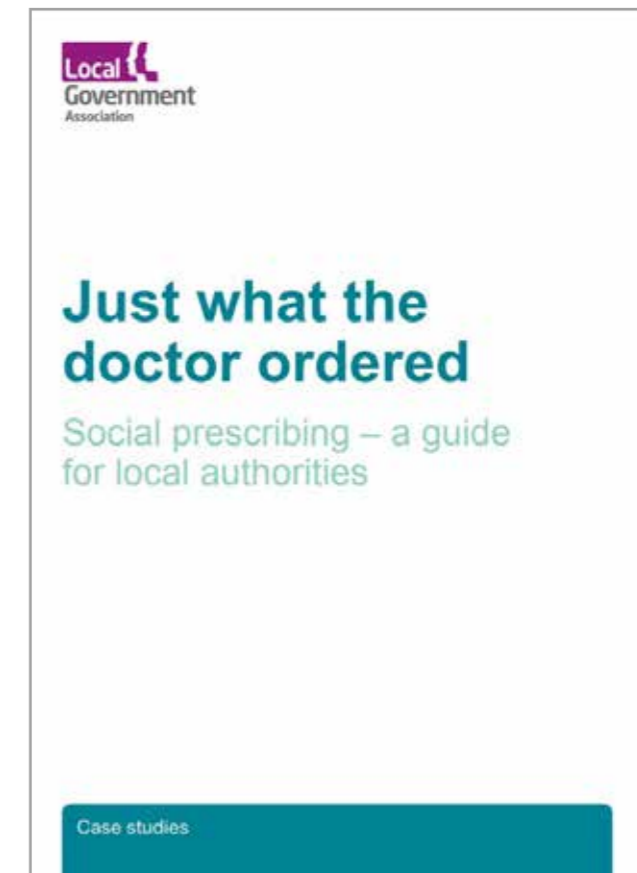
Timescale

Community Capacity Building should start immediately to grow on existing initiatives with the knowledge that long-term commitment to this will be required.

Social Prescribing Short-to-medium term. Healthier Fleetwood has established social prescriber’s helping to support children and young people.

Precedent

See the Local Government Association publication ‘Just What the Doctor Ordered’ – Social prescribing – a guide for local authorities – case studies.
<https://www.local.gov.uk/sites/default/files/documents/just-what-doctor-ordered--5c4.pdf>





6. Health and Wellbeing

Project No. 4: Wyre Moving More Priorities

What

To implement the recommendations of the Wyre Moving More framework and facilities strategy.

- Reducing health inequalities'
- Addressing the prevention agenda'
- Creating healthy and sustainable places'
- Developing a long term strategy for sustainable leisure and wellbeing provision across Wyre.
- Delivering a programme to promote healthy choices and healthy lifestyles to keep people well.

Why

Providing the most appropriate built leisure facilities alongside a broad range of options to promote physical activity in response to the low rates of physical activity in Wyre and the large gap in healthy life expectancy experienced in parts of the borough.

Page 330

Overlap and synergies with other framework initiatives

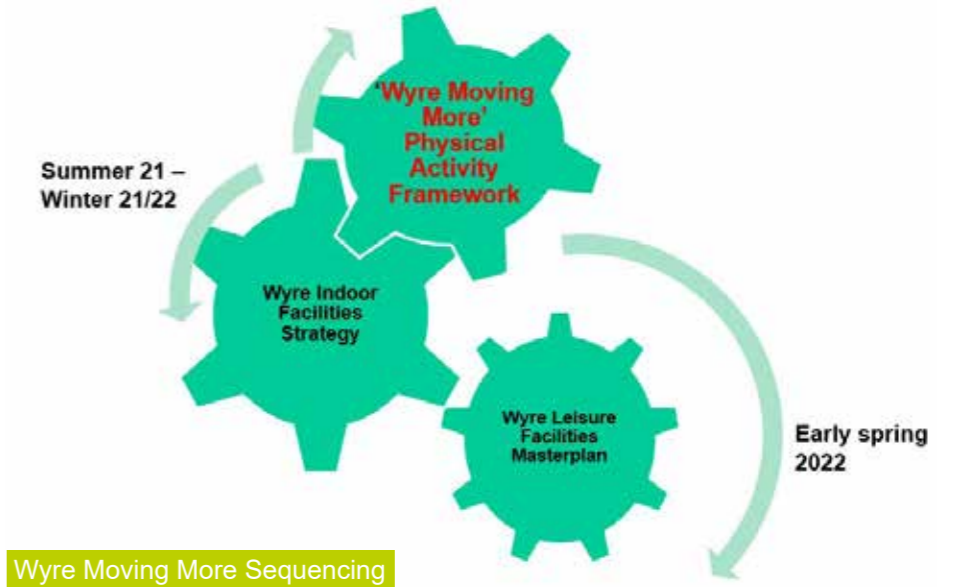
Developing and promoting initiatives for improved physical activity, together with the development of improved facilities and infrastructure has direct synergies with other initiatives around Community, Health/Wellbeing and, potentially Heritage and Culture.

How and Who

Network of partners with an interest in promoting physical activity in Wyre.

Timescale

Implementation of a programme in the medium term following the 2022 recommendations of the Wyre Moving More Strategy.



FIVE BIG ISSUES



RECOVER AND REINVENT

Recovering from the biggest crisis in a generation and reinventing as a vibrant, relevant and sustainable network of organisations providing sport and physical activity opportunities that meet the needs of different people.



CONNECTING COMMUNITIES

Focusing on sport and physical activity's ability to make better places to live and bring people together.



POSITIVE EXPERIENCES FOR CHILDREN AND YOUNG PEOPLE

An unrelenting focus on positive experiences for all children and young people as the foundations for a long and healthy life.



CONNECTING WITH HEALTH AND WELLBEING

Strengthening the connections between sport, physical activity, health and wellbeing, so more people can feel the benefits of, and advocate for, an active life.



ACTIVE ENVIRONMENTS

Creating and protecting the places and spaces that make it easier for people to be active.

Addressing 5 Big Issues



6. Health and Wellbeing

Project No. 5: Supporting Our Children and Young People

What

The intent is to build capacity across Fleetwood's community to support its children and young people.

The aims are to:

- Help Fleetwood's children and young people to be healthier
- Support children and young people to learn, grow and to be the best they can be
- Help them to be responsible citizens – to be kind and caring to themselves and to others
- Work to make sure the town is a place where children want to live, learn and work

Why

The Healthier Fleetwood consultation results consistently show that respondents want interventions that improve the lives of young people in the town. The Life in Wyre Survey in 2018 highlights that children's main concerns about living in the town were drugs, gangs, and not feeling safe.

At the time of writing 27% of children in Fleetwood live in poverty, children in Fleetwood often have poorer health outcomes when compared to other Wyre Towns. The prevalence of mental health disorders, childhood obesity and dental decay, for example, are higher in children in Fleetwood wards than in children in other parts of Wyre.

A 2022 report commissioned by Fleetwood Primary Care Network identified many health inequalities and issues suffered by the town's children including: between April 2021 – March 2022 147 in the town attended Blackpool Teaching Hospital A + E Department due to significant risk around their mental health.

The wards with the highest percentage of NEET's in the Borough are Park, Mount, Rossall and Pharos, with the highest number of children on child protection plans in Wyre are in the Fleetwood wards of Rossall, Pharos, Park and Mount.

Overlap and synergies with other framework initiatives

This framework objective overlaps and has synergies with each of the other components in the framework but particularly with projects relating to active lifestyles and active transport; in developing digital opportunities; community infrastructure development at the former Fleetwood Hospital Community Hub; arts, heritage and cultural projects and; initiatives to develop businesses and the economy of the town.

Timescale

This framework initiative has elements that are short to medium term with respect to delivery. It is a collaborative commitment to explore opportunities to deliver against the specific outcomes/goals outlined above. Projects such as developing the Community Hub at the former Fleetwood Hospital Site, in supporting Lancashire County Council in its roll out of Family Hubs, building youth centre and activity programmes and linking up crisis support for children, young people and their families are priorities with stakeholders who are already leading on delivery proposals.

Fleetwood Primary Care Network has gained funding a new position – a full-time Children's Mental Health Practitioner and social prescribing link worker who are holding drop-ins at the Fleetwood Hospital Community Hub. The Positive Footprints project will help raise the organisations of primary school children across all schools in Fleetwood.

Other actions are longer term with leads, commitments, and resources to be determined.

How and Who

The Future Fleetwood Board will lead this project supported by a wide network of partners that includes Wyre Council, local schools, local health facilities, DWP, the Voluntary sector, housing, sports, and uniformed services (Scouts, Guides, cadets etc).

The aims of these groups are to:

- Provide our children with opportunities to develop skills/knowledge and experience to improve employment/work prospects
- Encourage C&YP to build their confidence and self-esteem and initiate projects that help children to develop their communication, leadership, and interpersonal skills
- Make sure C&YP can easily access information about subjects such as healthy eating, stress, alcohol, smoking and relationships to help them make positive choices
- Help young people to look after their own mental health and for those that need it, we will ensure all young people can get the mental health support they need, when they need it, no matter what
- Make sure there are more out of school activities
- Deliver youth centres, youth work and activity programmes to keep young people safe and improve their general wellbeing
- Support parents to cope with challenges their children face
- Support young people with disabilities and their families



8. Technology and Digital

Project No. 1: Develop A Smart Place Strategy

What

A strategy to use existing and future technology to plan and run Fleetwood better, guiding policy and investment. The focus should not be on technology for its own sake but should instead start with the needs of communities and the conditions required for a successful, thriving Fleetwood. It should cover a range of economic, social and environmental outcomes to achieve a higher quality of life and a more sustainable town.

There is no single definition of 'Smart' but comprehensive Smart Place Strategy would likely include digital technology; transport; utilities; health and well-being; energy; sustainability; environment and employment. It would be developed at a local authority or a wider area scale. A less comprehensive strategy may, however, be built up from a number of separately considered elements, possibly over a town-wide scale.

At either scale, preparation of the strategy will involve collaboration with a range of stakeholders.

Why

Wyre Council's brief for this Development Framework calls for consideration of the digital agenda. Digital technology is already a central part of the planning, monitoring and delivery of most 'place functions' and so it is sensible to consider potential synergies within an overarching 'Smart Place Strategy'. Benefits of a strategy include:

- Adding weight and evidence to investment decisions.
- Adding weight and evidence for funding applications.
- Sending a positive signal to business and investors.
- Built-in potential for private sector collaboration and links Higher Education research.
- Efficiencies and resilience in the alignment of service delivery.
- Better governance.

Overlap and synergies with other framework initiatives

- High Street / Economy – leveraging the synergies of digital technology will be important in growing Fleetwood's economy. Opportunities for digital enhancement of visitor/customer experience.
- Heritage & Culture – digital opportunities for cultural exploration and interpretation.
- Transport & Linkage – strong links to transport management/control, user information, parking/EV charging strategies etc.
- Community & Residential – opportunities for local environmental monitoring and smart control, also individual property monitoring and control.
- Sustainability & Low Carbon – opportunities for environmental monitoring and control, enhances the potential for links to HE research.
- Health and Wellbeing – lots of opportunities for 'digital first' health and wellbeing initiatives.

How and Who

Political 'buy-in' and understanding of the benefits is important as the recommendations will change patterns of service delivery and budget allocations. The strategy must be able to operate over a number of different political cycles. For success, a broad strategy will require a heavyweight champion or champions.

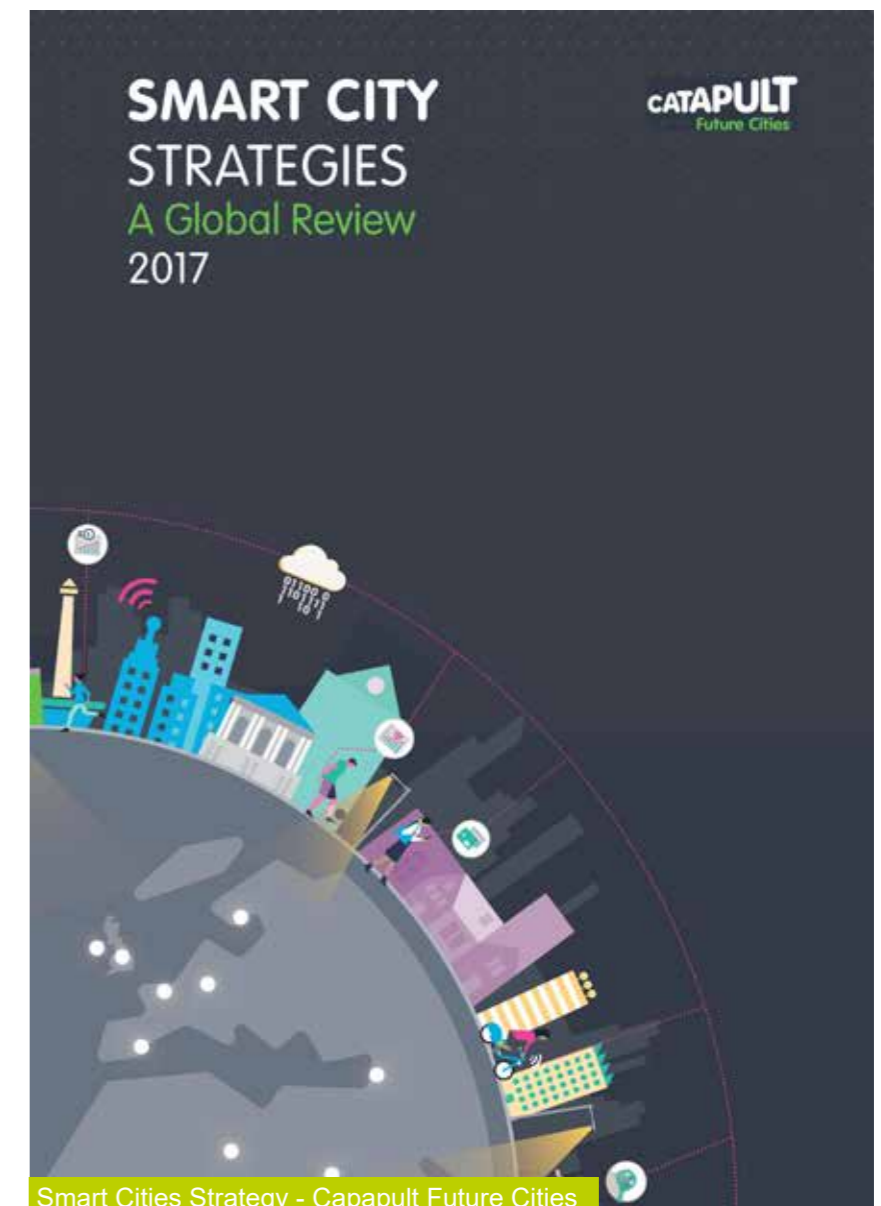
The strategy should be embedded within existing statutory frameworks in order to ensure the strategy's implementation and funding. The public-private partnership will be important – plan for private sector collaboration.

