



Portfolio Holder Decisions

Cleveleys Public Realm Works, King George V Playing Fields, Replacement Pavilion.

1. **UK Shared Prosperity Fund - Cleveleys Public Realm Works** (Pages 3 - 14)
Report of the Corporate Director Communities and Corporate Director Environment.
2. **King George V Playing Fields, Replacement Pavilion** (Pages 15 - 18)
Report of the Corporate Director Communities.

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Portfolio Holder Report

The portfolio holder will make a decision on this item after seven days have elapsed (including the date of publication).

Report of:	Portfolio Holder	Date of publication
Marianne Hesketh, Corporate Director Communities and Mark Billington, Corporate Director Environment	Councillor Lesley McKay, Resources Portfolio Holder and Councillor Le Marinel, Planning Policy and Economic Development Portfolio Holder	16 November 2023

UK Shared Prosperity Fund (UKSPF) – Cleveleys Public Realm Works

Key decision: Yes

1. Purpose of report

1.1 To seek approval to grant £400,000 of UKSPF to Lancashire County Council to fund Cleveleys Public Realm Works.

2. Corporate priorities

2.1 Support our town centres to recover and develop through delivery of the UKSPF 2023-25.

2.2 Collaborate with our partners to facilitate cleaner, greener, vibrant town centres.

3. Recommendations

3.1 That approval is given to enter into a grant funding agreement with Lancashire County Council to the sum of £400,000 to design and construct the Cleveleys Public Realm Works project.

3.2 That the capital programme be updated to reflect the spend profile of £400,000 in 2024/25.

4. Background

- 4.1** The UKSPF is a central pillar of the UK government's Levelling Up agenda providing £2.6 billion of new funding for local investment by March 2025. Wyre's allocation being £3,949,132 (which includes £20,000 for preparing the Investment Plan).
- 4.2** The Investment Plan of projects for Wyre was selected via a project selection group from a shortlist compiled from proposals returned via three routes, namely:
- Town Centre Partnership Boards (established as part of the council's Town Centre Strategy Fund programme) nominating projects from priorities as set out in Town Centre Regeneration Frameworks.
 - A long-list of county-wide business, people and skills support projects supplied via Lancashire County Council.
 - A long-list of borough-wide projects which picked up priorities that were outside the remit of the Regeneration Frameworks.
- 4.3** Projects were selected based on the strength of their strategic fit in addressing key local needs and providing outputs which will support the council's Town Centre Recovery Projects' objectives.
- 4.4** Cleveleys Public Realm Works, is one of the proposed Investment Plan projects. It is identified in the Cleveleys Together Partnership Group's [Cleveleys Town Centre Regeneration Framework](#) (Theme 1: The High Street – Environment and Public Realm, section 1, project No.2).
- 4.5** Cleveleys Together Partnership Group established a working group of key stakeholders and appointed a consultancy team to undertake a Town Centre Study funded by UKSPF which explored:
- Feasibility of pedestrianising or having pedestrian priority for a section of Victoria Road West.
 - Reviewed options for high street bus stops and the use of the bus station.
 - Assessed the use of the council's car parks, the feasibility of a multi-storey car park and concepts for improved pedestrian routes from the car parks to the high street.
 - Options to improve highway safety and the pedestrian environment along Victoria Road West and surrounding areas.
- 4.6** The findings and proposals were presented to the community and relevant stakeholders for their input and feedback during September and early October (See Appendix 1 Cleveleys Transport Study Proposals). The majority of responses to the public consultation were received from residents. There was general support for the improvements and investment in the town centre, as well as comments in favour of no change and maintaining the status quo. Proposals were grouped and respondents asked to prioritise how important each group was to them.

The greatest support was shown for road safety improvements to Victoria Road West.

- 4.7** Lancashire County Council are the landowner and have the necessary skillset and statutory powers to design, permit and implement the public realm works as a whole package.

5. Key issues and proposals

- 5.1** The working group, taking into account feedback received, have put forward a preferred scope of public realm works for funding by the UKSPF. Of the Cleveleys Transport Study Proposals these works include:

- Proposal One: Improving the pedestrian route from the Derby Road Car Parks to access the high street.
- Proposal Two: Pedestrianising the section of Princess Road between the junction with Victoria Road West and Cleveleys Bus Station.
- Proposal Three: Road safety improvements along Victoria Road West.
- Proposal Four: Installation of digital screen at the Bus Station.
- Proposal Five: Traffic management and road infrastructure changes to Rough Lea Road.

