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Blackpool Council

26 February 2016

To: Councillors Blackburn, Cain, Campbell, Collett, Cross, Jackson, Kirkland, Smith, I Taylor and Mrs Wright

The above members are requested to attend the:

EXECUTIVE

Monday, 7 March 2016 at 6.00 pm
in Committee Room A, Town Hall, Blackpool

A G E N D A

1 DECLARATIONS OF INTEREST

Members are asked to declare any interests in the items under consideration and in doing so state:

- (1) the type of interest concerned; and
- (2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Head of Democratic Governance in advance of the meeting.

- 2 PUPIL REFERRAL UNIT SCRUTINY REVIEW FINAL REPORT** (Pages 1 - 22)
- 3 COMMUNITY SAFETY PLAN 2016/2019** (Pages 23 - 78)
- 4 POLICY FRAMEWORK REVIEW** (Pages 79 - 106)
- 5 PUBLIC SPACE PROTECTION ORDER FOR PARKS AND GREEN SPACES** (Pages 107 - 142)
- 6 HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY** (Pages 143 - 220)
- 7 VEHICLE REPLACEMENT FOR STREET CLEANSING AND ILLUMINATIONS** (Pages 221 - 226)
- 8 FINANCIAL PERFORMANCE MONITORING AS AT MONTH 10 2015/16** (Pages 227 - 232)

Venue information:

First floor meeting room (lift available), accessible toilets (ground floor), no-smoking building.

Other information:

For queries regarding this agenda please contact Lennox Beattie, Executive and Regulatory Manager, Tel: (01253) 477157, e-mail lennox.beattie@blackpool.gov.uk

Copies of agendas and minutes of Council and committee meetings are available on the Council's website at www.blackpool.gov.uk.

Report to:	EXECUTIVE
Relevant Officer:	Sharon Davis, Scrutiny Manager
Relevant Cabinet Member	Councillor Eddie Collett, Cabinet Member for School Improvement and Children's Safeguarding
Date of Decision	7 th March 2016

PUPIL REFERRAL UNIT SCRUTINY REVIEW FINAL REPORT

1.0 Purpose of the report:

1.1 To consider the Pupil Referral Unit Scrutiny Review final report.

2.0 Recommendation(s):

2.1 To consider the report and offer a response to the recommendations contained within the Action Plan.

3.0 Reasons for recommendation(s):

3.1 The recommendations contained within final report seek to deliver improvements in service.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

The Executive must consider the recommendations outlined in the Scrutiny Review but may accept them, reject them or vary them.

4.0 Council Priority:

4.1 The relevant Council Priority is

"Communities: Creating stronger communities and increasing resilience"

5.0 Background Information

5.1 At the Resilient Communities Scrutiny Committee on the 2nd July 2015, Members discussed the high level of admissions to the Pupil Referral Unit (PRU) and asked a number of questions, noting the safeguarding risks attached to children not in full time education, the number of Our Children in the Pupil Referral Unit and the work being undertaken to reduce the number of admissions. It was noted at the meeting that the Unit was the largest in the country. Subsequently, a request was submitted to the Committee on the 17th September 2015 to review the Pupil Referral Unit in more detail and it was agreed to establish an 'in a day' review of the Unit.

5.2 In accordance with the Overview and Scrutiny / Cabinet Member Relations Protocol, the final report has been considered by the Resilient Communities Scrutiny Committee, which approved the report on the 4th February 2016 for consideration by the Executive. The relevant Cabinet Member has had the opportunity to make comments on the recommendations and these are contained within the report attached at Appendix 2a.

5.3 Does the information submitted include any exempt information? No

5.4 List of Appendices:

Appendix 2a – Pupil Referral Unit Scrutiny Review final report.

6.0 Legal considerations:

6.1 Contained within the body of the report.

7.0 Human Resources considerations:

7.1 Not applicable.

8.0 Equalities considerations:

8.1 Not applicable.

9.0 Financial considerations:

9.1 Contained within the body of the report.

10.0 Risk management considerations:

10.1 Contained within the body of the report.

11.0 Ethical considerations:

11.1 Not applicable.

12.0 Internal/ External Consultation undertaken:

12.1 Contained within the body of the report.

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? No

14.2 If so, Forward Plan reference number:

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed:

Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members present:

20.1

21.0 Call-in:

21.1

22.0 Notes :

22.1



**PUPIL REFERRAL UNIT SCRUTINY REVIEW
FINAL REPORT**

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- Why children make progress in the Pupil Referral Unit when they do not in their predecessor school
- Educational outcomes for Looked After Children at the Pupil Referral Unit
- The transition from the Pupil Referral Unit back to mainstream education
- Safeguarding Concerns
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6.0 Financial and Legal Considerations

1.0 Foreword

- 1.1 The Resilient Communities Scrutiny Committee highlighted a number of concerns including the high number of children and young people attending the Pupil Referral Unit (PRU) making the Unit in Blackpool the largest in the country. As a result of discussions at that meeting I felt it was important that Members considered the PRU in more detail and requested that a review panel be established to do just that.
- 1.2 What has become apparent during the review is the time and effort officers within Educational Diversity put in to ensure all children at the Pupil Referral Unit are safe and receive an education that is suited to their needs. I would like to acknowledge the good work that takes place within the Pupil Referral Unit and commend the 'good' Ofsted inspection received in 2012.
- 1.3 A number of significant concerns did become apparent during the course of this review and the Panel has made a number of recommendations to try and address these concerns. I accept that providing a consistent approach to exclusions and educational diversity across all Blackpool schools will take time but firmly believe a consistency of approach could only be positive for children in Blackpool.
- 1.4 I would like to thank all my fellow Councillors who participated in this review and the Officers who willingly provided frank and honest answers to the questions we asked.

Councillor Benson
Chairman, Pupil Referral Unit Scrutiny Review Panel

2.0 Summary of Recommendations

	Timescale
<p>Recommendation One</p> <p>a) That the Resilient Communities Scrutiny Committee supports the Blackpool Challenge Board in its objective to provide a consistent approach to exclusion across all schools and reduce the number of referrals to the Pupil Referral Unit through the introduction of the Behaviour and Attendance Partnership and Inclusion Board.</p> <p>b) In order to measure performance against this objective, the Committee to receive regular updates on the number of exclusions and admissions to the PRU with a view to making further recommendations if sufficient progress is not demonstrated.</p>	<p>Ongoing commencing immediately.</p>
<p>Recommendation Two</p> <p>a) That the Blackpool Challenge Board be requested to adopt as an action 'to assess the feasibility of introducing an appropriate educational diversity module within every school in Blackpool in order to provide consistent early intervention and help address the causes of any behavioural problems before they escalate'.</p> <p>b) That the Blackpool Challenge Board report to the Resilient Communities Scrutiny Committee regarding the implementation of this recommendation in June 2016.</p>	<p>Request to be sent immediately to Challenge Board.</p> <p>June 2016</p>
<p>Recommendation Three</p> <p>a) That the Inclusion Board be requested to consider the concerns of the Panel regarding the reintegration of students back into mainstream education from the PRU and consider introducing a mechanism to effectively review the needs of children to be reintegrated and the wraparound of support to prevent future breakdown of reintegration.</p> <p>b) That the Inclusion Board report to the Resilient Communities Scrutiny Committee regarding the implementation of this recommendation in June 2016.</p>	<p>Request to be sent immediately to Inclusion Board.</p> <p>June 2016</p>
<p>Recommendation Four</p> <p>a) That the Panel supports the proposed bid for external funding to the Department for Education Transformational Fund to provide wrap around social care and early help around clusters of schools to help address student behaviour and resilience. If the bid is successful it would result in a social worker being placed to work with a cluster of linked schools.</p> <p>b) If the bid is unsuccessful, the Panel supports the Director of People in her aim to provide a more joined up approach to service provision by introducing improved links between the Family in Need Service and Pupil Welfare Team.</p> <p>c) The Director of People to report to the Resilient Communities Scrutiny Committee regarding the progress made in relation to the bid in June 2016.</p>	<p>June 2016</p>

3.0 Background Information

- 3.1 At the Resilient Communities Scrutiny Committee on 2 July 2015, Members discussed the high level of admissions to the Pupil Referral Unit (PRU) and asked a number of questions, noting the safeguarding risks attached to children not in full time education, the number of Our Children in the PRU and the work being undertaken to reduce the number of admissions. It was noted at the meeting that the Unit was the largest in the country. Subsequently, a request was submitted to the Committee on 17 September 2015 to review the Pupil Referral Unit in more detail and it was agreed to establish an 'in a day' review of the Unit.
- 3.2 The Scrutiny Review Panel comprised of Councillors Benson (Chairman), O'Hara, Humphries, Hunter, Maycock and T Williams.
- 3.3 A pre meeting was held to scope the review and the following key areas for consideration were identified:
- The reasons why children are in the PRU
 - Why the number of children in the Pupil Referral Unit is so high
 - Why children make progress in the PRU when they do not in their predecessor school
 - What is being done to prevent admission to the unit, to keep children in school (and what the Council can do)/why are children excluded from their school
 - Educational outcomes for Looked After Children at the Pupil Referral Unit and if these can be improved
 - The transition from the PRU back to mainstream education
 - Safeguarding Concerns
- 3.4 This review relates to the following priority of the Council:
- Communities: Creating stronger communities and increasing resilience.

4.0 Methodology

4.1 The Panel adopted an ‘in a day’ approach for the scrutiny review and held one meeting to consider all evidence and speak to witnesses. This meeting followed an initial scoping meeting. Details of the meetings are as follows:

Date	Attendees	Purpose
27 October 2015	<p>Councillors Benson (Chairman), O’Hara, Humphries, Hunter, Maycock, Singleton and T Williams.</p> <p>Sharon Davis, Scrutiny Manager (Blackpool Council)</p>	To elect a Chairman and agree the scope for the review.
13 November 2015	<p>Councillors Benson (Chairman), O’Hara, Humphries, Hunter, Maycock and T Williams.</p> <p>Del Curtis, Director of People Carl Baker, Deputy Director of People Amanda Hatton, Deputy Director Early Help and Social Care Wendy Casson, Headteacher, Educational Diversity Jane Gray, Head of Access and Inclusion Sharon Davis, Scrutiny Manager (All Blackpool Council)</p>	To gather evidence and draw conclusions.

5.0 Detailed Findings and Recommendation

5.1 The reasons why children are in the Pupil Referral Unit

- 5.1.1 The Pupil Referral Unit (PRU) in Blackpool is the largest in the country and currently operates from a number of sites, supporting children from key stage 2 to key stage 4. The number of children in the Unit changes frequently and there are a variety of reasons why a child might need to access education through the Unit such as specific behavioural, social, emotional or medical needs.
- 5.1.2 The majority of students in the Unit have either been permanently excluded from their mainstream school or it has been agreed with parents / carers that they transfer to the PRU as the child's mainstream school felt unable to meet their individual needs. The Unit includes provision at Blackpool Victoria Hospital for children with long term illnesses and provides access to home tuition for children who are too poorly to attend school (this is usually as a dual registration along with their mainstream school). In addition there is a separate centre for offenders that require isolation.
- 5.1.3 A key reason for exclusion from mainstream education and subsequently admission to the PRU was behaviour, however, poor behaviour was often a presentation of an underlying issue. It was considered that these issues started at primary school, but manifested at high school resulting in the majority of exclusions occurring during high school when poor behaviour was coupled with the pressure of attainment. Generally, young people at key stage 3 were harder to manage and more physically challenging to teachers than other age groups and this was a key stage when managing the behaviour of children.
- 5.1.4 The Panel discussed the proportion of non-English language speakers in the PRU and noted that it was very low. Members were informed that schools were able to make assessments of language and provide a holistic immersion into the mainstream school system. The majority of schools also had a Special Educational Needs Coordinator.

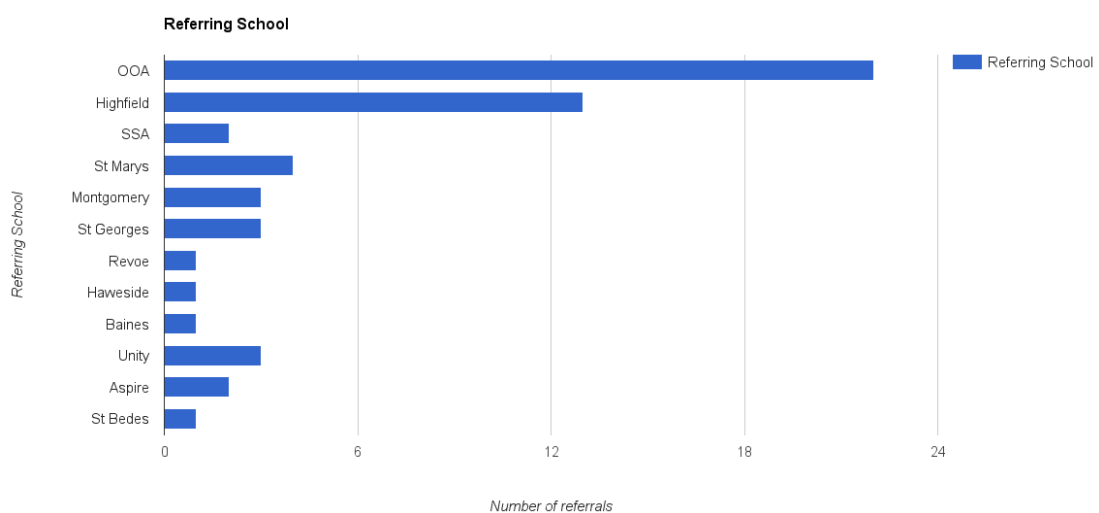
5.2 Why the number of children in the Pupil Referral Unit is so high

- 5.2.1 All children in Blackpool have an equal access and right to education and are monitored in order to ensure they are in a form of education. Children and young people are recorded in four categories – in school, out of school (out of area or moving), in educational diversity or elective home education registered. Tools are in place to ensure the movement of all young people can be tracked in order to minimise the amount of time spent outside of school.
- 5.2.2 Previously, the Headteacher of the PRU aimed to prevent exclusions from mainstream education by working with the school and family to allow a transfer into the Unit to meet the child's needs. As a result, in 2013 no exclusions were made from Blackpool schools. However, it has been acknowledged that this contributed to the increase in size of the PRU and that this increase was unsustainable. In order to address the increase it was agreed in 2014 that the PRU would only accept children and young people who had been permanently excluded. The Panel was informed that, as a result, in 2014 the highest number of permanent exclusions had been recorded to date. Measures were being put in

place through the Blackpool Challenge Board to reinstate the Behaviour and Attendance Partnership, which would provide a check and balance to Headteachers when excluding students and reduce the number of permanent exclusions.

- 5.2.3 It was suggested that there were a number of other reasons for the increase in the number of permanent exclusions and therefore the number of children in the Unit, including the cessation of learning support units within schools due to decreased funding and the pressures of Ofsted focus on attainment. However, the work of the Challenge Board in reintroducing the Behaviour and Attendance Partnership had made an impact through the introduction of a new protocol to uniformly address the issue and as a result the number of exclusions had reduced from nearly all schools.
- 5.2.4 Ofsted inspections had changed significantly in recent history and placed a significant emphasis on attainment and progress of children. Schools were required to demonstrate that they had made an impact on the performance and ability of the young person and that was lessening the capacity of teachers and school leaders to focus on emotional needs and pastoral care.
- 5.2.5 The Panel received information demonstrating the number of referrals from each high school in Blackpool to the Pupil Referral Unit and noted the significant number of referrals from Out of Area (OOA). The transience of people moving into and out of Blackpool had a significant impact upon the number of young people in the PRU and unfortunately no action could be taken to reduce this impact. It was considered that often families moved to Blackpool with a number of significant issues already apparent and many children had to be admitted to the PRU rather than being placed in mainstream education. In addition a large number of looked after children from outside the area were placed in Blackpool in private fostering homes many of whom may have additional needs that could not be met in mainstream education.