Timescale

Commissioning of a strategy should a short to medium-term goal: "short" for a geographically smaller, less comprehensive strategy - "medium" for a more comprehensive one.

Precedent

The Future Cities Catapult 'Smart City Strategies – 2017 Global Review' considers what 'Smart' means in relation to cities and places; it discusses how the concept is evolving (developing from a simple focus on digital technology); how different places have developed different types of smart strategies; how strategies should be put together; and how they should be implemented.





8. Technology and Digital

Project No. 2: Improving Digital Connectivity

What

There are multiple ways to improve Fleetwood’s digital connectivity, implementing these options would make Fleetwood attractive for investment, new businesses and people looking for a location suited to new patterns of remote/blended working. A few proposals include integrating 5G and a network of free town centre Wi-Fi. Another involves using the fibre optic network that runs along the Lord Street allows Fleetwood to branch the network to local business tapping them into a high-speed, low-latency network. This can be a catalyst for new digital businesses to setup, with opportunities for a new range of digital services, training, and job opportunities. The “Full Fibre” can be used to deliver ‘gigabit speeds’ to local businesses in Fleetwood supporting potential incubator spaces.

Improved digital connectivity can help Fleetwood grow its economy and overcome perceptions of geographic isolation. Fleetwood should, therefore, develop a strategy to be at the front of the queue for 5G – ideally as part of a holistic Smart Place Strategy.

Overlap and synergies with other framework initiatives

- High Street / Economy – early adoption of 5G could be a significant attraction to higher value-added businesses
- Transport & Linkage – improved opportunities for real-time monitoring and network management
- Sustainability & Low Carbon – opportunities for environmental monitoring and control, enhances the potential for links to Higher Education research.
- Health and Wellbeing – lots of opportunities for ‘digital first’ health and wellbeing initiatives.

Why

Improving digital connectivity is fundamental and places that are poorly connected will be left behind. Fast and reliable connectivity is important to underpin the economy, but also the digital delivery of essential services such as healthcare bringing quicker diagnoses and access to information, commerce (including retail), homeworking and the delivery of services are all increasingly digital events. Increases opportunities for high-value businesses (links to Hillhouse Enterprise Zone business plan), research/Higher Education interest, and hence opportunities for young people.

Free Wi-Fi is available in most town centres and shopping centres (Affinity Fleetwood and Fleetwood Market for example). It has become a retail environment expectation and, if it is to be competitive, Fleetwood Town Centre must provide it. Wi-Fi encourages footfall and increases dwell time – particularly in cafés and bars which were amongst the first businesses to offer free access.

How and Who

Improving connectivity, including 5G, would need public investment or potentially central government funding to install and maintain the network. Using Full Fibre would involve working in partnership with the Cooperative network Infrastructure (CNI) and other network providers to deliver Full Fibre to homes and businesses.

The 5G network would need public and private sector investment to fund, install and maintain the network. Promotion of Fleetwood as an early adopter would need a ‘champion’ with strong support from the local authority, business, transport agencies and (ideally) Lancaster University as a potential research partner.

Promotion of Fleetwood as a connected place will need a ‘champion’ (potentially from the Partnership Board) with strong support from Lancashire County Council, Wyre Council, business, transport agencies and (ideally) Lancaster University as potential research partner in cafes and bars which were amongst the first businesses to offer free access.

Timescale

Wyre Council is already a member of CNI meaning branching out the network to business can be coordinated and integrated in the short term.

A larger spread of the 5G signal across the wider area of Fleetwood would be a medium-term task. Focussing on the town centre itself can be a shorter-term goal.

Precedent

Precedent: ‘Liverpool 5G’ has been awarded over £4 million from the DCMS to explore how to capture the benefits of 5G. In Liverpool’s case, the emphasis is on health and social care. Early results suggest that the full integration of 5G could significantly lower overall health and social care costs in the city whilst improving service delivery.

This technology is supported by Blu Wireless Technology and by using existing public fibre infrastructure it lowers overall costs. Transmitter/receiver nodes are mounted on buildings and street furniture (lamp posts) to provide a coverage network in selected parts of the city. The network is then wirelessly connected to apps and devices which, in this trial, are linked to health and social care outcomes – for example, monitoring and managing individual treatments or conditions.





9. Business and Economy

Project No. 1: Business Support Services And Spaces

What

This can include delivery of support services on a small scale – photocopying, binding etc. and business advice clinics; to mixed-use-scale support such meeting and conference facilities in a dedicated ‘business hub’; up to provision of co - working / flexible office spaces, business incubators and live/work units.

In the context of Fleetwood Town Centre the initial focus should be on small scale support which can be incorporated into existing committed projects such as the refurbishment of Fleetwood Market (including ‘maker spaces’ for local craft businesses) and the promotion of small co - working / ‘live - work’ units as part of the repurposing of former retail space on the high street.

Opportunities for the inclusion of digital craft technology should be considered e.g. access to 3D printing.

The provision of further levels of support can be scaled to match requirements as the economy regenerates.

Why

Fleetwood must develop a range of initiatives to regenerate its economy whilst some of these will need to operate at a more strategic level (ref. project no.1) other initiatives should offer small scale practical help to grow existing town centre businesses and encourage new start-ups.

It is important to ensure that young people are encouraged to start new businesses and provided with support to maximise their chances of success – Fleetwood must develop the next generation of home grown entrepreneurs.

New uses are required to diversify the high street, helping to replace lost traditional retail uses. A strategy which includes developing new, flexible businesses located on the high street should be considered.

Overlap and synergies with other framework initiatives

- High Street – opportunities to promote new and diverse high street uses
- Tech & Digital – good digital connectivity will be important.

How and Who

Wyre Council lead and coordination. Individual development and management structures homegrown likely for different types of initiative.

Timescale

Small scale business support is a short term goal to be delivered as part of other early projects. Larger scale support will be delivered in step with demand.



Stockport - BIC



Live/work - Downs Quarter



Sheffield - AMP Technology Centre

Precedent

Stockport Business and Innovation Centre, a partnership led by Stockport Council, offers flexible spaces and support for start-ups and Small to Medium Enterprises (SME’s) in a former mill building on the edge of town. SBIC has recently added town centre facilities in a refurbished high street building offering small business spaces with high speed band and support services.

Trafford’s Fab Lab located in Altrincham town centre provides open access to 3D printing, laser cutting and digital routing as part of a community arts and crafts space.

Sheffield Advanced Manufacturing Park Technology Centre is a large scale hub facility offering flexible office and workshop space, full front of house management and communal facilities, conferencing, café and EV charging. It has become a focal point for the cluster of advanced manufacturing businesses that surround it.

Live-work units are proposed at ‘The Downs Quarter’ as part of a crowd funded town centre redevelopment. The three bed apartments are spread over three floors with a small workshop, store and access yard on the ground floor.



Altrincham Fab Lab



9. Business and Economy

Project No. 2: Improved Town Centre Hotel Offer

What

A new good quality hotel: the aim should be for this to be located close to the town centre (potentially as a 'estuary view' high-quality hotel on the ABP port land) and for the hotel to have small scale conference facilities. i.e. small function / meeting spaces linked to the other hotel facilities.

Fleetwood is positioning itself as a tourist destination offering access to, and interpretation of, its surrounding natural environments. The right hotel offer could capitalise upon this with an 'eco-tourism' offer.

Why

Fleetwood has a limited quality hotel offer. Stakeholder and public consultation revealed that a number of organisations and businesses struggle to find suitable accommodation for business visitors who are then accommodated outside Fleetwood. This must be addressed for Fleetwood to be seen to be an attractive investment location and a visitor destination that can compete as a quality offer. Consultees also noted the lack of small-scale meeting/conference facilities in Fleetwood which would be useful assets for business (notwithstanding the larger scale facilities at The Marine Hall).

This Regeneration Framework has highlighted the opportunity for Fleetwood to capitalise on the proposed development of Eden North at Morecambe which anticipates over 700,000 visitors per year. If just a small proportion of this figure made linked trips to Fleetwood the town would not currently be able to offer suitable hotel capacity.

Recent bed space capacity study undertaken by Lancaster University indicated that there is insufficient hotel capacity in the wider Lancashire/ Cumbria area to meet future demand created by Eden North.

Overlap and synergies with other framework initiatives

- High Street – an improved hotel offer would draw more visitors who would stay longer – potential additional high street spend.
- Heritage & Culture – benefits as above
- Transport & Linkage – Good connectivity will support hotel business case – especially links to Eden North
- Sustainability & Low Carbon – function/meeting opportunity for new hotel offer to focus on 'eco-tourist' market

Where

Hotel operators will want to locate next to the coast or estuary coast in order to offer marine views. There are few suitable sites on the already crowded north coast but a new hotel on the ABP port land would have stunning views of the estuary and Morecambe Bay with easy links to the town centre and its developing offers – The Heritage Quarter, improved food and drink offer, an evening economy and a potential new visitor centre / waterside public space.

How and Who

Potential for a new hotel could be identified in a Site Development Brief for the ABP port land. A development prospectus for this opportunity could be jointly promoted by the land owner and Wyre Council.

Timescale

Eden North could open in 2023. Fleetwood should make plans to improve its hotel offer in the short term.

Precedent

Iceland's Ion Adventure Hotel is marketed as a stylish eco destination linked to a high quality food offer and designed to capitalise on its surrounding natural environment, including "breath-taking views" (nice, but not as good as Fleetwood's views of Morecambe Bay!).



Ion Adventure Hotel



9. Business and Economy

Project No. 3: Pro-Active Pursuit Of Major Investment And Improved Links To Hillhouse Enterprise Zone

What

A strategy to pro-actively pursue larger investment opportunities. These should include opportunities in the energy, chemical and polymer sectors (i.e. target areas for Hillhouse Enterprise Zone) and opportunities in the tourism / leisure sector. In relation to the latter this could be ticketed outdoor active leisure attractions that link to Fleetwood's maritime location.

Fleetwood is on a densely urbanised peninsular and so the areas of development opportunity and the town's ambitions for these areas should be clearly set out in a high level development prospectus produced in partnership with major land owners. This should explain plans for Fleetwood's future and the opportunities that these create.

Why

Fleetwood is the largest settlement in Wyre and must attract new inward investment if it is to meaningfully grow its economy. This will involve changing a number of negative perceptions about its location and economy and energetically setting out the town's advantages and opportunities. This should be done in partnership with Hillhouse EZ which is Fleetwood's neighbouring major employment area in Thornton Cleveleys.

The delivery of other projects and potential infrastructure highlighted in this Regeneration Framework will change the narrative for Fleetwood and make the town a much more investable proposition. To take maximum advantage of this the ambitions of the town and opportunities for investment must be clearly set out and actively promoted.

Overlap and synergies with other framework initiatives

Growing Fleetwood's economy is the overarching Regeneration Framework objective.

