

## Scrutiny Committee

Tuesday, 11th October, 2022, 6.00 pm

Shield Room, Civic Centre, West Paddock, Leyland, PR25 1DH

### Supplementary Agenda

I am now able to enclose, for consideration at the above meeting of the Scrutiny Committee, the following information:

**5 Penwortham Masterplan**

(Pages 121 - 152)

Report of the Director of Planning and Development attached. (Part Two)

**6 Lancashire Fire & Rescue Service Emergency Cover Review Consultation**

(Pages 153 - 188)

Head of Service Development at Lancashire Fire & Rescue Service, Tony Crook will give a presentation and answer questions to assist the Committee.

The Full Consultation document is enclosed and can also be found on the link below.

<https://www.lancsfireandrescue.org.uk/wp-content/uploads/2022/07/ECR-LFRS.pdf>

Gary Hall  
Chief Executive

Electronic agendas sent to Members of the Scrutiny Committee

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# Penwortham Masterplan Public Engagement Report\_October 2022

# STAGE 1

Between the 6th and the 25th August 2021, 194 people responded to an online survey and over 100 people attended a drop-in consultation to discuss the future of Liverpool Road, Kingsfold and Middleforth retail areas.

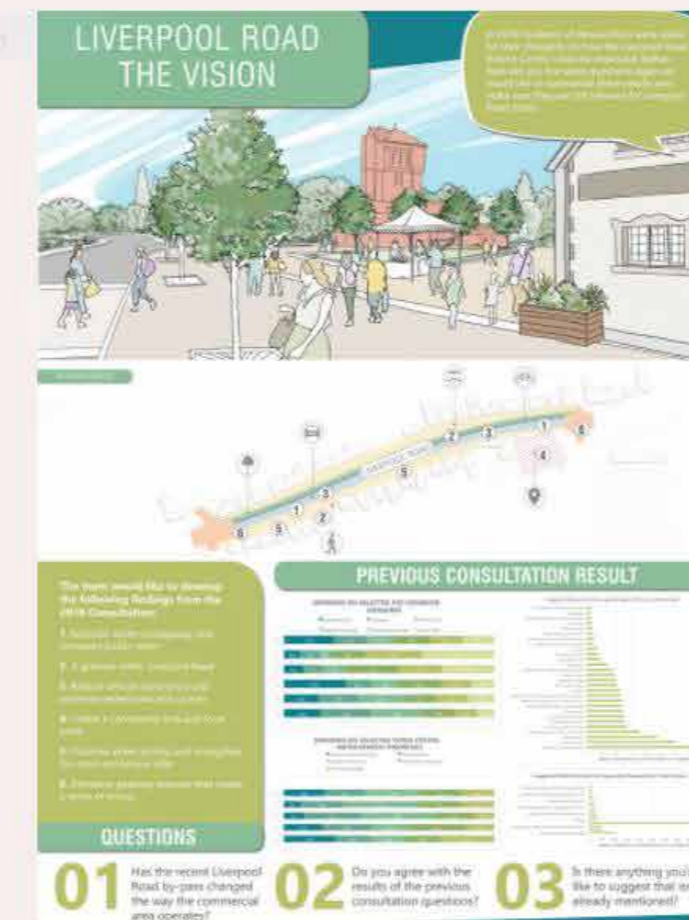
The public were asked to respond to a series of proposals displayed both online and at the drop-in consultation held at the Priory Lane Community Centre.

Penwortham

## “Have your say on the future of the Liverpool Road, Kingsfold and Middleforth retail areas of Penwortham”

Please read the boards below by clicking on the image, and answer the survey to the right. The survey will remember your answers as you move between boards, click start and use the navigation arrows to the bottom left of the survey each time.

The survey will be open for 3 weeks until the 25th August and the team will also be holding a drop-in consultation event on Tuesday 10th August between 13:00-18:00 at the Priory Lane Community Centre.



Responses 194  
Average time to complete 07:35

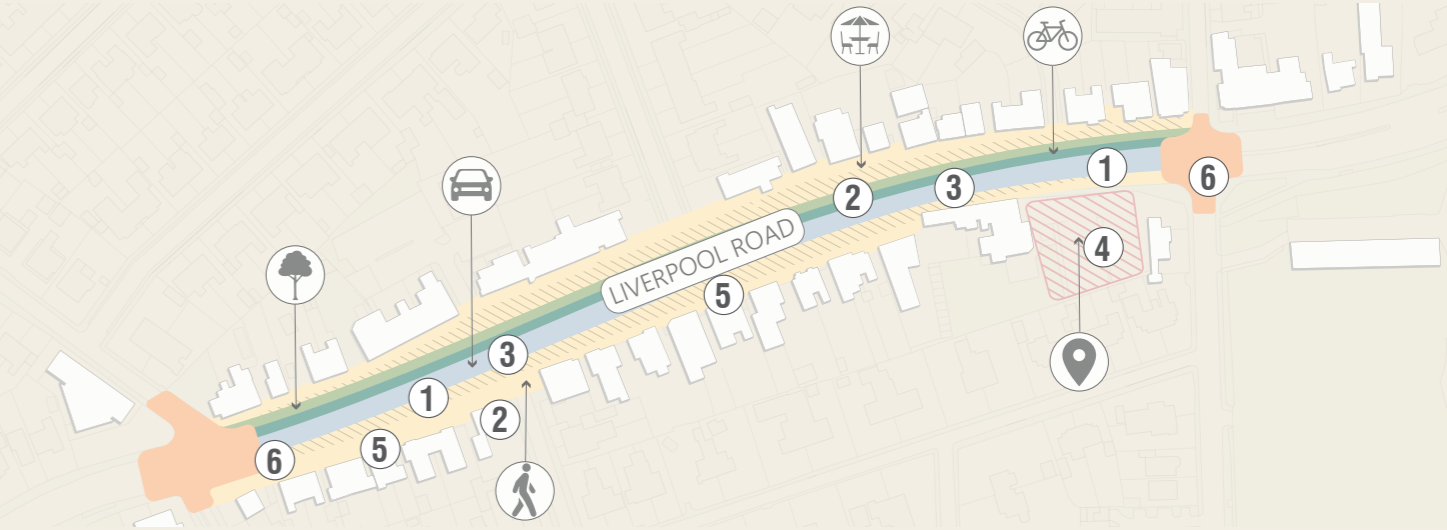
# LIVERPOOL ROAD THE VISION

## LIVERPOOL ROAD THE VISION

In 2018 residents of Penwortham were asked for their thoughts on how the Liverpool Road District Centre could be improved. Rather than ask you the same questions again we would like to summarise these results and make sure they are still relevant for Liverpool Road today.



### OPPORTUNITIES



The team would like to develop the following findings from the 2018 Consultation:

1. Reduced width carriageway and increased public realm
2. A greener, softer Liverpool Road
3. Reduce vehicle dominance and prioritise pedestrians and cyclists
4. Create a community hub and focal point
5. Promote street activity and strengthen the retail and leisure offer
6. Introduce gateway features that create a sense of arrival.

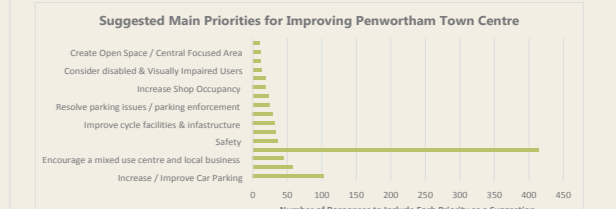
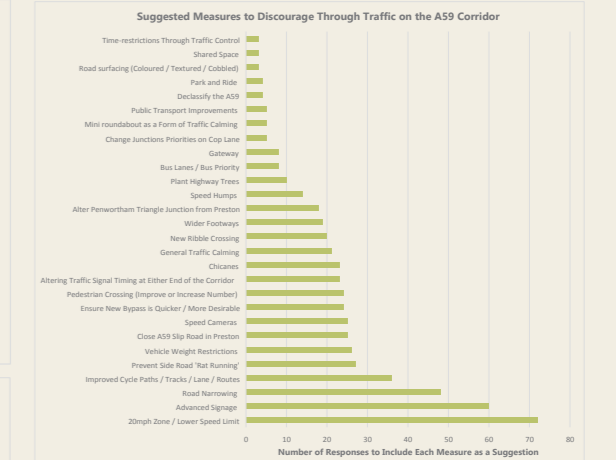
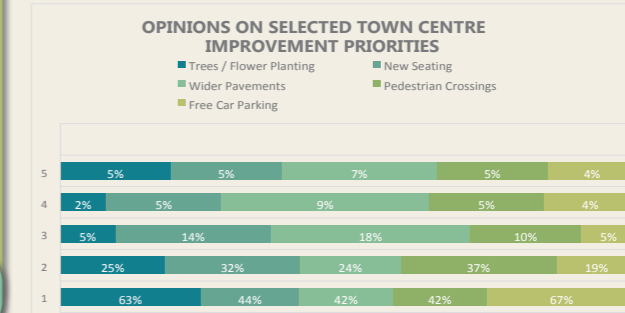
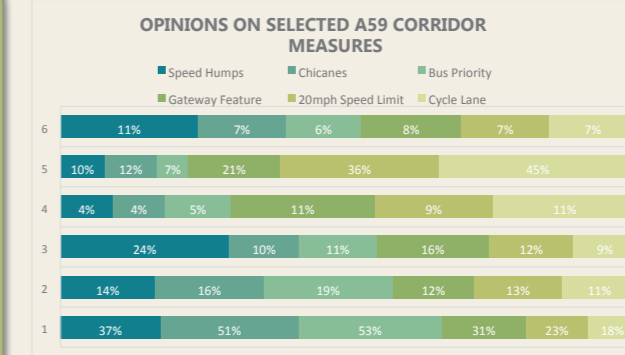
### QUESTIONS

**01** Has the recent Liverpool Road by-pass changed the way the commercial area operates?

**02** Do you agree with the results of the previous consultation questions?

**03** Is there anything you'd like to suggest that isn't already mentioned?

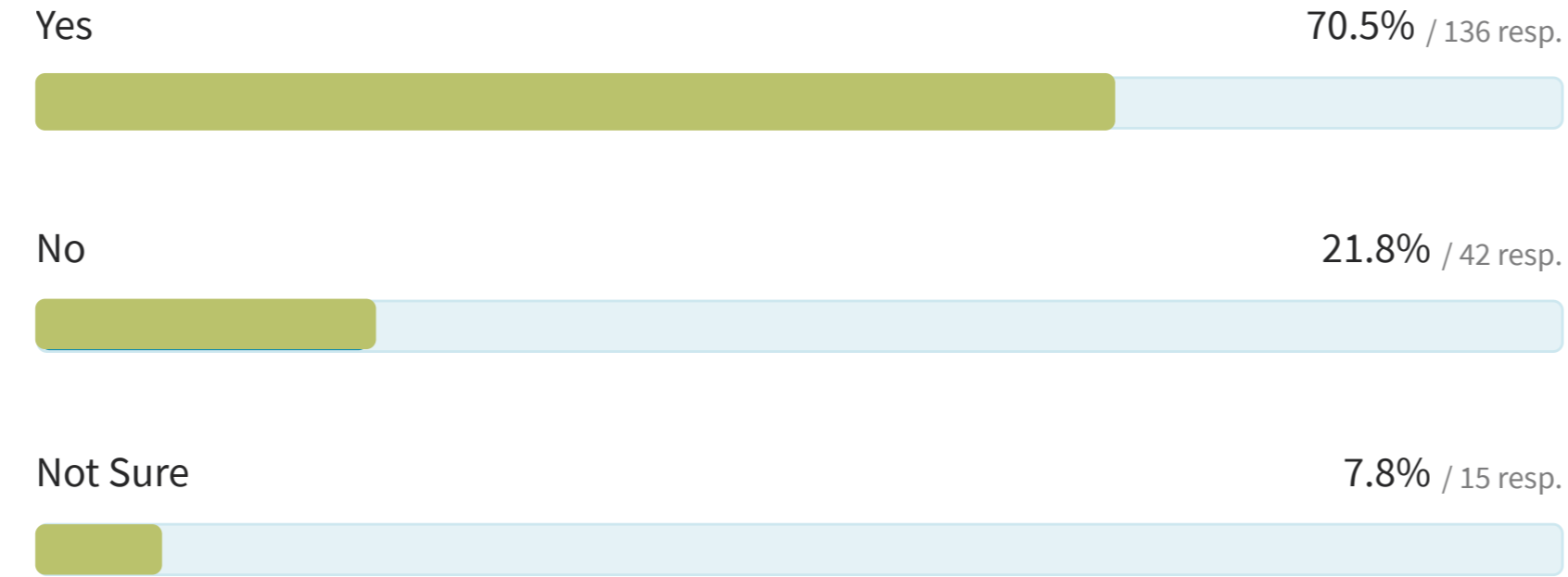
### PREVIOUS CONSULTATION RESULT



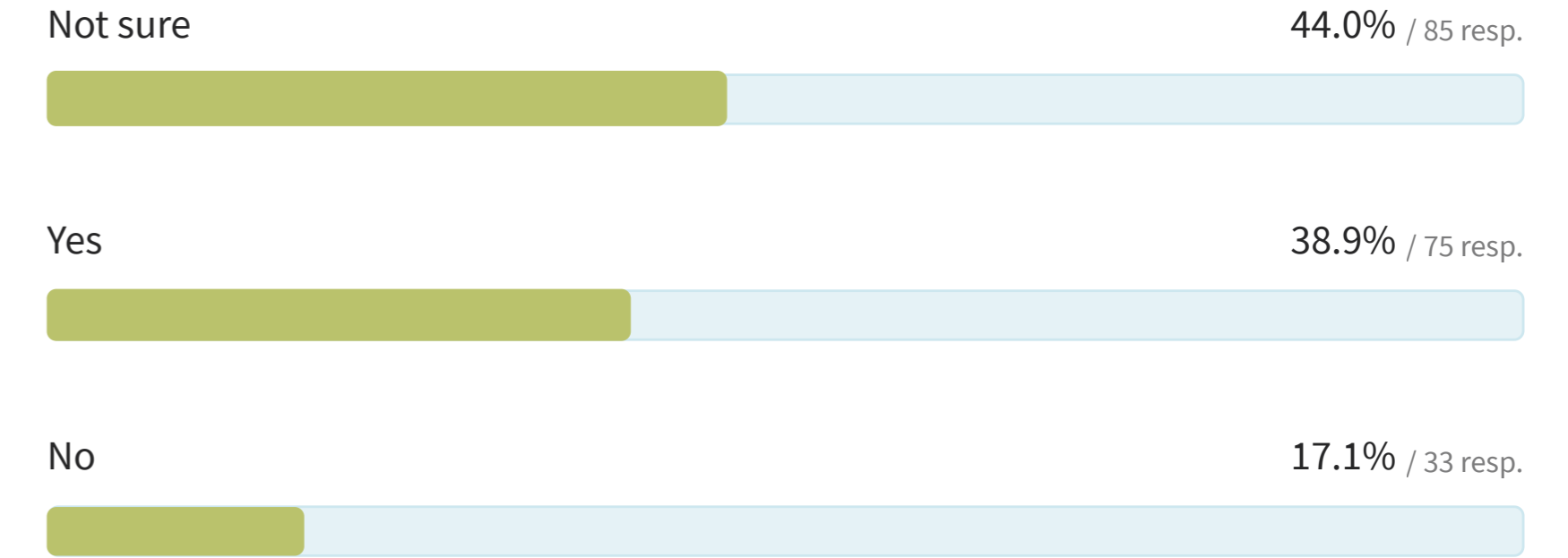
Many respondents would like to see reduced traffic as part of the Vision for Liverpool Road, as well as better use of pavement and outdoor space, and safer access for pedestrians and cyclists.

44% of respondents are unsure whether they agree with the results of the previous consultation questions, whilst 39% agree.

**01. HAS THE RECENT LIVERPOOL ROAD BY-PASS CHANGED THE WAY THE COMMERCIAL AREA OPERATES??**



**02. DO YOU AGREE WITH THE RESULTS OF THE PREVIOUS CONSULTATION QUESTIONS?**



**IF YES, HOW?**

- **Liverpool road is safer**
- **Less passing trade**
- **Less pollution**
- **Sitting outside is more enjoyable**
- **Penwortham is becoming a destination**

Many respondents would like to see Liverpool Road 'greened' through introduction of more street trees and planting.

Creating a more welcoming environment for pedestrians & cycle users, increasing public spaces for social activity, and more EV charging points are also considered a priority amongst respondents.

A small number of respondents raised concerns around pedestrianisation and congestion.

Page 126

Common responses:

- Improve cycle lanes
- More community spaces
- Improved disabled access

03. IS THERE ANYTHING YOU'D LIKE TO SUGGEST THAT ISN'T ALREADY MENTIONED?



"Hopefully this will include larger patio areas for external use at coffee shops or bars."

"Make Liverpool Rd tree-lined as far as Blashaw Lane - enhances the environment, is good for wildlife and carbon and subtly slows traffic."

"Easier pedestrian access from Tesco car park to Liverpool Road is needed."

"I agree with the cycleway, but feel too much emphasis has been put on cycle lanes and more needs to be done for pedestrians. I very rarely see the overly large cycle lanes being used. I also feel having a cycle way which is dual direction is more hazardous to all users, both motorists, cyclists and pedestrians. There is too much which could be going on and someone is bound to miss something and cause an accident. Making Liverpool road a more pedestrian focused area will benefit the community the most. The shop fronts need addressing as a whole though, some look so dated and unappealing."

"Do not make Kingsway one way! Access to the GP surgery will be limited and more timely

to get to. It will congest the already congested roads of Crookings Lane, priory Lane and Queens way due to cars parked on the road and will cause the housing estate to become yet another rat run."

"Consider climate - drainage for heavy rain and shade from trees and greening for heat and air quality."

"Just to request something bold. Fully commit to creating a greener, more open, public space along Liverpool Road, which prioritizes the pedestrian and wheelchairs, with cyclists and scooters behind them. The car, van and lorry will have to accept they aren't the boss on Liverpool Road anymore."

"Perhaps this could be an opportunity to bring more colour to Liverpool Road too. Shop shutters and boring walls could be painted in bright colours and could feature work by local artists. Let's brighten it up! Less grey! Like Tirana and other European places that feel vibrant with colour. The paving could also be exciting - like Roberto Burle Marx's pavements in Rio. Patterns and textures that children

could interact with. London's play streets are such a wonderful idea - let's make Penwortham fun and family friendly! I also think that the trees are a brilliant idea, perhaps some more structures for shade and cover from the rain might also make it a more comfortable space."

"Cycle lanes should be promoted as being available to all 'micromobility' including e-scooters, electric wheelchair users and mobility scooters so as to encourage all forms of car-free travel and to be open to all, regardless of physical ability."

"Penwortham drivers still need good access to roads and streets."

"More community space, library, activities for children."

"Introduce public EV charging points."

"Greenery, communal, pedestrianised, quieter, less traffic, etc."

Agenda Item 5





# LIVERPOOL ROAD PUBLIC REALM DESIGN IDEAS



The team would like to develop proposals that address the current issues with the existing public realm:

1. Uncoordinated materials and street furniture
2. Maximise the space for pedestrians and shop spill-out areas
3. Create a safe pedestrian environment and reduce conflict with vehicles
4. Provide a setting that increases footfall and allows the shop owners to personalise their space
5. Create a community focal point that can accommodate events.

COORDINATED MATERIALS



MAXIMISE PUBLIC REALM



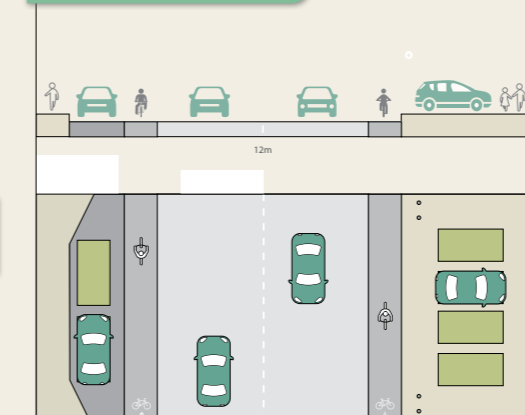
LIGHTING



SPILL OUT AREAS



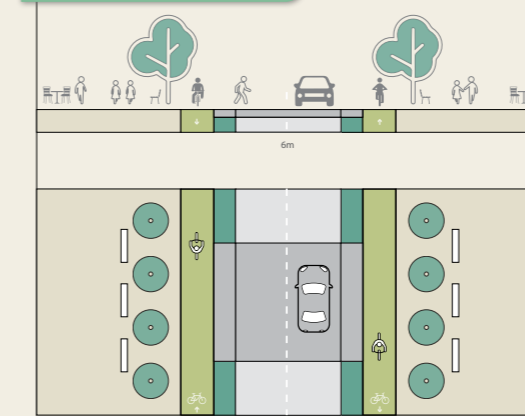
EXISTING ROAD LAYOUT



Since the introduction of the by-pass Liverpool Road is too wide for the amount of traffic. Its current width is 12m

There is potential to reduce its width to 6m and still comply with highway standards. The additional space gained can be used to increase the public realm, and add a new safe segregated cycle lane.

PROPOSED ROAD LAYOUT



More public realm will make space for more shop spill-out areas, general greening and seating areas.