Table 1: The number of children referred to the Blackpool Pupil Referral Unit



5.3 What is being done to keep children in mainstream education

- 5.3.1 The Challenge Board had brought all schools and academy sponsors together in order to address the key education issues in Blackpool. It was reported that there were signs that the number of exclusions from most high schools had reduced and that measures were being put in place to keep children and young people in mainstream education, wherever possible. It was recognised that it was a challenge to ensure a consistent approach across all schools in Blackpool, however, the Board was trying to uniformly address issues.
- 5.3.2 A key issue had been identified as the transition of students from primary school to high school and a pilot Transition Project had been established to work with 12 young people in Year 5 at Revoe, Thames and Mereside Primary Schools on their transition to South Shore Academy. The young people had been specifically targeted due to visible indicators and the project would include family support, opportunities to attend high school throughout the student's remaining years at primary school and links to teachers to provide additional continuity. If the pilot was considered successful then it would be rolled out across the town.
- 5.3.3 The Blackpool Challenge Board had also commissioned a tool to assess resilience of children and young people in high schools in Blackpool. The tool would measure resilience in years seven, nine and 11 and had already been utilised at Apsire. The results highlighted that a high number of the children and young people at the school had demonstrated feelings of anxiety or strong concerns. It was recognised that children from the most deprived communities in Blackpool found it harder to learn and had lower resilience than those in the least deprived. The Panel considered that resilience contributed to the ability of young people to cope, which subsequently had a significant impact upon behaviour. It was hoped that, using this tool, schools could identify students with additional needs and put in place measures to support and build resilience and emotional capability before a significant impact on behaviour, ultimately resulting in fewer exclusions. The Panel noted that the HeadStart initiative was also putting a number of arrangements in place to increase resilience of children and young people across Blackpool.
- 5.3.4 The Panel discussed the possibility of having an educational diversity model within every high school and noted that South Shore had introduced a pilot to develop in house solutions to individual needs. There had, however, been more reluctance from other schools to the suggested introduction of similar models. The Panel felt strongly that the cessation of learning support units at schools had contributed to an increase in behavioural problems in schools and that additional support for educational diversity was paramount.
- 5.3.5 The recent introduction of the Behaviour and Attendance Partnership would provide a liaison point for schools and if the needs of a child could not be met within one high school, but could be met within another, the Partnership could facilitate the transition and prevent the need for the child to be excluded and therefore admitted to the PRU. Additionally, the Inclusion Board would allow for a child led process and also reintroduce the right of appeal for parents of excluded children. Members were alerted to two recent examples where a high school had been challenged regarding the exclusion of two students and both exclusions had been overturned as a result.

5.4 Why children make progress in the PRU when they do not in their predecessor school

- 5.4.1 Students' prior attainment is generally very low across the school, often due to students' complex needs, gaps in education due to exclusion, non-attendance and lack of engagement in learning within mainstream settings. It was noted that often students arrived in Educational Diversity with an inflated picture of prior attainment and rigorous assessments on induction had been introduced to assess this. As a result Educational Diversity has a true picture of a student's academic level and most importantly whether there are any underlying issues around behaviour or speech, language and communication that are presenting as barriers to learning. Through standardised assessments completed at key points during the year, Educational Diversity is able to map out a student's learning journey.
- 5.4.2 The Headteacher of Educational Diversity advised the Panel that the approach to teaching at the PRU was more flexible than mainstream education and that, rather than excluding students when one approach was not suitable, a different approach was utilised to try and engage the young person such as photography, cookery or hair and beauty tuition, where possible. A similar approach was not always possible in mainstream education. The PRU also used animal therapy and had a resident dog and was always looking to enrich its programme through alternative methods including equine therapy.
- 5.4.3 The PRU was also able to hire translators where necessary and was a communication friendly school.
- 5.4.4 The previous Ofsted inspection of Educational Diversity dated September 2012 had rated the school as 'good' and the Panel was informed that should a reassessment take place the expectation was that a rating of at least 'good' would be received again as it was believed the school was operating as well as it had ever been. Members were advised that quality of teaching was monitored on a regular basis and poor teaching was challenged.
- 5.4.5 It was noted that since 2012 whilst the Educational Diversity Unit had been rated 'good' all mainstream high schools had received poor performance ratings and had been placed into categories resulting in acadamisation. One of the reasons considered by Ofsted was behaviour management and it was reported that often children and young people were not given boundaries and were allowed to behave very poorly in some schools resulting in disciplinary procedures being put in place and ultimately exclusion from mainstream education. When the young person entered the PRU they were immediately faced with new boundaries and poor behaviour was challenged. Whilst not the sole reason for improved performance of students in the PRU, the poor performance of some of the mainstream high schools must be considered to be an influencing factor.
- 5.4.6 The Panel was informed that often the causes of poor behaviour were undiagnosed. Rather than trying to address triggers and put in a package of support for the young person in order to address the underlying issues, schools responded to the symptoms (usually poor behaviour). It was considered that teaching and learning must be improved in order to address the causes of the behaviour. The Deputy Director of People advised that a number of measures had been put in place in addition to the Blackpool Challenge

Board to aid improvements in quality of teaching including the roll out of a free Neuro Linguistics Programme Outreach Team.

- 5.4.7 It was also important that learning was pitched at the right level and met the needs of the young people. If a child was not challenged or bored this could also be a trigger for poor behaviour. The right pitching of learning was considered to be more difficult in mainstream secondary schools due to the large number of students in attendance. With such a large number of students it was much easier to provide generic learning rather than learning designed to meet individual needs.

5.5 Educational outcomes for Our Children at the Pupil Referral Unit

- 5.5.1 Our Children were individually tracked throughout their education by the Virtual School to try and ensure all obtained a recognised qualification. Support was given to Our Children to obtain a range of qualifications including the Duke of Edinburgh's Award. Additional support was provided to Our Children with a tailored programme provided to ensure both educational and pastoral needs were met.
- 5.5.2 The Panel was advised that of 15 looked after children in Year 11 of the PRU in 2015, 13 had achieved a qualification. It was considered that compared with a young person in mainstream education the results did not look favourable, however, it must be noted that, although it couldn't be evidenced, the child was unlikely to achieve at all if still in mainstream education.
- 5.5.3 In order to improve outcomes for Our Children, whether in attendance at the PRU or in mainstream education, the Virtual School was currently being reviewed with a view to provide additional support and make the school less 'virtual' through the introduction of a Governing Body in order to ensure the school was hard hitting and accountable.
- 5.5.4 The Panel noted that all looked after children should attend a school Ofsted graded 'good' or 'outstanding'. In some circumstances, such as when the child required stability, it might be considered more appropriate to stay in a school that Ofsted had not judged to be 'good' or better. There were currently 15 of Our Children attending the PRU with a further four students 'pending'. This number was significantly higher than at the same time last year. The Panel discussed the importance of ensuring all looked after children received a good education and noted that if a looked after child was not placed within a good school a statement setting out the reasons why must be completed.
- 5.5.5 All looked after children have a Personal Education Plan and these must be completed in a timely fashion. The Panel also discussed the use of Pupil Premium by schools and noted that whilst this could be spent providing targeted support, how it was spent was at the discretion of each school.

5.6 The transition from the PRU back to mainstream education

- 5.6.1 The Panel was advised that there had been limited success in reintegrating children and young people back into mainstream education from the Pupil Referral Unit. It was considered that there was a specific 'window of opportunity' for reintegration and that

- despite support being put in place around the child invariably it was unsuccessful in the longer term.
- 5.6.2 A number of case studies were provided to Members regarding the reintegration of three looked after children. Of the three, one child was successfully reintegrated until a breakdown in relationship with foster parents and the two remaining continued to be supported in their new schools. The Panel discussed the level of support provided to children and young people who had been reintegrated into mainstream education and noted that this varied dependent on need.
- 5.6.3 It was noted that one of the reasons for the establishment of the prior mentioned Inclusion Board was to assist with the reintegration of students from the Pupil Referral Unit to mainstream education. The Board would be chaired by Councillor John Jones, Cabinet Member for School Improvement and Children's Safeguarding.
- 5.7 Safeguarding Concerns**
- 5.7.1 The school ensured that all students were safe and maintained regular contact throughout. A new Schools Safeguarding Officer had been employed by the Council to work with all schools in order to ensure safeguarding policies and procedures were fit for purpose. The Headteacher of Educational Diversity had met with the School Safeguarding Officer on a number of occasions and would continue to seek support in order to ensure compliance with legislation.
- 5.7.2 The Panel noted that there were safeguarding concerns relating to children not in full time education. The majority of young people attending the Pupil Referral Unit were not attending on a full time basis and therefore there was a question mark regarding what they were doing when they were not at school. It was noted that it was not always right for the child to attend school full time, but the PRU worked with children and young people in order to gradually increase the amount of time spent at school each day. It was considered that this was an issue relating to all schools and not just the Pupil Referral Unit.
- 5.7.3 The Deputy Director Early Help and Social Care advised that the service actively monitored educational attendance for all children subject to a Child Protection Plan and considered the risks of those not in full time education and if they could be integrated further. Weekly meetings were also held to consider children at risk of being subject to Child Sexual Exploitation and those who were persistently missing from school to provide a more detailed response.
- 5.7.4 There were a high number of children 'at risk' in Blackpool with 761 open cases currently being considered by Social Care, some, but not all, related to children in the Pupil Referral Unit.

5.8 Conclusions

- 5.8.1 The Panel was pleased to note the ongoing work of the Blackpool Challenge Board to develop a consistent approach across schools in Blackpool and improve relationships between all schools, (maintained and academy). Members determined that a uniform approach to systems, protocols and procedures could only be beneficial for the children and young people in the town.
- 5.8.2 Members were ultimately concerned that no learning support/educational diversity was provided in the majority of schools and considered that the emotional and pastoral needs of children were not always being met and made recommendations pertaining to these concerns. The Panel considered that the BetterStart and HeadStart initiatives were providing a number of projects to target the most vulnerable and increase resilience of children in Blackpool.
- 5.8.3 The Panel was concerned that resilience and ability to cope was a significant issue for young people in Blackpool and the Director of People highlighted a potential funding bid to the Department for Education Transformational Fund that would provide wrap around social care and early help around clusters of schools if successful. It was considered that social work support for schools would assist schools to help address behaviour and resilience. If the bid was successful it would result in each social worker funded placed to work with a cluster of linked schools. It was noted that if the bid was unsuccessful there was not sufficient internal funding to allow for a similar scheme, but that current services provided by the Council could be further linked to increase support provided to schools and children.
- 5.8.4 In addition, it was noted that three social work student placements were due to commence in January and the Director of Early Help and Social Care and the Headteacher, Educational Diversity would discuss the possibility of providing social work support and additional family support to the PRU through these positions.
- 5.8.5 The Panel also highlighted serious concerns regarding the reintegration of children from the Pupil Referral Unit back into mainstream education and the support provided to children to ensure they could remain in mainstream education and developed a recommendation to try and address these concerns.

6.0 Financial and Legal Considerations

6.1 Financial

- 6.1.1 The bid for external funding to provide social workers in schools, if successful may impact upon the financial position of the Council.
- 6.1.2 Support to be provided for reintegration of students from the Pupil Referral Unit to mainstream education may have additional costs attached, which would be funded from existing budgets.
- 6.1.3 The Pupil Referral Unit (PRU) receives base funding of £10,000 per pupil from the start of the academic year based on the number of places commissioned by the local authority, which currently stands at 250. In addition to this the school also receives top up funding of £5,250 per pupil based on actual pupil numbers. Therefore, the financial impact of increasing pupil numbers within the PRU is mitigated by an increased allocation from the Dedicated Schools Grant (DSG). However, the DSG is a limited pot of funding and there are other emerging pressures on these non-council funded services which the Schools Forum is currently addressing in advance of setting a balanced budget for 2016-17.

6.2 Legal

- 6.2.1 There are no legal considerations.

Pupil Referral Unit Scrutiny Action Plan

Recommendation	Cabinet Member's Comments	Rec Accepted by Executive?	Target Date for Action	Lead Officer	Committee Update	Notes
<p>Recommendation One</p> <p>a) That the Resilient Communities Scrutiny Committee supports the Blackpool Challenge Board in its objective to provide a consistent approach to exclusion across all schools and reduce the number of referrals to the Pupil Referral Unit through the introduction of the Behaviour and Attendance Partnership and Inclusion Board.</p> <p>b) In order to measure performance against this objective, the Committee to receive regular updates on the number of exclusions and admissions to the PRU with a view to making further recommendations if sufficient progress is not demonstrated.</p>	<p>I am happy to take this report and all of its recommendations to the next appropriate Cabinet meeting.</p> <p>The recommendations are wise, carefully considered and wide ranging.</p> <p>They provide a useful contribution towards the single objective of supporting each pupil to achieve their own, full potential.</p>		<p>Ongoing commencing immediately.</p>	<p>Del Curtis</p>		

<p>Recommendation Two</p> <p>a) That the Blackpool Challenge Board be requested to adopt as an action 'to assess the feasibility of introducing an appropriate educational diversity module within every school in Blackpool in order to provide consistent early intervention and help address the causes of any behavioural problems before they escalate'.</p> <p>b) That the Blackpool Challenge Board report to the Resilient Communities Scrutiny Committee regarding the implementation of this recommendation in June 2016.</p>	<p>As above.</p>		<p>Request to be sent immediately to Blackpool Challenge Board.</p> <p>June 2016</p>	<p>Sharon Davis</p> <p>Del Curtis</p>		
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<p>Recommendation Three</p> <p>a) That the Inclusion Board be requested to consider the concerns of the Panel regarding the reintegration of students back into mainstream education from the PRU and consider introducing a mechanism to effectively review the needs of children to be reintegrated and the wraparound of support to prevent future breakdown of reintegration.</p> <p>b) That the Inclusion Board report to the Resilient Communities Scrutiny Committee regarding the implementation of this recommendation in June 2016.</p>	<p>As above.</p>		<p>Request to be sent immediately to Inclusion Board.</p> <p>June 2016</p>	<p>Sharon Davis</p> <p>Wendy Casson</p>		
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<p>Recommendation Four</p> <p>a) That the Panel supports the proposed bid for external funding to the Department for Education Transformational Fund to provide wrap around social care and early help around clusters of schools to help address student behaviour and resilience. If the bid is successful it would result in a social worker being placed to work with a cluster of linked schools.</p> <p>b) If the bid is unsuccessful, the Panel supports the Director of People in her aim to provide a more joined up approach to service provision by introducing improved links between the Family in Need Service and Pupil Welfare Team.</p> <p>c) The Director of People to report to the Resilient Communities Scrutiny Committee regarding the progress made in relation to the bid in June 2016.</p>	<p>As above.</p>		<p>June 2016</p>	<p>Del Curtis</p> <p>Del Curtis</p>		
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Report to:	EXECUTIVE
Relevant Officer:	Alan Cavill, Director of Place
Relevant Cabinet Member:	Councillor Gillian Campbell, Deputy Leader of the Council (Tourism, Economy and Jobs)
Date of Meeting	7 th March 2016

COMMUNITY SAFETY PLAN 2016/2019

1.0 Purpose of the report:

- 1.1 To consider the Community Safety Plan which articulates the priorities to be addressed by the Community Safety Partnership with regards to crime and anti-social behaviour.