How and Who

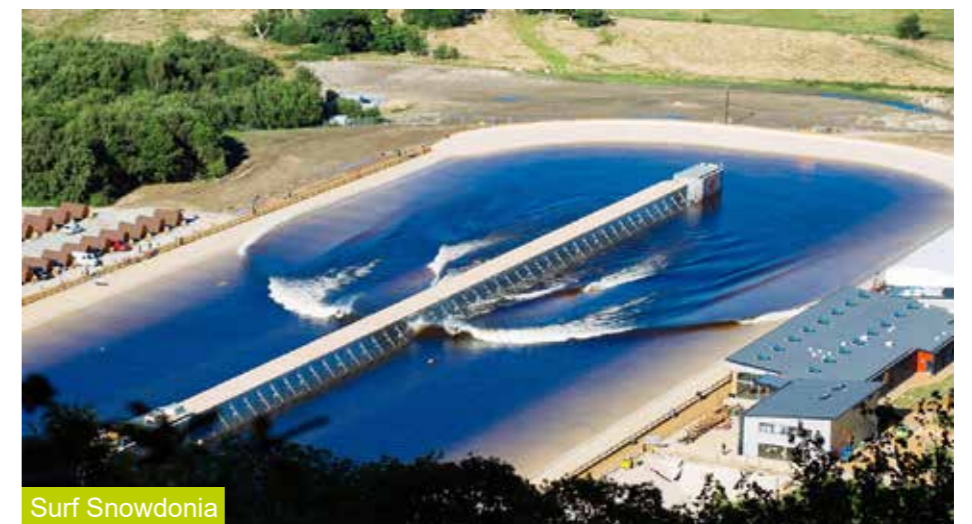
Working in collaboration and partnership with stakeholders to deliver growth through the establishment of an Investment Zone or similar such initiatives that come available which could accelerate the delivery of key anchor points within the Lancashire 2050 Growth Plan and which would underpin a wider acceleration in sustainable growth and prosperity.

Timescale

A 'major investment group' should be established as a short term priority with membership rotated over time to ensure new energy and ideas (and possibly access to funding).



Fleetwood at Mipim?



Surf Snowdonia



Eden North - image from edenproject.com

6. Development Tool-Kit

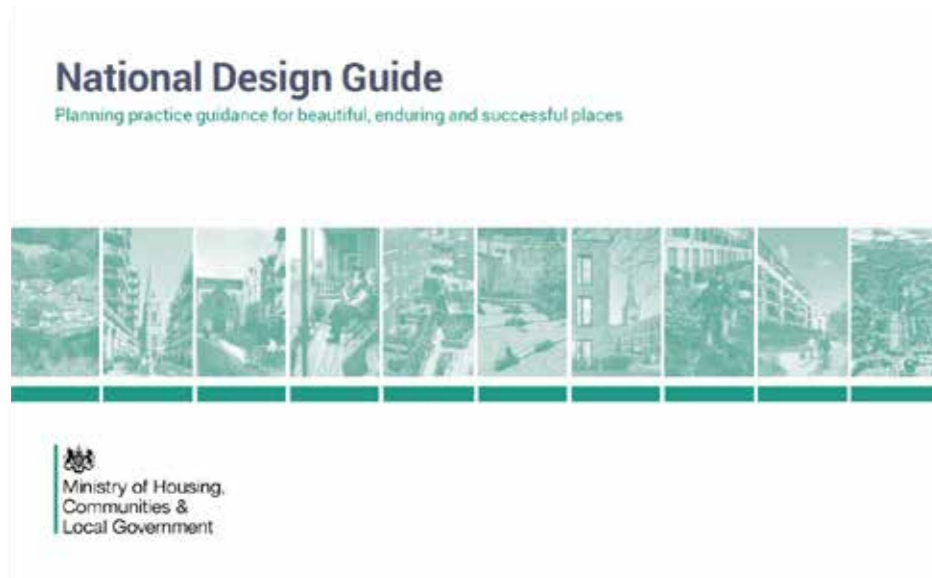
- 6.1 Introduction
- 6.2 Design Principles
- 6.3 Implementation
- 6.4 Managing Implementation
- 6.5 Next Steps

6.1 Introduction

This Regeneration Framework has set out a high-level approach to the regeneration of Fleetwood Town Centre. Whilst the focus has been on the town centre the Framework recognises that the health of this narrowly defined area is inextricably linked to that of other areas around it and also to themes that are not limited to any particular area.

Wyre Council currently has no specific urban design or placemaking policy to guide and control Fleetwood Town Centre's regeneration in line with this Framework. Under the heading 'Design Principles' this section provides advice on creating an appropriate design policy.

This section also provides advice on organisational structures and partnerships which may be suitable to deliver the specific initiatives or 'projects' identified in this document, and also on an approach to the management of the delivery of the town centre regeneration.



6.2 Design Principles

Why?

National importance

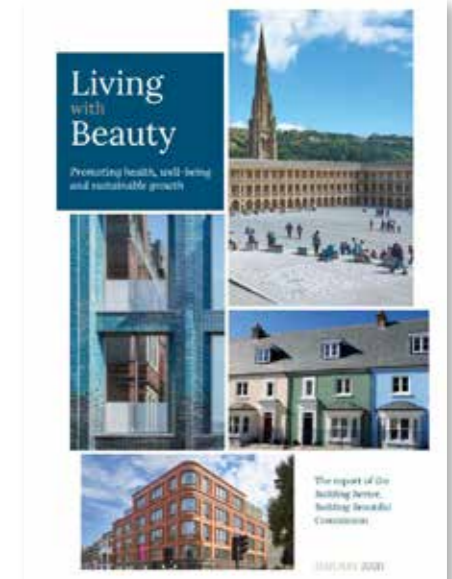
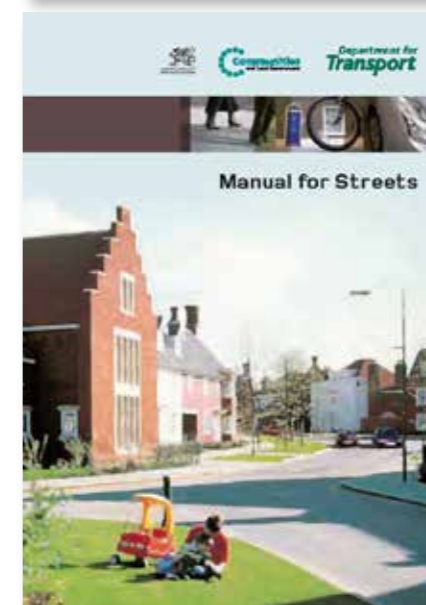
National level planning policy in the National Planning Policy Framework (NPPF) (revised in 2019) states that "The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make the development acceptable to communities". There is specific mention of the vitality of town centres and conserving and enhancing the historic environment.

The Government's 'National Design Guide' published in 2019 sets out 'ten characteristics' of good design and explains the relationship between the National Design Guide and local design guides. It identifies a series of built 'good practice examples' and references 29 other examples of good practice design guidance including:

- The Urban Design Compendium, Homes and Communities Agency, 2000.
- Home Quality Mark, BRE, 2018.
- HAPPI Principles, Housing Learning and Improvement Network.
- Manual for Streets, Department for Transport and Department for Communities and Local Government, 2007 (and vol. 2 2010)

The Government has recently established the 'Building Better Building Beautiful Commission', an independent body that will advise the government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods. Its report of Jan 2020 'Living with Beauty' proposes that 'beauty' should be an essential condition for the grant of planning permission.

In summary, good design matters to government and is embedded in planning policy.



Local importance

Being distinct i.e. identifying and celebrating local identity is a key criterion for successful towns. Most of Fleetwood's town centre is designated a Conservation Area which recognises the importance of its historic layout and buildings. Preserving and enhancing this design significance will be central to Fleetwood's renaissance.

Economic importance

Good design has economic value. For example in 2018 IBI jointly funded a piece of work with KADA Research to assess the economic impact of public realm improvements that IBI designed for Kidderminster Town Centre. This referenced evidence from the UK and internationally which identifies significant economic benefits of public realm schemes. The report concluded an economic cost: benefit ratio for public realm investment of 1:7.6 over a 10 year period. This makes a compelling case that the right investment in public realm delivers strong, measurable economic returns.

How?

Ensuring that development aligns with good design principles will require these to be defined (with specific reference to Fleetwood) and then set out and explained within a design policy document – a Fleetwood Town Centre Design Guide.

Overall Structure

The National Design Guide (NDG) provides a structure that can be used for the content of local design guides and addresses issues that are important for design codes where these are applied to large scale development on single or multiple sites. It notes that "All local design guides and codes will need to set out a baseline understanding of the local context and an analysis of local character and identity. This may include (but not be limited to) the contribution made by the following:

- the relationship between the natural environment and built development;
- the typical patterns of built form that contribute positively to local character;
- the street pattern, their proportions and landscape features;
- the proportions of buildings framing spaces and streets;
- the local vernacular, other architecture and architectural features that contribute to local character."

The NDG then sets out 10 principles for a well-designed place, explaining each in detail.



NDG - 10 principles for a well designed place

Define the design principles that are appropriate to Fleetwood

NDG sets out ten principles for a well-designed space but the starting point for the Fleetwood Town Centre Design Guide should be a more practically focussed set of principles that are of specific relevance to Fleetwood.

Development proposals should be measured against these principles and developers asked to explain how their proposals respond positively to each.

Many of the good practice guides referenced above contain their own checklists of good design and are a useful reference and starting point. An example for consideration is the list of 8 Elements of Form (i.e. the physical expression of urban design consisting of the relationships, shape and size of buildings, structures and spaces) contained in the Commission for Architecture and the Built Environment's (CABE's) 'The Councillor's Guide to Urban Design'

1

Urban structure

The essential diagram of a place showing:

- The relationship between new development and nature, land form and existing buildings
- The framework of routes and spaces that connect locally and more widely, and the way developments, routes, open spaces and precincts relate to one another

3

Density and mix

The amount of development and the range of uses this influences, to include:

- The intensity of activity relative to a place's accessibility
- The place's vitality relative to the proximity and range of uses
- The development's viability

5

Building type

- The size of the building floorplate its storey heights and means and location of access
- The relationship of the building to adjacent buildings and how it relates to external space at ground floor level
- The nature and extent of the building's setback at upper floors and roof treatment

7

Details and materials

The appearance of the building in relation to:

- The art, craftsmanship, building techniques and detail of the various building components true to local context
- The texture, colour, pattern, durability and treatment of its materials
- Materials sourced from local and/or sustainable sources, including recycled materials where possible
- The lighting, signage and treatment of shopfronts, entrances and building security

2

Urban grain

The nature and extent of the subdivision of the area into smaller development parcels showing:

- The pattern and scale of streets, blocks and plots
- The rhythm of building frontages along the street as a reflection of the plot subdivision

4

Height and massing

The scale of a building in relation to:

- The arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces
- The size of parts of a building and its details, particularly in relation to the size of a person
- The impact on views, vistas and skylines

6

Facade and interface

The relationship of the building to the street:

- The rhythm, pattern and harmony of its openings relative to its enclosure
- The nature of the setback, boundary treatment and its frontage condition at street level
- The architectural expression of its entrances, corners, roofscape and projections

8

Streetscape and landscape

The design of route and spaces, their microclimate, ecology and biodiversity to include:

- Paving, planting and street furniture
- The integration of public art, lighting, signing and waymarkers
- The treatment of parks, play areas, natural features and recreation areas
- Consideration of long term management and maintenance issues

Local content

Landscape Projects “Public Realm Strategy and Action Plan” for the market and museum area contains a detailed analysis of these areas from a public realm perspective including materials, planting, lighting, boundary treatments etc. This is a good starting point for the public realm component of a Town Centre Design Guide to inform and control future development.

Other sections of the guide should include:

- Guidance on heritage assets
- Building design guidance
- Sustainability requirements
- Retail frontage design
- Healthy New Town Design Principles (see Section 4 of this report)
- Pedestrian Priority Streets and Spaces
 - Street furniture
 - Detail
- Reference to other published design standards which development will be required to consider (or meet). For example, residential design and space standards, referencing Building for Life 12 (BFL12) and/or Nationally Described Space Standards – mandatory for new homes and a benchmark for the re-use of existing buildings.

A Site Development Brief for the ABP port land

At various points, this report has made a recommendation for the production of a Site Development Brief for the ABP port land. This is the major development site opportunity in Fleetwood and a Site Development Brief would help to ensure that it is brought forward in a way that provides appropriate benefits for the town whilst providing greater certainty through the planning process for the developer.

The preparation of this brief should be coordinated with the wider Town Centre Design Guide and may be given formal status in Wyre Council’s suite of planning policy documents.

A Coordinated Approach

It is important that the Town Centre Design Guide is aligned with and referenced to other strategies (town or borough-wide) whose production is recommended in this report. These include:

- Sustainability / Low Carbon Strategy
- Smart Place Strategy incorporating:
 1. Town Centre Car Parking / Charging
 2. Digital Health Strategy

Public Realm Design Watch Points

The ultimate aim of a design guide is to ensure that Fleetwood creates an attractive, characterful, pedestrian-friendly town centre that encourages people to spend more time and hence more money in the town. Three key areas for inclusion within the Fleetwood Town Centre Design Guide that are of specific relevance to the regeneration of town centres are:

1. **Pedestrian Priority Design – creating environments that encourage easy and safe pedestrian movement, whilst not preventing vehicle movement**
2. **Celebrating the character and heritage of a place with bespoke design**
3. **Incorporating fine ‘detail’ and playfulness**

These key areas of design are central to creating usable and unique town centres.

1. Pedestrian Priority Design

Pedestrian Priority spaces

The aim of this approach is to create street conditions whereby drivers and riders feel they should give priority to pedestrians, and where pedestrians feel comfortable in accepting that priority. This street type is normally used in areas with high numbers of pedestrians and can create the best social and economic environment by increasing dwell time. The more time people linger in a space, the more money they are likely to spend. Pedestrian Priority design also makes it easier for pedestrians to criss-cross between shops, treating the street as a place rather than a linear route, increasing the likelihood of their being drawn to a shop or café. Despite generally being used where there are lower volumes of traffic, these schemes often accommodate a high proportion of bus traffic as they are often located in Town Centres.