- 5.2** Wyre Council and Lancashire County Council will enter into a grant agreement whereby Lancashire County Council will design and construct the project, to the value of £400,000 in 2024/25. A detailed scope of work is to be agreed during the design stage of the project, as well as the agreement to commence construction. Work to the highway will be adopted by Lancashire County Council upon completion.

- 5.3** The detailed design, consultation and possible implementation of proposed coach parking on Derby Road East Car Park will be undertaken by Wyre Council as the car parks are not a highway asset.

6. Alternative options considered and rejected

- 6.1** The findings of the study and proposals presented for customer feedback are the culmination of options considered by the working group. Options to fully pedestrianise part of Victoria Road West or to overhaul the bus station have been developed but the costs to implement would exceed the UKSPF monies available. The working group have agreed to take a phased approach to delivery of the proposals for the high street and to pursue alternative funding opportunities to deliver these as future phases of work.

- 6.2** The working group have focussed on works that best meet the eligibility requirements of UKSPF 'Intervention E1: Funding for improvement to town centres and high streets, including better accessibility for disabled people.' Moreover, which contribute positively towards outcomes such as increased footfall and improved perceived/experiences accessibility.

6.3 The priority rating placed on the proposals by respondents to the September consultation will be taken into consideration should selection of the improvements be required due to budget or timescale constraints at a future date.

6.4 Lancashire County Council are the landowner and only body that can deliver the design and construction as a whole package and are considered to be the most economic, effective and efficient way of delivering the project taking into account the project value and timeframe available.

7. Delegated functions

7.1 The matters referred to in this report are considered under the following executive functions delegated to the Resources Portfolio Holder (as set out in Part 3 of the council’s constitution): “To determine payment of grants to outside bodies within allocated budgets” and the executive functions delegated to the Street Scene, Parks & Open Spaces Portfolio Holder “To consider issues relating to the development and co-ordination of the Council’s approach to public realm.”

Financial, Legal and Climate Change implications	
Finance	<p>The capital programme be updated to reflect the spend profile of £400,000 in 2024/25. The project will be funded from the UKSPF.</p> <p>Works £270,500 Traffic management costs £25,200 LCC Overheads £35,200 Fees £18,800 Contingency £50,300 Grand total £400,000</p>
Legal	<p>The council will enter into a grant funding agreement with Lancashire County Council for the delivery of the Cleveleys Public Realm Works project.</p>
Climate Change	<p>The nature of the public realm works, and the requirement to replace materials so as to implement the improvements, is such that there is waste and use of new materials. The potential outcomes of the public realm works such as increased local shopping and better use of transport arising from a safer, better designed town centre show a climate benefit.</p>

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
health and safety	x

risks/implications	✓ / x
asset management	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.