2.0 Recommendation(s):

- 2.1 To recommend to the Council to approve the Community Safety Plan 2016 – 2019.

3.0 Reasons for recommendation(s):

- 3.1 The Community Safety Plan outlines how it is intended for the Community Safety Partnership to address the key priorities identified by the Blackpool Community Safety Partnership 2015 Strategic Assessment namely anti-social behaviour, Domestic Abuse, violence against the person, sexual offences and rape, and Child Sexual Exploitation

- 3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

- 3.2b Is the recommendation in accordance with the Council's approved budget? Yes

- 3.3 Other alternative options to be considered:

Not to endorse the Community Safety Plan.

4.0 Council Priority:

4.1 The relevant Council Priority is

“Communities: Creating stronger communities and increasing resilience”

5.0 Background Information

5.1 Section 6 of the Crime and Disorder Act 1998 places obligations on Community Safety Partnerships to formulate a Strategic Assessment (SA) to ascertain the levels and patterns of crime, disorder, antisocial behaviour and substance misuse in their area, in order to identify the priorities for a three year Community Safety Plan. Following the completion of the Strategic Assessment and consultation on the priorities, the Community Safety Plan is then developed to address the priorities identified by the Strategic Assessment.

5.2 This Community Safety Plan builds upon the Blackpool Community Safety Partnership 2015 Strategic Assessment. The priorities are anti-social behaviour, Domestic Abuse, violence against the person, sexual offences and rape, and Child Sexual Exploitation. This plan, which will be refreshed annually by the Community Safety Partnership, sets out the actions that will be required to tackle these issues over the next three years.

5.3 Does the information submitted include any exempt information? No

5.4 List of Appendices:

Appendix 3a – 2016 – 2019 Blackpool Community Safety Plan
Appendix 3b – Equalities Analysis

6.0 Legal considerations:

6.1 Crime and Disorder Act 1998 particularly Section 6:
“In formulating and implementing the Strategy, a responsible authority for a local government area must have regard to the police and crime objectives set out in the police and crime plan for the police area which comprises or includes that local government area. Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007.”

7.0 Human Resources considerations:

7.1 None

8.0 Equalities considerations:

8.1 An Equalities Analysis report has been completed is attached at Appendix 3b.

9.0 Financial considerations:

9.1 None

10.0 Risk management considerations:

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 An on line survey was created which aimed to seek the views of residents and businesses on the priority outlined in the Community Safety Plan. This was to ascertain whether the public feel that these are the correct priorities to be addressed by the partnership, and also gave the public an opportunity to suggest any alternative priorities. This survey was also published in the local newspaper, as well as on the Council website, Council social media pages and through the Lancashire Constbulary internet information service 'In the Know'.

13.0 Background papers:

13.1 None

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 32/2015

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process?

No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26th February 2016 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members present:

20.1

21.0 Call-in:

21.1

22.0 Notes :

22.1

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Appendix 3a



WORKING TOGETHER
TO MAKE A DIFFERENCE

Blackpool Community Safety Plan 2016-2019

Working Together to Make a Difference

Page 29



Cumbria
& Lancashire
Community Rehabilitation Company



North West Ambulance Service **NHS**
NHS Trust



Blackpool Coastal
Housing



Blackpool Council

Foreword

From the Chair of the Blackpool Community Safety Partnership (CSP)



Welcome to the BSafe Blackpool Community Safety Plan 2016 – 2019 which sets out our key partnership priorities for the next three years. BSafe Blackpool is the Blackpool Community Safety & Drugs Partnership which is committed to improving community safety in Blackpool.

Although Blackpool remains a safe place to live, it does have a higher crime rate when compared with Lancashire, the North West, and also nationally. Some types of crime, especially those exacerbated by substance misuse, pose a greater threat than others. The Blackpool Community Safety Partnership (BSafe Blackpool) has therefore set priorities in order to focus on these areas.

It is clear that Blackpool has areas that are amongst the most deprived in the country and the subsequent statistical link is apparent when Blackpool's crime and disorder profile is examined. For example, Talbot, Brunswick, Claremont, Bloomfield and Park wards all contain areas which are ranked within the top 100 of the most deprived areas in the country. This deprivation sees all of these areas featuring as crime hotspots for one or more crime categories. The 'tourism effect' also has a negative impact on crime and disorder statistics as around 10 million people a year visit the town.

This Community Safety Plan will build upon the Blackpool Community Safety Partnership 2015 Strategic Assessment. This assessment sets out the analysis of crime, disorder and substance misuse and has identified the priorities that are of greatest threat to local people as well as where successful interventions will improve the quality of life in Blackpool. These priorities are Antisocial Behaviour, Domestic Abuse, Violence against the Person, Sexual Offences and Rape, and Child Sexual Exploitation. This plan, which will be refreshed annually, sets out the actions that will be required to tackle these issues over the next three years.

A handwritten signature in black ink, appearing to read 'A. Rajpura', with a horizontal line underneath.

Dr Arif Rajpura
Chair of the Blackpool Community Safety Partnership (CSP)

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Antisocial Behaviour	Page 20
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Violence Against The Person	Page 25
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Child Sexual Exploitation	Page 29
Further Focus	Page 31
Partner Support	Page 35

Blackpool

A place to live, work and visit

Location

Blackpool is a large seaside town located in Lancashire County in North West England. Blackpool is a Unitary Authority and covers an area of 13.46 square miles. Blackpool's boundary sits within the urban area stretching along the Fylde Coast, and is one of the most densely populated authorities in the UK outside London.

Demographics

The population of Blackpool is estimated at 141,400, with a larger proportion of residents aged 60+ compared to the national age structure. Residents are mostly of White British ethnicity. Black and Minority Ethnic groups, including Irish and European residents, are estimated to make up 6% of the population (approximately 8500 people), compared with the estimated proportion for England of 20%.

Table 1: Population Demographics

Age	Blackpool	England
Aged 0-17 years	21%	21%
Aged 18-24 years	9%	9%
Aged 25-59 years	45%	47%
Aged 60+	26%	23%
Ethnicity		
White British	94%	80%
White Other e.g. European, Irish	3%	6%
Mixed/multiple ethnic groups	1%	2%
Asian/Asian British	2%	8%
Black/African/Caribbean/Black British	0.2%	3%
Other ethnic group	0.2%	1%
Tenure		
Owned or Shared Ownership	62%	64%
Social Rented	11%	18%
Private Rented	26%	17%

Housing

Blackpool has a similar proportion of owner-occupiers compared to national levels (England), but almost double the proportion of private rented accommodation (26.1% vs 16.8%). This is driven largely by changes in the seaside economies with many former guest houses converting to flats, and fluctuations in seasonal work creating demand for temporary accommodation in resort areas. Blackpool has a significant proportion of Houses in Multiple Occupancy (HMOs) in central wards close to the promenade and, in a monitoring project carried out by Blackpool Council, it was identified that up to 37% of private sector rented properties in resort areas could be classified as HMOs.

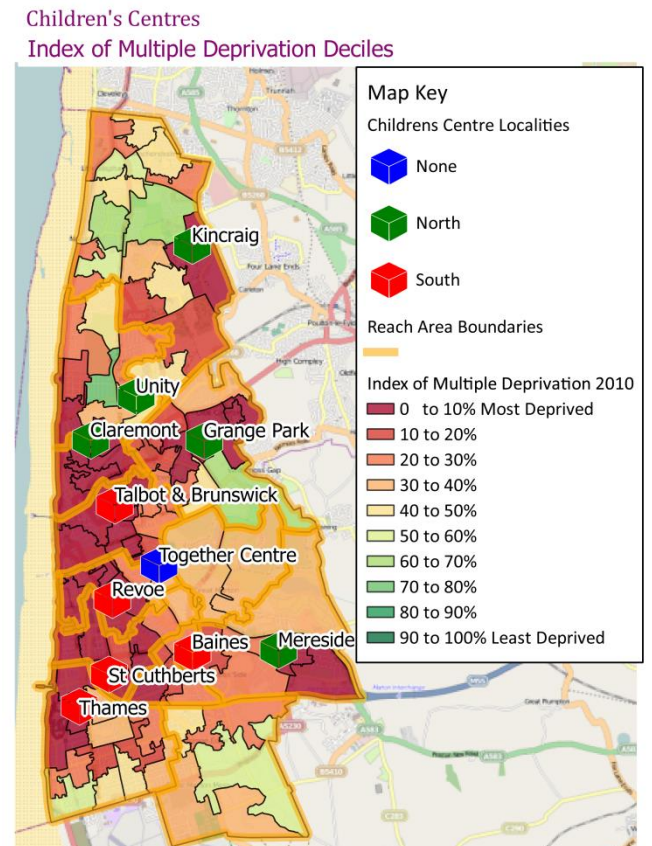
Poverty and Deprivation

Blackpool has a large proportion of residents living in deprived areas and is currently ranked the most deprived authority in England under the Indices of Deprivation 2015, a higher rank than in 2010, (6th) 2007 (12th) and 2004 (24th). Additionally, in the 2010 and 2015 Indices, Blackpool ranked first for the concentration of deprivation.

The map on the right shows the relative positions of local areas in Blackpool. Around half of Blackpool's 94 Lower Super Output Areas (LSOA's), are in the most deprived 20% of all LSOAs in England. Specific areas in the central wards of Talbot, Bloomfield, Brunswick, Claremont, as well as the outer wards of Clifton and Park, have the highest ranked levels of deprivation in Blackpool.

Poverty is also a significant factor in Blackpool. In 2012, 29.3% of children in Blackpool were estimated to be in poverty, compared to 18.6% of all children in England. Further analysis highlights that 67% of children in poverty live in lone parent families.

There are strong relationships between deprivation and a range of social issues and, as a continued effort to address inequalities, Blackpool has launched a Fairness Commission. The Commission is made up of a range of local people representing different organisations which will explore social and other inequalities in depth and make recommendations for further improvements. In 2012 a Child Poverty Framework was also introduced, aimed at reducing the levels of children in low income families and providing support for families currently in financial difficulty.



Source Data: CLG, Indices of Deprivation, 2010

Employment and Benefits

In terms of workforce, Blackpool has a low employment rate at 64.9% compared to a national (GB) rate of 72.4%. There are a high proportion of benefit claimants with out-of-work benefits, including Employment Support Allowance (ESA) and Job Seekers Allowance (JSA) at almost twice the national (GB) level (currently 18.7%, compared to 10.0%). This approximates to around 16,390 individuals claiming an out-of-work benefit, the majority of which (10,880) claim ESA. Table 2 below shows the distribution of claims by group:

Table 2: Distribution of benefits claims in Blackpool by Statistical Group

	Number	Blackpool	Great Britain
Total claimants	20,310	23.2	12.7
Key out-of-work benefits†	16,390	18.7	10.0
By statistical group			
Job seekers	4,800	5.5	2.9
ESA and incapacity benefits	10,670	12.2	6.2
Lone parents	1,720	1.9	1.2
Carers	2,070	2.4	1.4
Others on income related benefits	630	0.7	0.3
Disabled	1,600	1.8	1.2
Bereaved	190	0.2	0.2

Source: DWP Aug 2014

For residents in employment, the median wage for full time employees in Blackpool is around £386.60, which is £137 per week less than the national median. An estimated 13.0% of the working age population in Blackpool have no formal qualifications.

Education and Children's Outcomes

For young people in Blackpool, there are a range of challenges across both educational attainment and life chance indicators. The range of issues is partly driven by the existing high levels of poverty and social disadvantage in Blackpool, both of which have generational impacts whereby parents' difficulties create problems in the family and influence children's outcomes. The rate of Looked after Children in Blackpool is the highest in England at a rate of 152.4 per 10,000 children; this is over twice the rate for England as a whole at 60 per 10,000.

In terms of academic achievement, the proportion of children attaining the expected level at Key Stage 2 is similar to national levels at 80-85% attainment, dependent on subject. There are strong differences between the highest and lowest performing areas, however, with evidence for the North West region suggesting that the proportion of children attaining level 4 in the 10% of most deprived areas is 18 percentage points lower than those in the least deprived 10%.

Blackpool pupils perform below national levels at GCSE level with a lower proportion achieving five or more A* to C grade GCSEs (53.2% compared to 63.8%). When Maths and English are included, this gap remains: 44.0% of Blackpool pupils achieve five or more A* to C grades (incl. Maths & English) compared to 53.4% nationally.

In addition, approximately 7% of Blackpool's young people are not in education, employment or training compared to 5% for the sub-region.

Health and Lifestyles

Blackpool has poor life expectancy, with life expectancy for males the poorest in England at 74.3 years compared to 79.4 years. Life expectancy for females is similarly poor, at 80.1 years compared to 83.1 years for England. This is the third poorest after Manchester and Liverpool. The biggest contributors for both men and women are circulatory diseases, digestive diseases including cirrhosis, and respiratory disease. These three areas contribute to over half of the overall life expectancy gap in Blackpool. Lung Cancer is also a significant contributor to female life expectancy.

Substance and alcohol misuse is considered high in Blackpool, with alcohol-related death the second highest in England for males (cirrhosis being one of the major drivers of the life expectancy gap). Further estimates suggest that the prevalence of problematic heroin and/or crack cocaine use in Blackpool is 21.89 per 1,000 populations. Blackpool has the highest drug prevalence rate across the region and is within the top ten nationally.

While not directly a health damaging issue, teenage pregnancy rates in under-18s are the fourth highest in England & Wales. In addition, Blackpool has a lower proportion of teenage pregnancies leading to abortion (42%) compared to England & Wales (51%). This implies a greater relative

proportion of teenagers going on to become parents and potentially requiring further Local Authority support. Teenage conceptions have associated risks for both parent and child's health and social wellbeing.

Crime Overview:

- All Crime: There were 15,246 recorded crimes in Blackpool during 2014/15 which was a reduction of 6.6% (n=1086) compared to the previous year. This is the lowest total recorded in the last four years.
- Antisocial Behaviour: All ASB saw a reduction of 3% (n=366) in 2014/15 when compared with the previous year. Splitting this into the three ASB categories showed a 1% reduction in Personal ASB, a 4% reduction in Nuisance, and a 2% reduction in Environmental ASB.
- Domestic Abuse: All domestic abuse crimes reduced by 5.2% (n=86) during 2014/15 when compared with 2013/14.
- Violence Against the Person (VAP): VAP accounted for 26.6% (n=4048) of all crime during 2014/15 which was a 2.6% (n=101) increase on the previous year. However, all domestic assaults have shown a reduction alongside all serious assaults and acts endangering life. The increases in VAP are predominantly seen in non-injury assaults, both domestic and non-domestic.
- Of note, all areas across Lancashire showed a year on year increase during 2014/15, however Blackpool had the fifth lowest increase in percentage terms.
- Sexual Offences & Rape: The number of reported sexual offences have remained similar during the last two years (n= 370 & 371 respectively), however there has been an increase of 17% (n=54) in sexual offences when compared with 2012/13.
- When comparing 2013/14 and 2014/15, rape offences have increased by 16.1% (n=19); from 118 offences to 137 offences.
- Child Sexual Exploitation: As no fixed baseline has been established for Child Sexual Exploitation, it is difficult to measure performance in relation to this priority. However, in terms of referrals relating to CSE, the trend appears to be static over the last three years (since 2013/14).
- Alcohol-related crime: Of all crime occurring during 2014/15, 14.8% was alcohol related which was a reduction of 2.6% compared to the previous year. Alcohol related violent crime has also reduced year on year by 5.3% (n=73), from 1385 to 1312 offences

- Drug-related crime: During 2014/15 there have been 514 drug offences, which is a reduction of 17.1% (n=106) from the previous year. This continues the reducing trend seen in recent years.
- Reducing Reoffending: Statistics in relation to proven reoffending are provided by The Ministry of Justice, with the most recent available data relating to the period from January to December 2013. The Blackpool reoffending statistics for both adult offenders and juveniles is 29.1% for this period, representing a 2.1% decrease compared to the previous twelve month period. These statistics relate to 2704 offenders, demonstrating a decrease of 509 offenders when compared with the previous twelve months. Of this group, 788 offenders reoffended, which is a decrease of 216. Finally, the number of reoffences has decreased by 437 to 2720, demonstrating a consistent reduction in reoffending locally.
- Mental health: The referrals that are sent into the Single Point of Access (SPA) duty team have risen steadily over the past six years from approximately 3,000 referrals per year to in excess of 8,500 per year. In 2014/15, 8651 patients were referred into the Primary Intermediate Mental Health Team. Patients who have been, or who are currently, within the Criminal Justice process are predominantly under the care of the Complex Treatment Team or Criminal Justice Liaison Service. The CJLS received 636 referrals between April and December 2015.