The general design principle for this typology is to design the space to appear pedestrianised such that the pedestrian does not feel they have to look out for vehicles whilst drivers become very conscious of their responsibility to navigate the space safely.

More pedestrians occupying street space results in a reduction in traffic speed. In general, schemes of this type can achieve very low traffic speed, typically well below 20 mph.

The designs of pedestrian-prioritised streets have meant that they are useable by cyclists without requiring any dedicated facilities. Street schemes of this type have generally adopted designs that do not appear to contain a well-defined carriageway so that road users (particularly drivers) do not assume that pedestrians need a defined crossing or a driver’s permission to cross the street. Such schemes have often used a level surface, sometimes with similar paving types and colours across the whole of the space.

Pedestrian Priority Streets and Squares, when they incorporate a level surface with no kerb, facilitate the flexible use of the space particularly for staging events. These can draw people to the town centre. Parking in Pedestrian Priority Streets and Spaces has to be carefully managed as there is no kerb to align or control vehicles.

Issues

There are examples of places where this typology has been inappropriately applied resulting in a street or space where the driver still feels like they have the right of way and pedestrians don't feel comfortable occupying the whole space, particularly blind and partially sighted users. The issue in such situations is usually that for reasons of design or context, resultant traffic speeds are too high or that tactile paving has been used inappropriately.

Wayfinding can be a problem for several user groups, including young children, older people, non-locals and visually impaired people in this type of street. Seating and other useful street furniture have often been placed in the street to emphasise its primary function as a place to be enjoyed, but this can also create obstacles for visually impaired people where it has not been located carefully.

Page 342



Castle Square, Caernarfon activities

Castle Square, Caernarfon. One of the first and largest Pedestrian Priority Shared Space projects in the UK, completed 2008

- 2015 Honourable Mention for Design Excellence: International Making Cities Liveable
- 2011 Highly Commended, Transport Practitioners, Urban Transport Design Award
- 2010 Runner-up Urban Design Awards, Practice Award

Before



After



Frodsham Street, Chester. Pedestrian priority street.

- Winner: Healthy Street of the Year 2019
- Winner, Chartered Institute of Highways and Transportation, Creating Better Places Award 2018
- Winner, Transport Practitioners, Urban Transport Design Award 2018

Before



After



Exchange Place, Kidderminster. A New Town Square that used to be a road junction is now a place for people and events.

- 2017 runner-up, Transport Practitioners, Urban Transport Design Award

Before



After



Informal Streets

The aim of the Informal Street typology is to reduce the speed of vehicles by reducing the barriers between them and pedestrians, creating a stronger social contract than exists in traditional streets or where pedestrian guard railing is employed. Design features used with the intention of reducing vehicular speed and dominance include reducing the differentiation between the footway and carriageway, for example, by using reduced-height kerbs; and providing features such as median strips which encourage more frequent crossing movements by pedestrians.

Informal street design can handle higher traffic flows than pedestrian priority streets. Most schemes of this type have provided regular crossings of the carriageway where drivers stop or slow to allow pedestrians to cross with confidence, either through formal crossings (signalised or zebra crossings) or by design (courtesy crossings). Courtesy crossings, which do not use traffic signals, signs or markings, have been used to reduce the formality of the street, but formal crossings have also been used. Some schemes have a combination of both types. Some schemes have also provided crossing opportunities where pedestrians can cross during gaps in the flow of traffic.

Tactile paving has been used to indicate courtesy crossing points. There has been criticism of these schemes from national blind and partially sighted groups concerned that their community do not know when it is safe to step out onto a Courtesy Crossing and that if a low kerb is employed along the length of a street, guide dogs or long cane users may not always be able to locate it. There has also been praise of these schemes from some local blind and partially sighted users.

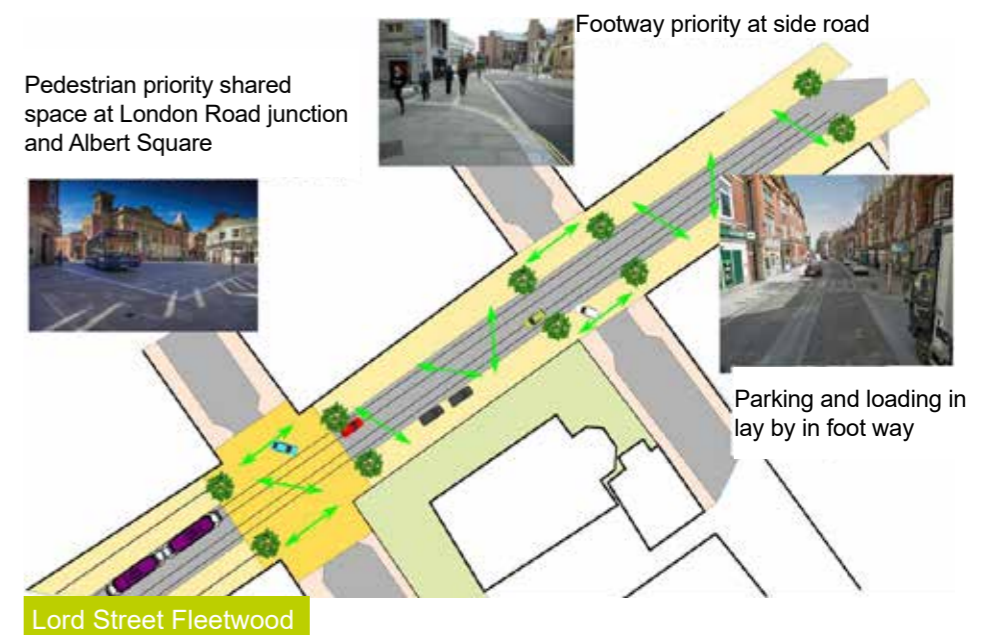
Informal street schemes have generally not included any dedicated cycle infrastructure, but there is no in-principle reason why such facilities could not be provided. Because these street typologies incorporate a low kerb, they are not as flexible for staging events as pedestrian Priority Streets and Spaces.



Informal street features Altincham

Application in Fleetwood

Public realm improvements in Fleetwood Town Centre should consider the opportunities for the incorporation of pedestrian priority areas – Albert Square and Adelaide Street for example; and the application of informal street design principles – areas along Lord Street for example.



Lord Street Fleetwood

2. Celebrating the character and heritage of a place with bespoke design

Visitors seek out places that are unique and special. The value of “local distinctiveness” is recognised in the recommendations of the High Streets Task Force (ref. Section 2.3 of this report) and identifying and celebrating the history and heritage of a place is central to this. Fleetwood has a lot to say and a great story to tell in this respect. The key is to layer this into the design of the public realm without being heavy handed or didactic.

Exchange Square “Penny Black Square” Kidderminster

The design of the paving detail for the new square references the fact that Kidderminster was the birthplace of Rowland Hill, the originator of the postal service. Other bespoke seating areas reference the fact that Robert Plant was educated there.

Page 344



Accrington Town Square

Bespoke street furniture was designed for a new square in Accrington including ‘duck board seating’ which refers to the story of the ‘Accrington Pals’ in World War One. Consultation with local people also revealed a desire to tell other stories including that of the football club, textile and brick industries and contributions to decorative glass design.

- 2019 Finalist: Landscape Institute Awards
- 2019: Finalist: International Making Cities Liveable Design Awards



3. Incorporating fine 'detail' and playfulness

Good design works at a range of scales. In the design of streetscapes the users of the spaces are in direct contact with the design - they walk down the streets, sit on the benches, lean on the lampposts. With this close proximity, the fine details of design and quality of materials are revealed, and this is an opportunity for a final layer of interest, uniqueness and even 'playfulness' – all elements that add to the character of a place.



Page 345



Embedding Good Design into the Regeneration of Fleetwood

In addition to the development of policy to promote good design, other measures should be considered to ensure that a positive approach to good design and placemaking is embedded into the delivery of this Regeneration Framework. These could include:

Developing an integrated approach to design, planning function, construction and town centre management / maintenance. This may involve a different approach to the structuring of local authority teams and functions.

Page 346

Investing in design training for the members of the Town Centre Partnership and others who will be involved in the regeneration of Fleetwood – elected members and key officers for example. Different approaches and levels of time commitment for different groups should be considered. This need not be onerous or expensive.

Encouraging the use of design advisors (possibly at key points in the process) and the use of design review panel input to key projects – PlacesMatter for example.

Considering the establishment of a Town Centre Design Panel as a sounding board for proposals and a consultee to the planning process. This could be a coordinating / streaming body for the input of existing amenity and community groups.

6.3 Implementation

The Implementation Matrix overleaf is designed to act as a point of reference and a call to action for all organisations, both public and private sector, involved in the future growth of Fleetwood Town Centre. The identified projects form an interlinked package of development and improvement interventions. For each project, the Implementation Matrix identifies the lead organisation responsible for its delivery, along with other organisations that will be involved, so that it is clear who is responsible for driving forward each project and who will work alongside them.

Page 347

The Implementation Matrix also identifies the potential sources of funding for the investments proposed and the likely timescales for them taking place. Clearly, not every project will be delivered in the near term. Several projects face complex challenges in terms of ownership, viability, funding and other issues. The timescales set out in the Implementation Plan seek to take account of these challenges in identifying which projects are likely to be delivered in the short, medium- and long-term periods.

Similarly, given constraints on the availability of funding, there is a need to prioritise the numerous projects identified through the framework process. The Implementation Matrix therefore also seeks to identify those projects that are most critical to the delivery of the vision and strategic objectives for Fleetwood. The purpose of this is to assist when difficult decisions on how to allocate resources are being made, so that the available resources can be channelled into projects that will have the greatest impact and make the greatest contribution to the delivery of the framework vision.

Equality and sustainability assessments will be undertaken where required during the development and design of each framework project, and for those policy recommendations included within the Local Plan.

The successful delivery of the Regeneration Framework will not only be measured in terms of the implementation of the framework projects but also in terms of other indicators that will be monitored over the plan period. These indicators will include:

- bolstering Fleetwood as a destination for people to visit, measured by improving visitor numbers;
- making the most of Fleetwood's unique selling points, strengths and assets;
- providing opportunities for local people to help shape Fleetwood's future;
- improving the attractiveness of Fleetwood through investment; and
- supporting young people, for example improving qualifications and providing jobs.

The above indicators should be monitored through periodic reviews of the Local Plan evidence base, as well as research undertaken to inform other plans and strategies.

Implementation Matrix

		The High Street	Heritage & Culture				Transport & Linkage				
		HS1: Public Realm Improvements	HS2: Fleetwood Market - Improvements Programme	HC1: Reserve Land To Link Fleetwood Museum To The Estuary	HC2: Development Of Visitor Centre & The Fleetwood Museum	HC3: Arts & Culture Programme	HC4: Transform Fleetwood Seafront	TL1: Eco - Shuttle Service & Transport Links by Bus/DRT	TL2: Town Centre Tram Loop	TL3: Walking And Cycling Improvements Strategy	TL4: Town Centre Parking Strategy
Priority - High / Medium / Low		H	H	Safeguarding H Delivery M	M	H	M	H	M	M	M
Timescale / Planning - S, M, L		█	█	█	█	█	█	█	█	█	█
Timescale Implementation - S, M, L		█	█	█	█	█	█	█	█	█	█
Delivery Partnership	LA = Local authority C = Community H = Health authority T = Transport authority U = University B = Business A = Amenity Group HA = Housing Association D = Developer Lead*	LA* T C B A	LA* C B A	LA* D LA C A	D* LA C A	LA* C D	LA* C D	B* LA* T* C C	T* LA	LA* A C T D	LA* A T C
Potential Funding	CGFS = Central Government Funding Stream LA = Local authority LCC = Lancashire County Council T = Transport authority H = Health authority	CGFS	LA/CGFS	LA/Private	LA/Private	LA/Private	CGFS/Private	Grant/Affinity/ Private	LA/LCC/T	LA/LCC/ Private	LA
Key Next Steps		Design, funding and procurement	Design, funding and procurement	Safeguard site	Safeguard site	Establish a working group, Develop action plan	Initial scoping and feasibility / viability study	Initial feasibility study to understand potential operator, delivery partners, costs and funding streams	Initial feasibility study to determine whether economically viable, design, funding and procurement	Safeguard within SPD	Scope, funding and procurement