SKETCH IDEA FOR REDUCING THE WIDTH OF LIVERPOOL ROAD



Reduce Vehicle Dominance



Slowing down traffic and creating safe cycling routes will have the following benefits:

1. A safer environment for pedestrians
2. A quieter and calmer street
3. Reduced air pollution
4. Increased public realm
5. Create space for trees and planting

## QUESTIONS

**04** Would you like to see the carriageway reduced and the width of pedestrian areas increased?

**05** What improvements would make you want to visit the Liverpool Road shops, bars and restaurants more often?

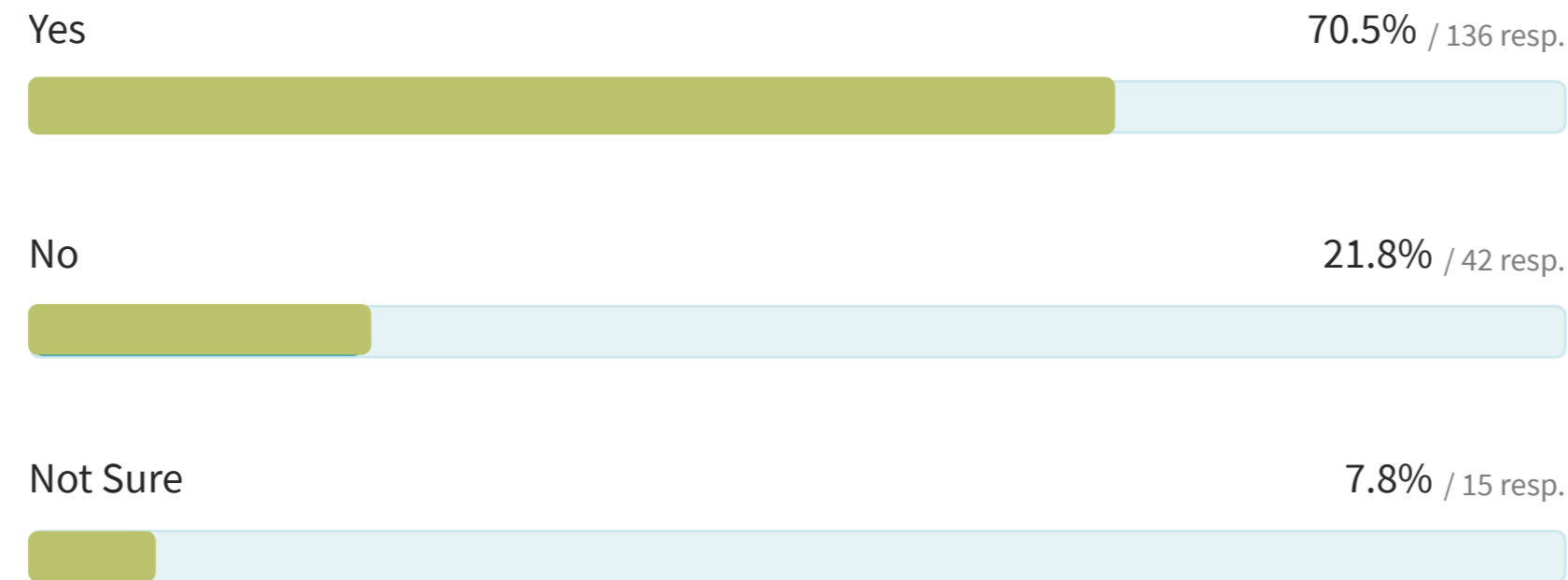
**06** What type of shops would you like to see more or less of?

# LIVERPOOL ROAD PUBLIC REALM

70% of respondents would like to see the carriageway reduced and the width of pedestrian areas increased.

Comments suggest that a variety of, and more independent shops would result in respondents visiting Liverpool Road more often, as well as more outdoor dining, more events, markets, activities, and coherent shop frontage.

**04. WOULD YOU LIKE TO SEE THE CARRIAGEWAY REDUCED AND THE WIDTH OF PEDESTRIAN AREAS INCREASED?**



**05. WHAT IMPROVEMENTS WOULD MAKE YOU WANT TO VISIT THE LIVERPOOL ROAD SHOPS, BARS AND RESTAURANTS MORE OFTEN?**

new butchers      more pedestrian crossings

**greater variety of shops**

food and drink markets/ festivals

more street lights      **MORE PARKING**

independent shops      more visually attractive

**MORE OUTDOOR DINING**      new green grocers

fewer bars and restaurants      fewer charity shops

**covered outdoor seating**

**BETTER QUALITY FOOTPATHS**

traffic speed calming measures      coherent shop fronts



“More events i.e. farmer markets, live music, family friendly places to visit.”

“As many trees and greenery as possible, large outdoor places to sit and walk along and to soften the whole area. It would be good if we could consider similar signage for all shop.”

“More outdoor dining.”

“Less alcohol focused. More day economy focus. More independent shops. Rotating space for art, community usage.”

“Less traffic, greener environment, cycle parking, coherent street frontage style.”

“More pedestrianised, meeting places, cafe culture. Greenery, communal, pedestrianised, quieter, less traffic, etc.”

“More of them, better segregated space outside them that are suitable for eating/drinking in all weather conditions.”

“More variety, both from a retail and bar / restaurant perspective, more space certainly on the Fleece side of Liverpool Road.”

“Cycle lane throughout Liverpool Road. Even pavement all along the shops as the pavements gets more crooked around Spar with loads of cars parked over pavement which discourages footfall to shop. The new restaurant area is amazing and a fantastic use of a once derelict area.”

“More independent shops to bring in people to shop who would in turn use the cafés etc.”

“Increased outdoor areas, facilities for shops/bars, increased/ easier parking, event spaces and facilities for regular markets.”

“Community activities on the high street bringing people together on weekends.”



Respondents would like to see more independent and local shops offering fresh and local produce including a butchers, bakery, and greengrocers, and would prefer more local businesses over big chains. Some respondents say they would like to see more restaurants and less take-away options.

06. WHAT TYPE OF SHOPS WOULD YOU LIKE TO SEE MORE OR LESS OF?

more clothing shops fewer estate agents  
new book shop new hardware shop  
**MORE INDEPENDENT SHOPS**  
new greengrocers fewer hairdressers  
more gift shops independent shops  
new bakery more craft shops fewer bars  
**FEWER CHARITY SHOPS** more artisan shops  
more bars fewer takeaways new shoe shop  
**MORE CAFÉS AND RESTAURANTS**  
**NEW BUTCHERS** new gallery/ exhibition space  
happy with what is there more homeware shops



“More bars, cafés, bistros, restaurants. butchers, greengrocers etc.”

“More small food produce shops e.g. greengrocer, baker Independent shops, a Bookshop.”

“It’s vary varied as it is.”

“Less takeaways and more eating in places, more independent grocery, gift, butchers and fashion.”

“Independent butcher, farm shop, bakery, deli selling local produce but having a Tesco has reduced this opportunity as it probably wouldn’t make financial sense.”

“I’d like to see a new record shop and more restaurants as there aren’t enough cool restaurants in the Penwortham area!”

“I think Penwortham has a good mix of shops and it’s clear more ‘brands’ have started to move in. However, there should still be opportunities for local businesses and or start-ups to be able to afford the businesses rates.”

“Similar to current.”

“More places that cater for families.”

“I would like to see more specialist shops, similar to a Lytham town centre.”

“Big shops like Tesco are out of character for the area and not needed.”

“Less chains more private start-ups/businesses.”

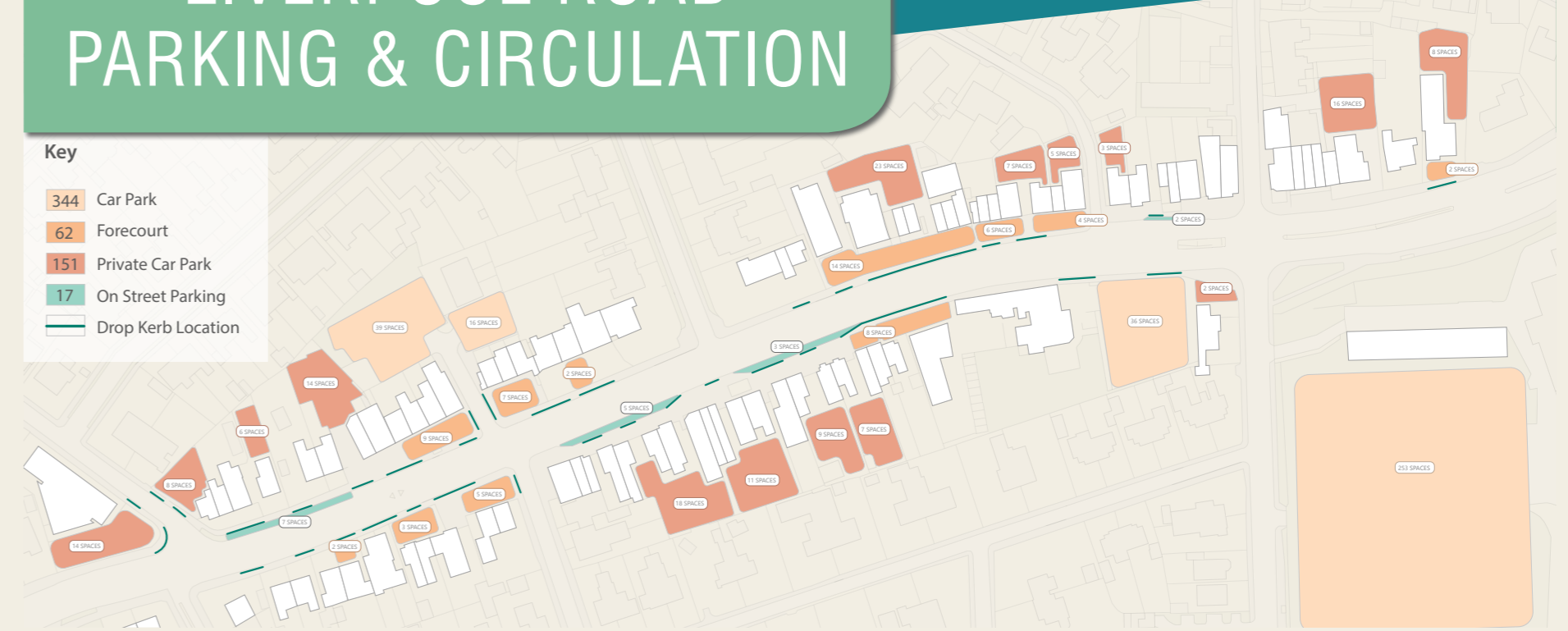
“More clothing/shoe shops, local artist shops. Perhaps an area for smaller more affordable places for local producers.”



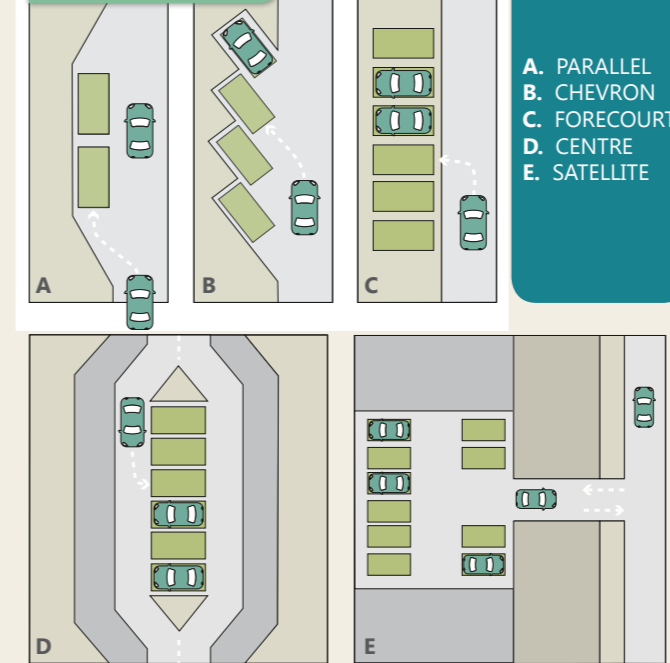
# LIVERPOOL ROAD PARKING & CIRCULATION

**Key**

- 344 Car Park
- 62 Forecourt
- 151 Private Car Park
- 17 On Street Parking
- Drop Kerb Location

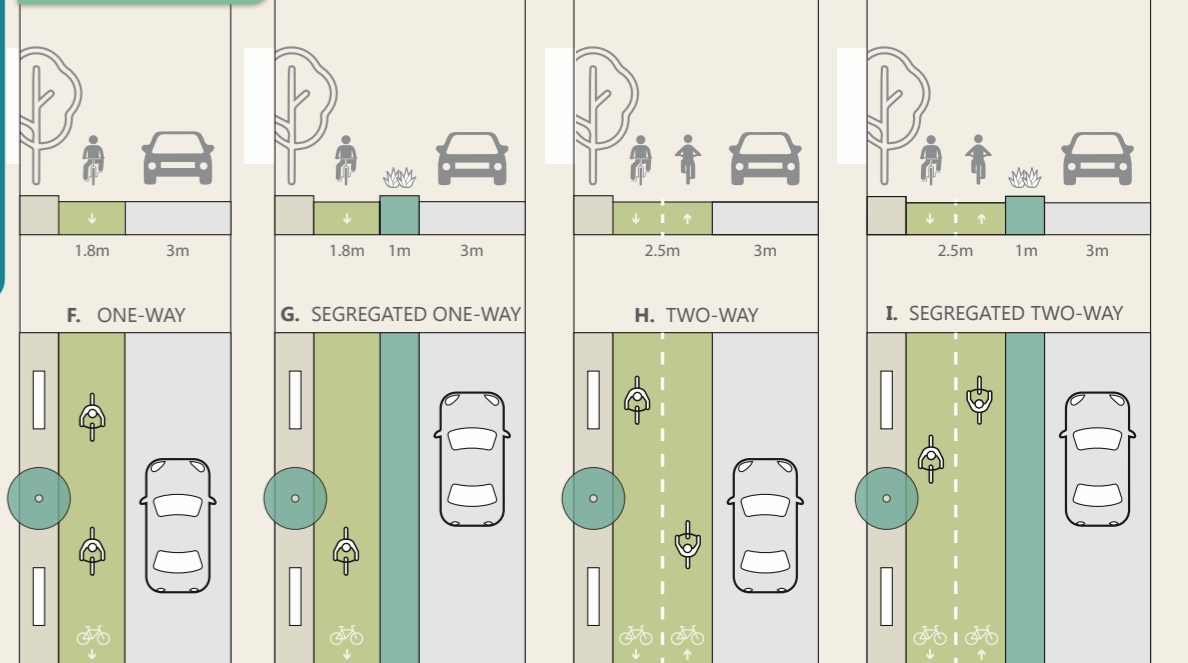


## PARKING CONCEPTS

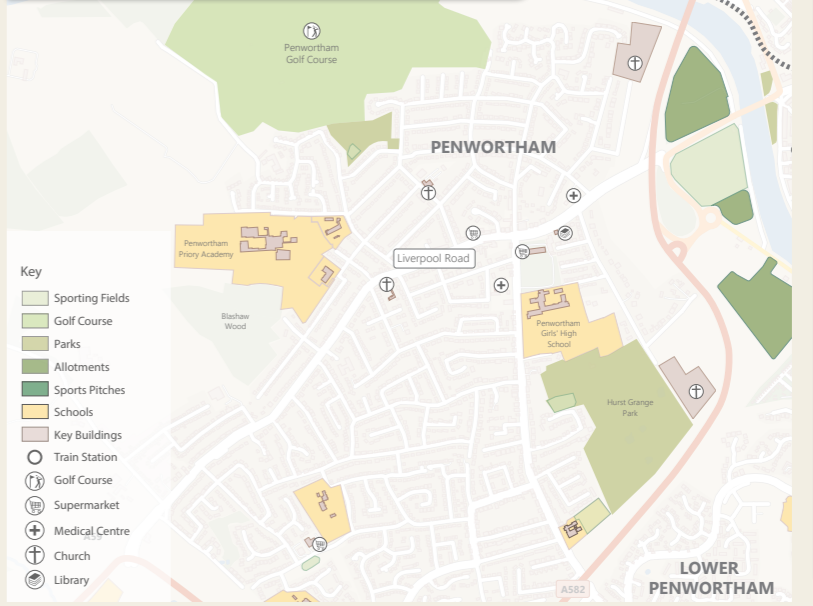


- A. PARALLEL
- B. CHEVRON
- C. FORECOURT
- D. CENTRE
- E. SATELLITE

## CYCLE LANE OPTIONS



## LINKS TO COMMUNITY ASSETS



In addition to looking at improvements to Liverpool Road we want enhance connections to the surrounding community facilities such as the leisure centre, GP surgeries, parks and schools. The plan on the left maps out these focal points.

The next stage of the project will be to see how access can be made safer, more attractive, suitable for all ages and more direct.

It is not our intention to reduce the amount of parking available for visitors, but we would like to rationalise it to make more room for pedestrians and shop spill-outs along the forecourts.

One idea to create more space for pedestrians and free up room for communal spaces would be to reduce the amount of forecourt car parking. See A-E above for the outline options.

Reducing the width of Liverpool Road will also free up space to add to introduce a segregated cycle lane. See options F-I

## QUESTIONS

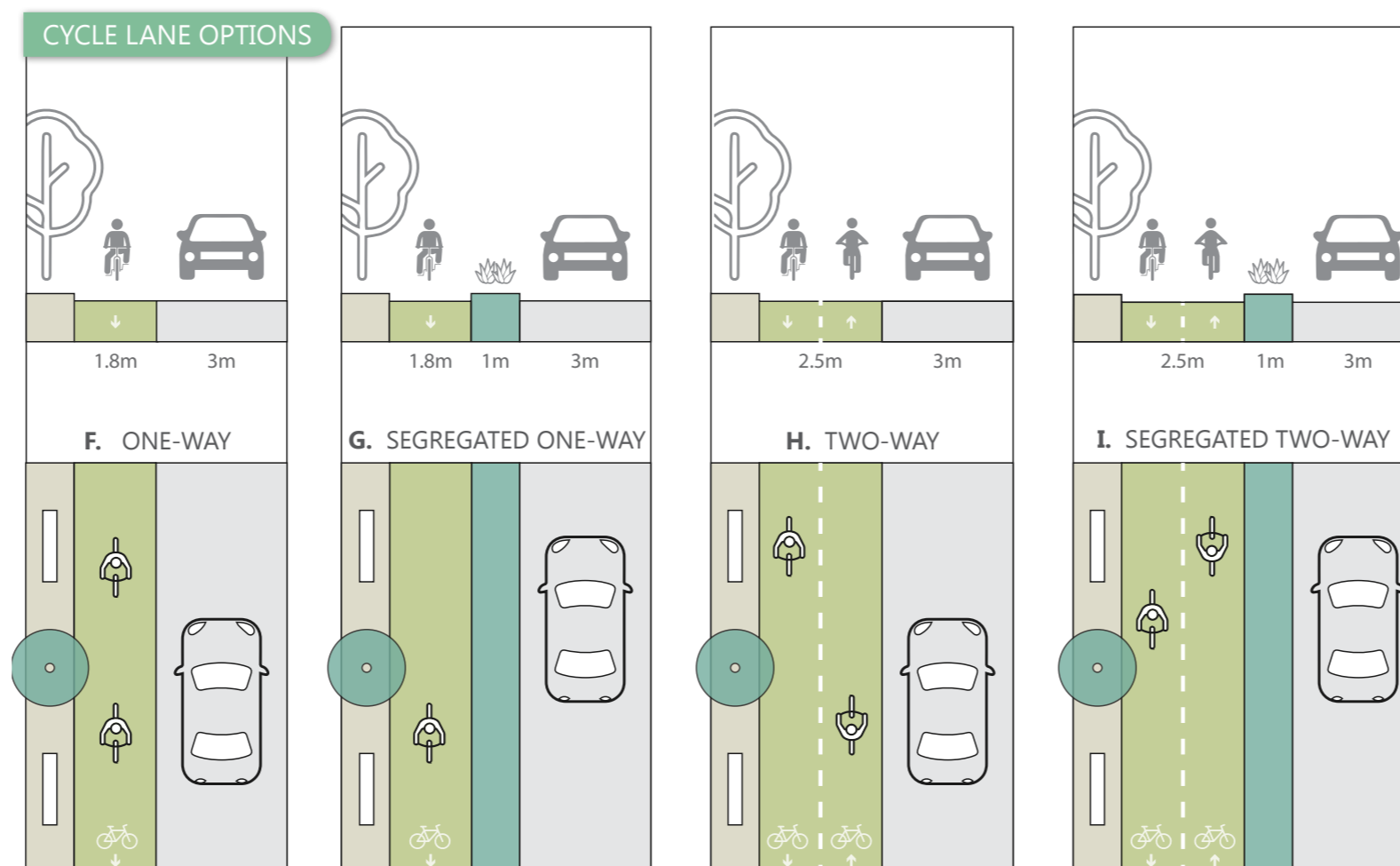
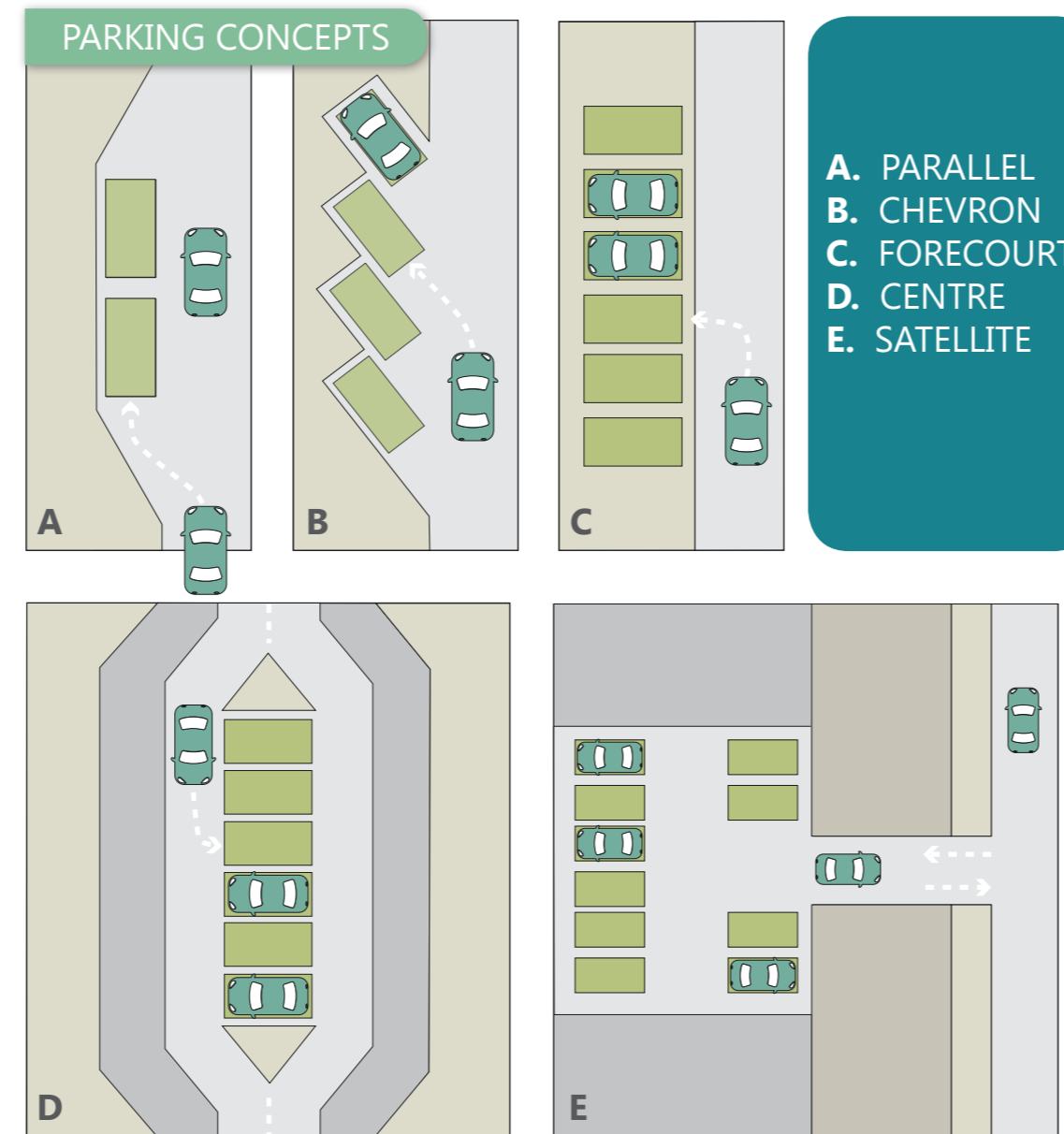
- 07** Would you use the new Tesco car park while visiting the Liverpool Road Shops?
- 08** What is your preferred parking concept option from A-E?
- 09** What is your preferred cycle lane option from F-I?