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

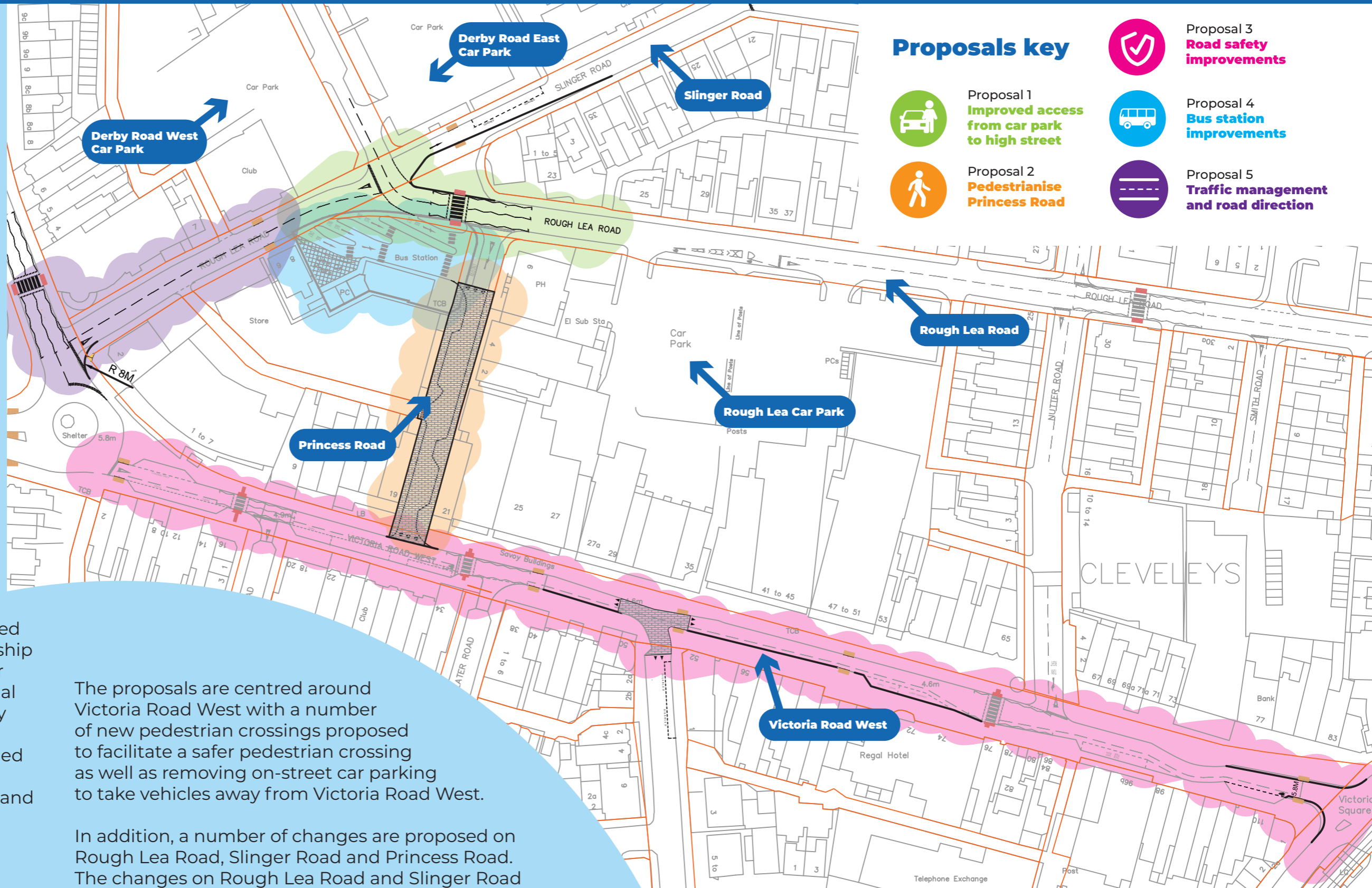
List of appendices

Appendix 1: Cleveleys Transport Study Proposals

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An initial traffic study has been carried out to assess the possible re-design of the centre of Cleveleys to create a more pedestrian friendly environment as well as a parking study to understand the existing demand within the town centre car parks.

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The study was commissioned by Wyre Council in partnership with the Cleveleys Together Partnership Group and initial proposals were designed by transport and highways planners before being refined following feedback from Lancashire County Council and the Cleveleys Together Partnership Group.

The overarching aim of the proposals are to discourage vehicles using Victoria Road West as the main route through the town centre as well as improving the pedestrian and cycling environment.

The proposals are centred around Victoria Road West with a number of new pedestrian crossings proposed to facilitate a safer pedestrian crossing as well as removing on-street car parking to take vehicles away from Victoria Road West.

In addition, a number of changes are proposed on Rough Lea Road, Slinger Road and Princess Road. The changes on Rough Lea Road and Slinger Road are to facilitate vehicle traffic that will be rerouting as a result of the proposed changes on Victoria Road West. Pedestrian crossings are also proposed to be delivered on Rough Lea Road to improve the connection from the Derby Road East and Derby Road West car parks to Cleveleys town centre.