	Community & Residential	Sustainability & Low Carbon	Health & Well-being	Technology & Digital	Business & Economy
Support the continued delivery of the first phases, partner with Fleetwood Trust and promote the use of emerging new facilities.	CR1: Former Fleetwood Hospital Community Hub				
Dependent on FHSF which will unlock the site for re-development, WBC could produce a development brief	CR2: Commercially Focused Development On ABP Land				
Identify a vision for the area and a project champion	CR3: Improvement Of Residential Housing				
Prepare a development prospectus	CR4: Delivering New Homes including Housing with Care and Support				
Mechanism to deliver significant investment, advocacy and support	SLC1: River Wyre Tidal Barrage				
Design, funding and procurement	SLC2: Town Wide Green Space Initiatives				
Study needed into costs of infrastructure and key locations for the infrastructure	SLC3: Electric Vehicle Charging Strategy				
Scope brief for Strategy Report	SLC4: Low Carbon Development Strategy				
Promotion of small scale, community led initiatives	HW1: Digital Health Strategy				
Scope brief for Strategy Report	HW2: Cycle / Walking / Fitness Peninsular Loop				
Convene a group of interested parties	HW3: Community Capacity Building & Social Prescribing Activities				
Focus on delivery of the recommendation of Wyre Moving More	HW4: Wyre Moving More Priorities				
Establish a working group, Develop action plan	HW5: Supporting Our Children and Young People				
Design, funding and procurement, ensuring the project fits in with other developments within the town centre	TD1: Develop A Smart Place Strategy				
Identify a project champion to build multi-partnership support before opening discussions with providers	TD2: Improve Digital Connectivity				
Acquisition, securing appropriate development partner, design, funding and procurement	BE1: A Business Support Services And Spaces				
LA could develop a tourism study / strategy in the first instance	BE2: Improved Town Centre Hotel Offer				
Establish a partnership group and 'champion' Identify and meet with potential investors	BE3: Pro-Active Pursuit Of Major Investment And Improved Links To Hillhouse Enterprise Zone				
Various	H	H	H	H	H
Private/Grant	H	M	M	M	M
Private / HA/ LA	M	H	H	H	H
Private / HA	M	M	M	M	M
Private/Grant	H	H	H	H	H
LA	M	M	M	M	M
LA/Grant	H	H	H	H	H
LA/Grant	M	M	M	M	M
H	H	H	H	H	H
LCC	M	M	M	M	M
H/LA/C	H	H	H	H	H
LA/CGFS	H	H	H	H	H
LA	M	M	M	M	M
LA	H	H	H	H	H
Various	H	H	H	H	H
LA/ Private	M	M	M	M	M
Private	H	H	H	H	H
LA/ Various	H	H	H	H	H
A* H LA C	D* LA C	HA* D LA C	D* LA HA	D* LA U A C	LA* A C D
LA T D A C*	LA* T B C	H* LA HA C	A* LA T	A* LA C H	LA* C H A
LA C H A C	B* LA T U	LA B C*	D* LA	LA* C U T	

6.4 Managing Implementation

The means of delivering and managing the framework projects will require a variety of approaches, depending on the specific nature of the project. In broad terms, the different approaches can be summarised as follows:

- a) Design / development briefs – for specific projects at discrete sites.
- b) Supplementary Planning Documents – for more complex sites and/or parts of the town centre that are larger than specific, identifiable ‘sites’.
- c) Formulation of bespoke delivery bodies/partnerships – as opposed to and additional to the agencies that already exist, such as Wyre Borough Council and so on.
- d) Direct delivery by the Council (and partner organisations if necessary).
- e) Collaboration with private owners of land/property.
- f) Acquisition of land/property if the relevant owners are unwilling to bring schemes forward.

The section below identifies thoughts in relation to the various potential management and delivery structures, focusing on key interventions rather than each and every framework project.

Re-imagining Former Retail Space

The refurbishment/redevelopment of prominent vacant retail units that were previously occupied by retail and related uses within the core town centre area are proposed to be replaced with new uses as defined in other sections of the masterplan document including residential, flexible community space, a conference facility and / or business incubation and co-working space.

It is important that Wyre Council does all it can to facilitate the refurbishment/redevelopment of these key units/properties. This could include reducing or removing the abnormal cost to maximise the chances of these sites being re-used/re-developed through the council acquiring the units/ properties from willing owners.

In the event that owners of the units/properties are not willing to sell and are also not willing to pro-actively work towards achieving the identified new uses of the sites, the council should seriously consider acquiring those properties via its Compulsory Purchase Order (CPO) powers.

Each of these projects would relate to a discrete site/ property and so a summary design/development brief for each site will provide sufficient information.

Associated British Ports Land

The ABP landholding is substantial and is also affected by an array of constraints relating to (inter alia) flood risk, ground conditions and limited market demand. For these reasons, we believe that it would be prudent to put in place a Site Development Brief will enable the Council, ABP and partner organisations to devise a carefully formulated package of interventions in order to maximise the potential of this key waterfront opportunity, informed by consultation and engagement, thereby helping with bids for public sector funding and the attraction of private sector investment.

A New Modern Market

Fleetwood Market is currently successful and is popular with visitors from outside of Fleetwood but not local residents. Fleetwood Market is currently successful and is popular with visitors from outside of Fleetwood but not local residents. Heritage Action Zone (HAZ) funding will enable external repair to the Victorian hall. Other works such as internal improvements and reconfiguration of the layout of stalls to improve pedestrian flow within the market to support trading require grant funding or Council investment. This will help to create a new, modern market with greater appeal to local residents and visitors like, and hopefully attract additional visitors to Fleetwood.

Improved Public Realm

Improved public realm is proposed at Lord Street and Heritage Quarter; Albert Square; and Victoria Street and Adelaide Street. The interventions will create an improved retail, leisure and cultural offer, providing opportunities for community events, driving increased footfall, dwell-time and increased local expenditure. Improved public realm is proposed at Lord Street and Heritage Quarter; Albert Square; and Victoria Street and Adelaide Street. The interventions will create an improved retail, leisure and cultural offer, providing opportunities for community events, driving increased footfall, dwell-time and increased local expenditure. This will require grant funding and/or Council investment to create the improved public realm, which will be instrumental in transforming perceptions of the town centre and how the town centre is used. In that eventuality, it is important that the Council finds an alternative source of funding to create the improved public realm, which will be instrumental in transforming perceptions of the town centre and how the town centre is used.

Fleetwood First

Wyre Borough Council could consider introducing ‘Fleetwood First’, a service to broker and promote apprenticeships and volunteering for local people. The service could support local residents with: apprenticeships; finding a job; work experience; and volunteering. Such a service could also help with CV writing, confidence building and presentation skills and pre-apprenticeship courses.

Fleetwood Business Improvement District, or similar

The promotion and development of UK town centres and the management of their ‘vision’ and future development can be delivered through a variety of structures – both formal and informal (see brief summary below). Historically these have often been voluntary in nature but since 2004 Business Improvement Districts (BIDs) have become increasingly common as an ultimate ‘place management’ structure.

Summary Town centre Management Structures

Town teams / partnerships

Informal grouping of organisations (sometimes individuals) representing different private and public sector interest – for example Local Authorities, major retailers, trade associations, amenity groups and community groups. They are often run on a voluntary basis, with/without a dedicated budget.

Town Centre Management Companies

These tend to be more formal versions of the above, constitutes as legal entities with a defined remit and business plan and usually employing dedicated staff overseen by an advisory board or management group. Long term continuity of funding can be an issue, as is “free riding” of non-contributor organisations.

Business Improvement District companies

A legally constituted body that comes into being as the result of a ballot of local businesses choosing to constitute a BID with a specific remit and business plan for a fixed period. Funding is through a levy on top of business rates within a defined area (eg town centre). BIDs are often seen as the lead structure for place management/marketing and often destination management/marketing. Where a destination marketing lead already exists, as in Fleetwood, the close working of the two organisations is important.

Successful BIDs require greater engagement with business than the previous structures but have a more secure funding base. At the end of their fixed term they can renew their remit through a further ballot of businesses. The majority are set up through the actions of property occupiers to improve the attractiveness for business of a specific location. Though retail is the core business base the more successful ones are inclusive of all business types (eg tourism/leisure) and are networked with other important groups such as residents groups, housing associations, community groups etc.

Case study - Altrincham

Altrincham in Cheshire is seen as a successful model of town centre regeneration. In 2010 the town faced vacancy rates of 30% - amongst the worst in the country, yet in 2018 won the ‘Great British High Street Award’. This turn around was initiated by the establishment of a partnership of public and private sector ‘Altrincham Forward’ initiated and supported by the local authority. This legally constituted body was initially a forum for landlord and tenant engagement leading to small but significant ‘grass roots’ improvements. This body was able to bid for funding through which it developed an action plan for the regeneration of the town centre beginning with the remodelling of its market offer and environmental improvements around it.

Other initiatives included Town Centre Loans – Trafford Council set up an initiative where businesses could borrow up to £20,000 to set up in Altrincham. The loan could be applied for by anyone who will bring a vacant ground floor premises back into use. Since 2013, in excess of 20 loans have been awarded in Altrincham, to the value of several hundred thousand pounds.

In 2015 Altrincham Forward was dissolved and a town centre BID set up – “Altrincham Unlimited” with a 5 year remit and professional staff including a BID Business Manager. At the time of writing the BID is going through the re-ballot process. Wyre Borough Council has also been proactive in relation to interventions relating to (for instance) the market and public realm, but to deliver truly transformational change of the sort envisaged in this Regeneration Framework the Council could consider setting up a Business Improvement District or similar delivery vehicle. A Fleetwood BID would be funded by a levy from businesses based on the rateable value of a property. The funds would then be applied directly into activities within the BID area only, i.e. Fleetwood Town Centre, which could involve events, promotion/marketing, partnerships to help make Fleetwood a vibrant and attractive place to visit, work and live in, and so on.

Future Management and Monitoring

In addition to the above measures, it will be necessary for enhanced management of the town centre including: A destination management plan to help achieve the integration of the town centre’s various assets and ensure effective promotion of the town centre, including Fleetwood’s new market and its waterfront/coastline location.

Providing the capacity for effective event management. Events, such as ‘Tram Sunday’, are an important component of the town centre’s visitor offer and are very popular, but they are too few and far between. The framework’s public realm projects provide new outdoor spaces to hold such events. There should be a co-ordinated approach to the implementation of identified public realm projects to ensure that they reinforce the attractiveness of the town centre as a destination for events, festivals and markets. Considering the potential for new technology to support the visitor experience. This could be used to provide visitor information, promote events and create virtual attractions such as heritage trails.

The implementation of the various components of the framework will be monitored by the Council to enable it to respond to unforeseen changes that may have impacts on the overall strategy, including delivery and phasing.



Report of:	Meeting	Date
Councillor David Henderson, Resources Portfolio Holder and Clare James, Corporate Director Resources	Cabinet	11 January 2023

Capital Budget 2022/23 and Capital Programme 2023/24 Onwards

1. Purpose of report

- 1.1 To consider the review of the 2022/23 Capital Programme and the progress of schemes for the nine month period, covering April 2022 through December 2022, undertaken by spending officers. Noting amendments to the Capital Programme since last reported to Cabinet on 19 October 2022 and the financial impact over the term of the Programme, through to the end of 2027/28.
- 1.2 To agree the latest Capital Budget 2022/23 and the Capital Programme for the financial year 2023/24 onwards.

2. Outcomes

- 2.1 The council's latest Capital Budget 2022/23 and the Capital Programme 2023/24 onwards.
- 2.2 A Capital Programme that supports the achievement of the Council's Business Plan objectives.

3. Recommendations

- 3.1 That the progress of, and expenditure incurred on, capital schemes for the first nine months of the 2022/23 financial year is noted.
- 3.2 That the Revised Capital Programme, and its funding, for the 2022/23 financial year totalling £17,343,792 be approved, noting the following specific amendments:
 - £1,922,155 expenditure on Fleetwood Market Improvement Works, with funding from capital receipts;
 - £380,000 expenditure on the UK Shared Prosperity Fund projects, with funding from the Department for Levelling Up, Houses and Communities (DLUHC);

- £125,996 expenditure on ICT Cyber Resilience and Disaster Recovery measures, with funding from the IT Strategy Reserve;
- £7,000 deferral of expenditure for Jubilee Gardens Refurbishment to 2025/26, funded from capital receipts.

3.3 That the Capital Programme over the five year term from 2023/24 through to the end of 2027/28, totalling £57,245,754, be approved.

3.4 That the financial implications of the Capital Budget and future Capital Programme be reflected in the draft Revenue Estimates which will be considered by Cabinet at their meeting on 15 February 2023 and be subject to approval by Full Council at the meeting on 9 March 2023.

4. Background

4.1 Capital expenditure generally comprises the buying, construction or improvement of physical assets. Physical assets include buildings, land, vehicles and other miscellaneous items such as playground equipment and ICT equipment. The expenditure can also include grants and advances which the council pay to other bodies or individuals for capital spending purposes. Owing to the mainly project-based nature of capital expenditure, there can be relatively large variances in expenditure over time compared to revenue expenditure.

4.2 There are a number of funding resources available to support the Capital Programme. These can include:

- Capital receipts – monies received from the sale of a capital asset;
- Revenue contributions – monies set aside in specific reserves to support and fund schemes (i.e. Capital Investment Reserve, IT Strategy Reserve, Vehicle Replacement Reserve and Value for Money Reserve);
- External grants and contributions – monies received from third parties to support or fund schemes. These monies normally include stipulations as to what they can be used for and the monies are held until such time as the requirements are fulfilled. The council receives Better Care Funding which it uses to support the delivery of Disabled Facilities Grants (DFGs), as well as other funding from the Environment Agency, DLUHC and Friends Groups.
- External borrowing – the council is free to make its own borrowing decisions according to what it can afford, as set out in the Prudential Code. It is recognised that this source of funding does bear additional costs and therefore the use of this is limited.