# LIVERPOOL ROAD PARKING & CIRCULATION

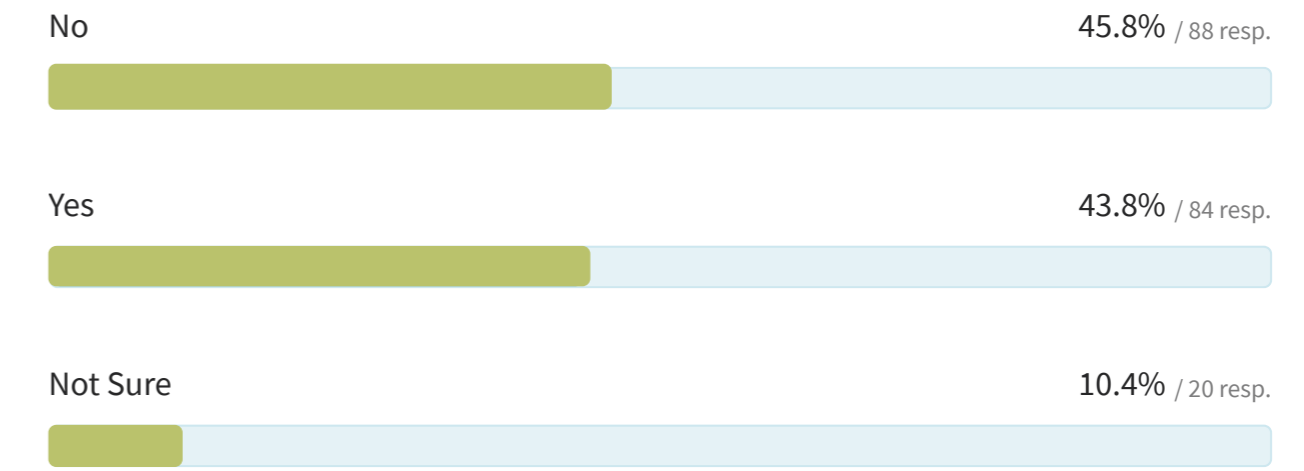
Respondents are almost equally split on whether they would use the new Tesco car park while visiting the Liverpool Road shops, with 46% saying they wouldn't and 44% saying they would.

Respondents were asked for their preferred parking concept. Options B & E (see Diagram right) are favoured.

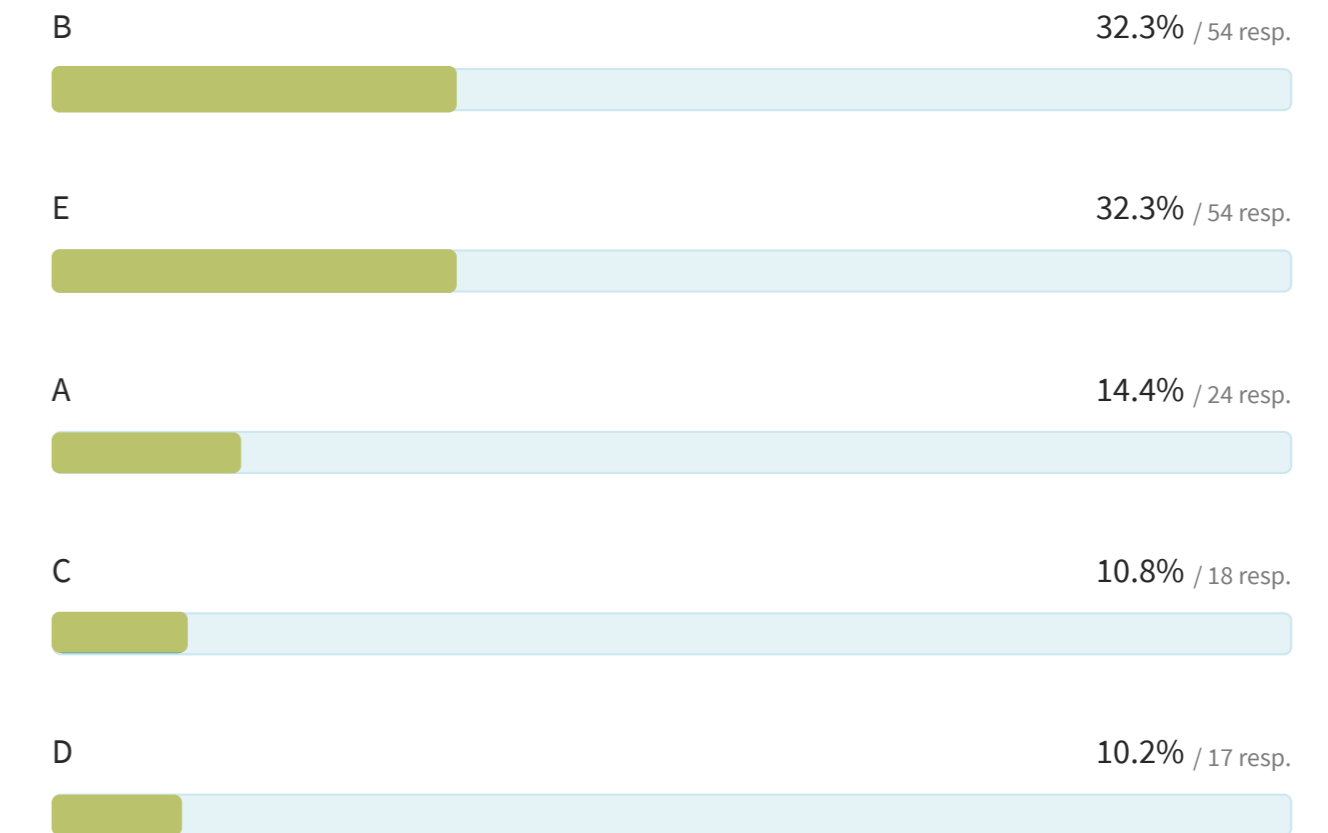
For cycle lanes, preference is almost equally split between options G, I & F.



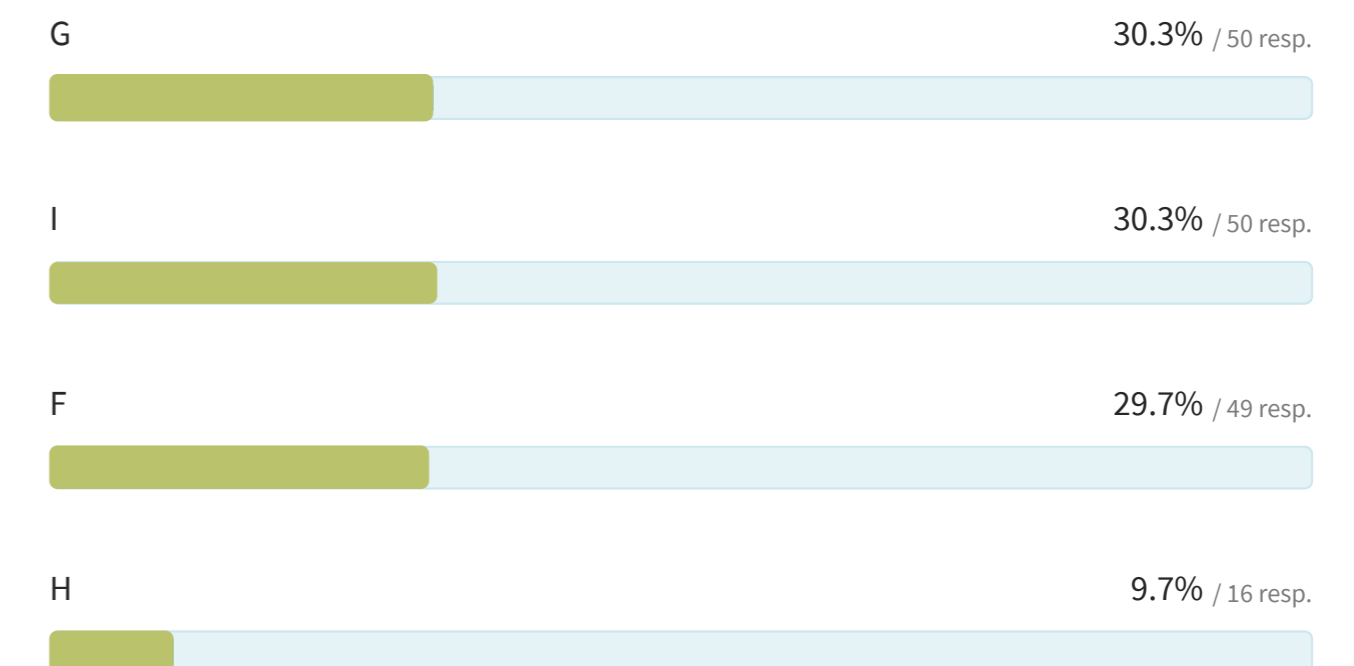
**07. WOULD YOU USE THE NEW TESCO CAR PARK WHILE VISITING THE LIVERPOOL ROAD SHOPS?**



**09. WHAT IS YOUR PREFERRED PARKING CONCEPT OPTION FROM A-E?**



**08. WHAT IS YOUR PREFERRED CYCLE LANE OPTION FROM F-I?**



## LIVERPOOL ROAD SOFT LANDSCAPE DESIGN IDEAS



Although Liverpool Road has the occasional street tree and street-side garden the team would like to increase the green infrastructure and make the street a green oasis that improves the appearance, increases biodiversity and helps move to a more environmentally friendly and sustainable high street.

This can be achieved through the introduction of street trees, pocket gardens and new planters that not only hold shrubs and flowers but help define spaces for sitting and relaxing.

### QUESTIONS

**10** Would you welcome the greening of Liverpool Road?

**11** As a shop owner would you be willing to maintain hanging baskets and forecourt planters?

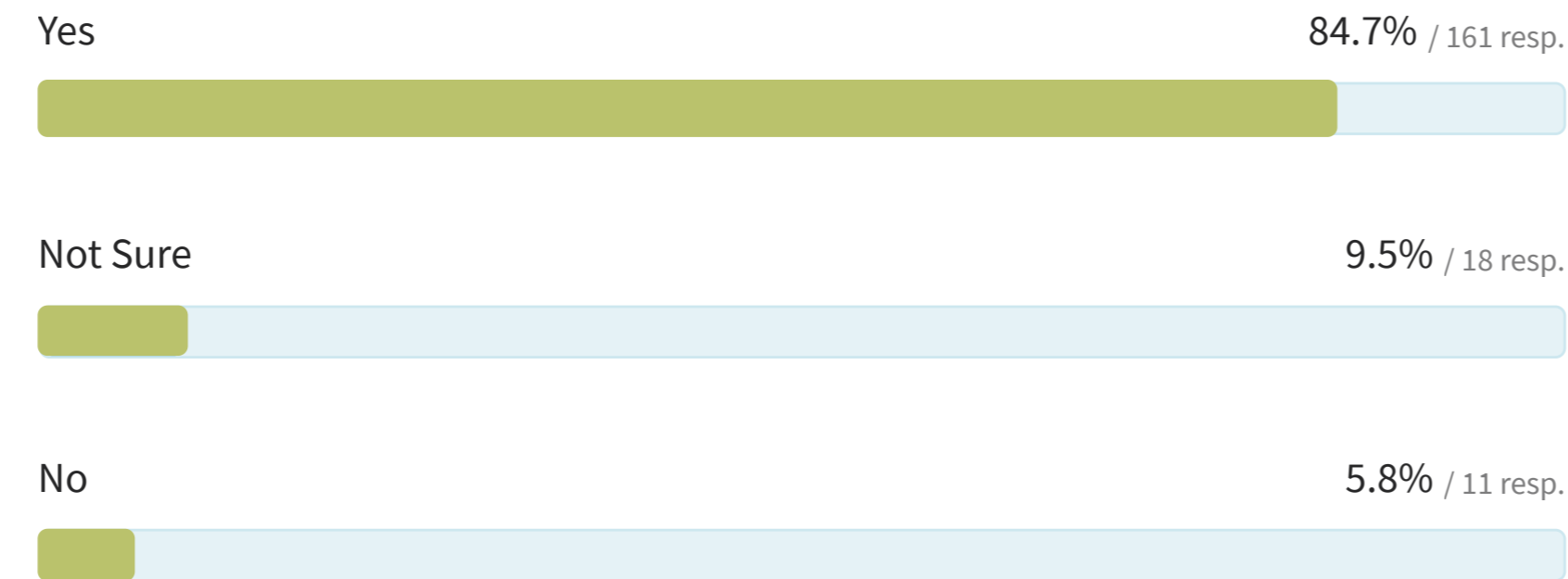
**12** Is there a risk of vandalism to any new tree and shrub planting?

# LIVERPOOL ROAD SOFT LANDSCAPE DESIGN IDEAS

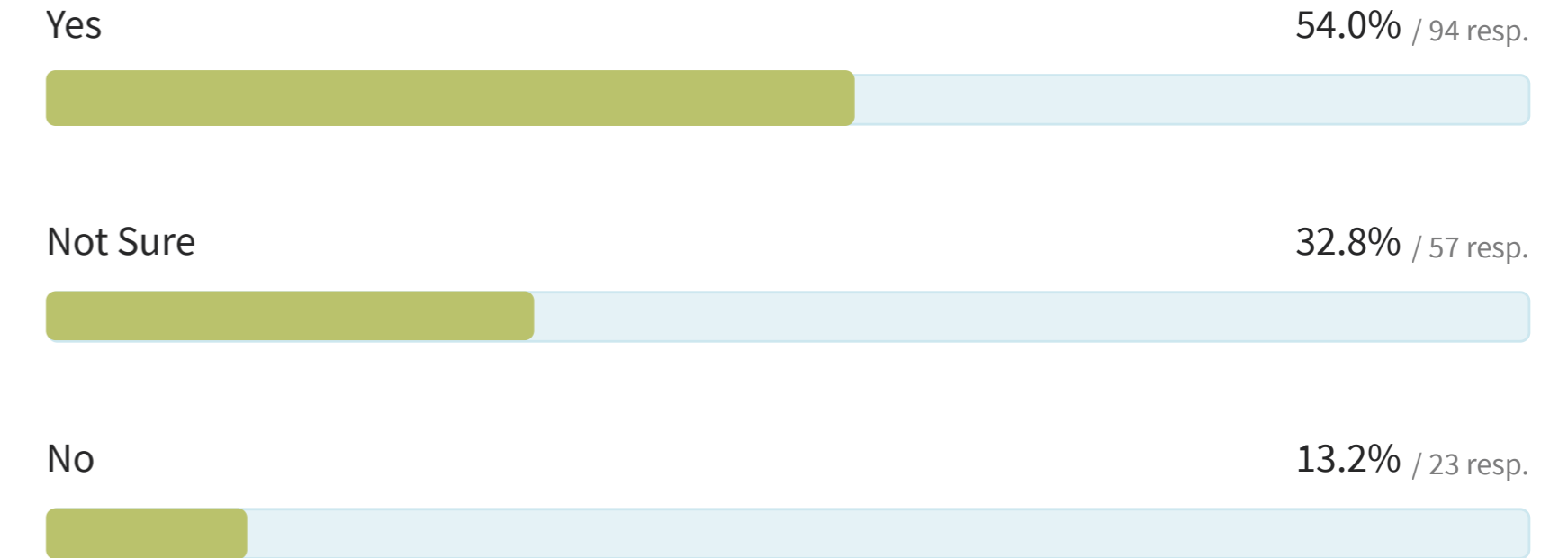
The majority of respondents would welcome the greening of Liverpool Road.

54% of respondents think there is a risk of vandalism to any new tree and shrub planting. This may demonstrate that any new planting will need to be robust and thoughtfully installed.

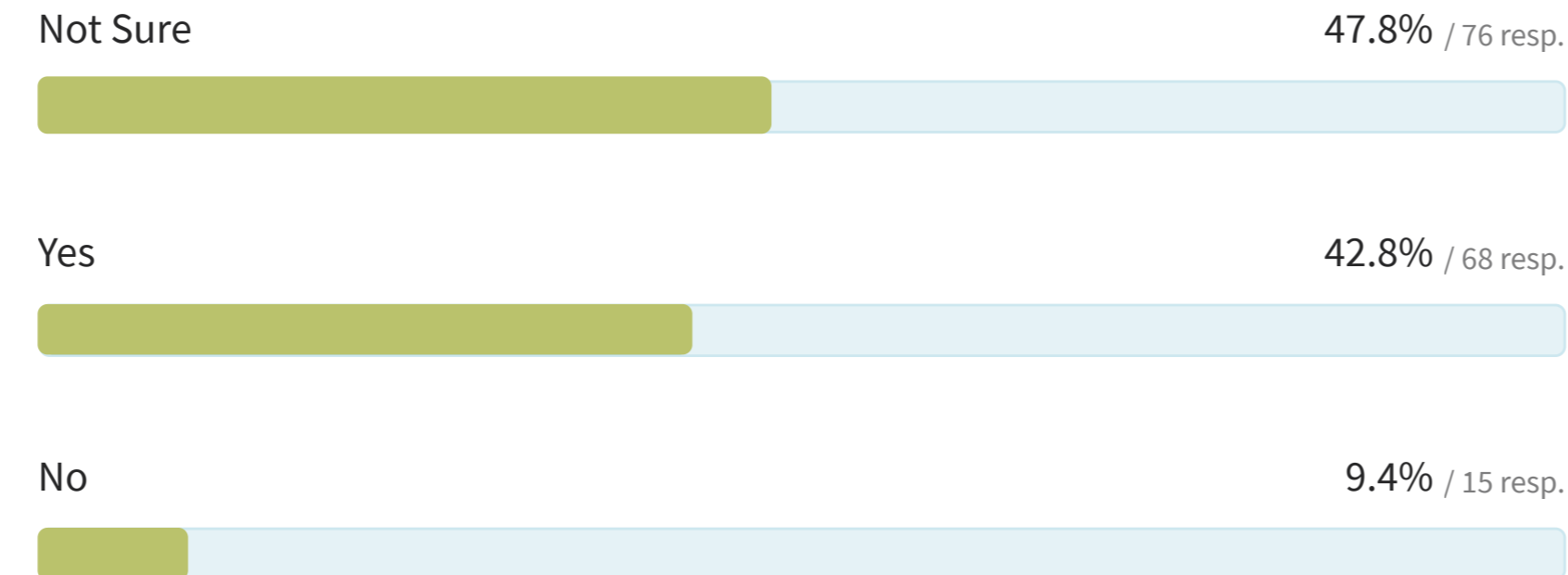
**10. WOULD YOU WELCOME THE GREENING OF LIVERPOOL ROAD?**



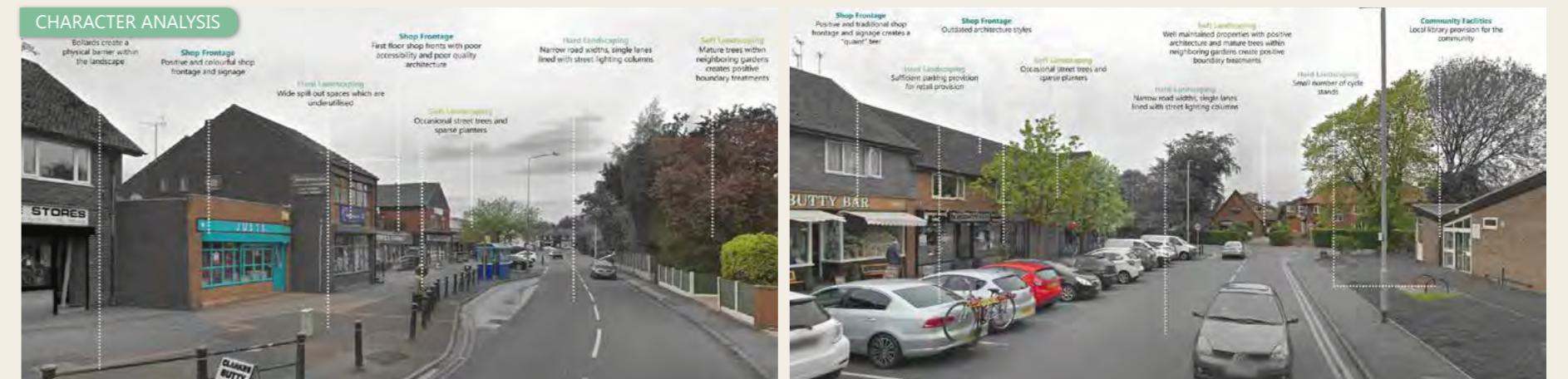
**12. IS THERE A RISK OF VANDALISM TO ANY NEW TREE AND SHRUB PLANTING?**



**11. AS A SHOP OWNER WOULD YOU BE WILLING TO MAINTAIN HANGING BASKETS AND FORECOURT PLANTERS?**



# KINGSFOLD



This board shows site analysis and initial ideas for improvements to the Cop Lane / Pope Lane shopping area.