Structure

Of the Blackpool CSP

Working Together

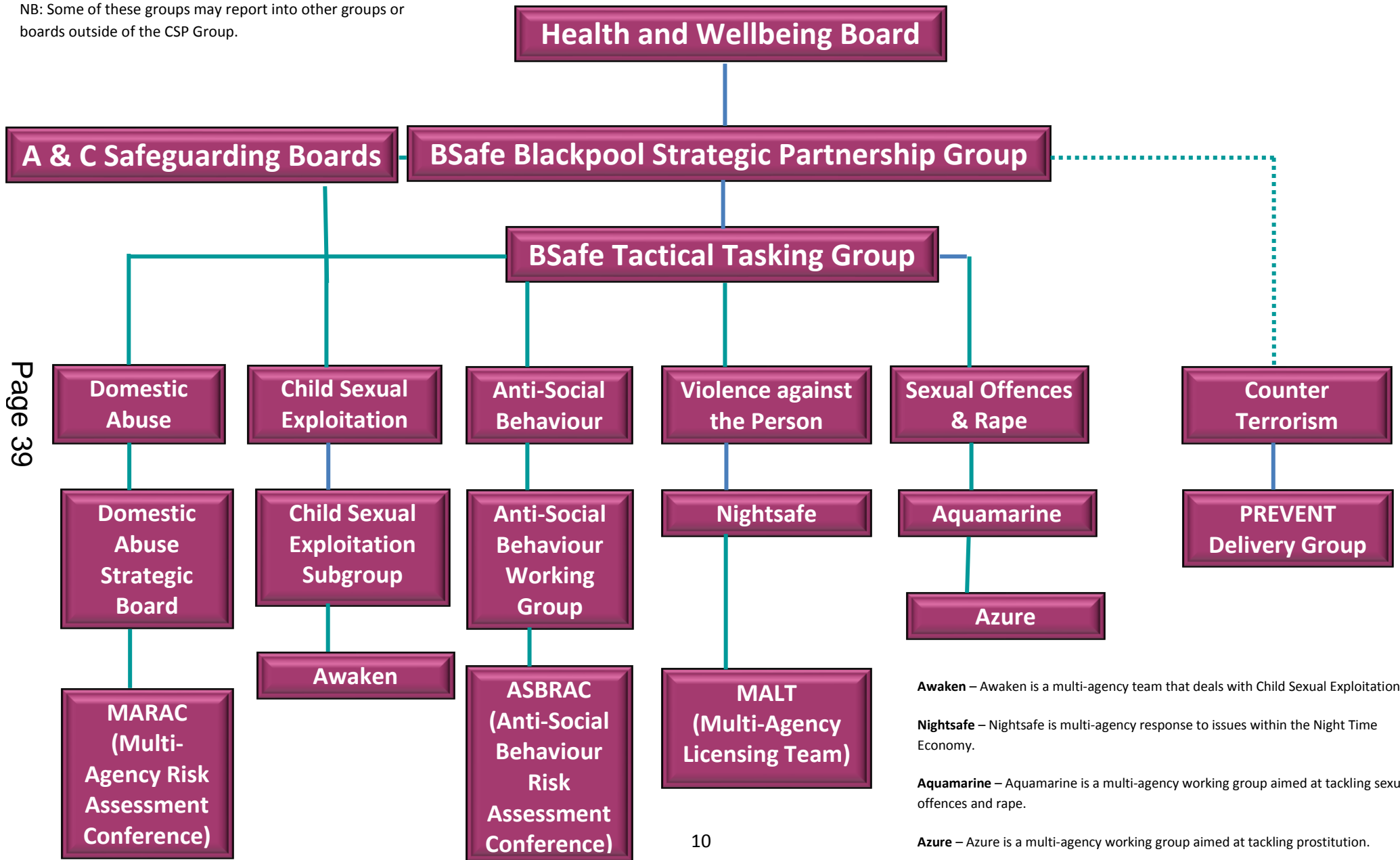
The membership of the Blackpool Community Safety and Drugs Partnership includes Blackpool Council, Lancashire Constabulary, NHS Blackpool, Office of the Police and Crime Commissioner (OPCC), Lancashire Fire and Rescue Service, National Probation Service, Cumbria & Lancashire Rehabilitation Company (CRC), Northwest Ambulance Service and Blackpool Clinical Commissioning Group. This group includes the statutory responsible authorities as outlined within the Crime and Disorder Act 1998, as amended by the Youth Justice & Criminal Evidence Act 1999, the Powers of Criminal Courts (Sentencing Act) 2000, the Anti-Terrorism, Crime & Security Act 2001, the Police Reform Act 2002, the Police Justice Act 2006, the Policing and Crime Act 2009, and the Anti-Social Behaviour Crime & Policing Act 2014.

Over and above these organisations, a number of additional agencies from the public, private, voluntary and community sectors also support BSafe Blackpool. Working together in this way allows the Partnership to gain a better insight into the issues within Blackpool, as well as providing wider options for applying multi-agency responses to these problems. This therefore ensures more holistic and effective solutions to be undertaken.

Externally the Partnership is accountable to the Home Office, which ensures that its work addresses both the national and local priorities. Internally, the work of the Partnership is accountable to the Local Authority Scrutiny process on a quarterly basis.

The organisational chart below shows the current structure of the groups which are used to address the priorities. However, Task and Finish Groups are created as and when emerging threats arise.

NB: Some of these groups may report into other groups or boards outside of the CSP Group.



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Awaken – Awaken is a multi-agency team that deals with Child Sexual Exploitation.

Nightsafe – Nightsafe is multi-agency response to issues within the Night Time Economy.

Aquamarine – Aquamarine is a multi-agency working group aimed at tackling sexual offences and rape.

Azure – Azure is a multi-agency working group aimed at tackling prostitution.

Consultation

With the Community

The Community Safety Plan is a key document through which BSafe Blackpool can communicate with local people to inform them of what the community safety priorities are and how these will be addressed.

In addition to the above, BSafe Blackpool also uses a number of existing forums in order to report upon crime and disorder issues, as well as to consult with residents and gather intelligence around these problems.

These include:

- PACT meetings
- Walkabouts
- Surgeries
- Council Couch
- Social Media
- Surveys
- Other publications such as “Your Blackpool” and partner websites



Consultation for the 2016-2019 Community Safety Plan

Part of formulating the Community Safety Plan involves consulting with members of the public to ensure that the priorities decided by the Strategic Assessment are an accurate reflection of which issues the local community consider to be important.

Methodology

To complete the consultation for the 2016-2019 Community Safety Plan, an online survey was created which aimed to seek the views of residents and business on the priorities outlined by the Strategic Assessment. This was to ascertain whether the public feel that these are the correct priorities to be addressing as a Partnership, and also gave the public an opportunity to suggest any alternative priorities. This survey was then published in the local newspaper as well as on the Council website, Council social media pages and through the Police service 'In The Know'.

Results

The results of the community consultation demonstrated an overall agreement with the priorities outlined as part of the Strategic Assessment. Of all respondents, 90% either 'strongly agreed' or 'agreed' that Antisocial Behaviour should be a priority, and 82% 'strongly agreed' or 'agreed' with the priorities of Domestic Abuse, Violence Against The Person, Sexual Assaults & Rape, and Child Sexual Exploitation.

Harm and Early Action

A shift in dynamic

The way in which agencies work to tackle crime and antisocial behaviour has significantly changed in the past couple of years, with focus progressively shifting from volume crime and reduction targets, to a more harm and risk based perspective on crime and its impact. This allows agencies to more effectively tackle the issues that are pertinent to local residents and those that are likely to have the most impact upon the community.

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There has also been a change in the way that the Police record crimes which means that all reported incidents will now be recorded as a crime if, on the balance of probability, the reported circumstances amount to a crime as defined by law, and that there is no credible evidence to the contrary. There are no longer any targets for the Police to meet in relation to recording crime.

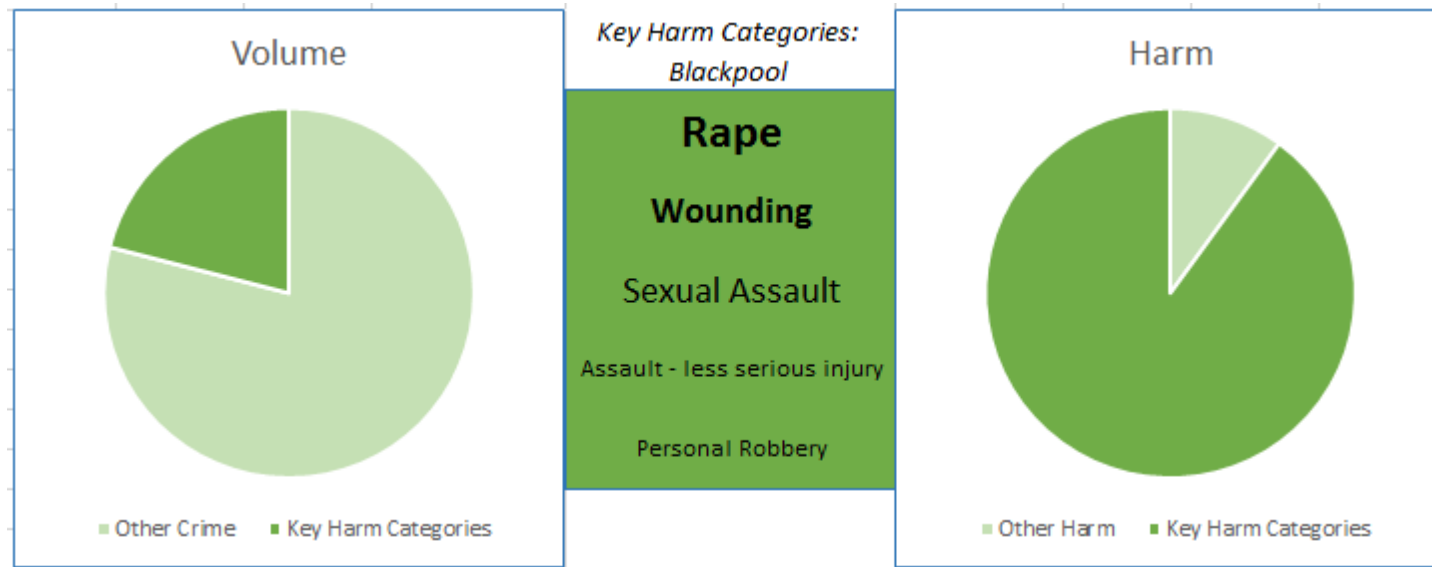
Harm Crime vs Volume Crime

In Blackpool, just five crime categories alone account for 90% of the harm, despite these categories only representing 21% of the number of reported crimes. This information is significant when delivering services to victims and tackling crime because it demonstrates the need to focus on harm and risk as opposed to volume.

The use of the Cambridge Index of Harm (CHI) model does exactly this, emphasising the harm generated by certain crime categories and therefore allowing resources to be directed to those crimes that generate the highest levels of harm. The methodology of the Cambridge Harm Index acknowledges that all crimes are not equal in terms of harm (for example, whilst numerically identical, one cycle theft does not have the same level of harm as one murder). A weighting is allocated to different crime types which is based on what the sentence for a first offence would be, multiplied by the number of offences in the area. This allows a 'proportion of harm' to be calculated for each crime category. Using the Cambridge Harm Index

in relation to Blackpool demonstrates that the key categories causing the most harm are rape, wounding, sexual offences, assault with less serious injury, and robbery:

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* The Cambridge Index of Harm is just one of the criteria used to identify the priorities within the Strategic Assessment and is not the sole criteria.

Early Action

Following a successful Police Innovation Fund bid to the Home Office, Lancashire Constabulary is developing their Early Action model alongside Neighbourhood and Response Policing. Early Action in its simplest form is the solving of complex problems, ideally before they cause greater impact upon the community and upon wider public sector resources. Where possible, work will be undertaken to mitigate emerging risks, such as preventing young people escalating from minor acts of ASB into criminality, and preventing them from entering the Criminal Justice System. Early Action will also involve working alongside the Families in Need team to reduce the threat of domestic abuse or child neglect within families where difficulties have been identified. Finally, Early Action will support Neighbourhood and Response Policing through the co-ordination of multi-agency responses to individuals with multiple complex needs, for example mental health or substance misuse.



Page 44 Offender Management remains a key part of the Early Action workload, with prioritisation of resources made on the basis of the threat posed by offenders released from prison back into the community. Working closely with colleagues from Cumbria and Lancashire CRC, National Probation Service, and other local providers, the team seeks to mitigate this risk and threat by working with those offenders who present the highest risk of harm. The team will then co-ordinate the provision of suitable support for these individuals.

A specialist Mental Health Response Service has also been formed, which sees specialist Police Officers and Mental Health Nurses deploying jointly to incidents which historically would have caused substantial impact on multiple agencies. This team has made a significant impact upon the number of persons being detained under s136 of the Mental Health Act, lessening the number of patients presenting or admitted to hospital in Mental Health crisis. Further work continues to be undertaken in partnership with the NHS to address the complex problems surrounding individuals who make repeated calls to emergency services, creating high levels of demand and preventing resources from being directed to other priority work. In Blackpool the number of frequent callers is extremely high, accounting for approximately half of the number of frequent callers across the whole of West Division.

The risks of harm presented by Child Sexual Exploitation, often associated with children who are frequently missing, will be addressed by a stronger partnership between Blackpool Council and the Constabulary, with a joint team formed to ensure that the most appropriate interventions and support are put in place at the right time. Sharing of information across the partnership is critical and work is underway to improve the means by which information is accessed and recorded by staff in different agencies working on the same case.