4.3 The council's Capital Programme is set over a five year period; Appendix 4 provides details of this, showing schemes for the period 2023/24 to 2027/28. The proposed future Programme is informed by previous years' strategies and projects this forward allowing for the

current financial and political environment. Capital schemes are assessed in accordance with the Council's priorities as reflected in the Business Plan, the criteria specified in the Medium Term Financial Plan (MTFP) and the Capital Strategy.

- 4.4** The Capital Programme is supported by the Capital Strategy, which reflects the requirements of the latest Prudential and Treasury Management Codes. Giving consideration to:
- How capital expenditure, capital financing and treasury management activity contribute to the provision of services;
 - An overview of how the associated risk is managed;
 - The implications for future financial sustainability.
- 4.5** As part of the council's Performance Management process, finance and spending officers review the progress of capital scheme expenditure against the approved Programme. These reviews are carried out at least three times a year to coincide with key budget planning cycles. The summary results of this second review of the 2022/23 programme, as at 31 December 2022, are contained in Appendix 2.
- 4.6** The Original Capital Budget for 2022/23 was set at £10,094,588. Details of the changes to funding since then (as shown in Appendix 1) can be found in the appropriate Cabinet, Audit Committee and Portfolio Holder reports. Spend to date, the schemes' year-end position and budget changes are detailed in Appendix 2.

5. Key issues and proposals

5.1 2022/23 Capital Monitoring Period Nine (to 31 December 2022)

5.1.1 Appendix 2 shows actual costs and commitments (including for future years within the capital programme) totalling £13,260,633, up to the end of December against the full year budget of £17,343,792; actual costs incurred and paid by the end of December total £7,928,810, reflecting a spend against budget of 46%. The scheme variations of spend against the full year budget are shown in Appendix 2. Creditor adjustments processed as part of the 2021/22 accounts process, totalling £928, for which invoices have yet to be received or processed, have been excluded from the actual costs and commitments figure provided above.

5.1.2 As a result of the period nine review with spending officers, when compared to the current approved Budget, the predicted underspend as at 31 March 2023 is expected to be approximately £4,770,000. These amounts are still estimated and at this stage are not assumed to be required to be slipped in the forecast. The main factors are:

- £500,000 – Disabled Facilities Adaptations;

- £17,000 – Empty Homes;
- £208,000 – Rossall Seawall Improvement;
- £558,000 – Innovative Resilience Fund ECO-CoBS;
- £1,840,000 – Wyre Beach Management Scheme;
- £342,000 – Vehicle Replacement Programme;
- £951,000 – Fleetwood Market Improvement Works;
- £103,000 – Public Sector Decarbonisation Scheme;
- £218,000 – UK Shared Prosperity Fund Projects;
- £33,000 – Parks and Open Spaces.

5.1.3 In some cases these underspends reflect delays or changes to when expenditure is expected to be incurred over the term of the scheme. For these schemes, which are not completed at the end of the financial year, there is a mechanism in place to carry forward funds into future years.

Neighbourhood Services and Community Safety Portfolio

5.1.4 Disabled Facilities Mandatory Grants – actual spend up to period nine is £1,609,447. Officers anticipate an underspend of £500,000 this year owing to the lack of referrals from Lancashire County Council (LCC). LCC are paying for private Occupational Therapists to get through their waiting list backlog, so they should deliver far more referrals for Wyre in 2023/24. This will utilise the forecast underspend, which is expected to be slipped into 2023/24.

5.1.5 Rossall Seawall Improvement Works – currently this scheme is underspending owing to the delay of the Wyre Beach Management Scheme, as the scheme contractors, in conjunction, are carrying out these works. The full budget of £208,432 is expected to be slipped into 2023/24.

5.1.6 Wyre Beach Management – the project has been delayed as a result of Covid-19, amendments relating to the siting of the compound for the storage of rock and permissions from regulatory bodies. The setting up of the compound is complete. Phase 1 works will commence at the end of March 2023 and will complete in July 2023. Phase 2 is due to start following the completion of Phase 1 works. Dialogue is ongoing with the MMO to ensure the relevant licence is in place by March. However, should there be any delays to the issuing of the licence, then alternative plans will be put in place to ensure Phase 1 works can commence. The scheme is currently underspending against the 2022/23 profiled budget allocation and £1,840,000 is expected to be slipped into 2023/24. Following a review of current and future inflationary measures, directly affecting the expenditure for the Wyre Beach Management Scheme, a request has been submitted to the Environment Agency (EA) for an additional £11,700,363 of funding over the lifetime of the project. This request is currently being reviewed by the EA Large Project Review Group (LPRG) and is awaiting their approval.

- 5.1.7** Innovative Resilience Fund ECO-CoBS – the scheme has commenced but there has been a delay in expenditure owing to the absence of a dedicated project manager. We have recently appointed a project manager in October 2022, seconded from WSP, a leading engineering professional services firm. A meeting has been set up in January 2023 with the Project Manager, Head of Engineering and Finance to revise the current expenditure profile of the lifetime costs of the project, which will subsequently link to future claims to the Environment Agency. The project is forecast to underspend against the 2022/23 profiled budget allocation by £558,000 and this is expected to be slipped into 2023/24.

Resources Portfolio

- 5.1.8** Vehicle Replacement Programme (VRP) – the reserve reflects the funding set aside at year-end for the purchase and ongoing replacement of the refuse collection and other vehicles in 2022/23 and future years. The scheme is forecast to underspend against the 2022/23 profiled budget allocation by £342,000 owing to supply chain issues and this is expected to be slipped into 2023/24. Owing to the uncertainty of current market conditions, global inflationary pressures, supply chain pricing variations and replacement vehicle availability, the council is presently reviewing all vehicle costs and residual values going forward with the impact to be reflected in future capital reports.
- 5.1.9** Fleetwood Market Improvement Works – the works are now being undertaken and will be completed in September 2023. This expenditure is part of a wider project for the upgrade of Fleetwood Market. Wyre Council are utilising the external funding from supplementary budgets as a priority as the expenditure is time limited.
- 5.1.10** Public Sector Decarbonisation Project – this project has been delayed owing to the detailed design taking longer than originally planned and a change of installation contractor. The works are now being undertaken and will be completed in June 2023. We are utilising the external funding of £999,468 from Salix by 31 March 2023 and the balance of £103,000, funded by capital receipts, will be slipped into 2023/24 if required.

Planning Policy and Economic Development Portfolio

- 5.1.11** UK Shared Prosperity Fund Projects –DLUHC were later than expected sending out the agreement for Wyre to sign. This has now been signed and we are soon to receive the capital funding totalling £380,000. This has led to a delay in the commencement of the programme and consequently is forecast to underspend against the 2022/23 profiled budget allocation by £218,000. Subject to approval from DLUHC, this is expected to be slipped into 2023/24 and we await confirmation.

Street Scene, Parks and Open Spaces Portfolio

- 5.1.12** Preesall Playing Fields Environmental Improvements – residue of budget of £20,000 is expected to be slipped into 2023/24 and to be combined with Section 106 monies expected that year. A future report will be presented to the relevant Portfolio Holder as the project is finalised.
- 5.1.13** Jubilee Gardens Refurbishment – funding of £7,000 has been removed from the 2022/23 Capital Programme as the site compound for the Wyre Beach Management Scheme will remain in place until 2026. The refurbishment of Jubilee Gardens can only be carried out following this date. A future report will be presented to the relevant Portfolio Holder and will incorporate additional Section 106 monies received.
- 5.1.14** King George’s Playing Field Phase 3 – permissions from Wyre Rivers Trust via the Environment Agency were granted in December 2022. The project will underspend in 2022/23 and £11,000 is expected to be slipped into 2023/24.
- 5.1.15** Scotts Green Playing Fields – the residue of 2022/23 budget, totalling £3,200, is expected to be slipped into 2023/24 and be used for additional expenditure in Hawthorne Park playground improvements.

5.2 Capital Programme – 2022/23 Budget and Funding

- 5.2.1** The latest details of the Capital Budget for 2022/23 (including the method of funding for each scheme) is attached at Appendix 1.

The budget reflects the following updates since last reported to Members (as at 19 October 2022):

- In October 2022, Full Council approved a decision for a capital scheme for improvement works at Fleetwood Market, The overall scheme totals £1,922,155 with funding being provided from Capital Receipts;
- In November 2022 a decision to approve schemes contained within the Investment Plan for UK Shared Prosperity Fund (UKSPF) for £380,000, with funding from the DLUHC;
- In December 2022 a decision to approve the ICT Cyber resilience and Disaster Recovery measures project, with funding from the IT Strategy Reserve.

5.2.2 The following table summarises expenditure by Portfolio and the methods of financing capital expenditure in 2022/23:

	Latest Estimate 2022/23 £
<u>Capital Schemes by Portfolio:</u>	
Neighbourhood Services and Community Safety	7,675,030
Planning Policy and Economic Development Resources	1,355,347
Street Scene, Parks and Open Spaces	8,098,571
	214,844
	17,343,792
<u>Funding Sources:</u>	
Grants and Contributions	(11,673,865)
Revenue – Capital Investment Reserve	(40,050)
Revenue – IT Strategy Reserve	(125,996)
Revenue – Vehicle Replacement Reserve	(512,902)
Revenue – Value For Money Reserve	(57,960)
Revenue – Property Investment Reserve	(2,794,917)
Revenue – Insurance Reserve	(16,962)
Capital Receipts	(2,121,140)
	(17,343,792)

(A more detailed breakdown by capital scheme can be seen in Appendix 1.)

5.2.3 As per the above table, grants and contributions from third parties being applied to capital schemes in 2022/23 totals just under £11.7m. These funds have been received from the following parties:

Funding From	External Funding Applied in 2022/23 £
Environment Agency	4,717,818
Government - Better Care Fund / Disabled Facility Grant Funding	2,841,753
Other third parties and individuals	284,479
Historic England – Heritage Action Zone	975,347
Regenda – Disabled Facility Grant Funding	75,000
Lancashire Economic Recovery & Growth Fund	1,400,000
Public Sector Decarbonisation Scheme	999,468
UK Shared Prosperity Fund	380,000
	11,673,865

5.3 Capital Programme – 2023/24 to 2027/28

5.3.1 The detailed Capital Programme 2023/24 to 2027/28, together with the method of funding for each scheme, is attached at Appendix 4.

5.3.2 Schemes that form part of the 2023/24 to 2027/28 Capital Programme relate to:

- Cell Eleven Monitoring;
- Wyre Beach Management;
- Innovative Resilience Fund ECO-CoBS
- Disabled Facilities Grants;
- Vehicle Replacements;
- Fleetwood HAZ;
- Changing Places Facilities –Wyre Estuary Country Park;
- UK Shared Prosperity Fund projects.

5.3.3 The following table summarises expenditure by Portfolio and the methods of financing capital expenditure in 2023/24:

	Original Estimate 2023/24 £
<u>Capital Schemes by Portfolio:</u>	
Neighbourhood Services and Community Safety	17,489,950
Planning Policy and Economic Development	681,656
Resources	248,378
	<hr/> 18,419,984 <hr/>
<u>Funding Sources:</u>	
Grants and Contributions	(18,256,086)
Revenue - Vehicle Replacement Reserve	(149,500)
Capital Receipts	(14,398)
	<hr/> (18,419,984) <hr/>

(A more detailed breakdown by capital scheme and details for future years through to 2027/28 can be seen in Appendix 1.)

5.4 Ongoing considerations

5.4.1 The building maintenance condition surveys (now completed) indicate a total requirement over the next five years of an estimated £3.8m excluding a number of investment schemes and projects where further work is required before a recommendation can be made to proceed. An updated list of the 2023/24 priorities will be taken to Overview and Scrutiny in early 2023 for consideration. The total estimated requirement of £3.8m is also subject to capital receipts or other sources of funding being received. The estimates were produced prior to the Head of Built Environment's departure in the summer and are likely to be understated given the current economic climate and so should be treated with a higher level of caution than normal.

5.4.2 At a Council meeting on 27 October 2022, investment at Fleetwood

Market was approved for an additional £1,922,155 to deliver significant enhancement works to the fabric of Fleetwood Market Hall, including the replacement of the main hall slate roof, windows and doors to ensure longevity of the building’s lifespan and maintain a dry internal trading environment.

5.4.3 A key requirement of the MTFP is the long term planning of capital resources and the Capital Programme. The Prudential Code requires chief finance officers to have full regard to affordability when making recommendations about the local authority’s future capital programme. Such consideration includes the level of long-term revenue commitments. In considering the affordability of its capital plans, the authority is required to consider all of the resources available to it, including those estimated for the future together with the totality of its capital plans and revenue forecasts for the forthcoming year and the following two years. With effect from the 2007/08 financial year, the council became reliant on borrowing to support capital expenditure. Long term borrowing totalling £3,552,000 had been drawn down and this value is used to calculate the Minimum Revenue Provision (MRP), which must be reflected in the revenue estimates. However, early repayment of the two remaining loans in October, totalling £1,552,000, means that the council no longer has any interest payments to make and is now debt free. The change is reflected in updated Prudential Indicators at Appendix 5.