Potential works include the creation of gateway features, greening in the form of new street trees and shrub planting, improved materials, signage and the creation of a community green.

**QUESTIONS**

- 13** What improvements would you like to see in this areas?
- 14** What features or new shops would make you visit Pope Lane more often?
- 15** Do you agree with the proposals shown on the Opportunities plan?



Respondents would like to see increased greenery and soft landscaping in Kingsfold. Creating an environment that encourages visits on foot or bicycle, a better variety of shops, restaurants, and community space is also considered a priority amongst respondents.

13. WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THIS AREA?

traffic speed calming measures

**more cctv**      more cohesive shop fronts

more street lighting

**MORE PARKING**

**independent shops**      create a community hub

**CLEARER AND BETTER QUALITY CYCLE LANES**

introduce more colour

**MORE BENCHES**

**improve footpath quality**      soften the environment

increase biodiversity      improve disabled access



“Plenty of trees and greenery to soften the area and plenty of walking and cycling areas.”

“I think greening, coupled with reducing the carriageway and general modernisation would be a real improvement.”

“Definitely more decent shops so you could spend the afternoon shopping, e.g. Lytham. Shops, bars & restaurants. There’s only 1 restaurant. If that’s full there’s nowhere to go.”

“I think you need to be careful not to overdo Penwortham and then leave other areas too far behind like Kingsfold, where they are already not as neat and tidy and need revamping.”

“20 years ago Penwortham /Liverpool road was adored with Flowering Cherry tree and was a very beautiful route. Over time these trees have disappeared. I would like to see more tree planting along the village.”

“Green area, community space - to improve community pride.”

“The soft enclosures are interesting. I really like the idea of green buildings. It makes an area feel much more welcoming.”

“Anything to encourage people to walk and cycle to the shops, native trees and planting to encourage biodiversity native fruit trees and edible plants that local businesses and people can harvest.”



Many respondents state they would visit Pope Lane more often if there was a more varied offer of local, independent shops, cafés, restaurants.

**14. WHAT FEATURES OR NEW SHOPS WOULD MAKE YOU VISIT POPE LANE MORE OFTEN?**

new restaurants

more coffee shops

more outdoor seating

**MAKE IT VISUALLY ATTRACTIVE**

shampan redevelopment

**independent shops**

**MORE PARKING**

wider variety of shops

new greengrocers

**MORE CAFÉS**

better parking at the co-op

new bars

new butchers

new clothing shops

“Fresh fruit and veg shops, Bakery, Coffee shop, Pop up crepes, Ice cream.”

“Independent shops, butcher, bakery, farm shop, deli, local produce, and the same attention to detail as higher Penwortham always gets. Both Kingsfold and Middleforth need more development than higher Penwortham to bring them level in order to attract the right retail and pride from its residents.”

“Anything to attract younger shoppers as its convenient to get to on the 3 route. Clothing stores, vintage shops, music stores, cafés etc.”

“Nothing. It’s fine the way it is!”

“Coffee shop- vegan options.”

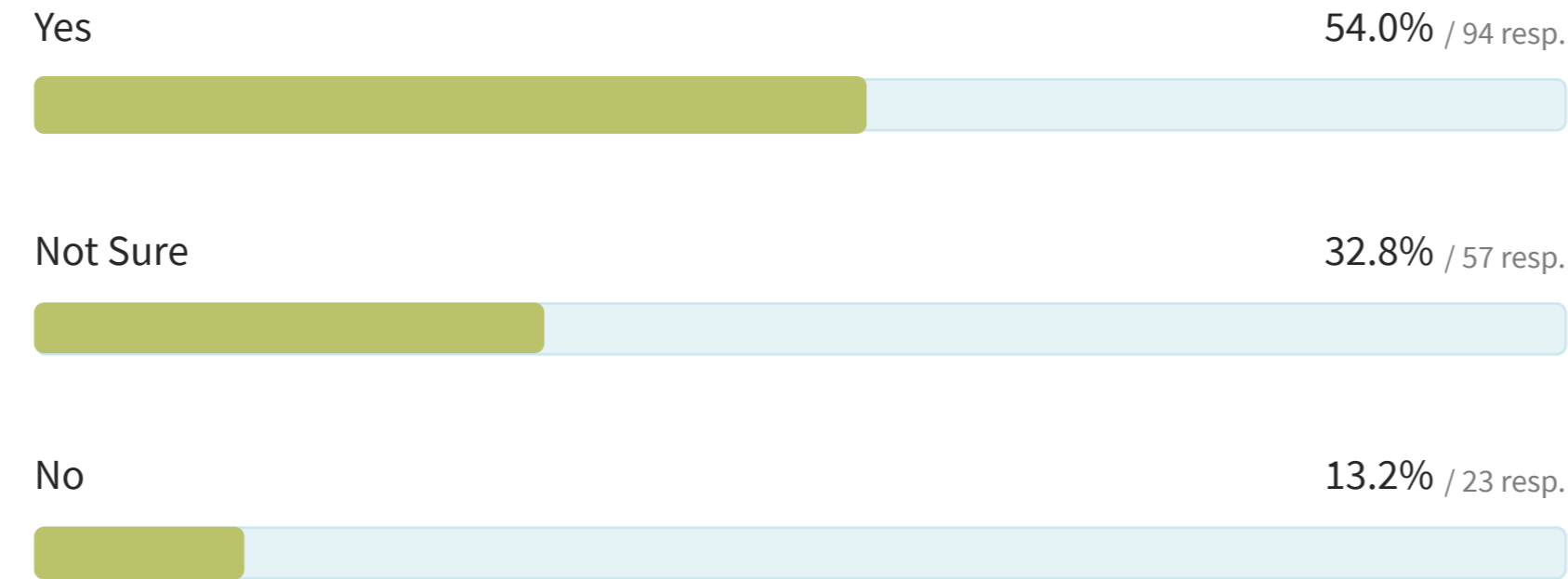
“Less bookies, more trees and planting, new paving, Shampan redevelopment, removal or paint of untidy black bars outside pub car park, more litter bins.”

“Independent shops and value - mixed quality products and mix of shops meeting needs of families etc. on a small budget. It needs to look less dark, dirty, more welcoming.”

“Pedestrian crossing, more outdoor social space, monthly pop-up stalls.”

The majority of respondents agree with the proposals for Kingsfold. Only 13% said they do not agree.

15. DO YOU AGREE WITH THE PROPOSALS SHOWN ON THE OPPORTUNITIES PLAN?



FURTHER COMMENTS



“5 a side football pitch”

“Incorporate benches within the face lift. Shop fronts improved and more uniformed. Green areas - and that they are maintained. Existing green areas upgraded or removed. Flower troughs maintained. Pretty bus shelter. Car parking in front of the co-op removed. Pedestrian crossings at this point and outside Bargain Booze. Speeding - calming measure in place. Drug dealing ongoing in car park rear of shops.”

“Check out the Shampan development. The lanes formally Pickering farm? 1200 houses plus schools’ shops community centre.”

“It would be good to have some seating outside the Barrel and Bean on Leyland Road. Look at if there is anything that could be done to mitigate flooding during heavy rain on Leyland Road. Parking round the shops in Kingsfold is important as the shops generate traffic from the local area. I don’t like having a shared space on Leyland Road. It is very bust and putting in a shared space there would be dangerous. There is already a controlled pedestrian crossing.”

“The green space between Marlsway and Pope Lane Post Office is never put to good use. Let’s change that.”

“I like: trees, seats to rest on, road surfaces smooth - repair potholes, cycle routes through green spaces.”

“Hanging baskets, more greenery around the shops, improvement of shop frontages, outdoor eating etc., widening main road footpaths.”

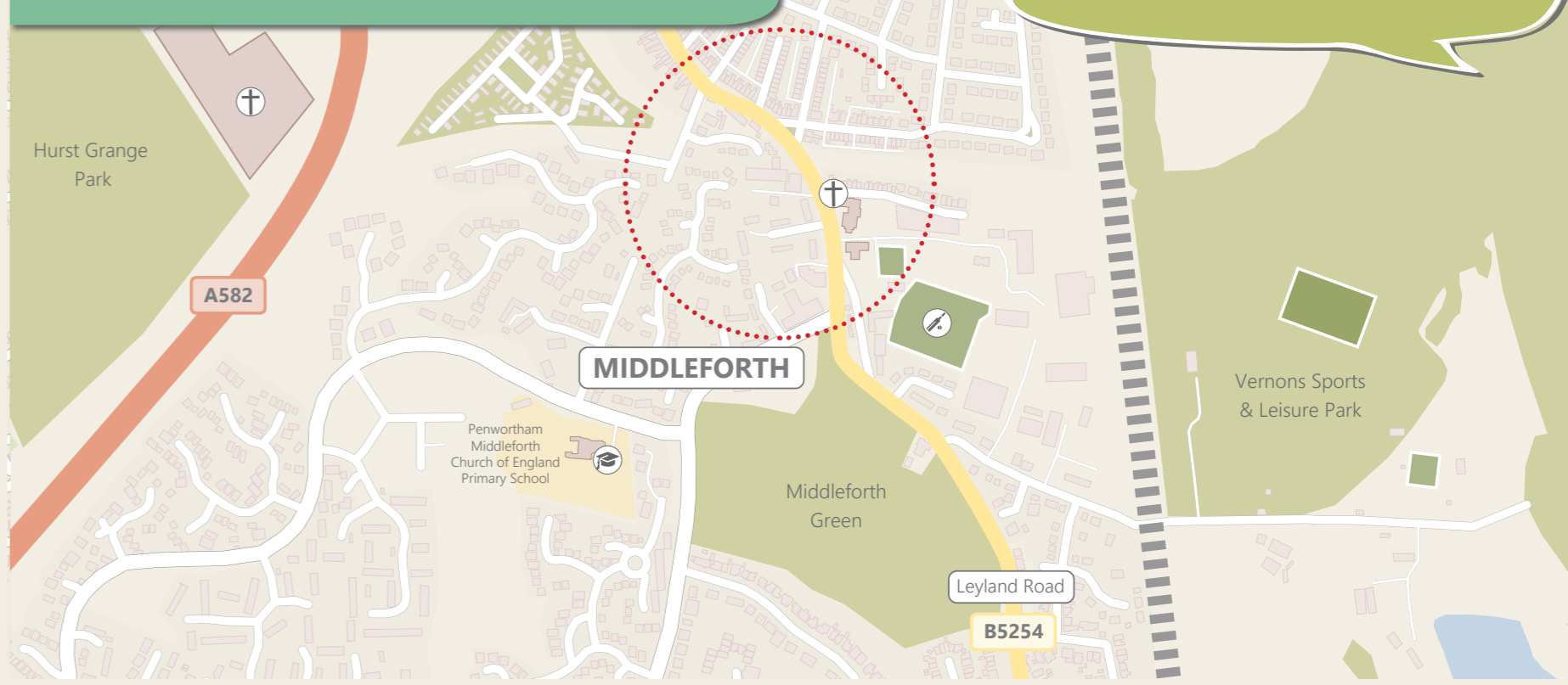


# MIDDLEFORTH

## MIDDLEFORTH


Please let us know your thoughts on how we can make the Middleforth Local Centre an more attractive place.

See the questions on the bottom of this page. Pick up a form and write down your ideas.

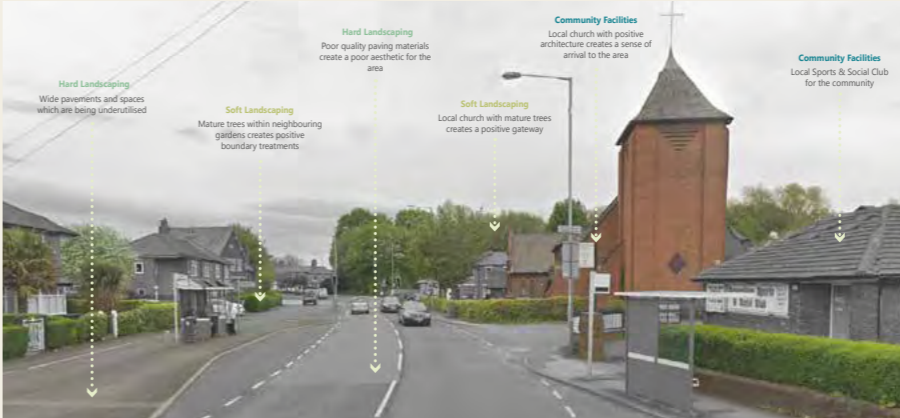


### CHARACTER ANALYSIS

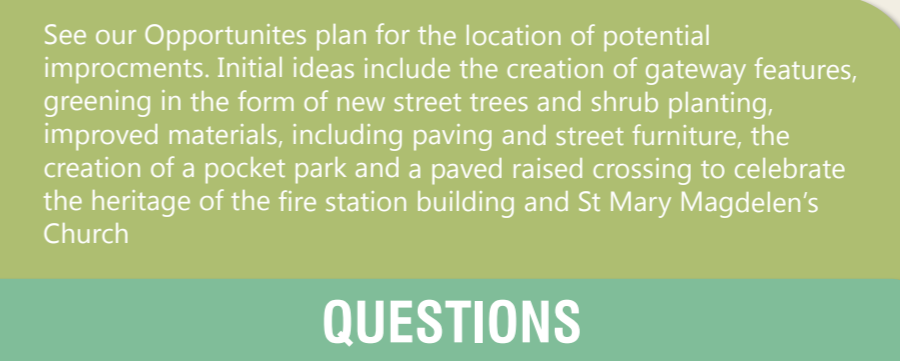
**Hard Landscaping**  
Buildings create a physical barrier within the landscape.



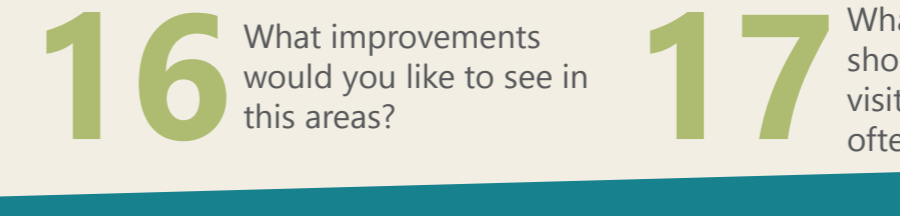
**Shop Frontage**  
Porcelain built retail buildings of poor architectural quality.




**Soft Landscaping**  
Mature trees within neighbouring gardens & parks creates positive boundary treatments.



**Community Facilities**  
Local church with positive architecture creates a sense of arrival to the area.



### OPPORTUNITIES



**Key**

- Public Realm Improvements
- Create Gateways
- Leyland Road
- Tree Line & Improved Boundary
- Pocket Park Opportunity
- Civic Focal Point - Raised Crossing

See our Opportunities plan for the location of potential improvements. Initial ideas include the creation of gateway features, greening in the form of new street trees and shrub planting, improved materials, including paving and street furniture, the creation of a pocket park and a paved raised crossing to celebrate the heritage of the fire station building and St Mary Magdalen's Church

## QUESTIONS

# 16

What improvements would you like to see in this areas?

# 17

What features or new shops would make you visit Leyland Road more often?

# 18

Do you agree with the proposals shown on the Opportunities plan?

Respondents consider the following improvements a priority for Middleforth:

- Creating a safer environment for pedestrians and cyclists through reducing traffic speeds
- Increased seating provision
- Improved shop fronts & street lighting
- Increased greenery

16. WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THIS AREA?

**better quality cycle lanes**  
more cctv

**MORE PARKING**  
traffic speed calming measures

**more cycle lanes**

**IMPROVED QUALITY OF FOOTPATHS**

**MORE VISUALLY ATTRACTIVE**  
improve cleanliness

**more pedestrian crossings**

“Safer pavements. Safer cycling - on bikes, the ‘islands; mean cars struggle to pass and then get annoyed (not sure your remit!) Wider pavements? More green space/green.”

“Attractive lighting would be nice. The area can feel quite dingy.”

“Small units with low rents for new businesses & self employed. Penwortham needs an Elderly Persons Day Centre. Better/more parking at the Community Centre on Priory Lane.”

“Slower traffic.”

“More greenery and better quality paths.”

“More green infrastructure. More pedestrian friendly approaches. Links to green spaces and foot/cycle paths improved. Seating areas.”

“Shops for the most part seem low quality and not particularly attractive. The terraced houses on both sides are generally well looked after and give a sense of community. The entrance to the footpath leading to the Ribble (under the fish sculpture) could be made more of. Perhaps the proposed raised road area would be better placed here.”

“Footpaths sorted out.”

Respondents state they would visit Leyland Road more often should it:

- provide a more independent retail/cafe offer
- provide space for community activity
- be more accessible via public transport
- have a more attractive and inviting pedestrian environment.

**17. WHAT FEATURES OR NEW SHOPS WOULD MAKE YOU VISIT LEYLAND ROAD MORE OFTEN?**

**more independent shops**  
 traffic speed calming measures **MORE CAFES**

**more cycle lanes**      more outdoor seating

**MORE RESTAURANTS**      new bakery

**MORE OFF STREET PARKING**

more pedestrian crossings      **more coffee shops**

**more bars**      new butchers



“Nicer shops, like those on Liverpool Road.”

“More small independents.”

“I think one very important introduction would be that of a public transport system that connects all of these 3 zones. The current bus service excludes middleforth. Meaning the commercial growth of middleforth is limited, by positively promoting the unique qualities of each zone of Penwortham would create a commercial community for South Ribble.”

“Shops - independent and more value and rotating spaces for art/ community projects/schools etc. to share projects.”

“It’s somewhere I avoid. Main Road too busy and too many cars parked.”

“It needs more shops, more parking and more landscaping. This is the first thing many motorists see when coming off the motorway to Preston.”

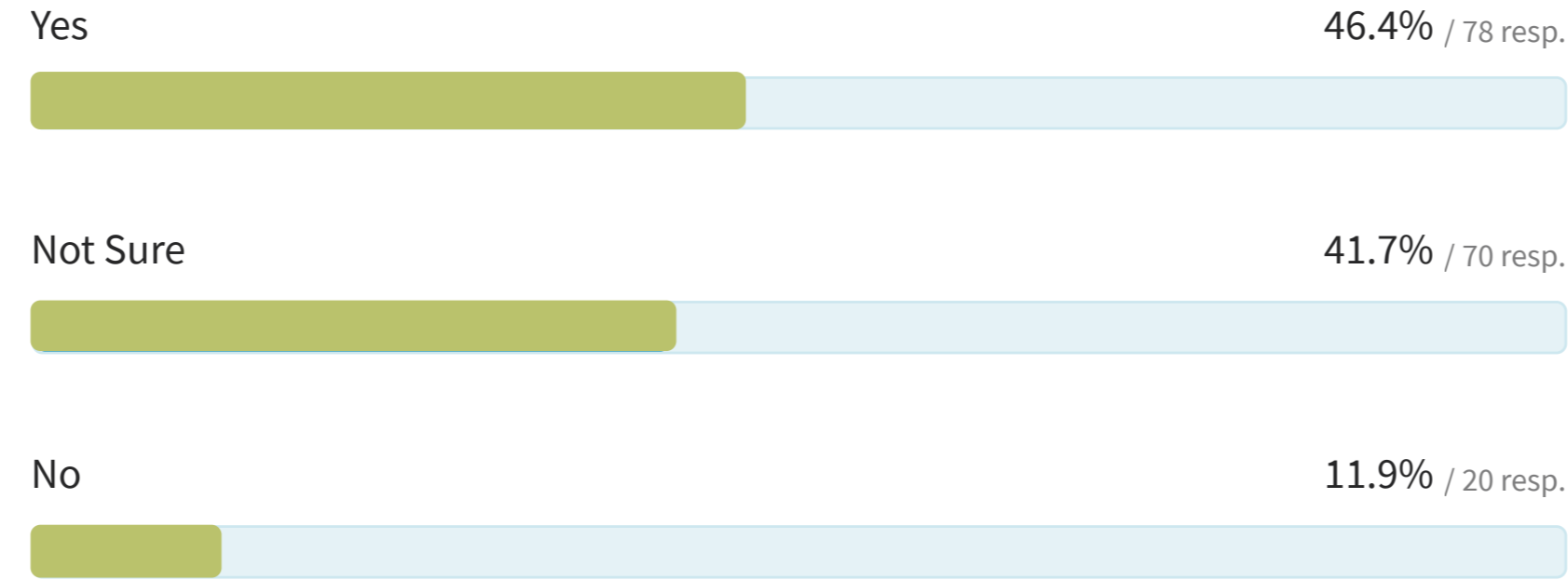
“It would be nice if there was a visual link to the walk down to the river and the bridge. Perhaps with a focus on nature (there are otters in the river) and involve the allotments somehow? A community veg/herb area (pocket park) where local people can ‘pick their own’.”