Strategic Assessment

2015

The Strategic Assessment is a rigorous process which uses research and analysis to compile a long term picture of the issues and threats facing Blackpool. From this, the assessment makes recommendations as to which key priorities the Community Safety Partnership should be focusing upon. This subsequently informs the development of the Community Safety Plan and which actions will be undertaken in order to reduce the harm and threat caused by the identified issues. The priorities recommended by the Strategic Assessment for Blackpool are as follows:

Antisocial Behaviour:

- There has been an increase in reported antisocial behaviour to the Council, particularly relating to environmental damage or littering
- Reported ASB incidents to the Police are showing a reduction during recent years
- 20% of reported ASB is youth related

Domestic Abuse

- Approximately 10% of crime in Blackpool is domestic abuse related
- Over one third of these domestic abuse offences are alcohol related
- Peak ages for victims and offenders are people in their 20's
- Two thirds of Multi Agency Risk Assessment Conference (MARAC) cases have links to children

Violence Against The Person

- Violence against the person (VAP) is significantly higher in Blackpool than the Lancashire and National average per 1000 population
- One third of all VAP offences in Blackpool are alcohol related
- The current trend in relation to VAP is a weak upward trend compared to being static at the end of 2014/15

Sexual Offences / Rape

- Sexual assaults and rape offences are significantly higher in Blackpool than the Lancashire and national average
- There has been an increasing trend over the last four years
- There are issues around young victims and inter-relationship offences
- There is an increase in the number of historical offences being reported

Child Sexual Exploitation

- An increasing number of victims of child sexual exploitation are initially contacted via social media
- There has been an increase in young males being referred because of CSE
- The offender profile for CSE is 90% male and 93% white

Causation Factors

For the first time, the 2015 Strategic Assessment recommended that a series of 'causation factors' should also be considered alongside the identified priorities. It is suggested that these causation factors impact upon the priorities and that they should therefore be prioritised through service commissioning. As outlined within the Strategic Assessment, these causation factors are as follows:

Deprivation

Within Blackpool, deprivation is higher than the national average with a significant number of children living in poverty, an above average level of benefit claimants and lower than average educational attainment. This deprivation has strong relationships to a large number of social issues which are likely to impact on crime and antisocial behaviour. Further information regarding deprivation in Blackpool can be found on page 3 of this plan.

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Drugs

Prevalence of opiate and/or crack use is higher within Blackpool than the England average with 1822 opiate and/or crack users living in Blackpool between the age of 15 and 65. Blackpool also has the highest number of seizures for cannabis, cocaine and heroin within Lancashire. Drug misuse is considered to be one of the biggest threats to both individuals and the wider community due to consequential health issues, their impact on crime, and levels of public confidence. In the case of young people, drug misuse can have a major impact on education, families, and their long-term chances in life. In 2014/15 there were 86 young people engaged with specialised treatment services.

An above average level of drug use within the town undoubtedly influences the levels of crime and antisocial behaviour, particularly in crime categories such as violent crime.

Alcohol

Alcohol misuse is also considered high in Blackpool, having significant impacts on both health and communities. It is estimated that 105,000 working days are lost per year in Blackpool due to alcohol misuse, costing approximately £10.5 million per year. Analysis has also highlighted that alcohol is a common factor in violent crimes, including domestic abuse, and alcohol misuse has also been linked with offenders of acquisitive crime such as shoplifting. Antisocial behaviour is also frequently caused, or exacerbated, by individuals who are under the influence of alcohol. Between 2011/2012 and 2013/2014 there were 1,109 assault related injury emergency attendances at Blackpool Victoria Hospital which occurred in the home. Almost three quarters (73%) resided in Blackpool.

Mental Health

Mental Health Teams frequently liaise with the Police, the Multi-Agency Safeguarding Hub, and Probation and have joint working policies to aid pathways of care. This enables individuals with mental health needs to be supported to prevent the potential for engagement in criminal activity or antisocial behaviour, or to resolve issues that may have already occurred. This is primarily done through Secondary Care and the Criminal Justice Liaison Service, however Primary Care also play a large role in dealing with causation factors that lead to crime or disorder. For example, individuals with mental health issues may self-administer drugs or alcohol to alleviate their symptoms and, as stated above, this can often be a pre-cursor to crime.

Reoffending

The Ministry of Justice 'Transforming Rehabilitation' publication states that offenders are often more frequently seen with substance misuse problems, pro-criminal attitudes, difficult family backgrounds including experience of childhood abuse or time spent in care, unemployment and financial problems, homelessness, and mental health problems. This is no different for those who offend in Blackpool and local analysis highlights that re-offenders are primarily committing acquisitive crime and violent crime, linking to the levels of deprivation and substance misuse within the town.

Antisocial Behaviour

Why is it a priority?

In Blackpool, although there has been a reduction in reports of antisocial behaviour to the Police, there has been an increase in the number of reports being made to the Council. This is particularly the case in relation to reports of environmental damage or littering, something which was reflected within the 2015 Resident's Survey (21% of respondents stated that they believed tackling ASB should be a priority for the town). Although the number of ASBRAC referrals has reduced from 72 in 2013/14 to 66 in 2014/15, the level of risk being seen has substantially increased. In 2013/14, just over half of referrals were high risk (51%) compared with almost three quarters (74%) in 2014/15.



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Many of the causation factors identified by the Strategic Assessment are pre-cursors to individuals engaging in antisocial behaviour and, within Blackpool, those with complex issues are often more likely to be victims or perpetrators of ASB. Engaging in early intervention work is therefore pivotal to unravelling the issues of deprivation, mental health and substance misuse in order to provide long-term solutions to antisocial behaviour in the town. This work requires a solid multi-agency approach, something which is driven by Blackpool Community Safety Partnership.

What we propose to do:

Blackpool Community Safety Partnership will continue to provide a holistic, multi-agency approach to tackle antisocial behaviour at its root causes. The Antisocial Behaviour Risk Assessment Conference (ASBRAC) process will drive this work forward by holding agencies accountable for implementing action-plans in order to support vulnerable individuals with complex issues who are either victims or perpetrators of ASB. By consulting with a multitude of agencies, swift action can be taken to reduce the risk in serious antisocial behaviour cases. This will involve signposting the individual(s) to relevant support services such as counselling, mental health support, and substance misuse treatment, as well as safeguarding them where necessary.

Engagement with the public will also be frequently undertaken through attendance at PACT meetings and walkabouts, as well as through social media and surveys. This engagement is vital for gaining information about where resources can be positively directed in order to best impact on the antisocial behaviour being experienced by local communities. The Selective Licensing and Transience Teams have also been successful in engaging with communities to address any unmet needs and to ensure that standards of accommodation are maintained at a satisfactory level. These services have been instrumental in helping to reduce crime and antisocial behaviour as they include early action work and help to tackle causation factors such as substance misuse and deprivation.

Reports of antisocial behaviour can sometimes be the initial contact that an individual has with a supporting agency such as the Council or Police. This report may be low-level, such as littering or graffiti, however investigations into the issue can often unearth quite significant vulnerabilities around that individual. The Community Safety Team is committed to identifying and protecting these vulnerable individuals who are at risk due to antisocial behaviour and frequently engages in intensive case working to safeguard them and prevent them from harm. Provision of target hardening measures, referrals into support services, and taking enforcement action are all part of the case work undertaken by the Community Safety Team in order to help victims of antisocial behaviour.

The utilisation of relevant antisocial behaviour legislation will also be instrumental in tackling ASB and the Partnership will continue to collect data from various agencies to monitor the use of tools and powers. The Partnership will also govern the processes and procedures in place to target antisocial behaviour and will ensure that cross-agency work is completed to allow for the most efficient and effective response to ASB.

The Community Safety Team and Children's Services will work together to improve the engagement of partner agencies and coordination of responses to youth ASB that address the community safety, public protection and safeguarding aspects of presenting problems.

Domestic Abuse

Why is it a priority?

Blackpool experiences a high volume of domestic abuse incidents, with a large number of high risk cases that are dealt with through the Multi-Agency Risk Assessment Conference (MARAC). With Domestic Abuse contributing to 10% of all crime, as well as scoring highly in terms of harm, it is vital that it remains a priority for the Partnership. There are also high numbers of children living in abusive homes and alcohol consumption is often a key factor within domestic abuse settings.



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Domestic Abuse is defined as any incident, or pattern of incidents, of controlling or coercive behaviour, threatening behaviour, or violence or abuse. This applies to individuals aged 16 or over who are, or have been, intimate partners or family members regardless of gender or sexuality. The abuse can encompass, but is not limited to: psychological abuse (isolation, excluding from events etc.), physical abuse (slapping, burning, cutting etc.), sexual abuse (rape, voyeurism, harassment etc.), financial abuse (withholding money, having to ask for money etc.) and emotional abuse (name-calling, bullying, mocking etc.). The harm caused by this abuse is often long lasting, with some victims being at risk of becoming future perpetrators.

Having spent a number of years encouraging victims to report Domestic Abuse, many more victims have started to come forward about their experiences. This enables the Partnership to more effectively support victims, as well as tackling the perpetrators, and helps greater numbers of victims receive the help they require. Consequently, it has been encouraging to see reductions in reports of abuse gradually begin to decrease. However, further work on the causation factors that often link to Domestic Abuse, such as alcohol misuse, is needed to tackle abuse as early as possible.

What we propose to do:

The Partnership in Blackpool is currently conducting a comprehensive review of Domestic Abuse Services. This piece of work involves all Partnership and Commissioning representatives looking at an integrated commissioning approach to services and includes further workforce development for front line staff. Further to this, there are currently two Domestic Abuse Pilots being implemented as follows:

The Inner Strength Programme

The Inner Strength Programme targets perpetrators of Domestic Abuse and the first cohort has already been completed. The programme has been developed to impact upon offending behaviour, support victims who decide to remain with their offending partner, and reduce the risk of repeat offending patterns. The pilot has been funded by the Office of the Police & Crime Commissioner, in conjunction with Public Health, and uses therapeutic intervention to tackle medium risk domestic abuse perpetrators. The programme is grounded in academic research and was written by experts in the field of partner violence.

Four cohorts of Domestic Abuse perpetrators are to be worked with during the twelve months of the pilot. This will be an additional asset and key intervention for the large numbers of Domestic Abuse offenders within Blackpool. A robust monitoring and evaluation framework will also be established throughout the project to provide an evidence base for the outcomes achieved.

Step Up Project

The Step Up project seeks to work with families who have experienced a domestic violence incident and have at least one child aged 15 or under (or a pregnancy). The initiative is a research pilot aimed at assessing how early support can be provided through targeting families of standard-risk domestic abuse in an attempt to reduce the risk of escalation.

The project is due to commence in February 2016 and the wards being studied will be Talbot, Brunswick and Park. The research aims to assess whether the domestic abuse incidents experienced by families participating in the study change following intervention. For example, whether there are fewer incidents subsequent to intervention, or a lower likelihood of experiencing escalation to medium/high risk abuse. This information will then be compared with a family who are not participating in the study to assess how effective these interventions are.

All families identified by the police in these wards at standard risk incidents will receive a whole family assessment.

prevent families and young people from continuing to engage in violent behaviour. As outlined earlier, Domestic Abuse is also a Partnership priority so violence is certainly something that will be at the forefront of the Partnership's agenda.

The Community Safety Partnership will also continue to support projects and campaigns which seek to tackle violence. Work within the Night Time Economy is pivotal to address the levels of violence caused by alcohol and drug consumption, as well as the large number of visitors frequenting Blackpool during the summer. Projects such as Pubwatch, the Safer Taxi Scheme, Safe Haven Bus, Door Security, and Taxi Marshals, all play an important role in providing a high visibility presence within the Town Centre, tackling perpetrators of violence, and protecting vulnerable individuals who may become victims of violence.

Utilisation of the tools and powers available under the Antisocial Behaviour, Crime & Policing Act 2014 is also proving to be an effective way to tackle violence within Blackpool. A Public Space Protection Order has been implemented within the Town Centre which places restrictions on behaviours around consumption of alcohol, stag and hen parties, and antisocial behaviour. The potential to be fined for engaging in any of these behaviours should have a deterrent effect and aid in the reduction of violence within the Night Time Economy.

As approximately half of sexual assaults involve young people under the age of 16, the Partnership will maintain a clear focus on early intervention work within schools and families. This will centre around understanding the law, explaining consent, learning how to say no, and information around consequences and healthy relationships. Due to the significant number of young people affected by these crimes within Blackpool, the Partnership obtained Public Health funding which was used to implement an educational campaign which was delivered at local high schools and higher education centres. This campaign proved to be very successful and was well-received so, in future, it will form part of PSHE.

At present, it is felt that there is still a large amount of under-reporting in relation to same sex sexual assaults and rape so the Partnership is looking to address this gap. The Aquamarine Group will assist in this work as many of the involved agencies work to promote reporting and engage with hard to reach communities to provide a safe space for them to come forward about any incidents they may have experienced.

Unsurprisingly, CSE scores very highly on the Cambridge Index of Harm and the potential for persisting harm is high. Blackpool has unfortunately also experienced two high-profile murder cases, those of Charlene Downs and Paige Chivers, both of which are suspected to be CSE related. It is therefore vital that the Partnership maintains a priority focus on CSE and ensures early interventions are undertaken to prevent ongoing harm to young people.

What we propose to do:

Under the leadership of Blackpool Children's Safeguarding Board, a Child Sexual Exploitation strategy has been developed which has been written to address four themes. These are: prevention, safeguarding, bringing offenders to justice, and public confidence. It is hoped that in addressing each of these themes a more holistic approach to CSE can be undertaken, therefore ensuring that the response to CSE in Blackpool is as effective as it can possibly be.

Community engagement is a pivotal part of tackling CSE because it is important that communities understand the issue and the associated risks. Raising awareness at a community level can ensure that members of the public feel confident about recognising the potential signs and risks which indicate that CSE may be occurring. As a vital source of intelligence, a high level of community knowledge and awareness is invaluable to the Partnership. Ultimately, this will aid in preventing children and young people from becoming victims of CSE, and will enable perpetrators to be tackled.

Early intervention and work with families and young people as outlined in the other priorities will be paramount to ensuring early identification of children and young people at risk of sexual exploitation. This will ensure that the appropriate safeguarding, support and prevention can be undertaken so that they are protected from further harm. Similarly, processes will be put into place by the Partnership to ensure the identification of perpetrators and potential perpetrators of CSE in order to effectively tackle them.

As Child Sexual Exploitation is a relatively new focus of the Community Safety Partnership, there will be an emphasis on obtaining key data around CSE from partner agencies so as to gain a greater knowledge of the issue within Blackpool. This will be coupled with a focus on learning and development for staff and the Partnership will look to ensure that all supervisors and frontline staff are appropriately trained in relation to CSE.

Further Focus

Further issues requiring Partnership focus

Counter-Terrorism

The threat to the UK from international terrorism is categorised as 'severe', which means that a terrorist attack is highly likely. The terrorist threats which the UK now faces are more diverse than ever before, making the situation unpredictable and leading to potentially more frequent, less sophisticated terror attacks. In October 2010 the government published a new National Security Strategy, which identified terrorism as one of the four highest risks to the UK. The strategy articulates the government commitment to treating counter-terrorism as a top priority, both at home and overseas.

In July 2011, the government published the third version of the UK's counter-terrorism strategy, CONTEST. This strategy set out the threats to the UK and the priorities for dealing with these through to 2015. The strategy was intended to deal with all forms of terrorism, and continues to be based around four main areas of work which, together, will reduce the threats and vulnerabilities facing the UK:

- **Pursue:** the investigation and disruption of terrorist attacks
- **Prevent:** work to prevent people from becoming radicalised or supporting terrorism/extremism
- **Protect:** improving the protective security which would prevent a terrorist attack
- **Prepare:** working to minimise the impact of an attack recovering from it as quickly as possible

The government provides annual updates on the implementation of the CONTEST strategy through the publication of Annual Reports, the last of which was published in March 2015 and covered the January to December 2014 period.

On the 1st July 2015, the Counter Terrorism and Security (CT&S) Act 2015 came into effect. The Act places a duty on Specified Authorities to have “*due regard to the need to prevent people from being drawn into terrorism*”. The Specified Authorities are local authorities, police, prisons, young offender institutions, providers of probation services, schools, colleges, universities and NHS bodies.