5.4.4 The council has arranged its MRP policy as to ensure that assets or other expenditure having the shortest “charge” life are determined as being financed from capital receipts or other available resources. The extent of the council’s borrowing obviously has an impact on the revenue account in the form of debt charges. An estimate of the debt charges and associated interest payments is reflected in the table below for the 2022/23 financial year with MRP costs not falling further until 2024/25 when the 15 year lifespan assets drop out of the MRP calculation:

Year	MRP per annum £	Interest cost per annum £	Total per annum £
2022/23	95,559	37,062	132,621
2023/24	95,559	0	95,559
2024/25	89,994	0	89,994
2025/26 to 2032/33	79,703	0	79,703

5.4.5 The Capital Investment Reserve was created in an effort to reduce the council’s reliance on borrowing. This reserve will be used to meet known commitments, including the enhancement of council assets and provide resources for future capital investment. The Capital Investment Reserve is reviewed as part of the annual budget preparation, the updating of the MTFP and as part of the closure of accounts process,

with a view to minimising ongoing revenue costs. After funding existing commitments and with no new business cases with capital expenditure implications for 2023/24 onwards, the projected balance on the Capital Investment Reserve at 31 March 2023 is expected to be £1,537,212.

- 5.4.6** The council is currently holding further monies which do not form part of the proposed Capital Programme, however, they may be included if and when a scheme is developed and approved. These monies relate to the Community Housing Fund and Section 106 agreements.
- 5.4.7** An assessment of the risks associated with the MTFP is carried out annually and includes the likelihood, severity and level of risk together with the risk management procedures in place to control and monitor them. Appendix 5 of the MTFP report which was considered by Cabinet on 19 October 2022 lists the major risks associated with financial planning and the controls in place to alleviate the risks.
- 5.4.8** The council’s financial plans support the delivery of strategic plans for assets either through investment, disposals, rationalisation or more efficient asset use. Financial plans show how the financial gap between the need to invest in assets and the budget available will be filled over the long term (for example through prudential borrowing, rationalisation of assets, capital receipts, etc.). In order to avoid significant additional financial pressures, further capital disposals will be required to generate capital receipts to meet capital commitments. After funding existing commitments and with no new business cases with capital expenditure implications for 2023/24 onwards, the projected balance of Capital Receipts at 31 March 2023 is expected to be £4,384,272.

Financial and legal implications	
Finance	The revenue implications of the proposed capital expenditure will be incorporated within the Council’s Medium Term Financial Plan, which is subject to regular review. The draft Revenue Estimates will be considered by Cabinet at their meeting on the 15 February 2023 prior to being presented to Council at their meeting on 9 March 2023.
Legal	None arising directly from the report.

Other risks/implications: checklist

If there are significant implications arising from this report on any issues marked with a ✓ below, the report author will have consulted with the appropriate specialist officers on those implications and addressed them in the body of the report. There are no significant implications arising directly from this report, for those issues marked with a x.

risks/implications	✓ / x
community safety	x
equality and diversity	x
sustainability	x
health and safety	x

risks/implications	✓ / x
asset management	✓
climate change	✓
ICT	x
data protection	x

Processing Personal Data

In addition to considering data protection along with the other risks/ implications, the report author will need to decide if a 'privacy impact assessment (PIA)' is also required. If the decision(s) recommended in this report will result in the collection and processing of personal data for the first time (i.e. purchase of a new system, a new working arrangement with a third party) a PIA will need to have been completed and signed off by Data Protection Officer before the decision is taken in compliance with the Data Protection Act 2018.

report author	telephone no.	email	date
Clare James	01253 887308	clare.james@wyre.gov.uk	3 January 2023

List of background papers:		
name of document	date	where available for inspection
None		

List of appendices

Appendix 1	Capital Programme and Funding 2022/23 – 2027/28
Appendix 2	2022/23 Expenditure and Funding Changes and scheme year-end position as at 31 December 2022 review
Appendix 3	Reserves position as at 31 December 2022 review
Appendix 4	The Detailed Capital Programme 2023/24 onwards
Appendix 5	Prudential Indicators Q3 2022/23

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Capital Scheme	Funded By	Original 2022/23 £	Revised 2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	2027/28 £	TOTAL £
Jubilee Gardens Refurbishment	Capital Receipts		0			7,000			7,000
Tebay Playground Refurbishment	Capital Receipts		7,000						7,000
Preesall Playing Fields Environmental Improvements	Grants and Contributions		69,359						69,359
King George's Playing Field Phase 3	Grants and Contributions		10,678						10,678
Forton Village Hall & Recreation Ground Play Area Improvements	Grants and Contributions		50,769						50,769
Queen Elizabeth II Playing Field, Catterall Improvements	Grants and Contributions								0
Restoration of the Mount	Grants and Contributions		53,538						53,538
Hawthorne Park, Thornton - Playground improvements	Capital Receipts		13,794						13,794
Scotts Green, Winmarleigh - Playground improvements	Capital Receipts		9,706						9,706
Cell Eleven Monitoring	Grants and Contributions	23,410	23,410	23,410	23,410	23,410			93,640
Rossall Sea Wall Improvement Works	Grants and Contributions		208,432						208,432
Wyre Beach Management Business Case	Grants and Contributions	6,981,014	3,679,800	13,195,576	11,891,451	11,684,943			40,451,770
Innovative Resilience Fund ECO-CoBS	Grants and Contributions		829,586	2,191,000	1,613,000	1,045,000	1,066,000		6,744,586
Disabled Facilities Mandatory Grants	Grants and Contributions	2,079,964	2,916,753	2,079,964	2,079,964	2,079,964	2,079,964	2,079,964	11,236,609
Empty Homes Delivery	Grants and Contributions		17,049						17,049
Vehicle Replacement/Street Cleansing Mtnce	Revenue - Vehicle Replacement Reserve	155,200	512,902	149,500	302,500	215,000	404,500	306,700	1,584,402
Citizen Access Portal	Revenue - Value For Money Reserve		57,960						57,960
Fleetwood Market Security Improvements	Revenue - Capital Investment Reserve		40,050						40,050
Acquisition of fish and food processing commercial units	Grants and Contributions / Revenue - Property Investment Reserve		4,194,917						4,194,917
Fleetwood HAZ	Grants and Contributions	855,000	975,347	214,656					1,190,003
Public Sector Decarbonisation at Fleetwood Market	Grants and Contributions/Capital Receipts		1,102,829						1,102,829
Copse Road Depot VMU Roller Shutter doors	Capital Receipts		53,340						53,340
Changing Places Facilities - Central Car Park, Fleetwood	Grants and Contributions/Capital Receipts		65,304						65,304
Changing Places Facilities - Wyre Estuary Country Park, Thornton	Grants and Contributions/Capital Receipts			98,878					98,878
Thornton-Cleveleys Duck Pond Shelter	Grants and contributions /Revenue - Insurance Reserve		23,118						23,118
Fleetwood Market Improvement Works	Capital Receipts		1,922,155						1,922,155
UK Shared Prosperity Fund Projects	Grants and Contributions		380,000	467,000	1,923,000				2,770,000
ICT Cyber Resilience and Disaster Recovery measures	Revenue-IT Strategy Reserve		125,996						125,996

TOTAL		10,094,588	17,343,792	18,419,984	17,833,325	15,055,317	3,550,464	2,386,664	72,202,882
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Funding Sources	Original 2022/23 £	Revised 2022/23 £	2023/24 £	2024/25 £	2025/26 £	2026/27 £	2027/28 £	TOTAL £
Grants and Contributions	9,939,388	11,673,865	18,256,086	17,530,825	14,833,317	3,145,964	2,079,964	65,440,057
Revenue - Capital Investment Reserve		40,050						40,050
Revenue-IT Strategy Reserve		125,996						125,996
Revenue - Vehicle Replacement Reserve	155,200	512,902	149,500	302,500	215,000	404,500	306,700	1,584,402
Revenue - Value For Money Reserve		57,960						57,960
Revenue - Property Investment Reserve		2,794,917						2,794,917
Revenue - Insurance Reserve		16,962						16,962
Capital Receipts		2,121,140	14,398		7,000			2,142,538
Loan								0
TOTAL	10,094,588	17,343,792	18,419,984	17,833,325	15,055,317	3,550,464	2,386,664	72,202,882

Please note:- Purple text indicates externally funded schemes

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Capital Expenditure
Actuals and commitments

Portfolio	Director	Capital Project	Approved 2022/23 Budget	Revised 2022/23 Budget			Spend to date to end of Period 9	Commitments	Total spend including commitments	Status	Outturn scheme spend
				Council/Cabinet/PH decision	Slippage, advanced spend and change of category expenditure	Total					
			£	£	£	£	£	£			
SSP&OS	MB	Jubilee Gardens Refurbishment			0	0	0	0	0	Delayed	Underspend
SSP&OS	MB	Tebay Playground Refurbishment			7,000	7,000				Delayed	On Target
SSP&OS	MB	Preesall Playing Fields Environmental Improvements			69,359	69,359	48,178	0	48,178	Delayed	Underspend
SSP&OS	MB	King George's Playing Field Phase 2									
SSP&OS	MB	King George's Playing Field Phase 3			10,678	10,678	0	0		Delayed	Underspend
SSP&OS	MB	Forton Village Hall & Recreation Ground Play Area Improvements			50,769	50,769	50,769	0	50,769	On Track	On Target
SSP&OS	MB	Restoration of the Mount			53,538	53,538	13,604	0	13,604	On Track	On Target
SSP&OS	MB	Hawthorne Park, Thornton - Playground improvements			13,258	13,794	13,794	0	13,794	On Track	Underspend
SSP&OS	MB	Scotts Green, Winmarleigh - Playground improvements			10,242	9,706	6,499	0	6,499	On Track	Underspend
NS&CS	MB	Cell Eleven Monitoring	23,410		23,410	23,410	5,570	16	5,586	On Track	Underspend
NS&CS	MB	Rossall Sea Wall Improvement Works			208,432	208,432	0	0	0	Not started	Underspend
NS&CS	MB	Wyre Beach Management Business Case	6,981,014	-3,324,754	23,540	3,679,800	1,635,333	2,515,633	4,150,965	Delayed	Underspend
NS&CS	MB	Innovative Resilience Fund ECO-CoBS		422,000	407,586	829,586	88,736	287,391	376,127	Delayed	Underspend
NS&CS	MH	Disabled Facilities Mandatory Grants	2,079,964	75,000	761,789	2,916,753	1,609,447	0	1,609,447	Delayed	Underspend
NS&CS	MH	Empty Homes Delivery			17,049	17,049			0	Not started	Underspend
R	MB	Vehicle Replacement/Street Cleansing Mtnce	155,200		357,702	512,902	0	171,646	171,646	Delayed	Underspend
R	CJ	Citizen Access Portal			57,960	57,960	0	0	0	Delayed	Underspend
R	MH	Fleetwood Market Security Improvements			40,050	40,050	29,834	1,387	31,221	On Track	On Target
R	MH	Acquisition of fish and food processing commercial units			4,194,917	4,194,917	4,165,933	0	4,165,933	On Track	On Target
R	MB	Public Sector Decarbonisation at Fleetwood Market		1,102,829	1,102,829	69,184	909,504	978,688	978,688	Delayed	Underspend
R	MB	Copse Road Depot VMU Roller Shutter doors		53,340	53,340	35,000	0	35,000	35,000	On Track	On Target
R	MB	Changing Places Facilities - Central Car Park, Fleetwood		65,304	65,304	0	62,330	62,330	62,330	Delayed	On Target
R	MB	Thornton Cleveleys Duck Pond Shelter		23,118	23,118	19,058	0	19,058	19,058	On Track	On Target
P&ED	MH	Fleetwood HAZ	855,000		120,347	975,347	137,871	426,416	564,287	On Track	On Target
R	MH	Fleetwood Market Improvement Works		1,922,155	1,922,155	0	819,500	819,500	819,500	Delayed	Underspend
P&ED	MH	UK Shared Prosperity Fund Projects		380,000	380,000	0	138,000	138,000	138,000	Delayed	Underspend
R	CJ	ICT Cyber Resilience and Disaster Recovery measures		125,996	125,996	0	0	0	0	On Track	On Target
			10,094,588	844,988	6,404,216	17,343,792	7,928,810	5,331,823	13,260,633		

Page 367

Portfolio Key	
LH&CE	Leisure, Health and Community Engagement
NS&CS	Neighbourhood Services and Community Safety
P&ED	Planning Policy and Economic Development
R	Resources
SSP&OS	Street Scene, Parks and Open Spaces

Director Key	
CJ	Clare James, Corporate Director Resources
MB	Mark Billington, Corporate Director Environment
MH	Marianne Hesketh, Corporate Director Communities