Almost 50% of respondents agree with the proposals for Middleforth shown on the opportunities plan. 12% disagree with proposals.

Of those who said they do not agree with the proposals reasons most are concerned about not being able to access Leyland Road via car, especially if they have reduced mobility.

18. DO YOU AGREE WITH THE PROPOSALS SHOWN ON THE OPPORTUNITIES PLAN?



IF NO, WHY NOT?



“I have disability and cars are needed, so it needs improved access for cars.”

“There aren’t enough shops in the area to make improvements worthwhile.”

“I do, on the whole, but my fear is that it will become another place I am unable to visit due to mobility. I would love the area to become more of what it has become lots of leisure eating and relaxing venues, but I hope it doesn’t become another bottleneck traffic black spot for the people who live here.”

“Waste of money, spend it on Liverpool Road instead.”

“Not a real reflection of the online and post COVID world.”

“Cannot take cars off the roads without a fully coordinated public transport policy accessing all areas and providing cheap reliable public transport to all parts of Penwortham.”

“As already said, traffic levels high, any outlets are strung out residents parking must be a priority, best left. Unlikely shoppers are going to flock to this area.”



## FURTHER COMMENTS ON MIDDLEFORTH PROPOSALS:



“Yes, I would welcome the greening of the area. Similar to Higher Penwortham, large container planting. I cannot comment for all shop owners, but I do know some enter Penwortham in Bloom. I’m not sure about the shops. I use the takeaway and small bar and on occasion the pharmacy, however, I’m not sure what would attract me. More leisure facilities for younger people, as transport can be an issue for them. Yes, any change is good for the benefit of the area.”

“Leyland Road has become extremely busy since the bypass and new road to Capitol Centre has opened and drivers are using Leyland Road to still get to the motorway and also using the new road as a way to get to and from the town as city roads get busy. This is becoming dangerous - speeding cars/large lorries etc.. We need new shops, especially a nice cafe/bar so better pedestrian areas for seating would be a bonus. Speeding limits should apply like on Liverpool Road. I would welcome greening of Leyland Road and would love especially as we gave a route through the river. Drivers need to be encouraged to use the bypass and not to drive down Leyland Road. Parking is an issue now so permit holders for residents would be welcome.”

“Grass verge Barrel and Beaned owned by SRBC. Area open to some form of development. Pavements smartening up to distinguish centre of public realms. Character sign posting ‘Middleforth’ in centre on entrance/exit from community on Leyland Road. Group seating on triangle by Spar, Shop front upgrades. Planters outside of groups of shops - individual shops. Sign posting for sports facility. Guild Wheel. Mindful of outer shops up to the river from New Lane.”

“Bicycle racks. Car parking to avoid pavement parking. Refurbishment of the ‘triangle’ at the start of Margaret Road. Replace the bench. Re-site the junction box and litter bin. Some planting. Refresh the cobbles. Hanging baskets. Repair the fence to the rear of Margaret Road. ‘Middleforth’ signage. Pavements in several areas are in poor state - if different sorts of paving are used there will be arrangements for ongoing maintenance.”

“More parking (e.g. use of parking available at Penwortham Sports Club), More Planters and flower displays. Tall advertising boards on the triangle. We would maintain hanging baskets and floor planters, Parking adjacent to the spar.”

“The local shops need to be more uniform e.g. all painted the same colour. The bollards are black, and the bin is blue. More traditional bus stops like the one outside the police station in Leyland. Hanging baskets for all lampposts. Replace wooden seating to the triangle with the Christmas Tree is vital. The brick supports are already in place. The grassed area between the fire station and the car lot should be improved i.e. wild flowers, planting, seating. As much greenery as possible. Re-surface Greenbank Road (the conservation area) and hanging baskets. No bus service from Middleforth/Leyland Road. Lostock Hall to Higher Penwortham. Review all gaudy signage at Penwortham sports club and the mobility shop. Gateway sign a good idea. Reduce the width of the pavement by the garage and increase the one opposite by the stone wall which is approx 15”, narrowest and difficult to negotiate also impossible if on a mobility scooter.”

“Improvements/Planting - more crossings, bike lane (as route to Avenham Park via old Bridge. Utilise wide pavements, more green areas. Consider replacing the shabby tarmac with more aesthetic paving as it in town centre. Make more of church front and grounds as central modern architecture attractive (not a lot of the area has been well thought through, but period housing) Edwardian properties and Greenbank Road conservation area and definitely be celebrated and enhanced.”

“Tree lined avenue on Leyland Road. Also hang baskets and garden furniture i.e. planters etc. Greenbank Road car park enhance with wildflowers. Bus service to Leyland Road to Cop Lane and back. Mobility Shop yellow signage and Penwortham sports club need removing.”







“Natural seating areas and communal spaces, perhaps some covered areas. I’d like to see innovative sustainability practices to encourage people to think more about their own impact on the environment and the role we all have to play in fighting climate change.”

“I’m the co-owner of the double shop ‘Andreas Fish and Chip Shop + Grill’. We have been here for 30 years. The fish and chip shop has been here for almost 90 years. We love our customers and the residence of Penwortham, which is home to us and we are very much loved. Due to the new by-pass, most of our passing trade has vanished. Therefore damaging to our business. Now I am very worried we will lose a lot more. Almost all our customers come with cars. Picking up their food on their way home from work etc.. The delivery vehicles mostly vans and large trucks will find it extremely difficult. Heavy foods like sacks of potatoes and boxes of fresh fish. Another reason we need the parking in front of our shop is in order for our disabled drivers to park easily. We usually go to them to take their order and then pass the food through the car window. I believe there is no need for these ‘devastating’ changes and I disagree with some of them. We own the last shop on the left and don’t need a very big pavement as we are not as busy as the rest of Penwortham. There are fewer people walking up and down. Just people picking up their food. Parking outside our shop will be A SERVICE TO THE COMMUNITY.

Thank you for taking the time to read my letter and please think of us and the business when making your plan.”

“Really enthusiastic about the widened pavements and softened landscaping, including trees/plants (and lights). Good idea about the entrance/exit creating a feeling that you’re arriving somewhere special. Would like to see more restaurants with café/pavement culture. My daughters would like a book shop!”

“I would like to see a club for older children/teenagers so they do not take over the park for younger ones.

My suggestions:

- Outside roller skating park
- Sheltered area for older children to sit/chat
- Bins in parks and playgrounds
- Benches in Hurst Grange playground
- Safe places to lock up bikes and leave near shops (cameras?)
- More trees near the shops, bird boxes and flowers and plants for bees
- Improved cycling road surface on Cop Lane (too many pot holes)”

“More trees. Reduce the road-space for pedestrians to use. Seating and community areas. Good lighting. Fewer road signs and street furniture.”

“We would like to see improved car parking and we like the suggestion of ‘greening’ the space. Encouraging shops that provide/add to a community feel such as butchers/greengrocers. Independent shops are preferable. We would like the road to be narrower with more pedestrian space.”

“The vision looks great, however, rather than reducing parking, I think a scheme to increase road-side parking should be considered. The carriageway through Penwortham should be reduced in width. This would create the space for additional parking interrupted by landscaped areas. The existing shop units are all different and unique, but this forms part of the development of the shopping area. If all the shops were identical, Penwortham would risk becoming another anonymous high street, with no increased value. As stated at the public exhibition, it is difficult for private landlords to be persuaded to take a specific tenant over someone maybe considered less desirable. Regarding the traffic through Penwortham, if the carriageway width was reduced, this should lead to a reduction of through traffic, which would hopefully be encouraged to use the new by-pass. In order to create more interest on the route through, the carriageway could ‘weave’ in/out to create the parking areas of different sides of the road.”

“All I want to see is an exemplar public realm design. The LCC treatment of the Tesco junction is a visual disaster, lacking imagination, poor streetscape, poor choice of materials. The scheme for Penwortham must be better and on a par with the best examples found in Western Europe.”

“Greening, improved community facilities, more circulation space in front of shops, sensible provision for cyclists, encourage a range of shop types, safe provision for pedestrians. There is a major opportunity to improve the areas concerned. We would hope that every effort is made to implement the plans as quickly as possible and to put the necessary funding in place.”





“I am really pleased that 2 areas are being considered for improvement. The scheme looks really exciting and I am sure will bring people into Penwortham for shopping and socialising. More garden areas and trees would add to the attraction.”

“Grass verges to be reinstated all along Liverpool Road. Trees planted. Road narrowed to encourage traffic to use the by-pass. Traffic calming measures along the whole of Liverpool Road e.g. more pedestrian crossings. These improvements should be in place along all of Liverpool Road from where the by-pass starts to the town.”

“Address cumulative noise considerations and gateway entrance to mark arriving in centre of town.”

“Proposed One Way System on Kingsway, Penwortham - This scheme should be scrapped - it has not been thought through properly. I agree that the safety of all road users including pedestrians is paramount - this proposal creates many other dangers and congestion bringing vehicles and pedestrians much closer together on adjacent roads - two of which (Priory Lane and Queensway) can only accommodate one line of traffic on a narrow two-way road. More vehicles will be forced to come into a village area where retail development has significantly increased numbers of

pedestrians making Penwortham more like a village and a place people want to visit both during the day and in the evening.

A number of plans have already been drawn up for Penwortham Town Centre from Crookings Lane to the junction of Cop Lane/ Priory Lane to be made more pedestrian friendly segregating vehicles and pedestrians giving this shopping area a real village atmosphere. Following the opening of the Penwortham By pass in December 2019, it gave through traffic a much safer route avoiding Penwortham Town Centre. Making Kingsway one-way would mean all vehicles having to travel up the rest of Penwortham Hill and then turning right into Priory Lane or Queensway both of which are already heavily congested with legitimately parked vehicles, creating in effect only one line of vehicles at a time, potentially leaving vehicles turning into these roads stranded. The right turn into Priory Lane has been marked out to allow only one vehicle to wait to turn right before all traffic either going straight on or turning left are prevented from doing so causing further congestion.

The cycle lane from Leyland Road left onto the bottom of Penwortham Hill (Liverpool Road) ends abruptly at the end of the small lay by at the bottom of Penwortham Hill leaving cyclists exposed to two lanes of vehicular traffic going up the rest of Penwortham Hill as far as Hill Road. How and

where does the Council intend those cyclists to cross over to the other side of Liverpool Road and join the two-way dedicated cycle way?

At present there are finger-post signposts to St Mary’s Church on Penwortham Hill directing access to the church up Kingsway and then right into Hollinhurst Road. All vehicular access for church would have to go further up the hill on Liverpool Road to the traffic lights and turn right into Priory Lane which is currently congested with parked vehicles as already mentioned. There are a lot of baptisms, weddings and funerals at St Mary’s so people attending these services are not local. In addition, there is a regular daily stream of vehicles visiting the church throughout the day where relatives from far away visit the 1,000 graves to lay flowers. (I know this being Churchwarden at St Mary’s). All this vehicular traffic would be directed up Priory Lane. Sat Nav directs people attending from the south or east to access the church via Kingsway. Any one in a vehicle needing to visit St Fillan’s Health Centre from Liverpool Road would have to follow the same route along Priory Lane and then right into Kingsway. I am aware that they have also objected strongly to this proposal.

I know that there has been considerable discussion about making the length of Priory Lane one way from Kingsway to Liverpool

Road which I totally support which would prevent two-way traffic on Priory Lane where vehicles legitimately park on one side of the road outside the shops.”

“The plan is great. I would like to see more places to walk and cycle. Also, lots of parks for children and a place where older kids can talk and play. So that they are not having to hang out on the children’s playground.”

“Proposals look good and forward thinking. Cycle route up/down Liverpool Road is urgently needed.”



# STAGE 2

# 03 MASTERPLAN EAST



- 1 New spill out spaces to food and beverage
- 2 New high quality cycle lane
- 3 New planting and seating areas
- 4 Safe pedestrian crossings



- 1 New car parking bays
- 2 New high quality cycle lane
- 3 New planting and seating areas
- 4 New footpaths



- 1 Reduced width carriageway
- 2 New green infrastructure
- 3 New spill-out areas
- 4 New footpaths

# LIVERPOOL ROAD MASTERPLAN

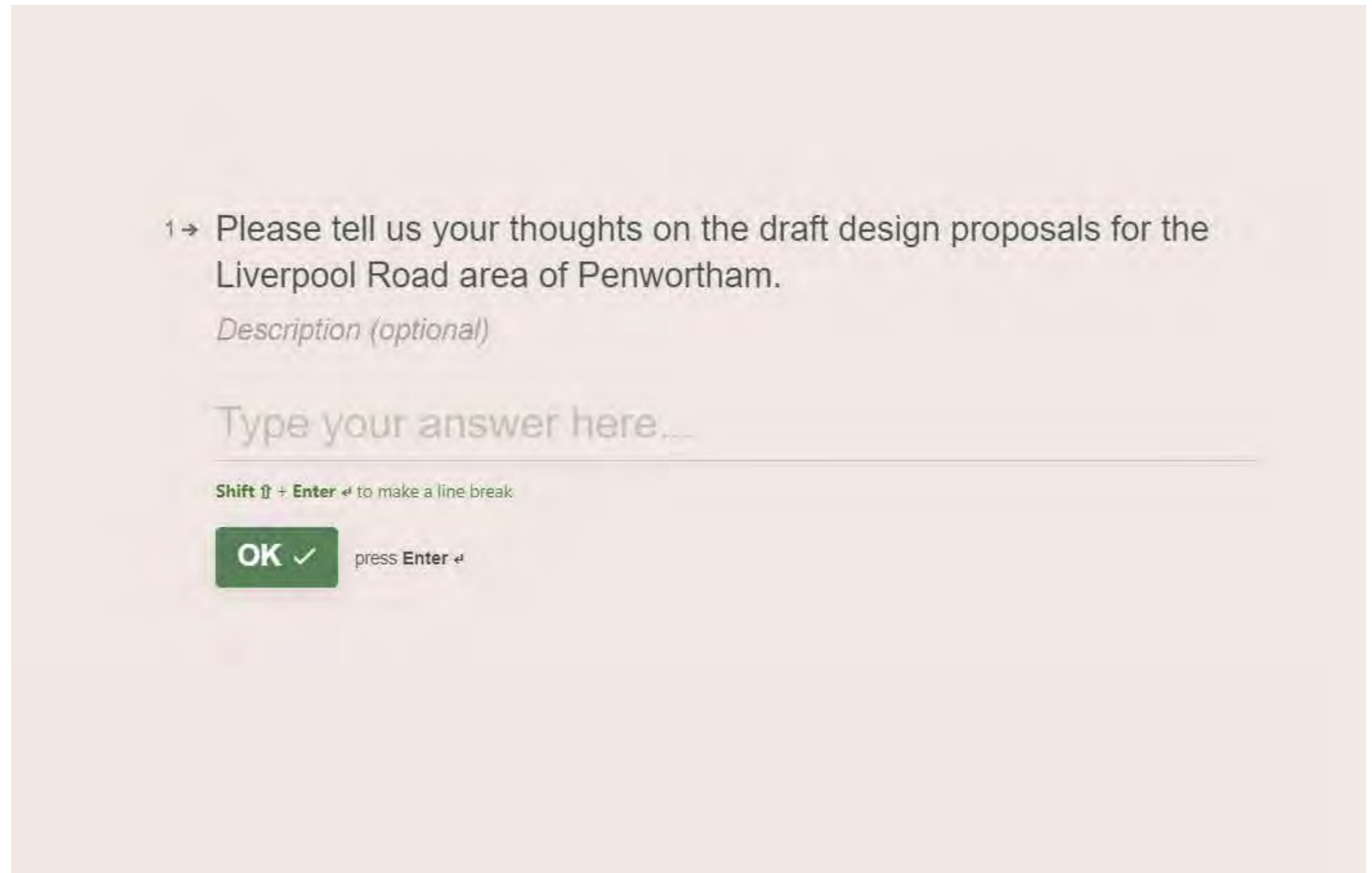
Following on from previous consultation, the design team developed draft design proposals to transform the Liverpool Road area of Penwortham.

Residents, businesses, and visitors were invited to respond to the draft proposals via an online survey which ran between throughout July into early August (2022).

The online engagement was supplemented with a series of in person engagement events.

A stakeholder event took place on 28th June, 2022, at The Venue, advertised through a letter drop for every business, social media postings, shop front posters and announcements via the Liverpool Road Business Community. The event took the form of a formal presentation followed by a live Q&A. Paper feedback forms were also provided.

In-person public consultation took place on the 30th June, 2022, also at the Venue, and took the form of an informal drop in with 4 staff on hand to individually present the proposals and answer any queries. Paper feedback forms were again available.



## Liverpool Road Masterplan

Overall feedback was very positive and the process was extremely valuable to the design process. The following comments were re-occurring themes and have been adopted by the preferred option masterplan:

- Do not close Queensway
- Make the road safer for pedestrians
- Make the street greener
- Provide safe crossing points
- Allow adequate room for deliveries
- Introduce short stay car parking
- Disable bays to be included throughout the street
- Promote F&B and the night-time economy

“Love the designs and the materials, will really make the high street an attractive place to go. Would like to see more bicycle parking outside shops and also good, enclosed bus shelters where there currently aren't any.”

“The proposals look fantastic! De-conflicting the road crossings giving cyclists and pedestrians their own space will make both users feel safer. Plenty of parking to reassure the motorists. Wonderful green spaces including the new garden at Queensway which will reduce the use of the estate as a cut-through and lower temperatures in neighbouring buildings. I would like to see provision for public bike repair stands and electric vehicle charging points as part of the scheme.”

“Looks great. Just what Penwortham needs to go forward and become a destination that people want to visit for what it can offer, rather than a route to elsewhere. The new layout will also encourage people to use the bypass rather than still using Penwortham as a cut-through!”

“Then idea of narrower roads, and end on parking along it will make traffic slower, so great idea. It will also put off the persistent drivers who won't use the bypass, as it's still quicker for them to drive through (the now quieter) Liverpool Road. At the open evening,

it was made clear that closing Queensway would NOT be good. It will cause more congestion in side streets when people try to get into the estate from other routes. A large 'Market' area won't, work, but a smaller area for a smaller number of pop-up sellers would be super.”

“All looks much as anticipated. One major concern would be the closing of the Queensway Junction. This will force local traffic to use either Priory Lane or Crookings Lane. Priory Lane is very narrow with the Parking and as such may not be able to handle the additional traffic, as was experienced during the temporary closure of Kingsway. Crookings Lane is already a complete nightmare at School in / Out time due to all the school buses and parents parking. So again, forcing additional traffic this route will create heavy congestion with the associated pollution.”

“In theory I think they are great, and the new additions will be a great asset to Penwortham. I think many designs ideas are good and some leave me wondering if the designers have spent any time checking out how Penwortham works. We need better pavements, more parking, nicer shop signage, more trees, less weeds and some nice lighting. We do not need Liverpool Road to be narrower or Queensway to be closed.”

“We need more designated disabled parking spaces. Not everyone has the option to

walk or use a bike and we're slowly being frozen out of city, town and village centres because of the push to force people not to use cars.”

“Broadly the proposals look good and certainly move things in the right direction. I particularly support the narrowing of the road, more safe pedestrian crossings, the general greening of the area and the protected cycle lane. It is also good to see overall improvement to the public realm with improved walkways and more open spaces for spill-out areas, events or just general meeting places. I would support the closing off of Queensway and the greening of that space. I still feel we are giving over too much space to cars and parking. How many of these parking spaces, especially those close to business will be accessible spaces for blue badge holders or those with young children? Another thing I noticed that is missing is quality bicycle parking. We want people to cycle and are proposing a new cycle lane, which is great, but we need to make sure there are good and secure places for people to lock up their bikes. Also, it's not clear from the plans how bus stops will be integrated. We need quality public transport and that includes positioning and design of the drop off and pick up points. All in all I think the plans will be a big improvement on what we have currently and I think they will give the community something to develop in future.”



# KINGSFOLD AND MIDDLEFORTH

## Kingsfold and Middleforth

Due to the scale of the Kingsfold and Middleforth interventions these engagement sessions were carried through two drop in events. One at Kingsfold Library on the 1st April, 2022, and at St Mary Magdalen's Church on 28th April, 2022.

Valuable feedback was received during the drop-in events, that influenced the final designs.



### KINGSFOLD:

“The community green and growing area gives locals the opportunity to develop environmental initiatives. E.g. increasing biodiversity. The town Council has a new environmental policy - Climate Emergency. One of our targets is to put together a local community environmental action group. The spaces could provide a great focus for this new group.”

“Design looks great - add a children's play area”

“More bins / needs outdoor tables and chairs /like the spaces around the library / like the gateways”

“Super to see so much green. Great use of the space. Love the idea of the gateway. 20mph! Yes”

“Yes to: traffic calming, better use of green areas, new pavements and removal of tree roots, upgrade of shop fronts, gateway signs. Other considerations: traffic calming, pedestrian crossing, refresh bus shelters, make co-op parking safer.”

“Very impressed. Needs traffic calming, especially next to library. EV charging points. Tidy up car park behind Co-op with trees, planters etc.”

### MIDDLEFORTH:

“Agree with 20mph”

“Pleased the road will potentially be improved. 20mph a must. Like the general idea. Trees and planting great.”