Proposal 1:

Improved access from car park to high street

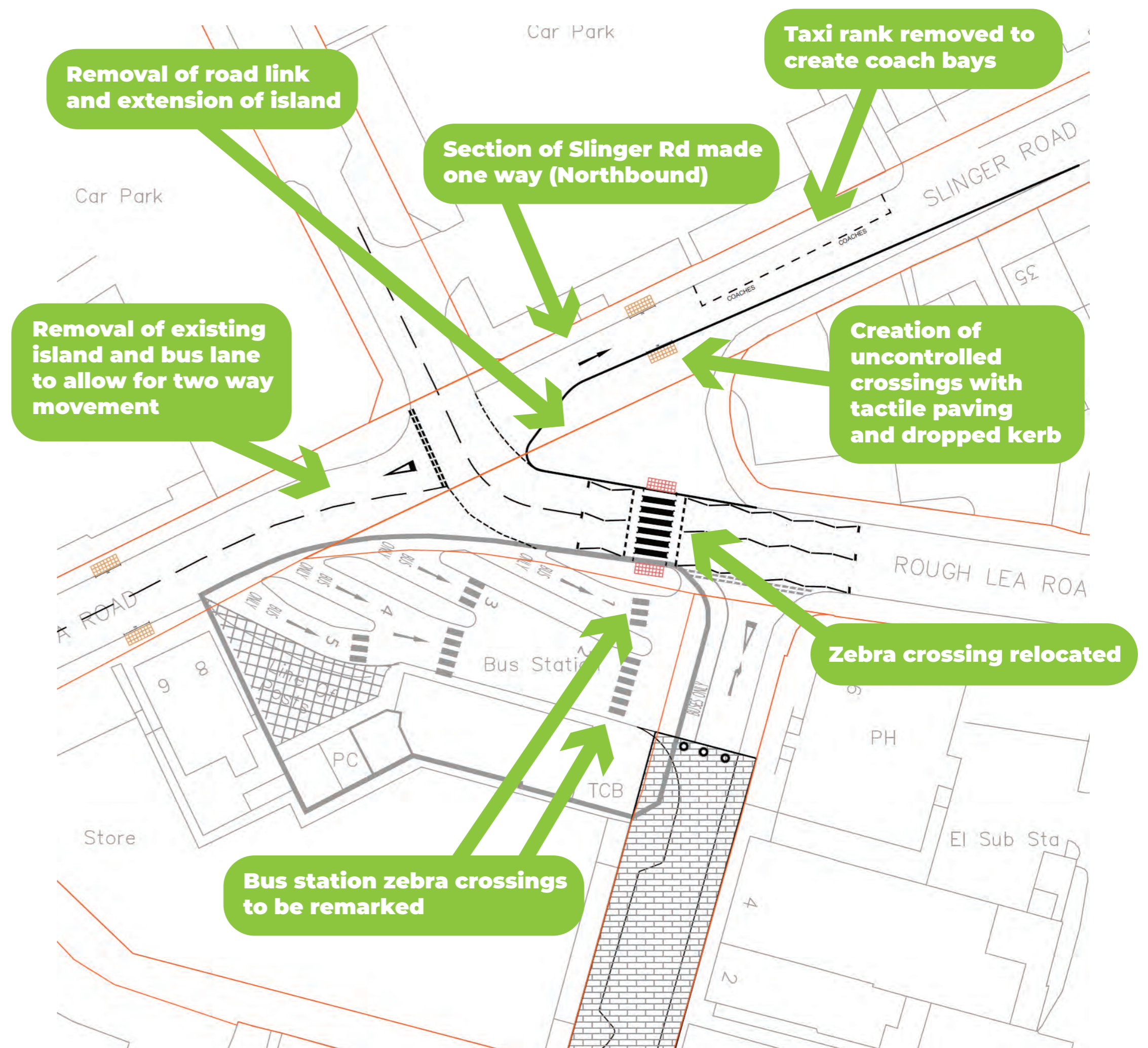


This proposal looks to improve the route you'll walk from the car park to access the high street, improving access to the high street and encouraging higher footfall to the area from the parking areas.

The proposal includes the removal of the existing two-way traffic link connecting Slinger Road and Rough Lea Road. The existing island could be extended removing the existing road link and Slinger Road could become one-way traveling northbound away from Rough Lea Road. In addition, the existing taxi rank on Slinger Road could be removed to provide space for two coach parking bays. Additional space for coach parking could also be provided on Derby Road East Car Park.