The Specified Authorities must:

- *Assess the risk of radicalisation in their area or institution*
- *Develop and action plan to reduce this risk*
- *Train staff to recognise radicalisation and extremism*
- *Work in partnership with other partners*
- *Establish referral mechanisms*
- *Maintain records and reports to demonstrate compliance*

Further details are then provided on what each Specified Authority must do to comply with the Act.

Activity Planned:

Since the threat of terrorism has been categorised as ‘severe’, Counter Terrorism has been a standard item on the agenda of BSafe Blackpool, particularly in view of the acts of terrorism which have recently taken place across the world. The Community Safety Partnership has also been identified as the body responsible for overseeing the implementation of the new statutory duties within the CT&S Act 2015 for the local authority, and to support the other Specified Authorities as required. This support will also be available with regards to the implementation of the Prevent strategy, which is part of CONTEST.

In order to assist the implementation of the duties within the CT&S Act 2015 and the Prevent Strategy, a task and finish group has been established. The membership of the group includes representatives from all of the Specified Authorities and an action plan will be developed by the group. This will identify all of the activity that is required to support the delivery of the statutory duties for each of the Specified Authorities. This activity will include:

- *Raising awareness of the CONTEST strategy, the Prevent strategy, Channel and any other relevant strategy, plan or activity aimed at addressing terrorism*
- *Carrying out a training needs analysis to ascertain which kind of training is needed with regards to the Prevent strategy and Channel*
- *Facilitate the provision of E-Learning training such as NCALT to raise awareness of the Prevent strategy and Channel*
- *Facilitate the provision of face to face workshop WRAP 3 training on Prevent and Channel for those working in safeguarding roles who may be coming into contact with children, adults and families who may be at risk of radicalisation*
- *Working closely with both the Children and the Adult local Safeguarding Boards to ensure that the provision of Channel is known and works effectively*
- *Continue supporting the Lancashire Prevent Delivery group*
- *Continue supporting the Lancashire Channel Panel*
- *Facilitate the establishment appropriate booking policies for public venues*
- *Work closely with Resilience and Emergency Planning Officers and the emergency services with regards to the Protect and Prepare strands of the CONTEST strategy*
- *Assist the police and those whose activity supports the Pursue strand of the CONTEST strategy*

Serious Organised Crime

In October 2013, the Home Office published the latest version of the national serious organised crime strategy. It adopted the 'Four P' approach (Pursue, Prevent, Protect and Prepare) used within the national counter terrorism strategy in order to address crime which is deemed a threat to national security and which costs the UK more than £24 billion a year. The national strategy sets out how action will be taken at every opportunity to prevent people from becoming involved in serious and organised crime, to strengthen protection against and responses to serious organised crime, and, most importantly, to pursue the criminal behind it, prosecuting them and disrupting their activities.

Recently, funding was secured from the Home Office and the Department for Community and Local Government by a number of Lancashire local authorities, including Blackpool, in partnership with Lancashire Constabulary. This funding is to address serious organised crime within these areas and will primarily revolve around addressing drug dealing and child sexual exploitation, although any other activity which would meet the description of serious organised crime will also be addressed by this project.

The project will adapt the 'Four P' model as follows:

PREVENT: Early intervention with those at risk of becoming involved in organised crime groups or those who are already on the periphery and need support to prevent them from becoming involved in organised crime.

PROTECT: Supporting individuals, both offenders and victims, who want to escape organised crime or are being exploited by organised crime groups.

PURSUE: Enforcement against and disruption of organised crime activity, including the use of the upgraded CCTV in pursuing those involved.

PREPARE: Using community engagement, with the support of third Sector organisations and volunteers, in order to ensure that communities, victims and witnesses affected by serious and organised crime have the support they require.

BSafe Blackpool will also support the implementation of the Lancashire Constabulary Serious Harm Reduction Strategy which places more emphasis on partnership working and multiagency strategies. This strategy is designed not only to relentlessly disrupt identified Organised Crime Groups, but also to prevent vulnerable individuals being drawn into serious criminality, to protect our communities from the impact of organised crime or from being victimised themselves, and to prepare for concerted efforts by organised criminal to undermine national security and economic stability.

Partner Support

Support from non-statutory partners of the CSP


Multiple agencies provide support to the BSafe Blackpool Community Safety Partnership and assist in tackling the priorities. Although this is not an exhaustive list, below are just some examples of the ways in which non-statutory CSP partners work to reduce crime and antisocial behaviour in Blackpool.

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North West Ambulance Service

Antisocial Behaviour: NWAS officers are Communication and Conflict Resolution trained so that they are able to de-escalate situations where antisocial behaviour may become an issue. The organisation works closely with the Police and other agencies in relation to information sharing and responses to ASB are taught within mandatory officer training. With regards to NWAS staff, dynamic risk assessment are undertaken to ensure the safety of staff in the event that they experience antisocial behaviour.



North West Ambulance Service 
NHS Trust

Domestic Abuse: Domestic Abuse remains a strategic priority for North West Ambulance Service (NWAS) and the Trust is continuing to develop processes in relation to abuse. Following the success of a 2014 pilot, a referral form for Domestic Abuse will be developed with provision for enhanced information sharing. This issue is incorporated within mandatory safeguarding training for NWAS officers and the Domestic Abuse procedures and guidance are available on the staff intranet.

Violence Against The Person: NWAS continue to deal with the effects of violent crimes and, in cases whereby an assault requires an emergency response, this is reported to the Police. Information sharing with the Police regarding violent offenders is ongoing through MAPPA and other multi-

processes. In relation to protecting NWS staff from violence, the service follows up all incidents of physical or sexual violence against officers and warning alerts are placed on relevant addresses to highlight violent offenders.

Sexual Offences & Rape: The sexual abuse of children, young people and adults is reported using the vulnerable person policies and procedures to ensure that the appropriate support is implemented. Mandatory training for NWS officers is in place regarding these issues.

Child Sexual Exploitation: Child Sexual Exploitation is addressed on the NWS e-learning site and also within the organisation's intranet site. There are also robust safeguarding procedures in place to ensure that any concerns regarding CSE are picked up and passed to the relevant agency.

Lancashire Fire and Rescue Service

Lancashire Fire and Rescue Service (LFRS) contribute to the structure of Blackpool Community Safety Partnership by being a partner member and sharing the LFRS vision of a 'Safer Lancashire' and a 'Safer Blackpool'. The LFRS Service Plan will play a significant role in supporting partners to tackle the Strategic Assessment priorities and causation factors, with a key area of this plan concerning the commitment to 'Preventing & Protecting' the people of Blackpool. Lancashire Fire and Rescue Service intends to deliver on this aspect of the plan by engaging in the following activities:



- Working in partnership with Blackpool Housing enforcement to target high risk residential accommodation to carry out Fire Safety Enforcement. Key wards and Super Output Areas (SOA's) will continue to be targeted in order to respond to risks identified within dwellings, and LFRS will continue to support the Council's Selective Licensing scheme.
- Recognising the Indices of Deprivation. Lancashire Fire and Rescue Service will continue to target resources in key areas of need in order to support Blackpool in being a safer place to work and live. Interventions in SOA's will be undertaken to reduce the effects and causational potential of poverty and deprivation.
- Working to educate young people. LFRS will continue to utilise educational programmes to prevent and protect young people, as well as signposting young people who may be at risk within the community. This will be done through the continued delivery of the Princes Trust

Scheme, further development of the Fire Cadet scheme, delivery of Road Safety education packages, the continuation of Fire Safety education, implementation of specialist intervention methods for young people engaged in fire setting, continued provision of diversionary activities for young people, and supporting partner initiatives to influence outcomes for children and young people.

- Reducing antisocial behaviour and deliberate fires as a key priority by working with partners to reduce the effects of fire and to actively reduce risk. This will be done through conducting Visual Audits of key areas for littering, refuse and fly-tipping, ensuring prompt remove of waste and large items, supporting community initiatives, 'Preventing & Protecting' properties identified as at-risk from fire, reducing the potential for fires within vacant properties by pursuing securing and boarding up, and supporting security and regeneration of properties within communities.

Lancashire Fire and Rescue Service are committed to the work of the Community Safety Partnership and will engage with communities to effectively raise awareness in improving the health, safety, and wellbeing of Blackpool residents. Support will continue to be provided to partner agencies in order to identify risk and protect children, young people, and vulnerable adults, and prevent them from further harm.

Public Health Drug & Alcohol Services

Drug and Alcohol services will continue to support the Community Safety Partnership in tackling substance misuse that may ultimately lead to crime and antisocial behaviour. This will be done by:

- Providing structured treatment to all Blackpool residents at the point of need and ensure services meet new and emerging drug trends
- Continuing to commission a Young People's specialist drug and alcohol treatment service and ensuring it meets new & emerging drug trends
- Providing Arrest Referral treatment at the time of arrest and at court
- Development of Court and Community disposals for Drug and Alcohol offences
- Increasing the frequency of enforcement in relation to under-aged and proxy sales
- Identifying high risk drinkers through our Alcohol Specialist Nurses and providing relevant treatment
- Reducing the visibility of alcohol advertising to young people

- Continuing to raise awareness of minimum unit pricing
- Undertaking 'Making every contact count' training and licensing training
- Developing healthy attitudes to alcohol across the life course
- Engaging in early identification and support for alcohol issues
- Refreshing and develop a new Alcohol strategy
- Developing a Drug Strategy
- Developing a campaign to raise awareness on the impact of New Psychoactive Substances
- Reviewing treatment services in light of the budget reduction to the Public Health Grant
- Ensuring that Jobs, Friends and Houses link with treatment services and deliver the three Recovery Houses
- Continuing to Commission the role of Positive Steps, Healthy Futures in supporting individuals with training/education and employment
- Promoting responsible retailing and ensuring licences are only granted where there is evidence that there will be no negative impacts on crime and disorder in the area

Blackpool Coastal Housing

Antisocial Behaviour: All tenants residing in Blackpool Coastal Housing properties are responsible for their behaviour and conduct of themselves, friends and relatives and any other person living or visiting their property or communal area. Tenants are informed of these obligations when they sign up to a tenancy and it is also made clear that antisocial behaviour is absolutely not tolerated. However, should issues arise, BCH have a team of trained ASB Officers who deal specifically with issues relating to antisocial behaviour. There is also a dedicated Legal Officer who provides a monthly ASB surgery to BCH officers and offers advice on live cases.

Blackpool Coastal Housing is committed to helping the Partnership tackle antisocial behaviour through detailed policies and procedures on the issue, undertaking annual legal training, adhering to the ASB and Neighbourhood Strategy, actively participating in ASBRAC, and monthly case monitoring through a dedicated ASB IT system.



Domestic Abuse: Domestic Abuse is classified as a breach of tenancy under BCH regulations. If a tenant inflicts domestic abuse or violence against any family member, an application to court for a possession order will be made. If the perpetrator is not a Blackpool Coastal Housing tenant, other legal measures will be sought, such as a Civil Injunction. Support is also provided to victims of domestic abuse and, in cases where the risk of danger to the victim is grave, the waiting list will be bypassed and the victim rehoused as a matter of urgency. BCH officers are active members of MARAC, maintain strong partnerships with the Police, adhere to the BCH Domestic Abuse procedure, and undertake any relevant training in relation to this issue.

Violence Against The Person: Similarly to domestic abuse, committing any act of violence is a breach of tenancy. If a tenant, household member or visitor uses violence, abusive or threatening behaviour or language to any member of staff, elected member, contractor or tenant then BCH will take action on the tenancy which could lead to eviction. Blackpool Coastal Housing also has a widely publicised zero tolerance policy which is explained to tenants during the sign-up process and during tenancy audits and other tenancy visits.

Page 68 Sexual Offences & Rape and CSE: If an officer of Blackpool Coastal Housing has any concerns in relation to the sexual abuse of children, young people or adults, this is reported to the appropriate service using BCH's vulnerable person policy. BCH also work closely with the Police to share necessary information regarding the safeguarding of vulnerable individuals. All officers have undertaken mandatory training which highlights issues relating to child sexual exploitation. BCH will continue to support the Partnership in tackling Sexual Offences and CSE by adhering to both the Safeguarding Policy and the Vulnerable Adult Policy. The organisation is also a member of the Safeguarding Board.

Lancashire Women's Centres

In a bid to reduce re-offending, Lancashire Women's Centres have rolled out the AVERT project in the North West. This programme aims to support women within the Criminal Justice system who may have committed crime due to their life circumstances in order to prevent them from reoffending. Of the data taken from other areas who already have the programme in place, 93% of women demonstrated no further reoffending behaviour and 26 women participating in AVERT improved their life skills as a result of the intervention.



As part of the AVERT project, Lancashire Women's Centres offer women support with housing advice, debt and budget management skills, health and wellbeing, substance misuse, family and relationships, and problem solving skills. The service also provides counselling and peer mentoring.

AVERT will continue to support the Partnership in tackling the causal factors that may cause women to commit crime.

Blackpool Youth Offending Service

The Blackpool YOT Partnership Management Board's 2015-18 Youth Justice Plan will deliver the outcomes required by the Youth Justice Board and the priorities of the Community Safety Plan as follows:

- Reduction of youth re-offending
- Reduction in the numbers of first time entrants to the youth justice system
- Reduction in the use of youth custody
- Effective public protection, and
- Effective safeguarding

The YOT Partnership Management Board and the multi-agency Youth Offending Team will continue to seek to improve access to universal and specialist services to reduce the impact of mental ill-health, alcohol and substance misuse, poor physical health, family breakdown, homelessness, learning needs and poor educational outcomes on young people. The service will also continue to strengthen and improve restorative services to victims of youth crime. For example, the YOT's Reparation Programmes will enable young people to repair harm done and to make a positive contribution by continuing to support local projects, charities and communities.

The service will also implement the Youth Justice Board's updated and improved assessment and planning framework in 2016-17, AssetPlus, which draws on research to achieve better, more consistent results in addressing the factors which underpin offending by young people. The framework will provide individually-designed and targeted interventions with young people which will include the community safety priorities of anti-social behaviour, sexually harmful behaviour, and violence. Additional expertise developed in the service on sexually harmful behaviour, the speech, language and communication needs of vulnerable young people, will be maintained and developed.

For those young people who pose the highest risk, the YOT's strengthened risk management procedures and oversight of cases will continue to achieve improved public protection. The team's management of custodial sentences, praised in its last inspection, will continue to see young people subject to tight plans receiving high levels of supervision in the community on release.

OPCC / Lancashire Victim Services

The Office of the Police and Crime Commissioner will continue its commitment to support the Community Safety Partnership, particularly through the newly-formed Lancashire Victim Services. This Commissioner-led project aims to support victims of crime, reducing pressure on other agencies and working to reduce the long-term harm caused by all crimes and incidents, including violence, child sexual exploitation, sexual assault and rape and anti-social behaviour.

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Since its formation in April 2015, Lancashire Victim Services has supported 3,800 victims from the Blackpool area, approximately half of those having experienced incidents of violence.

Moving forward, Lancashire Victim Services will work closely with the CSP and other partners to ensure services exist to support those most affected by the CSP's priority areas, with the aim of using partnership work to make Blackpool a safer place to live.

Currently, Lancashire Victim Services offer:

- Lancashire-based Victim Support service, which includes immediate telephone help and face-to-face volunteer support
- CSE counselling services for children and their parents, provided by Trust House and The Birchall Trust
- A hate crime support service through the Victim's Voice partnership
- A bespoke service, overseen by Groundwork, which reflects the needs of young victims and supports them to rebuild and better their lives

The Commissioner's office will also continue to further support the CSP's work through the provision of grant monies for projects to address priority areas.