“Agree with all proposals. Please resurface path at the end of Greenbank Rd near the sports and social. Narrow part of path at Greenbank is dangerous, not wide enough to allow double buggy. Traditional bus stops please. Middleforth residents can't access Liverpool Road as there is no bus service. No mention of the conservation area”

“Greening and slowing down traffic - positive. End of Hawkhurst to be turned into hay-meadow to improve biodiversity and help with people's sense of wellbeing.”

“Love the street trees but need to make sure we can still park. Terraced housing doesn't have off road parking. More benches. Triangle needs double yellow line (but not in front of houses). Keep space for Xmas tree. Like café spill out. 20mph is fine but road is so busy.”

“Triangle near spar - lovely seating area but needs double yellows to stop people parking on it and increase visibility when turning onto Hawkhurst and Margaret Rd. Need to keep Xmas tree. Like trees but not at expense of parking. Spill out - good idea for local business. Public footpaths could be advertised. Cycle links to Avenham and Miller Av.”





**HemingwayDesign**



**GL Hearn**  
Part of Capita plc

# Thank you

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Lancashire Fire  
and Rescue Service

# EMERGENCY COVER REVIEW

# 20 22



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# INTRODUCTION

Lancashire Fire and Rescue Service's purpose is to make Lancashire safer and we strive to deliver the highest standards of operational response to a wide range of risks and emergencies

Periodically we undertake an emergency cover review (ECR) to ensure that our emergency response remains effective and efficient, and that we are well equipped to respond to future challenges.

Our strategic assessment of risk identifies the greatest risks to the people and communities of Lancashire, and our community risk management plan and supporting strategies set out how we respond to them.

We have assessed the locations, numbers and types of fire stations and appliances against community risks and incident levels across the county. Duty systems have also been reviewed to establish more sustainable and effective crewing arrangements. The ways we operate evolve as risks to public safety change. The proposals in this ECR aim to strengthen the Service's response to climate change emergencies by introducing fire appliances that can travel off-road in areas prone to flooding and wildfires. We are also enhancing our capabilities in relation to high rise building and commercial fires, with no reduction in the overall number of fire

stations or appliances in the county.

Changes to crewing arrangements are proposed at some stations, based on risks and incident levels in the area, and the introduction of a more flexible and resilient duty system.

The proposals reflect an investment in frontline services and an increase in the number of firefighters that will ensure we continue to build a highly skilled, resilient and agile fire and rescue service, fit for the future.

We welcome your views on the proposals through our consultation.



**Justin Johnston**  
Chief Fire Officer



County Councillor  
**David O'Toole**  
Chairman of the  
Lancashire

## ABOUT LANCASHIRE FIRE AND RESCUE SERVICE



**1.5 MILLION**  
POPULATION

Lancashire Fire and Rescue Service covers a county with a population of 1.5 million and a diverse landscape incorporating urban areas, coastal communities, market towns and rural villages.



**19,000**  
INCIDENTS

Last year we attended almost 19,000 incidents and delivered over 17,000 home fire safety checks across the county.



**63 MILLION**  
BUDGET

Our budget of £63 million comes from a government grant, council tax and business rates. Our services equate to a cost of 10p per person, per day. Further details are available at [www.lancsfirerescue.org.uk/funding](http://www.lancsfirerescue.org.uk/funding).

### WE HAVE:



Over 1,100 staff.



39 fire stations, housing 58 fire engines and other specialist assets, with varied crewing arrangements.

While uncertainty remains around future funding forecasts, the Service is currently in a stable financial position that enables essential investment in frontline activity to deliver long-term improvements and value for money.

# WHAT DOES THE EMERGENCY COVER REVIEW INVOLVE?

Our emergency cover reflects the most effective and efficient use of resources for the whole of Lancashire. Some areas have more resources than others because there are greater community risks and activity levels are higher.

The principles of an emergency cover review (ECR) are to:

- **Ensure we provide an effective and efficient response to fires and other emergencies at all times.**
- **Ensure our crewing arrangements are fit for purpose to meet the risk and incident levels**

We have examined the numbers and types of incidents at county and district levels over the last three years. This culminates in station level profiles showing changes in community risk, incident data, how resources are used, and availability of fire engines to respond to incidents. We use these profiles to determine where our resources should be located, how many we need and how we staff them.

Initial options are determined using professional knowledge and experience, then tested to better understand their potential impact. We achieve this by analysing the data, supported by independent analysts, and modelling the impact of any changes to emergency cover

compared with current provision.

These proposals reflect the most feasible options for providing effective emergency cover across Lancashire, in ways that recognise changing community risks, represent value for money and maintain response standards, particularly our response to critical fires. The changes are proposed over a three-year period starting in 2023, through to 2026.

## EMERGENCY RESPONSE STANDARDS

Each year we aim to reduce overall fire risk in Lancashire and over the last 15 years we have seen risk go down by 23%.

Each fire and rescue service sets its own emergency response standards; ours are some of the most challenging in the country and our performance is among the best. We report performance against standards to the Lancashire Combined Fire Authority quarterly. Find out more at [www.lancsfirerescue.org.uk/performance/](http://www.lancsfirerescue.org.uk/performance/).

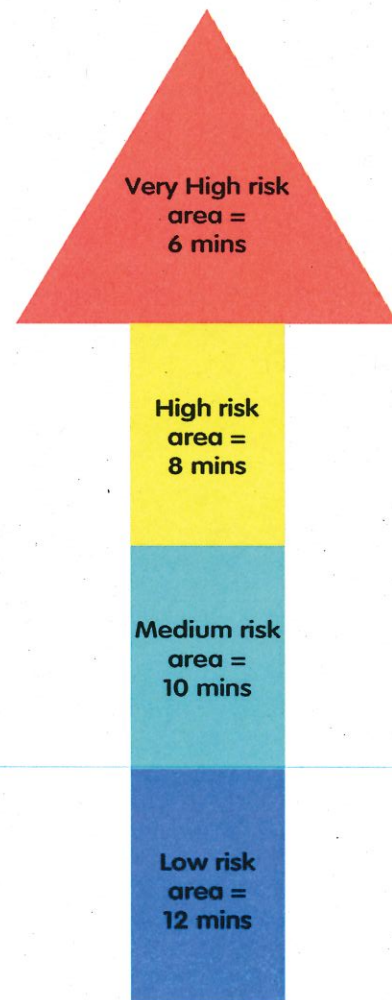
Lancashire is split into small geographical areas that are known as Lower-Layer Super Output Areas (LSOA), each containing between 1,000 and 3,000 people. Risks are calculated for each LSOA based on the probability of an incident occurring and the consequences if it does. This calculation grades each LSOA as one of four risk levels, from low to very high.

We have response standards in relation to critical fires, which are incidents involving a significant threat to life, structures or the environment.

We also have a standard in relation to response times to critical special service incidents, which are not fires but still present a risk to life, such as road traffic collisions and rescues. The response standard for the first fire appliance attending a critical special service call is 13 minutes.

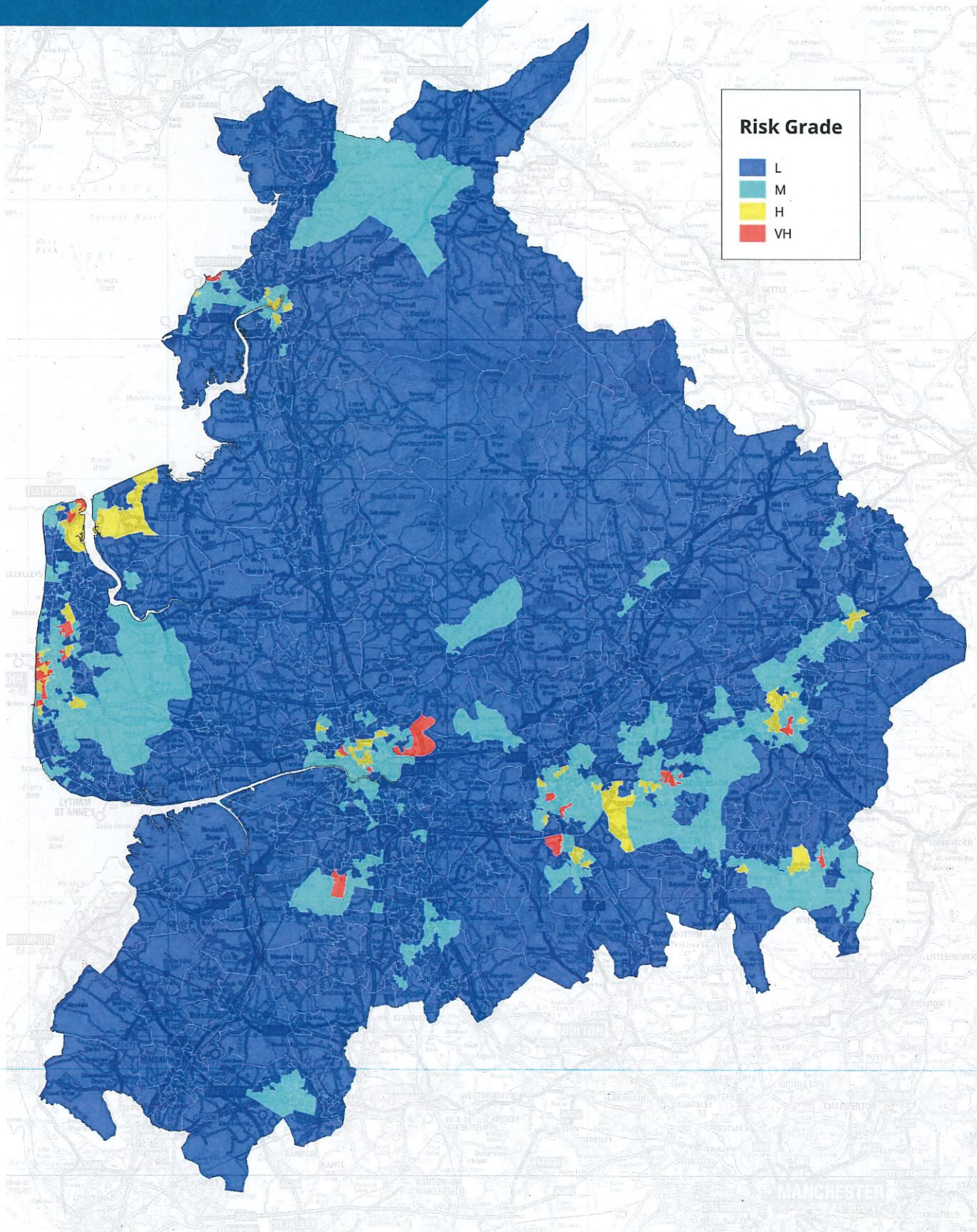
**Response time:** the time from the initial call to our control centre to the arrival of the first fire appliance at the incident.

**Response standard:** the response time we must achieve which is determined by risk levels in the area:





# Risk levels in Lancashire



## EMERGENCY COVER IN LANCASHIRE

The Service has 58 fire engines that we call 'appliances', with different purposes and equipment carried onboard. Rescue pumps are the most recognised, general-purpose appliances. We also have numerous special vehicles and equipment ranging from aerial ladder platforms to rescue boats. There are 39 fire stations across the county which all operate one or more of the following duty systems:



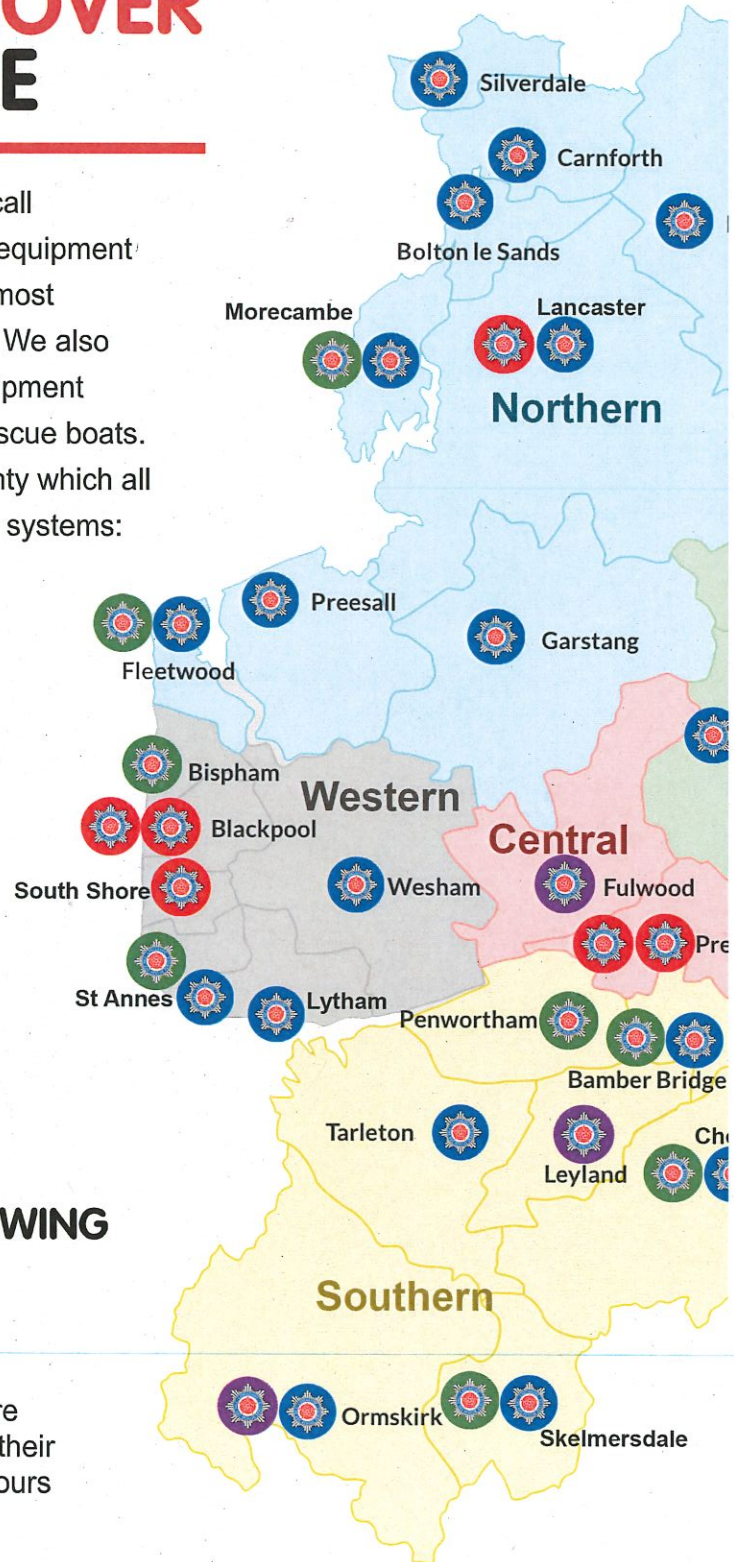
### WHOLETIME 2/2/4 (WT 2/2/4)

Firefighters work a standard 42-hour week on a rota system of two 10-hour day shifts followed by two 14-hour night shifts. Staff are divided into four watches and provide 24-hour cover from the station.



### FLEXIBLE DAY CREWING (FDC)

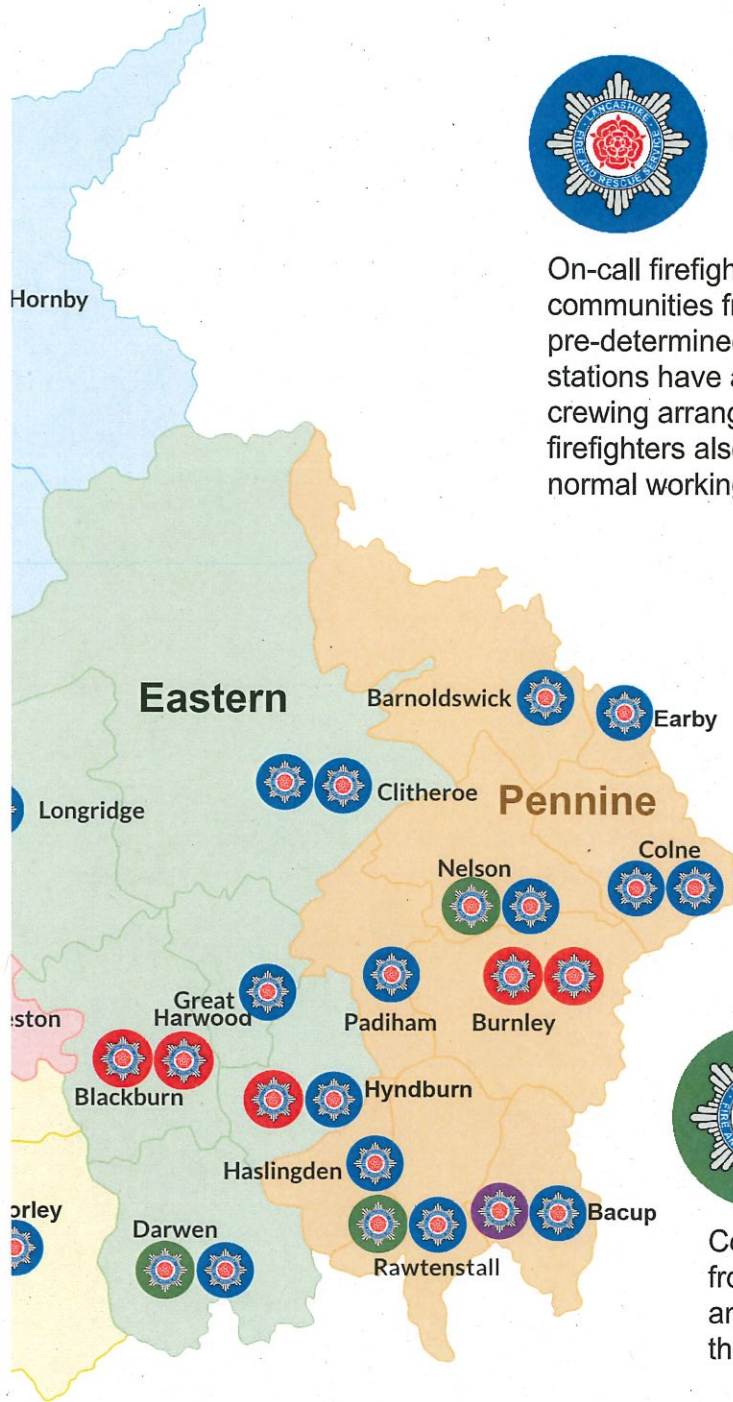
FDC stations are staffed by wholtime firefighters who provide cover from the fire station during the day and respond from their home address nearby outside of these hours (as per on-call firefighters).





### ON-CALL

On-call firefighters respond to emergencies in their communities from home or work. They provide a pre-determined level of cover each week. Some fire stations have a combination of wholetime and on-call crewing arrangements and some wholetime firefighters also provide on-call cover outside of their normal working hours.



### DAY CREWING PLUS (DCP)

Cover is provided by wholetime firefighters from the fire station during daytime hours and from purpose-built accommodation on the station grounds at night.



# FIT FOR THE FUTURE

We plan to improve emergency response in line with new and emerging risks in Lancashire in the following ways:



**1. INTRODUCE MORE RESILIENT AND FLEXIBLE CREWING ARRANGEMENTS.**

**2. OPTIMISE EMERGENCY COVER THROUGH DYNAMIC COVER SOFTWARE.**

**3. STRENGTHEN OUR RESPONSE TO CLIMATE CHANGE EMERGENCIES:**

- Invest in fire appliances with off-road capabilities in areas at risk of wildfires and flooding.
- Introduce specialist flood water incident management.

**4. STRENGTHEN FIREFIGHTING AND RESCUE CAPABILITIES IN HIGH-RISE AND COMMERCIAL BUILDINGS:**

- Introduce a 45m aerial ladder platform into our fleet, our highest reach aerial capability to date.
- Invest in two additional water tower appliances.

**5. BROADEN ON-CALL FIREFIGHTING CAPABILITIES TO STRENGTHEN OPERATIONAL RESPONSE.**

## 1. Introduce more resilient and flexible crewing arrangements

To provide effective emergency cover, greater resilience, and increased flexibility for individuals, we propose introducing a flexible wholetime (FWT) duty system at seven fire stations between 2023 and 2026:

- Skelmersdale (DCP)
- Morecambe (DCP)
- Lancaster (WT 2/2/4)
- South Shore (WT 2/2/4)
- Fleetwood (DCP)
- Bispham (DCP)
- Hyndburn (WT 2/2/4)

**Flexible Wholetime (FWT):** It is proposed that firefighters undertake 12-hour day or night shifts providing 24-hour cover from the station. They can self-roster their shifts for maximum flexibility.

The flexible wholetime duty system (FWT) has been researched and recommended by a working group of firefighters to replace the day crewing plus (DCP) and wholetime 2/2/4 (WT 2/2/4) duty systems at some of our fire stations. It would see an increase in the total number of firefighters employed by 25 over three years, as more people are required to operate the system. Within that number, overall supervisory manager roles would increase providing more opportunities for promotion.

## FLEXIBLE WHOLETEIME

The introduction of FWT will maintain response times at four of the proposed DCP stations and will have a positive impact on the delivery of prevention and protection services. It will also strengthen resilience in relation to major incidents, or when simultaneous incidents occur.

On the DCP duty system, incidents attended overnight result in recovery time the following day to ensure staff wellbeing and reduce fatigue. This can impact on the delivery of community-based prevention and protection services, and training time.

Changing to the FWT duty system means a replacement crew comes on duty each morning to ensure services continue to be delivered and means more people providing more working hours across the 24 hour period.

Self-rostering provides as much flexibility as possible to firefighters while ensuring that required crewing levels are maintained. FWT presents our most flexible operational working arrangements to-date, opening up opportunities for firefighters to vary when and how much they work. This working pattern may also make a career in firefighting more attractive to a wider range of potential talent.

This proposal includes changing crewing arrangements at South Shore, Lancaster and Hyndburn, which currently operate the wholetime 2/2/4 (WT 2/2/4) duty system. A change to FWT would cause no impact on emergency response times at these stations and is necessary to maintain a balanced budget.