The creation of a new pedestrian crossing with tactile paving and a dropped kerb is proposed on Slinger Road outside of Derby Road East Car Park to provide a direct route towards Cleveleys town centre. A stagger could be created between the car park exit and the crossing as a safety measure to avoid pedestrians walking straight out of the car park onto the road.

The existing island on Rough Lea Road and dedicated bus lane could also be removed to allow for two-way movements along Rough Lea Road. In addition, the existing zebra crossing located to the east of Princess Road could be relocated to opposite the bus station, helping to provide a more direct route from Derby Road East Car Park to the town centre. The existing zebra crossing markings at the bus station could also be remarked to provide a clear route towards the high street.



Two alleys could also be developed and improved to be more attractive walk routes between the available parking areas and the main high street.

Alley 1: leading from Rough Lea Car Park to the high street

Alley 2: leading from Aldi to the high street

Proposal 2:

Pedestrianise Princess Road



These proposals look to pedestrianise a section of Princess Road to create a safer pedestrian route to the high street and provide a space for community events.

As part of the proposals, Princess Road would be pedestrianised between the junction with Victoria Road West to the south and Cleveleys Bus Station exit to the north. In addition, bollards are proposed to be provided at the northern and southern end of the pedestrian area as well as at the junction with the access behind the existing B&M store, to restrict vehicles accessing the area to emergency vehicles only.

The area could be developed as a safer, more attractive pedestrian route to the high street and bus station as well as being used for the Wednesday Market, small fairs and community-led events.



Proposal 3:

Road safety improvements



This proposal suggests several changes to Victoria Road West in order to make the area safer for pedestrians.

The addition of gateway street furniture to the east of Victoria Road West is intended to discourage pedestrians crossing Victoria Road West at this location and to direct pedestrians towards the crossing point to the west. This crossing could also be narrowed to reduce the crossing length from 7.1m to 5.8m, creating a safer pedestrian environment.

The loading bay and taxi bays located in front of Hotel Regent could be reconfigured to allow for the widening of the footway within this area.

A raised table could be provided at the Victoria Road West/Bispham Road junction as a traffic calming measure to reduce vehicle speeds along Victoria

Road West. In addition, a pedestrian crossing, with tactile paving, could be provided on the eastern arm of the junction with Bispham Road. A further pedestrian crossing on the eastern arm of the junction with Slater Road could be provided.

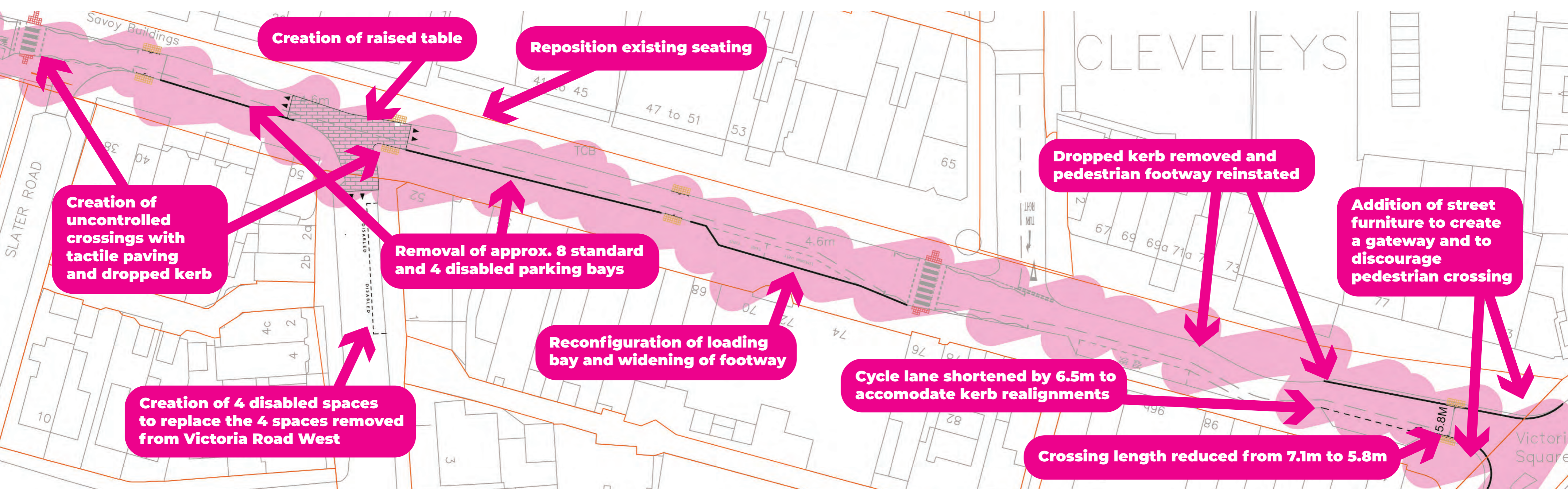
This proposal includes the removal of 8 standard parking bays and 4 disabled bays currently located to the east of the Bispham Road junction in order to widen the footway on Victoria Road West and to reduce the number of vehicles routing along Victoria Road West. The 4 disabled spaces would be re-provided on Bispham Road.