Please note:- Purple text indicates externally funded schemes

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	Reserve balances	Updated	2023/24	2024/25	2025/26	2026/27	2027/28
	£	2022/23	£	£	£	£	£
Capital Investment Reserve							
Opening balance as 1st April 2022	1,577,262						
Withdrawals - out	-40,050	-40,050	0	0	0	0	0
Contributions - in	0	0	0	0	0	0	0
Closing balance as 31st March 2028	<u>1,537,212</u>						
IT Strategy Reserve							
Opening balance as 1st April 2022	1,442,262						
Withdrawals - out	-1,686,230	-698,420	-323,310	-203,230	-217,540	-157,730	-86,000
Contributions - in	301,075	51,425	49,930	49,930	49,930	49,930	49,930
Closing balance as 31st March 2028	<u>57,107</u>						
Vehicle Replacement Reserve							
Opening balance as 1st April 2022	1,087,788						
Withdrawals - out	-1,891,102	-512,902	-149,500	-302,500	-215,000	-404,500	-306,700
Contributions - in	3,457,104	578,679	575,685	575,685	575,685	575,685	575,685
Closing balance as 31st March 2028	<u>2,653,790</u>						
Value For Money Reserve							
Opening balance as 1st April 2022	777,815						
Withdrawals - out	-394,720	-323,820	-14,180	-14,180	-14,180	-14,180	-14,180
Contributions - in	0	0	0	0	0	0	0
Closing balance as 31st March 2028	<u>383,095</u>						
Capital Receipts (over £10k)							
Opening balance as 1st April 2022	790,412						
Withdrawals - out	-2,142,538	-2,121,140	-14,398	0	-7,000	0	0
Contributions - in	5,715,000	5,715,000	0	0	0	0	0
Closing balance as 31st March 2028	<u>4,362,874</u>						
Leisure Management Reserve							
Opening balance as 1st April 2022	724,398						
Withdrawals - out	-355,470	-321,000	-9,300	-8,230	-6,800	-5,070	-5,070
Contributions - in	8,620	7,380	1,240	0	0	0	0
Closing balance as 31st March 2028	<u>377,548</u>						
Property Investment Reserve							
Opening balance as 1st April 2022	2,877,168						
Withdrawals - out	-2,876,690	-2,876,690	0	0	0	0	0
Contributions - in	0	0	0	0	0	0	0
Closing balance as 31st March 2028	<u>478</u>						
Insurance Fund Reserve							
Opening balance as 1st April 2022	137,449						
Withdrawals - out	-26,962	-26,962	0	0	0	0	0
Contributions - in	240,000	40,000	40,000	40,000	40,000	40,000	40,000
Closing balance as 31st March 2028	<u>350,487</u>						

Please note:- Contributions - in figures include both capital and revenue contributions, as reflected in the Medium Term Financial Plan

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Capital Scheme	Funded By	2023/24 £	2024/25 £	2025/26 £	2026/27 £	2027/28 £	TOTAL £
Jubilee Gardens Refurbishment	Capital Receipts			7,000			7,000
Tebay Playground Refurbishment	Capital Receipts						0
Preesall Playing Fields Environmental Improvements	Grants and Contributions						0
King George's Playing Field Phase 3	Grants and Contributions						0
Forton Village Hall & Recreation Ground Play Area Improvements	Grants and Contributions						0
Queen Elizabeth II Playing Field, Catterall Improvements	Grants and Contributions						0
Restoration of the Mount	Grants and Contributions						0
Hawthorne Park, Thornton - Playground improvements	Capital Receipts						0
Scotts Green, Winmarleigh - Playground improvements	Capital Receipts						0
Cell Eleven Monitoring	Grants and Contributions	23,410	23,410	23,410			70,230
Rossall Sea Wall Improvement Works	Grants and Contributions						0
Wyre Beach Management Business Case	Grants and Contributions	13,195,576	11,891,451	11,684,943			36,771,970
Innovative Resilience Fund ECO-CoBS	Grants and Contributions	2,191,000	1,613,000	1,045,000	1,066,000		5,915,000
Disabled Facilities Mandatory Grants	Grants and Contributions	2,079,964	2,079,964	2,079,964	2,079,964	2,079,964	10,399,820
Empty Homes Delivery	Grants and Contributions						0
Vehicle Replacement/Street Cleansing Mtnc	Revenue - Vehicle Replacement Reserve	149,500	302,500	215,000	404,500	306,700	1,378,200
Citizen Access Portal	Revenue - Value For Money Reserve						0
Fleetwood Market Security Improvements	Revenue - Capital Investment Reserve						0
Acquisition of fish and food processing commercial units	Grants and Contributions / Revenue - Property Investment Reserve						0
Fleetwood HAZ	Grants and Contributions	214,656					214,656
Public Sector Decarbonisation at Fleetwood Market	Grants and Contributions/Capital Receipts						0
Copse Road Depot VMU Roller Shutter doors	Capital Receipts						0
Changing Places Facilities - Central Car Park, Fleetwood	Grants and Contributions/Capital Receipts						0
Changing Places Facilities - Wyre Estuary Country Park, Thornton	Grants and Contributions/Capital Receipts	98,878					98,878
Thornton-Cleveleys Duck Pond Shelter	Grants and contributions /Revenue - Insurance Reserve						0
Fleetwood Market Improvement Works	Capital Receipts						0
UK Shared Prosperity Fund projects	Grants and Contributions	467,000	1,923,000				2,390,000
TOTAL		18,419,984	17,833,325	15,055,317	3,550,464	2,386,664	57,245,754

Funding Sources	2023/24 £	2024/25 £	2025/26 £	2026/27 £	2027/28 £	TOTAL £
Grants and Contributions	18,256,086	17,530,825	14,833,317	3,145,964	2,079,964	55,846,156
Revenue - Capital Investment Reserve						0
Revenue - Vehicle Replacement Reserve	149,500	302,500	215,000	404,500	306,700	1,378,200
Revenue - Value For Money Reserve						0
Revenue - Property Investment Reserve						0
Revenue - Insurance Reserve						0
Capital Receipts	14,398		7,000			21,398
Loan						0
TOTAL	18,419,984	17,833,325	15,055,317	3,550,464	2,386,664	57,245,754

Please note:- Purple text indicates externally funded schemes

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Prudential Indicators

Indicator No.

1.

The actual capital expenditure incurred in 2021/22 and the estimates of capital expenditure for the current and future years that are recommended for approval are:

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Project Neptune	0	4,195	0	0	0	0	0
Other schemes	21	142	99	0	0	0	0
Fleetwood Market and Studios	54	3,065	0	0	0	0	0
Sea Defences	1,528	4,741	15,410	13,528	12,753	1,066	0
ICT	35	184	0	0	0	0	0
Housing	2,201	2,934	2,080	2,080	2,080	2,080	2,080
Fleetwood Heritage Action Zone	285	975	215	0	0	0	0
Parks and Open Spaces	68	161	0	0	7	0	0
Fleetwood Restoration of the Mount	25	54	0	0	0	0	0
UK Shared Prosperity Fund	0	380	467	1,923	0	0	0
Vehicle Replacement	54	513	150	303	215	405	307
	4,271	17,344	18,421	17,834	15,055	3,551	2,387

2. Estimates of the ratio of financing costs to net revenue stream for the current and future years, and the actual figures for 2021/22 are:

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
Ratio	0.79%	-0.12%	-0.03%	-0.08%	-0.15%	-0.15%	-0.14%

The estimates of financing costs include current commitments and the proposals in the budget report.

3. Estimates of the end of year capital financing requirement for the authority for the current and future years and the actual capital financing requirement at 31st March 2021 are:

	<u>31/03/21</u>	<u>31/03/22</u>	<u>31/03/23</u>	<u>31/03/24</u>	<u>31/03/25</u>	<u>31/03/26</u>	<u>31/03/27</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Total Capital Financing Requirement (Expenditure less capital grants & use of usable/set-aside receipts)	11,068	10,973	10,876	10,786	10,713	10,638	10,563

The capital financing requirement measures the authority's underlying need to borrow for a capital purpose.

To ensure that debt over the medium term is only for capital purposes, debt should not, except in the short term, exceed the Capital Financing Requirement for the previous, current and next two financial years.

Treasury Management Indicators

Wyre Borough Council has adopted the Chartered Institute of Public Finance and Accountancy (CIPFA) Code of Practice for Treasury Management in the Public Services.

Indicator No.

1. External Debt - Authorised Limit

The maximum level of external borrowing on a gross basis (i.e. excluding investments) for the Council. This is a statutory limit determined under the local Government Act 2003 and must not be exceeded during the year.

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Borrowing	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Other Long Term Liabilities	0	100	100	100	100	100	100
Total Authorised Limit	20,000	20,100	20,100	20,100	20,100	20,100	20,100

2. External Debt - Operational Boundary (Reasonable Limit-day to day)

The reasonable limit for external debt (excluding investments) focussing on day-to-day treasury management activities.

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Borrowing	13,452	13,452	13,452	13,452	13,452	13,452	13,452
Other Long Term Liabilities (Deferred Liabilities)	10	50	50	50	50	50	50
Total Operational Boundary	13,462	13,502	13,502	13,502	13,502	13,502	13,502

3. Actual External Debt

	<u>31/03/22</u>	<u>31/03/23</u>
	<u>Actual</u>	<u>Estimate</u>
	<u>£000</u>	<u>£000</u>
External Debt-Temporary Borrowing	0	0
External Debt-PWLB	1,552	0
Other Long Term Liabilities	11	11
Total Actual External Debt	1,563	11

It should be noted that actual external debt is not directly comparable to the authorised limit or operational boundary, since the actual external debt reflects the position at one point in time.

4. Fixed Interest Rate Exposures

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>
Principal sums outstanding in respect of borrowing at fixed rates	100	100	100	100	100	100	100
Principal sums outstanding in respect of fixed rate investments	25	25	25	25	25	25	25

5. Variable Interest Rate Exposures

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>
Principal sums outstanding in respect of borrowing at variable rates	25	25	25	25	25	25	25
Principal sums outstanding in respect of variable rate investments	100	100	100	100	100	100	100

Borrowing at fixed rates will be between 75% - 100% of the total portfolio
 Borrowing at variable rates will be between 0% - 25% of the total portfolio
 Investments at fixed rates will be between 0% - 25% of the total portfolio
 Investments at variable rates will be between 75% - 100% of the total portfolio

6. Maturity Structure of Borrowing

It is recommended that the Council sets upper and lower limits for the maturity structure of its borrowing as follows.

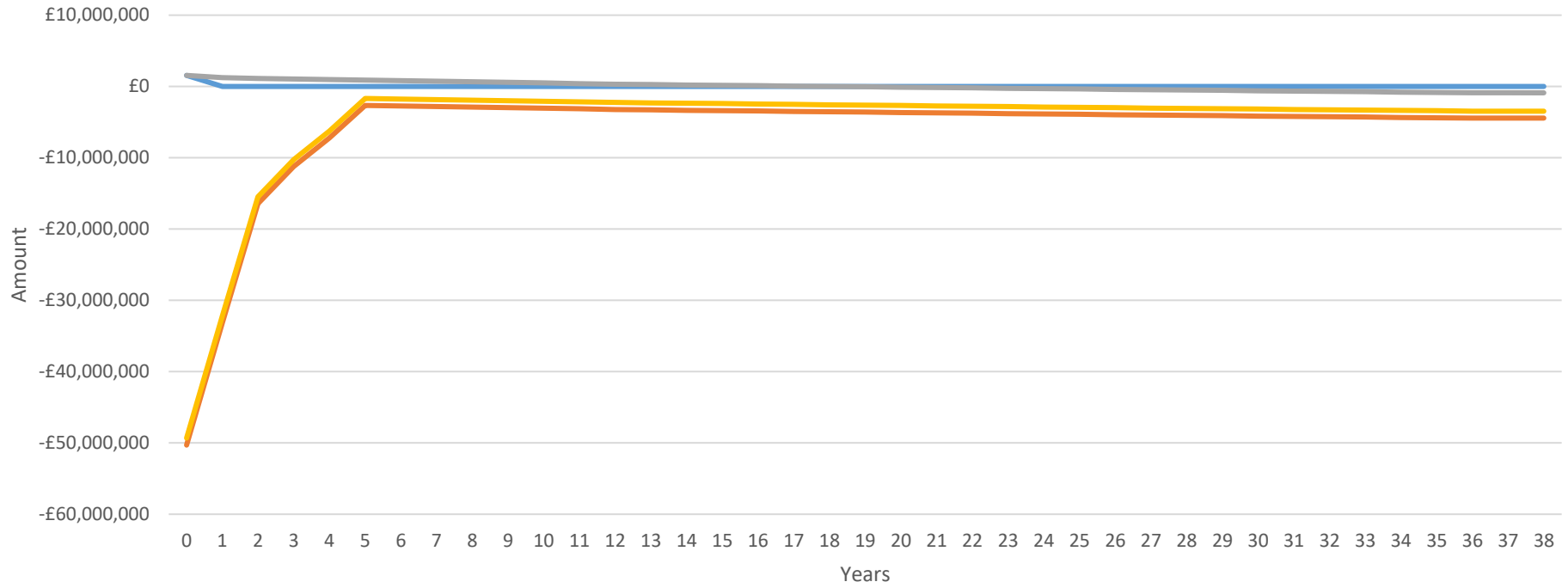
Amount of projected borrowing that is fixed rate maturing in each period as a % of total projected borrowing that is fixed rate at the start of the period.

	<u>Upper Limit</u>	<u>Lower Limit</u>
	<u>%</u>	<u>%</u>
Under 12 months	100	0
12 months and within 24 months	45	0
24 months and within 5 years	75	0
5 years and within 10 years	75	0
10 years and above	100	0

7. Total principal sums invested for periods longer than 364 days

	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>
	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>	<u>£000</u>
Total principal sum invested to final maturities beyond the period end	0	0	0	0	0	0	0

Liability Benchmark



Existing loan debt outstanding Forecast net loan debt (net loans requirement) Loans CFR Gross loans requirement (benchmark)

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