DCP will remain at five stations and we propose reducing crewing levels from 14 to 13, with the exception of Bamber Bridge and Chorley due to requirements for urban search and rescue provision. Similar duty systems operate effectively in other fire and rescue services with between 11 and 13 firefighters. A crewing level of 13 also reduces the cost of the duty system, keeping the overall emergency cover proposals within budget. There will be no reduction in the number of firefighters employed; with the introduction of the FWT duty system, this number will increase by 25.

Decisions on station crewing are based on incident levels, community risks and the location of neighbouring stations, aligned to our robust response standards. When incidents occur and the impact on recovery time (where applicable) has also been considered.

## 1. Introduce more resilient and flexible crewing arrangements

### INTODUCE FLEXIBLE DAY CREWING AT ST ANNES

St. Annes fire station currently has two fire engines: one crewed by wholetime firefighters working the day crewing plus (DCP) duty system, and one crewed by on-call firefighters. It is located between South Shore and Lytham fire stations.

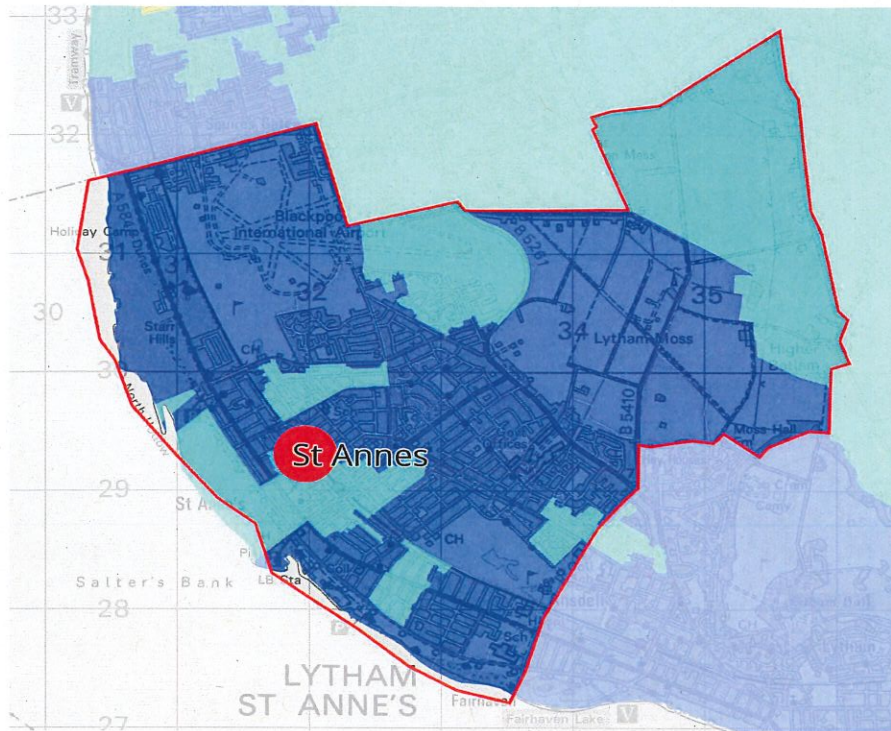
A predominantly low risk area, St Annes has some medium risk areas but no high or very high risk areas. Medium and low risk areas require a 10 and 12 minute response time to critical fires respectively.

Incident levels in St Annes are low and the majority of incidents (64%) attended by the DCP appliance occur between 8am and 8pm. The majority of incidents in Lancashire occur between 10am and 10pm, with a peak time between 4.30pm and 5.30pm.

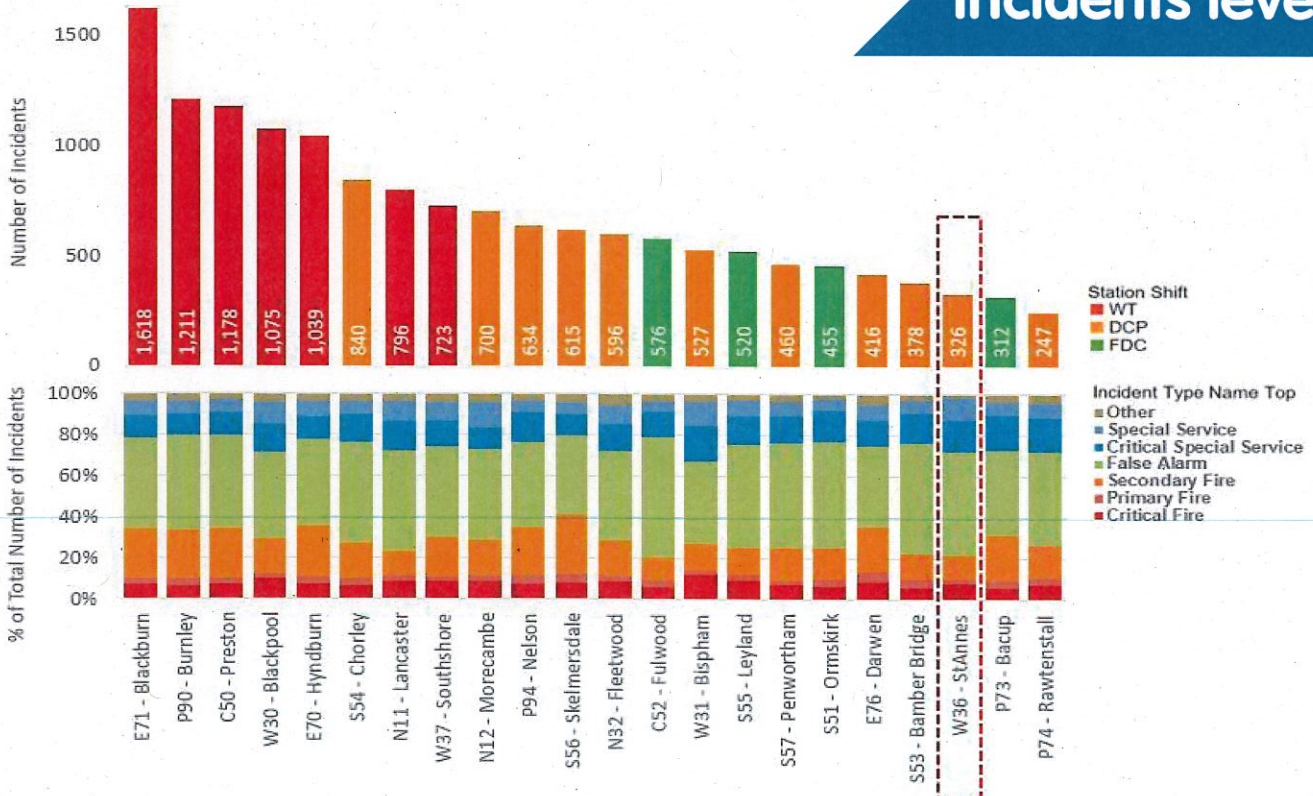




## Risk map of St Annes



## Incidents levels





## INTRODUCE FLEXIBLE DAY CREWING AT ST ANNES

### We propose:

- Replacing day crewing plus (DCP) crewing arrangements with flexible day crewing (FDC) (no change to on-call arrangements).

This would mean no change to emergency cover during the daytime however firefighters would respond from their home base at night (as per on-call arrangements), instead of from on-site accommodation. A change to FDC will increase the time it takes to respond to emergencies during the evenings but does not affect our ability to meet the required response standards:

Response standards required in St Annes	Emergency cover 8am - 6pm	Emergency cover 6pm - 8am	Impact on response times *	Response standards met **?
10 and 12 mins for medium and low risk areas	1x FDC appliance immediately available	1x FDC appliance (on-call response)	+2 mins 47 secs (on average) between 6pm-8am only***	
	1x on-call appliance	1x on-call appliance	No change	

\*The response time is the time from the initial call to our control centre to the arrival of the first fire appliance at the incident.

\*\*The response standard is the response time we must achieve which is determined by risk levels in the area.

\*\*\*The average time from being alerted to an emergency to the appliance leaving the station, for DCP at night is 1 minute 46 seconds. The average time from being alerted to an emergency to the appliance leaving the station, for FDC at night is 4 minutes 33 seconds. The difference is 2 minutes and 47 seconds (on average).

### Benefits

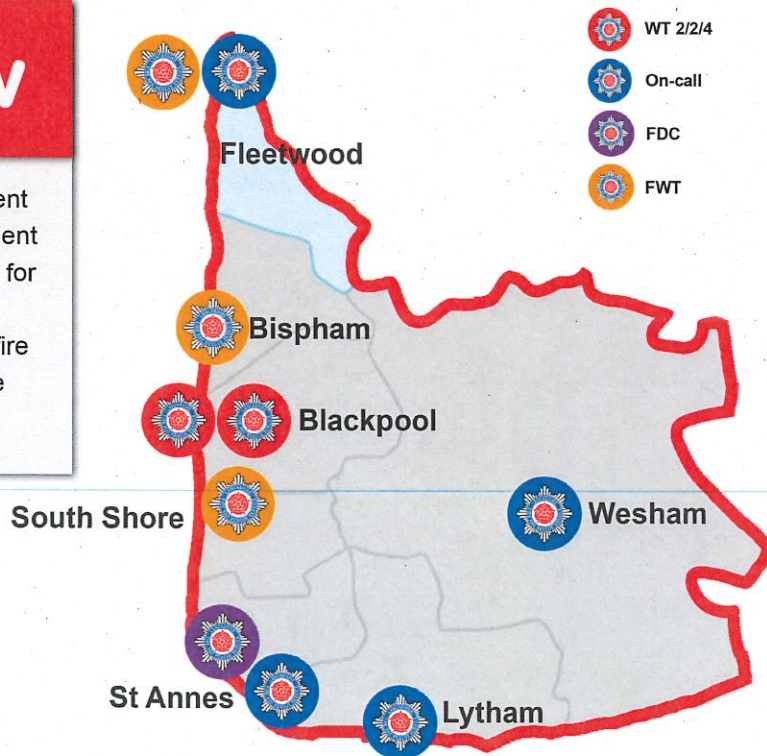
- Emergency cover aligns with risk and incident levels in St Annes.
- Required response standards in the area maintained.
- Station retains two fire appliances.
- No change to emergency cover during the daytime.
- FDC already works effectively at four other fire stations in Lancashire.
- Incident levels in St Annes are comparable with other station areas operating FDC crewing arrangements.

### Considerations

- Adds 2 mins 47 secs on average to emergency response times at night.
  - FDC still provides suitable emergency cover to meet required response times.
  - On-call fire appliance at St Annes and the appliance at South Shore can also cover St Annes within required response times.
- Reduces available time in the evenings to deliver prevention and protection services / conduct training by two hours due to FDC shifts ending earlier than DCP shifts.
  - Urgent prevention and protection work can be carried out by crews from neighbouring fire stations if required.

### Overall view

This proposal reflects effective and efficient emergency cover given the risk and incident levels in the area. Station is well situated for neighbouring fire stations to provide additional cover if required. A total of 10 fire appliances are available on or next to the Fylde coast.



## 1. Introduce more resilient and flexible crewing arrangements

### INTODUCE FLEXIBLE DAY CREWING AT PENWORTHAM

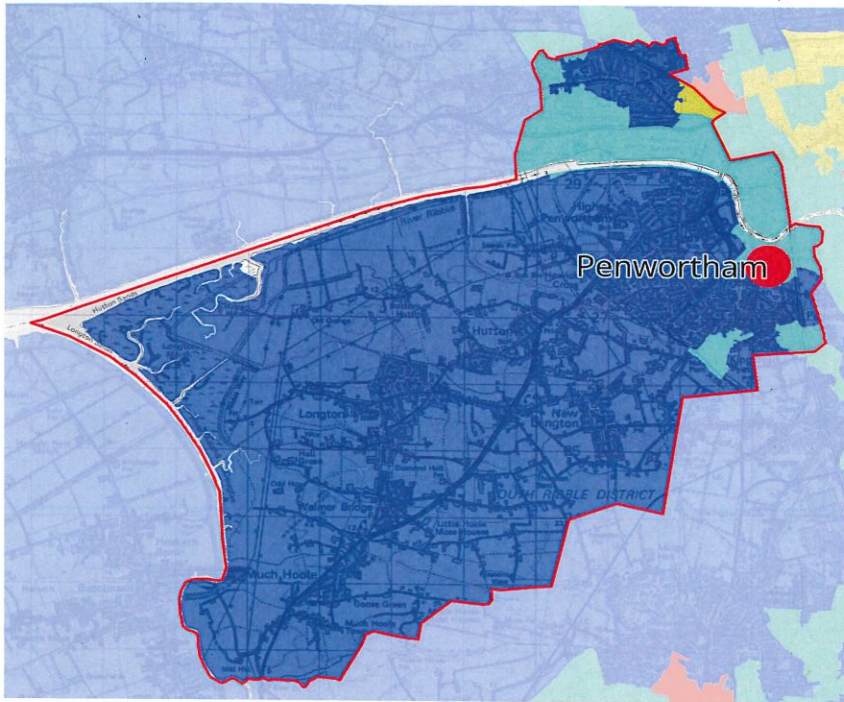
Penwortham fire station currently has one fire engine crewed by wholetime firefighters under the Day Crewing Plus (DCP) duty system. It is located within a cluster between Preston, Fulwood, Leyland and Bamber Bridge fire stations.

The risk levels in Penwortham are predominantly low and medium which require a fire appliance response time to critical fires of 10 and 12 minutes respectively. One area on the boundary with Preston is high risk, requiring a response time of 8 minutes.

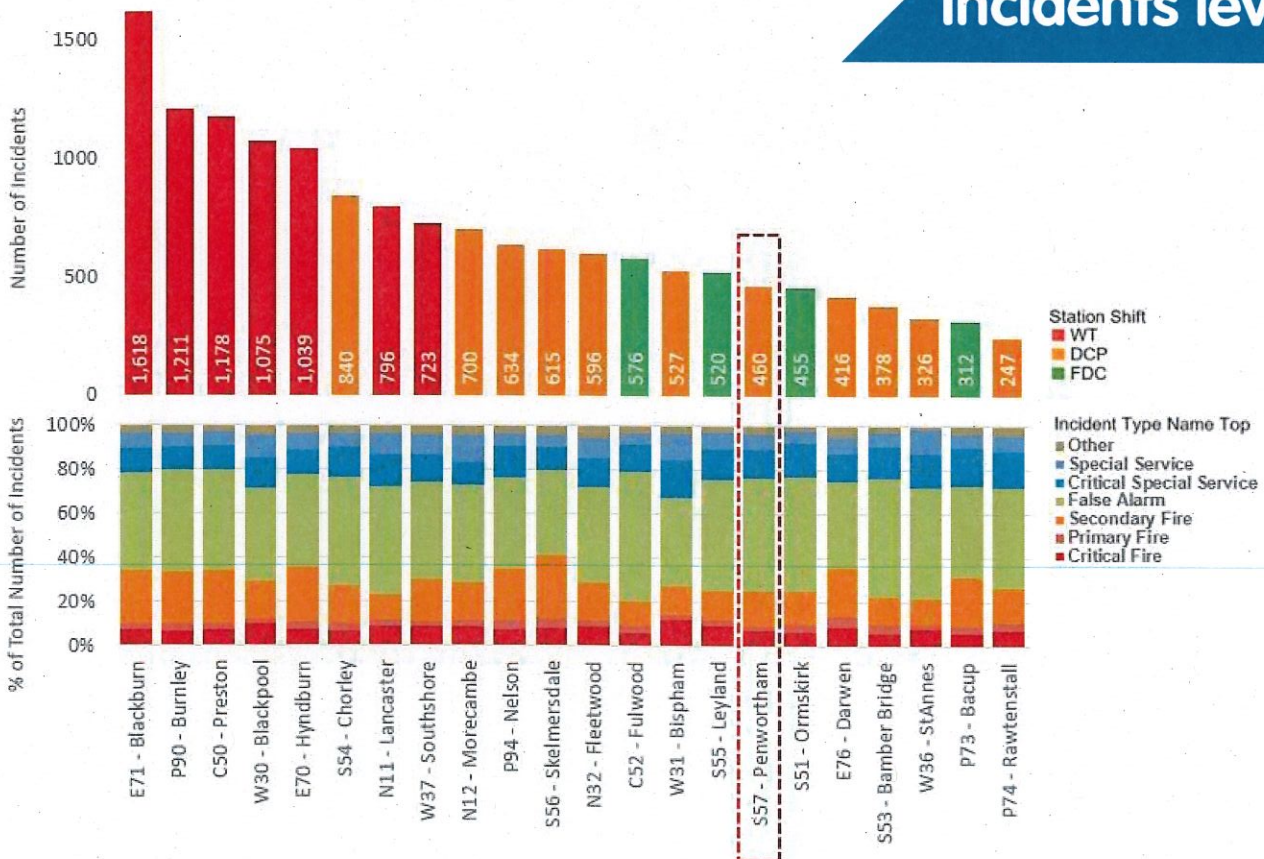
Incident levels in Penwortham are low and the majority of incidents (65%) attended by the DCP appliance occur between 8am and 8pm. The majority of incidents in Lancashire occur between 10am and 10pm, with a peak time between 4.30pm and 5.30pm.



### Risk map of Penwortham



### Incidents levels




## INTRODUCE FLEXIBLE DAY CREWING AT PENWORTHAM

### We propose:

- Replacing day crewing plus (DCP) arrangements with flexible day crewing (FDC).

This would mean no change to emergency cover during the daytime however firefighters would respond from their home base at night (as per on-call arrangements), instead of from on-site accommodation. A change to FDC will increase the time it takes to respond to emergencies during the evenings but does not affect our ability to meet the required response standards:

Response standards required in Penwortham	Emergency cover 8am-6pm	Emergency cover 6pm-8am	Impact on response times *	Response standards met**?
8, 10 & 12 minutes for high, medium and low risk areas	1x FDC appliance immediately available	1x FDC appliance (on-call response)	+ 2 mins and 47 secs (on average) at night***	

\*The response time is the time from the initial call to our control centre to the arrival of the first fire appliance at the incident.

\*\*The response standard is the response time we must achieve which is determined by risk levels in the area.

\*\*\*The average time from being alerted to an emergency to the appliance leaving the station, for DCP at night is 1 minute 46 seconds. The average time from being alerted to an emergency to the appliance leaving the station, for FDC at night is 4 minutes 33 seconds. The difference is 2 minutes and 47 seconds (on average).

### Benefits

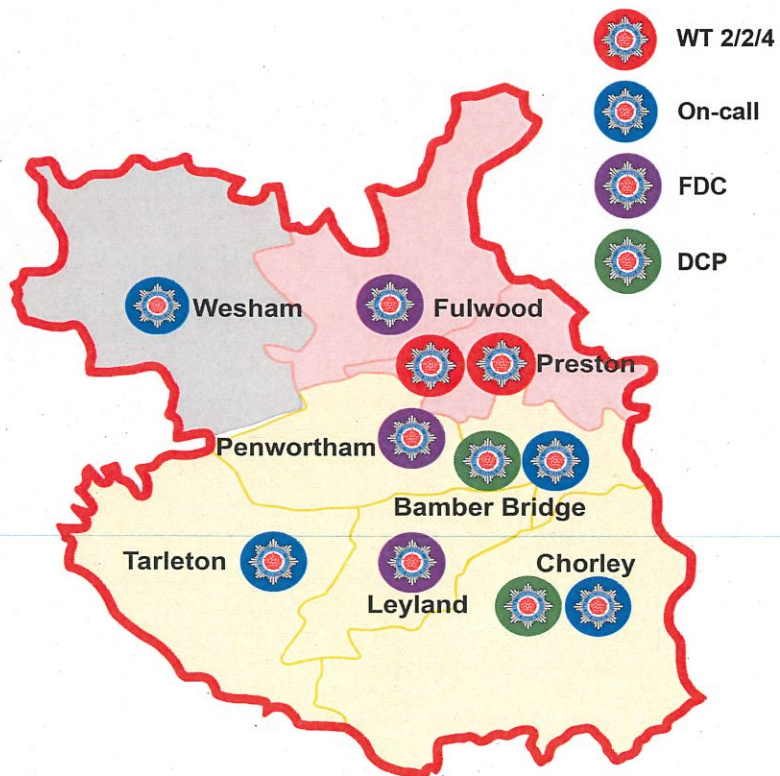
- Emergency cover aligns with risk and incident levels in Penwortham.
- Required response standards in the area maintained.
- Station retains its fire appliance.
- No change to emergency cover during the daytime.
- FDC already works effectively at four other fire stations in Lancashire.
- Incident levels in Penwortham are comparable with other areas operating FDC crewing arrangements.

### Considerations

- Adds 2 mins 47 secs on average to emergency response times at night.
  - FDC still provides suitable emergency cover to meet required response standards.
  - Three fire engines at Preston and Bamber Bridge can also cover Penwortham within required response times.
- Reduces available time in the evenings to deliver prevention and protection services conduct training by two hours due to FDC shifts ending earlier than DCP shifts.
  - Urgent prevention and protection work can be carried out by crews from neighbouring fire stations if required.

### Overall view

This proposal reflects effective and efficient emergency cover given the risk and incident levels in the area. Station is well situated for neighbouring fire stations to provide additional cover if required. A total of 11 fire appliances are available in the area.