The existing seating currently located in front of Boots and Iceland could be realigned so that the amount of footway available to pedestrians and for stalls is increased.

As a result of the improvements there would be changes to the existing road signs surrounding the high street.

The existing road signs that direct vehicular traffic along Victoria Road West toward the town centre parking would be removed and replaced with signs routing traffic towards Rough Lea Road to access Rough Lea Road car park, Derby Road East car park and Derby Road West car park.

By directing traffic towards Rough Lea Road, vehicles would no longer be routed along Victoria Road West (with the exception of coach parking) and therefore reduces the number of vehicles travelling along Victoria Road West.



Proposal 4:

Bus station improvements



This proposal looks to make improvements to the bus station.

Areas of suggested improvement are:

New digital signage, remotely updated with information for visitors and residents.

Artistic installation to the rear wall of the station, for example a map of the area or a Mythic Coast Mural. This will improve the visual aesthetic of the area and create an interesting focal point.

Increased CCTV coverage to deter antisocial behaviour, helping to protect the new improvements to the bus station and creating a safer environment for the public.

Sample of a previous artistic installation from 2018.

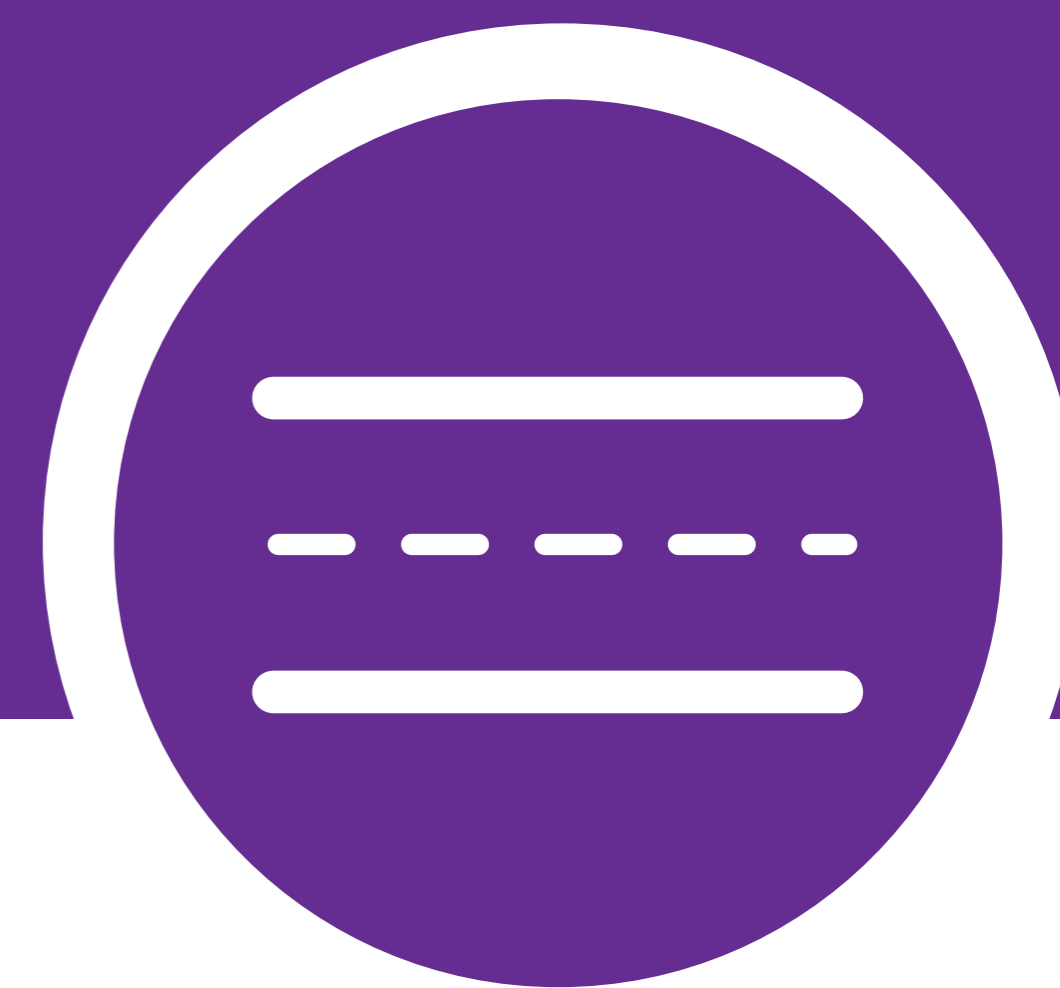


Example of digital screen unit. This unit is in situ on North Promenade, Cleveleys.



Proposal 5:

Traffic management and road direction changes



This proposal aims to improve the traffic flow in the area via a combination of road direction and road infrastructure changes.

Rough Lea Road could be converted into a two-way road to allow buses to access Cleveleys bus station, with North Promenade Road becoming the major arm of the roundabout junction. As part of this proposal the existing traffic island on the northern section of Rough Lea Road could be removed to allow for two-way traffic movement. There are options for the design of the junction and the movement of HGVs which still need to be investigated further.



An aerial image of Victoria Road West, from the beach (c) Balfour Beatty