Equality Analysis Record Form (Revised April 2011)

Department:	Visitors Services
Team or Service Area Leading Assessment:	Community Safety Team
Title of Police/Service or Function:	Community Safety Plan 2016-2019
Lead Officer:	Paolo Pertica

Step 1 - Identifying the purpose or aims:

1. What type of policy, service or function is this?

Changing / updated policy.

2. What is the aim and purpose of the policy, service or function?

Under Section 6 of the Crime and Disorder Act 1998, obligations are placed on Community Safety Partnerships to formulate a Strategic Assessment in order to ascertain the levels and patterns of crime, disorder, antisocial behaviour and substance misuse in their area. From this assessment, a set of priorities are identified which will be adopted by the Partnership.

The Community Safety Plan 2016-2019 is underpinned by the Blackpool Community Safety Partnership 2015 Strategic Assessment. As a result of this assessment, the priorities identified as posing the greatest threat to local people are Antisocial Behaviour, Domestic Abuse, Violence Against The Person, Sexual Offences and Rape, and Child Sexual Exploitation. The plan, which will be refreshed annually, sets out the actions that will be required to tackle these issues over the next three years.

3. Please outline any proposals being considered:

The Community Safety Plan 2016-2019 will address five priorities as identified by the 2015 Strategic Assessment. Each priority works to serve an overarching aim: to reduce the threats to local residents that arise from Antisocial Behaviour, Domestic Abuse, Violence Against The Person, Sexual Offences and Rape, and Child Sexual Exploitation.

Within the plan, proposals of action to tackle the five priority areas are outlined to demonstrate the way in which these issues are going to be addressed. These action plans ultimately aim to make Blackpool a safer community by reducing the level of crime and disorder that occurs within the five specified priorities.

4. What outcomes do we want to achieve?

The Community Safety Plan 2016-2019 aims to tackle the outlined priorities in order to ensure that Blackpool is a safer, more resilient community.

5. Who is the policy, service or function intended to help/ benefit?

The Community Safety plan is intended to benefit all of the communities in Blackpool.

6. Who are the main stakeholders/ customers/ communities of interest?

There are no specific communities of interest because the Community Safety Plan aims to help and improve the lives of all Blackpool residents, ultimately enhancing community cohesion.

The primary stakeholders are the Statutory Authorities for the 1998 Crime & Disorder Act (as amended) which consists of Lancashire Constabulary, Blackpool Council, NHS Blackpool, Lancashire Fire & Rescue Service and Lancashire Probation Trust.

7. Does the policy, service or function have any existing aims in relation to Equality/ Diversity or community cohesion?

The Community Safety Plan 2016-2019 has an overarching aim to increase community cohesion through the reduction of crime and antisocial behaviour. The specific demographic of Blackpool has been considered within the plan, particularly in relation to the causational factors that may lead to crime and antisocial behaviour. Deprivation is one of these factors and has been addressed throughout the plan.

Step 2 – Considering existing information and what this tells you:

8. Please summarise the main data/ research and performance management information in the box below.

<i>Data / information</i>
Comprehensive analysis of all of the crime categories was carried out using a Lancashire-wide agreed matrix. The analysis is underpinned by the strategic threat matrix which highlights key threats at a local level, as well as using Existing Partnership Intelligence and local analytical products to provide supporting evidence. A Joint Strategic Needs Assessment approach was adopted in order to produce the Strategic Assessment and consultation with local stakeholders was undertaken.
<i>Research or comparative information</i>
Research was carried out using comparisons based on the Multi-Agency Data Exchange (MADE) data between 2012/13 and 2014/15.
<i>Key findings of consultation and feedback</i>
Consultation on the five priorities identified by the Strategic Assessment was carried out via an online survey which sought the views of local residents and businesses. The survey was then published in the local newspaper, as well as on the Council website, Council social media pages and through the Police service 'In The Know'. All feedback received from this consultation was in agreement with the identified priorities.

9. What are the impacts or effects for Key Protected Characteristics?

<i>Age</i>
No overall negative impacts have been identified associated with age. The Community Safety Plan does, however, have the potential to impact positively on all age groups by reducing overall levels of crime to ensure that less people – of any age – are affected.
Moreover, the partnership work that takes place in tackling the outlined priorities often involves services that help vulnerable people who have been victims of crime, or those who might be likely to become perpetrators of crime (i.e. children from disruptive families/chaotic lifestyles). This vulnerability can sometimes come as a direct consequence of a person's age.
Some agencies within the Partnership are undertaking work that is specific to young people, for example the Youth Offending Team & CSE work, and this is outlined within the plan.

<p><i>Disability</i></p> <p>As with age, there do not seem to be any overall negative impacts associated with disability with regards to the Community Safety Plan. Again, it has the potential to positively affect this group by reducing their risk of being a victim of crime through the aim to reduce crime within Blackpool.</p> <p>Disability is once again a factor where vulnerability could arise, something which is considered by partnership work in protecting victims of crime.</p>
<p><i>Gender Reassignment</i></p> <p>Blackpool has a large LGBT community and, consequently, has strong social and support networks for trans-gender people. It is hoped that work outlined under Aquamarine and Azure within the Community Safety Plan will enable partners to make reductions in crime and antisocial behaviour in order to impact upon hate crime.</p>
<p><i>Marriage and Civil partnership</i></p> <p>As aforementioned, domestic abuse is one of the five outlined priorities of the Community Safety Plan and this priority has the biggest impact on marriage and civil partnerships.</p> <p>In implementing strategies to tackle domestic abuse, such as changing young people’s attitudes towards violence, effective information sharing between partnerships and support for victims and their families, it is hoped that married couples and civil partnerships will be safer. Early Action work for families will also work to achieve this outcome.</p>
<p><i>Pregnancy and Maternity</i></p> <p>Blackpool has higher than average rates of teenage pregnancy, which has statistically been linked to low educational achievement, social exclusion and deprivation.</p> <p>This deprivation is a factor in Blackpool’s crime and disorder profile with those living in some of the most deprived areas in Blackpool being amongst the most deprived in the country. Crime hotspots are often a feature of these areas and attempting to tackle all forms of crime, as the Community Safety Plan does, may have an impact on pregnancy in reducing these levels of deprivation.</p> <p>Substance misuse of both drugs and alcohol is also a concern for pregnant mothers in Blackpool, and there are services available that encourage and support mothers to withdraw from misuse in order for them to have a safe and healthy pregnancy. Since substance misuse is one of the outlined priorities, this could also have an affect on pregnancy and maternity.</p>
<p><i>Race</i></p> <p>Blackpool has a growing Black and Minority Ethnic population, particularly since an increasing part of Blackpool’s seasonal workforce comes from European countries.</p> <p>In reducing the overall number of crime, the community becomes safer for everybody which is what the Community Safety Plan aims to do. As outlined previously, hate crime is very much part of this work.</p>

Religion and Belief

The growing Black and Minority Ethnic population has led to a more widespread range of beliefs amongst Blackpool residents. Similarly to race, there are no negative impacts of the Community Safety plan associated with religion and belief, however, the continuation of hate crime and community cohesion work outlined within the plan should have an impact on how religious groups are affected by crime.

However, in reducing overall crime the Community Safety plan aims to provide a safer community for all, so people of all religions and beliefs will also benefit from these changes.

Sex

One of the main impacts associated with sex from the Community Safety Plan will be the priority to tackle domestic abuse. A disproportionate number of women are still victims of domestic abuse and in directly tackling this threat through the Community Safety Plan; gender inequality should be positively impacted upon.

Sexual Orientation

Since Blackpool has such a high concentration of residents who are lesbian, gay or bisexual, those groups may be more likely to encounter crime either because there are simply more people from those groups in Blackpool, or as a direct result of being in those groups (i.e. victims of hate crimes).

The Community Safety Plan aims to achieve an overall reduction in crime which should benefit all members of the community, including those of gay, lesbian or bisexual sexual orientation.

12. What do you know about how the proposals could affect community cohesion?

High levels of crime generally tend to lead to low levels of community cohesion. The Community Safety Plan aims to positively impact upon crime levels, thus improving community cohesion. In this year's plan, causation factors have been included as part of the Strategic Assessment. In working to tackle the issues which underpin our community and sometimes detrimentally affect cohesion, the Community Safety Plan will be working on providing solutions to these issues at the earliest opportunity.

STEP 3 - ANALYSING THE IMPACT

13. Is there any evidence of higher or lower take-up by any group or community, and if so, how is this explained?

In general there does not appear to be any higher or lower take-up by any group or community. Some of the more deprived areas in Blackpool may be more likely to support the Community Safety Plan as a result of higher crime levels in those areas, however overall there does not seem to be an impact specifically affecting one group either positively or negatively.

14. Do any rules or requirements prevent any groups or communities from using or accessing the service?

No.

To ensure services provided by the Council are accessible, information is available upon request in a variety of formats including large print, Braille, on audiocassette or computer disk. We can also provide help for British Sign Language users and provide information in languages other than English.

Please ask for details or telephone 01253 477477

STEP 4 - DEALING WITH ADVERSE OR UNLAWFUL IMPACT

15. What can be done to improve the policy, service, function or any proposals in order to reduce or remove any adverse impact or effects identified?

The Community Safety Plan could be improved through liaising more frequently with Equality Groups around Blackpool, of which there are many, in order to get more comprehensive feedback regarding the aims of the plan. The priorities could then be amended accordingly.

16. What would be needed to be able to do this? Are the resources likely to be available?

It is not known at present whether resources to carry out the actions detailed in Question 15 are likely to be available as further continued Governmental cuts to public services are expected.

17. What other support or changes would be necessary to carry out these actions?

In order to carry out the above action, there would need to be the capacity between partnerships to carry out analysis of trends and patterns in relation to equality strands on a regular basis.

STEP 5 - CONSULTING THOSE AFFECTED FOR THEIR VIEWS

18. What feedback or responses have you received to the findings and possible courses of action? Please give details below.

The responses that were obtained during the consultation confirm that all of those who gave feedback agreed with the outlined priorities.

19. If you have not been able to carry out any consultation, please indicate below how you intend to test out your findings and recommended actions.

As aforementioned, consultation has already been carried out and was made available to the entire community in Blackpool. However, it is hoped that connections with Equality Groups in the town can continue to be strengthened as work continues around dealing with crime and antisocial behaviour, including hate crime.

STEP 6 - ACTION PLANNING

Please outline your proposed action plan below.

Issues/ adverse impact identified	Proposed action/ objectives to deal with adverse impact	Targets/Measure	Timeframe	Responsibility	Indicate whether agreed
Infrequent consultations with Equality Groups.	Include more Equality Groups within existing work & continue to work closely with Diversity & Cohesion officers across various partner organisations.	Number of representatives involved in ongoing work.	April 2017	Community Safety Team	
Lack of emphasis on equality issues within multi-agency and partnership meetings.	Use multi-agency meetings and partnerships (e.g. Bsafe Strategic Partnership Group, ASBRAC) to identify and address equality issues.	Equality issues on the agenda for these meetings.	Ongoing.	Chair of the meetings.	

STEP 7 - ARRANGEMENTS FOR MONITORING AND REVIEW

Please outline your arrangements for future monitoring and review below.

Agreed action	Monitoring arrangements	Timeframe	Responsibility	Added to Service Plan etc.
Regular monitoring of the Community Safety Plan.	The Community Safety Plan is monitored regularly by the Strategic Partnership Group.	Annually – next refresh April 2017.	Community Safety Partnership	

Date completed:

Signed:

Name:

Position:

Report to:	EXECUTIVE
Relevant Officer:	Carmel McKeogh, Deputy Chief Executive
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting:	7 th March 2016

POLICY FRAMEWORK REVIEW

1.0 Purpose of the report:

- 1.1 To present the final version of the Council Policy Framework (CPF) and Executive Policy Framework (EPF). The report sets out:
- An updated Policy Framework to reflect the organisation's new Council Plan priorities;
 - A clear golden thread with strategies aligned to the new priorities;
 - A list of strategies which are due to expire by March 2016.

2.0 Recommendation(s):

- 2.1 To recommend to the Council to:
- a) approve the Council and Executive Policy Framework in light of the new Council Plan priorities, please see Appendices 4a and 4b.
 - b) consider the strategies at Appendix 4c and agree that future iterations of these are approved by the Executive.

3.0 Reasons for recommendation(s):

- 3.1 As resources diminish and priorities change it is important that the work the Council does is focused and aligned to the organisation's priorities; similarly, the number of strategies has reduced over time, and it is equally important that the Council's strategic direction is clearly articulated.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

To agree a different policy framework.

To not have a policy framework.

4.0 Council Priority:

4.1 The Policy Framework applies to both Council Priorities namely:

“The economy: Maximising growth and opportunity across Blackpool”

“Communities: Creating stronger communities and increasing resilience”

5.0 Background Information

5.1 Council Policy Framework

The Council Policy Framework or Constitutional Policy Framework consists of statutory documents and ones considered key to delivering the Council’s priorities. In recent years, developments have occurred legislatively and organisationally which have initiated further changes:

- A new Council Plan has been developed and adopted;
- The government published the Welfare Reform and Work Bill which effectively removes the duty to produce a Child Poverty Needs Assessment and Child Poverty Strategy.

5.2 Executive Policy Framework

The Executive Policy Framework (EPF) supports the achievement of the strategies in the (CPF). These are approved by the Executive as part of its role to run the Council on a day to day basis. Those developing strategies must obtain Corporate Leadership Team approval before developing or reviewing any document in the Executive Policy Framework or Constitutional Policy Framework. It is also a requirement of the Executive that all strategies, plans and policies are approved by the Corporate Leadership Team beforehand and the Executive.

5.3 Appendix 4b is a list of strategies that forms the basis of the Executive Policy Framework and will be published on the Council’s website with links to the relevant document. It includes a separate list of licensing policies and a separate list of internal corporate strategies. These are strategies which contribute indirectly to the

achievement of the Council’s priorities.

5.4 Appendix 4c is a list of strategies which have not been approved by the Executive. It is recommended that future iterations of these strategies are approved by the Executive.

5.5 **Partnership Strategies**

Many strategies are developed and delivered in partnership with other organisations and are driven by national policy. They are developed on a variety of footprints and can be Blackpool-specific, Fylde Coast or pan-Lancashire. This creates additional complexity when trying to align to organisational priorities.

5.6 Appendix 4d is an attempt to align Executive strategies to the Council Framework; however there is not clear alignment in many cases. Full alignment will happen over time as strategies expire and new strategies are developed in line with the Council Plan.

5.7 **Strategy reviews**

The following table shows strategies which are due to expire before March 2016. As part of the review process (and for any new strategies), a strategy template will be required for Corporate Leadership Team and Leadership Team to enable links to other strategic plans to be made and for approval to proceed with the development process, in instances where the strategy is not statutory.

Strategy	Progress update
Local Transport Plan 2011 – 2016	A new strategy is in development.
Highways Asset Management Plan	A new plan is in development.
Health and Wellbeing Strategy 2013 – 15	A new strategy is in development.
Child Poverty Framework 2012 – 15	There are no plans to refresh this due to forthcoming legislation to remove the duty to have a Child Poverty Strategy. The Council’s approach to addressing child poverty will be written into the new HWB Strategy.
Community Safety Plan 2012 – 15	A new strategy is included on this agenda for approval
Housing Related Support Commissioning Strategy 2014 – 16	To be reviewed this year.