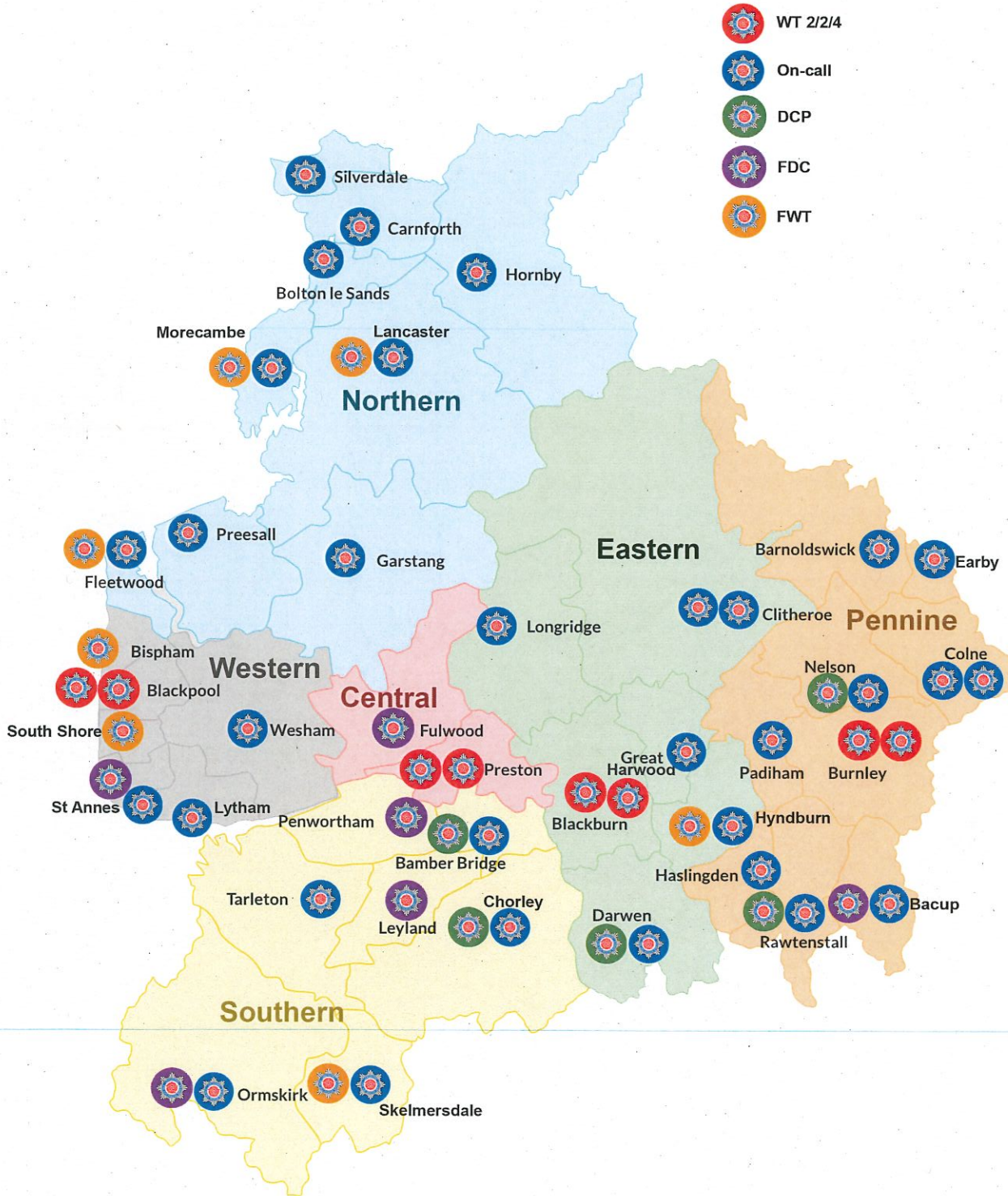
## SUMMARY OF PROPOSED CHANGES TO CREWING ARRANGEMENTS

	Proposal	*Cover sufficient to meet response standards in the area	Impact on capacity to deliver prevention and protection services / conduct training	Overall view
2023-24	Morecambe changes from DCP to FWT	✓	+ 4 hours per day	Effective emergency cover in line with risk and incident levels.
	Skelmersdale changes from DCP to FWT	✓	+ 4 hours per day	Increased capacity for prevention and protection services / training.
	Lancaster changes from WT 2/2/4 to FWT	✓	No change	
2024-25	Fleetwood changes from DCP to FWT	✓	+ 4 hours per day	Effective emergency cover in line with risk and incident levels.
	Bispham changes from DCP to FWT	✓	+ 4 hours per day	Increased capacity for prevention and protection services / training.
	South Shore changes from WT 2/2/4 to FWT	✓	No change	
2025-26	St Annes changes from DCP to FDC	✓	- 2 hours per day	Effective emergency cover in line with risk and incident levels.
	Penwortham changes from DCP to FDC	✓	- 2 hours per day	Increased overall capacity for prevention and protection services/training. Total of 12 hours per day gained across the service over three years (taking into account loss of time in 2025-26).
	Hyndburn changes from WT 2/2/4 to FWT	✓	No change	

	Current emergency cover	Proposed emergency cover
Fire stations	39	39
Frontline fire appliances	58	58
Total number of wholetime firefighters	502	527
Overall annual cost	£31,893,669	£32,108,620
<b>Overall performance in respect of achieving our response standards</b>	<b>Actual: 86.5%</b>	<b>Predicted: 86.4%</b>



# Proposed placement of fire stations, fire engines and crewing arrangements





## 2. Optimise emergency cover through dynamic cover software

Introducing a software system that provides dynamic cover data to inform decision-making on how best to deploy resources to incidents, will improve emergency cover and response times.

This type of system is already used successfully in several fire and rescue services. It works by providing operators with visual data on community risks and emergency cover in real-time. This will assist them to position firefighters and appliances dynamically and with greater precision to optimise emergency cover across Lancashire. It will lead to more efficient deployment of resources by identifying where appliances can be moved around the county to provide cover in other areas when significant or protracted incidents are underway. The software will also be used for scenario-planning and to look at how resources were deployed as part of incident debriefs.

We intend to introduce this way of working in our command support room in 2023-24 followed by wider rollout at North West Fire Control, where 999 emergency calls are handled. This investment will be funded through our existing capital budget.



## 3. Strengthen our response to climate change emergencies

### INVEST IN FIRE APPLIANCES WITH OFF-ROAD CAPABILITIES IN AREAS AT RISK OF WILDFIRES AND FLOODING

Our strategic assessment of risk identifies the increasing risk of flooding and wildfires, which is already having significant impact on homes, businesses and environments in Lancashire. As a result, we have produced a Climate Change Operational Response Plan which details how we are mitigating and responding to these types of incidents.

To strengthen our emergency response to climate change incidents, we propose:

- **Investing in four fire appliances with off road capabilities in areas of high risk subject to successful trials.**

We will trial two bespoke all-wheel-drive fire appliances that are suitable for off-road travel in the eastern and/or northern areas of Lancashire, to give improved access to rural areas in the event of flooding and wildfires. These innovative vehicles will replace existing fire appliances during the trials and subject to successful evaluation, another two will be introduced to our fleet. The appliances will form part of our vehicle replacement programme, funded through our existing capital budget.

This investment will expand our developing wildfire and flood rescue response capabilities. Earlier this year we added two Hagglund all-terrain vehicles to our fleet which help us reach incidents that occur on moorland and similar areas. Every firefighter in the Service is due to receive specialist personal protective equipment for fighting wildfires this year, making Lancashire the first fire and rescue service in the UK to have full wildfire kit for all frontline responders. Together with our wildfire burn team, we will be better equipped to protect properties and areas at risk.

### Examples of off-road fire appliances



Examples of Unimog vehicles adapted from military and forestry specifications into fire appliances, in a range of sizes, suitable for off-road travel.



Examples of a 7.5 tonne fire appliance which offers similar capabilities to a standard fire engine but with better access to hard-to-reach areas due to its reduced size and all-wheel-drive capabilities.

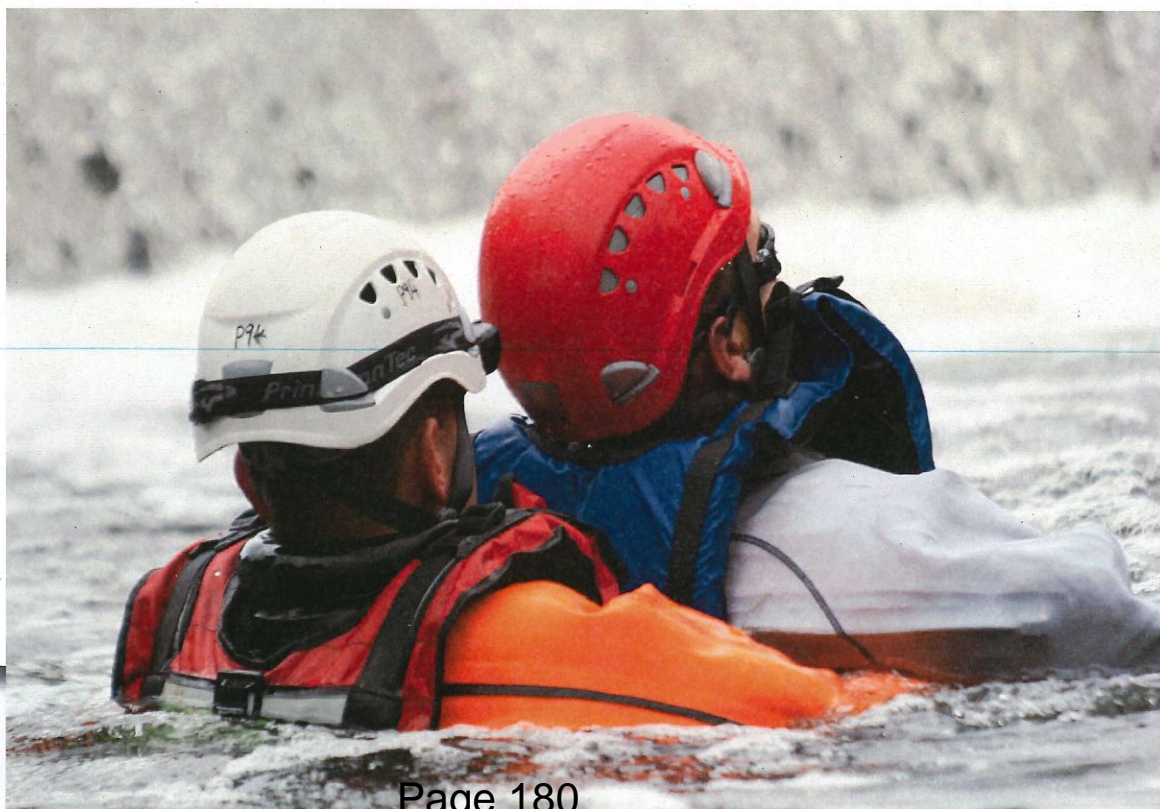
## 3. Strengthen our response to climate change emergencies

### INTRODUCE SPECIALIST FLOOD WATER INCIDENT MANAGEMENT

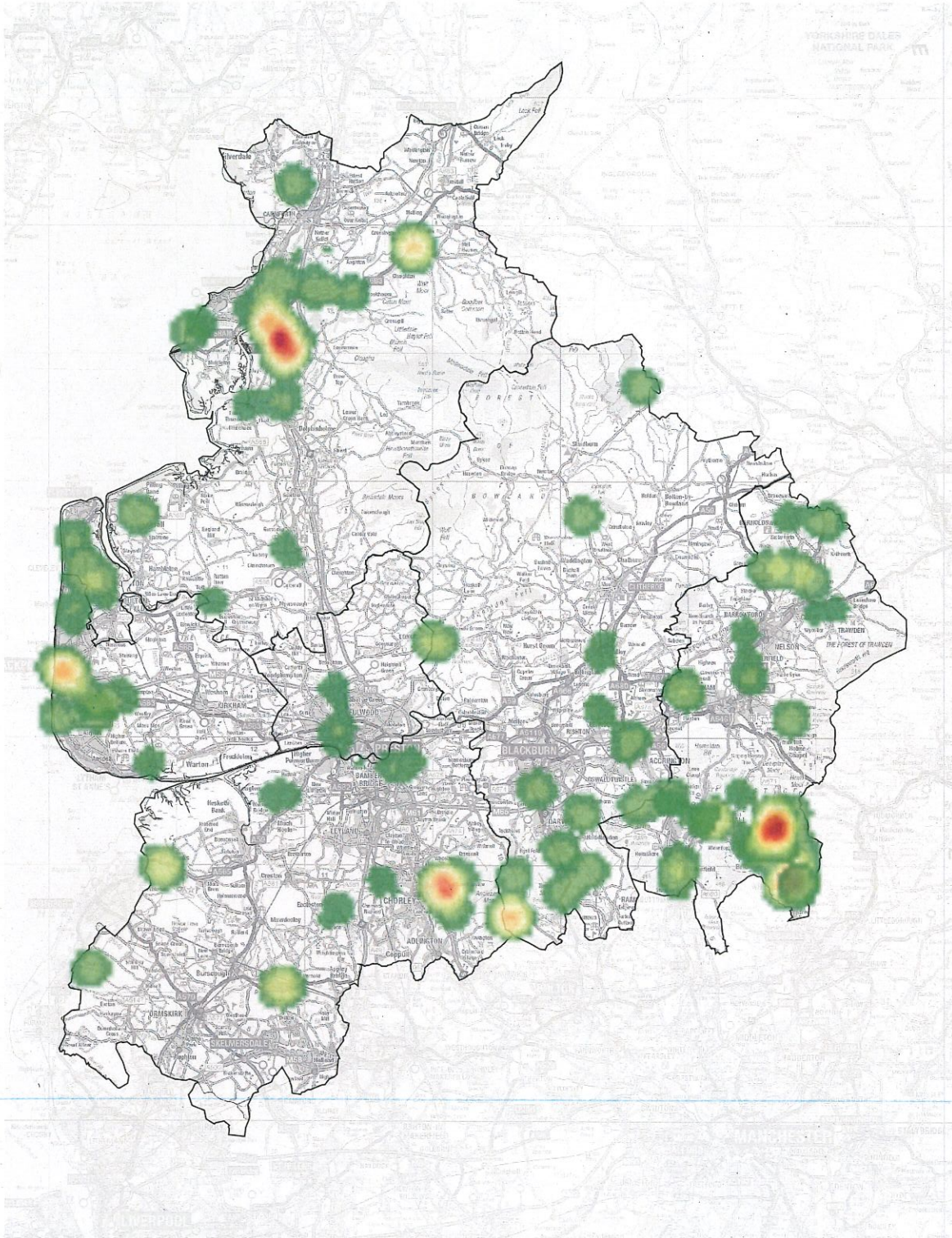
Following a successful trial, we plan to train and accredit a total of eight flood water incident managers, as well as establishing two flood water tactical advisors who will form part of national fire and rescue resilience arrangements.

These roles will improve how we deal with large-scale flooding incidents by providing emergency management at a tactical level. Their expertise will help to develop effective response plans for severe weather events and strengthen how we work with partner agencies during flooding incidents.

This initiative is the latest measure aimed at strengthening our response to the increasing risk of flooding. Every firefighter in the Service already has a bespoke flood suit and we have recently acquired a reserve rescue boat to give greater resilience during large-scale incidents.



## Map of flooding and wildfire incidents (1 April 2017 - 31 March 2020)



Approximate Scale = 1:380899  
(when printed at A4)

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## 4. Strengthen firefighting and rescue capabilities in high-rise and commercial buildings

### INTRODUCE A 45M AERIAL LADDER PLATFORM, OUR HIGHEST REACH AERIAL CAPABILITY TO DATE

We have considered the learning from the tragic fire at Grenfell Tower and plan to introduce a 45m aerial ladder platform (ALP), our highest reach aerial capability to date.

There are currently four ALPs across the county with hydraulic ladder platforms capable of extending 32m in height from which water can be deployed onto a fire. The platform also provides a method of rescuing people.

Lancashire has increasing numbers of high-rise buildings with a significant number located in the Preston area. The city is also a central location from which to reach the rest of the county. This new appliance will be based at Preston, replacing the existing 32m ALP. It forms part of our vehicle replacement plan and is funded through our existing capital budget.

### INVEST IN TWO ADDITIONAL WATER TOWER APPLIANCES

We intend to bring in two additional water towers to join two existing appliances, which are located at Blackburn and Skelmersdale. Water towers can penetrate slates, tiles and other building materials at height to spray water onto a fire within a building, enhancing firefighter safety and reducing fire damage to homes and businesses.

The new appliances will be placed in the north and west of the county, areas not currently covered within a water tower response time of 30 minutes and with higher volumes of commercial fires. They form part of our vehicle replacement plan and are funded through our existing capital budget.





## 5. Broaden on-call firefighting capabilities to strengthen operational response

Lancashire has 32 fire appliances crewed by on-call firefighters, who often have another job outside Lancashire Fire and Rescue Service. They are trained to deal with a wide range of incidents and work alongside wholetime firefighters, responding to emergencies in their communities from home or work.

We plan to expand training opportunities to enable on-call firefighters at some stations to crew the proposed off-road fire appliances in areas at high risk of climate change emergencies, and operate water towers. We will also explore the potential for our on-call firefighters to drive a range of special appliances to improve our speed of response for some of these vehicles. Broadening the range of skills and knowledge among on-call crews will strengthen operational response and resilience.



## SUMMARY OF PROPOSALS

This emergency cover review proposes a three-year plan that will maintain our strong performance in relation to emergency response standards, strengthen operational capabilities and resilience in respect of changing risks in the county, and ensure we are well equipped to respond to future challenges.

We believe that the options for change provide the most effective and efficient emergency cover for the people of Lancashire:

- Retain 39 fire stations and 58 fire appliances.
- Provide effective emergency cover in line with community risks.
- Proposals within budget, providing value for money with an additional £214,951 invested in frontline services.
- Maintain response standards throughout Lancashire.
- Introduce more resilient and flexible crewing arrangements.
- Strengthen our response to climate change emergencies.
- Strengthen firefighting and rescue capabilities in high-rise and commercial buildings.
- Increase wholetime firefighters in the service by 25.
- More promotion opportunities through increased number of supervisory manager roles.



### **Recommendation - Year 1 (2023/24)**

Station crewing:

- Morecambe and Skelmersdale change from day crewing plus to flexible wholetime.
- Lancaster changes from wholetime 2/2/4 to flexible wholetime.

Trial two off-road fire appliances to strengthen our response to climate change emergencies.

Introduce two further water tower appliances.

Introduce a 45M aerial ladder platform.

Implement a dynamic cover data software system within our command support room.

Introduce specialist flood water incident managers.

Broaden on-call firefighting capabilities to strengthen operational response.

### **Recommendation - Year 2 (2024/25)**

Station crewing:

- Fleetwood and Bispham change from day crewing plus to flexible wholetime.
- South Shore changes from wholetime 2/2/4 to flexible wholetime.

Introduce specialist flood water tactical advisors.

Implement a dynamic cover data software system within North West Fire Control

Broaden on-call firefighting capabilities to strengthen operational response.

### **Recommendation - Year 3 (2025/26)**

Station crewing:

- St Annes and Penwortham change from day crewing plus to flexible day crewing.
- Hyndburn changes from wholetime 2-2-4 to flexible wholetime.

Introduce two further off-road fire appliances to strengthen our response to climate change emergencies, subject to successful trials.

Broaden on-call firefighting capabilities to strengthen operational response.

## CONSULTATION

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We welcome your views on our proposals through our consultation. Your feedback will be considered by the Service and the Combined Fire Authority (CFA) before any decisions are made by the CFA later in the year.

We believe that the options for change provide the most effective and efficient emergency cover for the people of Lancashire.

### **Why are we consulting?**

A lot of research and planning has gone into our emergency cover review to arrive at a set of proposals we feel will keep Lancashire Fire and Rescue Service running effectively and efficiently over the next few years. We have considered data, met with staff and trade unions, looked at new and emerging risks and explored new technologies and equipment to ensure our emergency cover is fit for the future.

But we want to know what you think of our proposals. Do you agree with them? What impact might they have on you? Is there anything else we should have considered?

### **Who are we consulting with?**

We have identified a range of different people and organisations we feel could have important feedback on our proposals. This includes residents, businesses, community groups and other public services.

### **How are we going to reach them?**

We have put together a set of questions in a survey to help us collect feedback on our proposals. This is available for anyone to complete online on our website at [www.lancsfireandrescue.org.uk/emergencycover](http://www.lancsfireandrescue.org.uk/emergencycover).

The survey includes videos and visual representations to help set out our plans. There is also an accessible plain text version.

We are providing paper copies at libraries across Lancashire for any residents who cannot access the internet.

We have compiled a comprehensive list of stakeholder contacts who will receive a direct invitation to complete the consultation survey.

We will be encouraging our partners and the organisations we reach to share this consultation widely with their own contacts and networks.

We will be advertising on social media, including Facebook, Twitter, Instagram and LinkedIn, and to our In The Know email subscribers to reach residents. We will also be sharing the details with local newspapers.

We also have a survey dedicated for our employees, which goes into more detail about crewing arrangements and the unique perspective they will have as people working in the service.

### **What will we do with the feedback?**

We will review feedback regularly during the consultation period to understand any follow-up or targeted activity that may be required, for example focus groups.

Once the consultation closes, the responses will be analysed and an independent report produced. This will be used to review the feedback, consider how we can mitigate any areas of impact or act on suggestions given.

Our response to the consultation and a final set of proposals will then be taken to the CFA for final approval. We will share the consultation findings and outcome.

### **What is our consultation timeline?**

- Consultation survey launches w/c 18 July for 12 weeks.
- Consultation findings will be reviewed monthly to understand the need for any further activity during the consultation period.
- Consultation closes w/c 10 October.
- Consultation feedback considered by the CFA planning committee on 21 November and final decisions made by the CFA on 19 December.

### **Further information**

For further information visit [www.lancsfirerescue.org.uk/emergencycover](http://www.lancsfirerescue.org.uk/emergencycover) or email [consulation@lancsfirerescue.org.uk](mailto:consulation@lancsfirerescue.org.uk).

# Agenda Item 6



Lancashire Fire and Rescue Service  
(Official)



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