As part of the proposals the existing pedestrian crossing and refuge island, located on North Promenade could be removed and replaced with a Zebra Crossing.

The changes on Rough Lea Road and Slinger Road are to facilitate vehicle traffic that will be rerouting as a result of the proposed changes on Victoria Road West. Pedestrian crossings are also proposed to be delivered on Rough Lea Road to improve the connection from the Derby Road East and Derby Road West car parks to Cleveleys town centre.



Portfolio Holder Report

The portfolio holder will make a decision on this item after seven days have elapsed (including the date of publication).

Report of:	Portfolio Holder	Date of publication
Marianne Hesketh, Corporate Director Communities	Councillor Lesley McKay, Resources Portfolio Holder	16 November 2023

King George V Playing Fields, Replacement Pavilion

Key Decision: No

1. Purpose of report

- 1.1 To provide a temporary pavilion with associated works at King George V Playing Fields in Fleetwood, following a deliberate fire on 28 September 2020 which destroyed the previous facility.

2. Corporate priorities

- 2.1 Collaborate with resident’s and local stakeholders to maximise opportunities for improving health and wellbeing across our communities.
- 2.2 We will work with our partners to focus on supporting people to become more active and increase their physical activity.

3. Recommendation

- 3.1 That approval is given to utilise £90,000 currently held in the Insurance Reserve for the provision of a temporary pavilion and associated installation works at King George V Playing Fields, Fleetwood.
- 3.2 Approval is given to retain the remaining unspent monies with the Insurance Reserve (£212,995) as match funding for any future external funding bid that may be approved.

4. Background

- 4.1 The site of the former pavilion is adjacent to a playing field located at the junction of Fleetwood Road and Broadwater tram stop. To the west of the site is an electricity substation and the ‘Fleetwood to Blackpool’ Fleetwood Road tramline, while to the east is Fleetwood Road. The site is

accessed from Fleetwood Road via a car park to the north of the site. To the south of the site is a line of bollards and the remaining floor slab from the previous pavilion.

- 4.2** The previous football pavilion was completely destroyed by a deliberate fire in 2020 and the council received £302,995 from its insurers.
- 4.3** Planning permission was granted 10 November 2021 (21/00496/FUL) for the provision of a comparable replacement facility and a tender exercise was undertaken. Unfortunately owing to increasing build costs and ground contamination issues the rebuild cost is in the region of £600,000.
- 4.4** Discussions have been held with the main users of the pavilion and associated football pitches and it is proposed to provide a suitable temporary pavilion instead. This will enable the council, in partnership with the users, to take the opportunity to explore funding options to improve the existing sport and recreation facilities. This would include seeking permanent ancillary facilities after completion of the Wyre Playing Pitch Strategy which is currently under development.
- 4.5** In addition to the Wyre Playing Pitch Strategy, Wyre Moving More is a five-year physical activity strategy for Wyre which aims to embed a culture of 'moving more' and thereby increase physical activity levels across the borough's communities. The proposal ties in with three of the core delivery themes:

Theme 1 (Health and Wellbeing)

Theme 2 (Children and Young People)

Theme 3 (Active Environments)

- 4.6** Wyre Council is committed to improving the health and wellbeing of its residents as a key priority within its business plan. Its indoor and outdoor leisure environments are clearly cited as settings in which it will undertake work to achieve this.
- 4.7** The advent of the Integrated Care Partnership, including the focusing of resource at neighbourhood level (via NHS Primary Care Networks) to tackle health inequalities presents an opportunity to align the focus of Wyre Moving More with that of health partners to leverage the maximum possible effort to increase levels of physical activity participation in Wyre.

5. Key issues and proposals

- 5.1** It is proposed to install a temporary pavilion in the form of a robust modular building with kitchen and toilet facilities at an estimated cost of £90,000 which includes associated groundworks to site the temporary structure. This facility has the capability of being redeployed elsewhere, if and when a permanent structure is established.

- 5.2 Environmental Health have provided feedback on the proposal owing to the ground contamination issues and the council will need to implement moderate gas protection measures and a final verification report needs to be provided upon completion.
- 5.3 Part 12 of the General Permitted Development Order (GDPO) allows the Local Planning Authority to undertake works without the requirement of planning consent. The original pavilion on the site destroyed by the fire had an approximate floor area of 207 sq.m compared to the proposals of approximately 37 sq.m. The site area is largely contained to the former building and would not encroach further onto the playing field.
- 5.4 It will be the intention to utilise the existing surface water and foul drainpipes where required. This includes also making use of the existing water and electricity supplies, where they may have been terminated and capped off owing to the fire. There will be a requirement to install a water meter and electricity meter.
- 5.5 To provide easy access, a decked area with ramp and steps is to be provided. The existing concrete paving flags will be re-laid to provide a small area of hard landscaping adjacent to the new modular unit.
- 5.6 It is intended that subject to a future successful funding bid to improve facilities on the site the temporary facility could be reused at an alternative location.

6. Alternative options considered and rejected.

- 6.1 The replacement of a like for like facility was not feasible within the available budget. Grant funding may be accessible to provide a permanent facility (subject to planning permission) if there is a link to improving wider facilities on the site such as encouraging increased participation and use by the wider community.

7. Delegated functions

- 7.1 The matters referred to in this report are considered under the following executive function delegated to the Resources Portfolio Holder (as set out in Part 3 of the council’s constitution): To consider the management, repair, maintenance, replacement, construction, enhancement and use of the Council’s land and buildings, including ancillary car parks.

Financial, Legal and Climate Change implications	
Finance	The overall costs for the purchase, installation and associated ground works are estimated to be £90,000 in total and this will be met from the insurance reserve.
Legal	The procurement of the temporary building and the associated groundworks will comply with the Council’s Financial Procurement Rules. A formal agreement with

	<p>the supplier(s) will be entered into following the procurement process.</p> <p>Heads of Terms have been proposed to Fleetwood Gym Junior FC for the lease of the building and once agreed legal will be instructed to provide a draft lease to the club.</p>
Climate Change	The provision of a temporary building will not have a negative impact on climate change.

Other risks/implications: checklist

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

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

Processing Personal Data

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report author	telephone no.	email	date
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List of background papers:		
name of document	date	where available for inspection
None		

List of appendices

None