Mental Health Action Plan 2013 – 15	This has been refreshed
Alcohol Strategy 2013 – 16	This will be refreshed in May 2016.
Sexual Health Strategy 2013 – 16	A sector led improvement exercise with Lancashire County Council, Blackburn with Darwen Council and Cumbria County Council is due for completion in June; the strategy will be refreshed by October 2016.
Internal Audit Plan 2015 – 2016	The plan is currently being refreshed.

5.8 Does the information submitted include any exempt information? No

5.9 **List of Appendices:**

Appendix 4a – Council Policy Framework (CPF)
Appendix 4b – Executive Policy Framework (EPF)
Appendix 4c– Strategies not included on the EPF
Appendix 4d– Strategies aligned to Council Priority

6.0 **Legal considerations:**

6.1 A number of the strategies that are due to expire are statutory. Therefore it is important that the necessary plans are in place to refresh the documents.

7.0 **Human Resources considerations:**

7.1 None

8.0 **Equalities considerations:**

8.1 None

9.0 **Financial considerations:**

9.1 None

10.0 **Risk management considerations:**

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

14.0 Key decision information:

14.1 Is this a key decision? No

14.2 If so, Forward Plan reference number:

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed:

Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members present:

20.1

21.0 Call-in:

21.1

22.0 Notes :

22.1

Council Policy Framework

The following list of strategies and policies make up the Council's Policy Framework and must be approved by Council.

Strategy	Status	Statutory	Approval date	Expiry review period	Review date	Cabinet Member	Chief Officer	Lead Officer
Council Plan 2015 – 20 Overarching strategic plan describes the two main priority areas for the next five years	LIVE	No	Executive November 2015 Council December 2015	September 2019	2020	Leader of the Council Cllr Simon Blackburn	Deputy Chief Executive Carmel McKeogh	Head of Corporate Development, Communications and Engagement Sally Shaw

Priority One – The Economy: Maximising growth and opportunity across Blackpool

Strategy	Status	Statutory	Approval date	Review period	Expiry date	Cabinet Member	Chief Officer	Lead Officer
Blackpool Local Plan Part One: Core Strategy 2012 – 2027	LIVE	Yes – requirement of Town and Country Planning (Local Planning) (England) Regulations 2012	Executive 18 January 2016 Council	September 2020	March 2027	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Head of Development Plans and Projects Jane Saleh
Local Transport Plan 2011 – 16	LIVE	Yes – requirement of Local Transport Act 2008	Executive 23 March 2011	September 2015	March 2016	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian	Director of Place Alan Cavill	Transport Policy Manager Jeremy Walker

Priority One – The Economy: Maximising growth and opportunity across Blackpool

Strategy	Status	Statutory	Approval date	Review period	Expiry date	Cabinet Member	Chief Officer	Lead Officer
						Campbell		
Destination Management Plan 2015 – 17* *Requires approval by Council	LIVE	No	Executive 9 March 2015	September 2016	March 2017	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Head of Places Directorate Development Team Philip Welsh

Priority Two – Communities: Creating stronger communities and increasing resilience

Strategy	Status	Statutory	Approval date	Review period	Expiry date	Cabinet Member	Chief Officer	Lead Officer
Health and Wellbeing Strategy 2012 – 15	LIVE	Yes – requirement of Health and Social Care Act 2012	Executive 15 April 2013 Council 26 June 2013	September 2015	December 2015	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Corporate Development, Policy and Research Manager Scott Butterfield
Child Poverty Framework 2012 – 15	LIVE	Yes – requirement of Child Poverty Act 2010; currently being repealed as part of Welfare Reform and Work Bill	Executive 11 July 2012 Council 19 Sept 2012	September 2015	December 2015	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Deputy Chief Executive Carmel McKeogh	Corporate Development, Policy and Research Manager Scott Butterfield
Community Safety	LIVE	Yes –	Executive	September	March	Deputy Leader	Chair of BSafe/	Head of Visitors

Plan 2012 – 15		requirement of Crime and Disorder Act 1998	19 Nov 2012 Council 28 Nov 2012	2015	2016	(Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Public Health Dr Arif Rajpura	Services Paolo Pertica
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While the strategies above appear to have expired, they will remain in place until replacements are approved.

The following strategies will be added once they have been developed and approved through the correct process:

Strategy	Status	Statutory	Approval date	Review Period	Review date	Cabinet Member(s)	Chief officer	Lead officer
Youth Justice Plan 2015 – 16	Draft	Yes – requirement of Crime and Disorder Act 1998 to be produced on an annual basis	2015	December 2016	March 2016	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of People Delyth Curtis	Head of Youth Offending Team Andrew Lowe
Children and Young People’s Plan 2016 – 19	Planned	No	Spring 2016	September 2018	March 2019	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of People Delyth Curtis	Corporate Development, Policy and Research Manager Scott Butterfield
Food and Coast Growth Accelerator Strategy 2016 – 2026	Draft	No	Spring 2016	September 2026	March 2026	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Head of Places Directorate Development Team Philip Welsh
Health and Wellbeing Strategy 2016 – 20	Draft	Yes	Spring/Summer 2016	September 2019	December 2019	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Corporate Development, Policy and Research Manager Scott Butterfield

Licensing policies are also statutory and must be approved by Council.

Licensing Authority Policies								
Strategy	Status	Statutory	Approval date	Review period	Expiry date	Cabinet Member	Chief Officer	Lead Officer
<ul style="list-style-type: none"> Statement of Licensing Policy 2015 – 19 	LIVE	Yes	Licensing Committee 3 June 2015 Executive 22 June 2015 Council 8 July 2015	September 2018	March 2019	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Governance and Regulatory Services Mark Towers	Principal Solicitor (Licensing) Sharon Davies
<ul style="list-style-type: none"> Statement of Policy and Principles under the Gambling Act 2005 (2016 – 2019) 	LIVE	Yes	Licensing Committee 27 October 2015 Executive 2 November 2015 Council 25 November 2015	September 2018	January 2019	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Governance and Regulatory Services Mark Towers	Principal Solicitor (Licensing) Sharon Davies
<ul style="list-style-type: none"> Hackney Carriage and Private Hire Licensing Policy (2016 – 19) 	LIVE	No – considered good practice	Licensing Committee 27 October 2015 Executive 7 March 2016	September 2018	March 2019	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Governance and Regulatory Services Mark Towers	Principal Solicitor (Licensing) Sharon Davies
<ul style="list-style-type: none"> Statement of Licensing Policy for Sex 	LIVE	Local Government (Miscellaneous)	Licensing Committee 2 November	September 2015	March 2017	Deputy Leader (Tourism, Economic Growth	Director of Governance and Regulatory	Principal Solicitor (Licensing) Sharon Davies

Establishments		Provisions) Act 1982	2011			and Jobs) Clr Gillian Campbell	Services Mark Towers	
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EXECUTIVE POLICY FRAMEWORK

The following strategies list of strategies make up the Executive policy framework, they must be approved by the Executive. Those highlighted in bold are also on the Council Policy Framework.

PRIORITY ONE - The Economy: Maximising growth and opportunity across Blackpool									
Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
Blackpool Local Plan Part One: Core Strategy 2012 – 27	LIVE (to be adopted January 2016)	Yes	Yes – requirement of Town and Country Planning (Local Planning) (England) Regulations 2012	Executive 16 June 2014 Council 25 June 2014	September 2020	March 2027	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Head of Development Plans and Projects Jane Saleh
Lancashire and Blackpool Flood Risk Management Strategy 2014 – 17	LIVE	No	Yes – requirement of the Flood and Water Management Act 2010	Executive 19 May 2014	September 2016	March 2017	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Head of Coastal and Environmental Partnership Investments Clare Nolan-Barnes
Destination Management Plan 2015 – 17	LIVE	Yes	No	Executive 9 March 2015	September 2016	March 2017	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian	Director of Place Alan Cavill	Head of Places Directorate Development Team Philip Welsh

*requires approval at

PRIORITY ONE - The Economy: Maximising growth and opportunity across Blackpool

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
Full Council							Campbell		
Town Centre Strategy 2013 – 28	LIVE (15 year vision with 5 year action plan)	No	No	Executive 22 March 2013	September 2027	March 2028	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Head of Development Plans and Projects Jane Saleh
Built Heritage Strategy	LIVE	No	No	Executive 18 January 2016	September 2018	March 2019	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Service Manager Built Heritage Carl Carrington
Local Transport Plan 2011 – 2016	LIVE	Yes	Yes	Executive 23 March 2011	September 2015	April 2016	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Transport Policy Manager Jeremy Walker
• Local Transport Plan Programme 2015/16 – 2017/18	LIVE	No	Yes	Executive 9 March 2015	September 2016	March 2017	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Transport Policy Manager Jeremy Walker
• Highways Asset	LIVE	No	Yes	Executive	September	March	Deputy Leader	Director of Place	Transport Policy

PRIORITY ONE - The Economy: Maximising growth and opportunity across Blackpool

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
Management Plan	(to be replaced with Road Asset Management Strategy 2016)			24 March 2010	2015	2016	(Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Alan Cavill	Manager Jeremy Walker

PRIORITY TWO - Communities: Creating stronger communities and increasing resilience

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
Child Poverty Framework 2012-15	LIVE	Yes	Yes – Child Poverty Act 2010; currently being repealed as part of Welfare Reform and Work Bill	Executive 11 July 2012 Council 19 Sept 2012	September 2015	December 2015	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Deputy Chief Executive Carmel McKeogh	Corporate Development, Policy and Research Manager Scott Butterfield
Children and Adults Commissioning Strategy 2015 – 18	LIVE	No	No	Executive 23 February 2015	September 2017	March 2018	Cabinet Secretary (Resilient Communities) Cllr Graham	Director of People Delyth Curtis	Head of Commissioning and Contracts Val Raynor

PRIORITY TWO - Communities: Creating stronger communities and increasing resilience

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
							Cain		
Housing Related Support Commissioning Strategy 2014 – 16	LIVE	No	No	Executive 24 March 2014	September 2015	March 2016	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Deputy Director of People Karen Smith	Head of Commissioning and Contracts Val Raynor
Homelessness Prevention Strategy 2014 – 16	LIVE	No	Yes	Executive 27 January 2014	September 2016	December 2016	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Place Alan Cavill	Fylde Coast Housing Strategy Manager Andrew Foot
Fylde Coast Tenancy Strategy 2013 – 16	LIVE	No	Yes	Executive 17 June 2013	September 2016	December 2016	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian Campbell	Director of Place Alan Cavill	Fylde Coast Housing Strategy Manager Andrew Foot
Community Safety Plan 2012 – 15	LIVE – to be replaced with Community Safety Plan 2016 – 19 once approved at Executive	Yes	Yes – Crime and Disorder Act 1998	Executive 19 Nov 2012 Council 28 Nov 2012	September 2015	March 2016	Deputy Leader (Tourism, Economic Growth and Jobs) Cllr Gillian	Director of Place Alan Cavill	Head of Visitors Services Paolo Pertica

PRIORITY TWO - Communities: Creating stronger communities and increasing resilience

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
							Campbell		
Health and Wellbeing Strategy 2013 – 15	LIVE	Yes	Yes – Health and Social Care Act 2012	Executive 15 April 2013 Council 26 June 2013	September 2015	December 2015	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Corporate Development, Policy and Research Manager Scott Butterfield
<ul style="list-style-type: none"> Children and Young People’s Emotional Health and Wellbeing Transformation Plan 2015 – 2018 	In development	No	CCG’s must lead development of plans with partners	Health and Wellbeing Board October 2015	March 2017	October 2018	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of People Delyth Curtis	Divisional Commissioning Manager Claire Grant
<ul style="list-style-type: none"> Blackpool Tobacco Control Strategy 2014 – 16 	LIVE	No	No	Health and Wellbeing Board October 2014	March 2016	October 2016	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Public Health Specialist Liz Petch
<ul style="list-style-type: none"> Alcohol Strategy 2013 – 16 	LIVE	No	No	Health and Wellbeing Board March 2013	September 2015	March 2016	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Public Health Specialist Judith Mills
<ul style="list-style-type: none"> Sexual Health 	LIVE	No	No	Health and	September	March	Cabinet	Director of	Public Health

PRIORITY TWO - Communities: Creating stronger communities and increasing resilience

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
Strategy 2013 – 16				Wellbeing Board April 2014	2015	2016	Secretary (Resilient Communities) Cllr Graham Cain	Public Health Dr Arif Rajpura	Specialist Judith Mills
<ul style="list-style-type: none"> Mental Health Action Plan 2013 – 15 	LIVE (refreshed in 2015)	No	No	Health and Wellbeing Board December 2013	September 2015	December 2015	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Public Health Specialist Judith Mills
Healthy Weight Strategy 2014 – 16	LIVE (currently being refreshed for 2016)	No	No	Health and Wellbeing Board January 2014	September 2015	December 2015	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Public Health Specialist Judith Mills
<ul style="list-style-type: none"> Drug Prevention Strategy 2016 – 19 	In development	No	Yes – Crime and Disorder Act 1998	Health and Wellbeing Board tbc Executive tbc	September 2018	March 2019	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Director of Public Health Dr Arif Rajpura	Public Health Specialist Judith Mills
Youth Justice Plan 2015 – 16	In development	Yes	Yes – Crime and Disorder Act 1998	Tbc	Annual	Tbc	Cabinet Secretary (Resilient Communities)	Director of People Delyth Curtis	Head of Youth Offending Team Andrew Lowe

PRIORITY TWO - Communities: Creating stronger communities and increasing resilience

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member	Chief officer	Lead officer
							Clr Graham Cain		

Corporate Strategies

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member(s)	Chief officer	Lead officer
Business Continuity Management Framework 2014 – 17	LIVE	No	Yes – requirement of the Civil Contingencies Act	Finance and Audit Committee 24 April 2014	September 2016	March 2017	Leader of the Council Cllr Simon Blackburn	Director of Resources Steve Thompson	Chief Internal Officer Tracy Greenhalgh
Medium Term Financial Strategy 2015-16 to 2017-18	LIVE	No	No – considered best practice by CIPFA	Executive 19 Jan 2015	September 2017	March 2018	Leader of the Council Cllr Simon Blackburn	Director of Resources Steve Thompson	Director of Resources Steve Thompson
Strategic Audit Plan 2014 – 17	LIVE	No	No	Finance and Audit Committee 5 December 2013	June 2016	December 2017	Leader of the Council Cllr Simon Blackburn	Director of Resources Steve Thompson	Chief Internal Officer Tracy Greenhalgh
Internal Audit Plan 2015 – 2016	LIVE	No	No – considered best practice by CIPFA	Finance and Audit Committee 5 March 2015	December 2015	March 2016	Leader of the Council Cllr. Simon Blackburn	Director of Resources Steve Thompson	Chief Internal Officer Tracy Greenhalgh
Treasury Management Strategy 2016 – 17	LIVE	No	Yes	Executive Council 8 February 2016	December 2015	March 2016	Leader of the Council Cllr. Simon Blackburn	Director of Resources Steve Thompson	Chief Accountant Phil Redmond
Commissioning and Procurement	LIVE	No	No	Executive 18 January	September 2018	December 2018	Leader of the Council	Director of Resources	Head of Procurement

Corporate Strategies

Strategy	Status	Council Policy Framework	Statutory	Approval	Review period	Expiry date	Cabinet Member(s)	Chief officer	Lead officer
Strategy 2016 – 19				2016			Cllr. Simon Blackburn	Steve Thompson	and Development Trevor Rayner
Income and Debt Recovery Strategy 2014 – 17	LIVE	No	No	Finance and Audit Committee 13 March 2014	September 2016	March 2017	Leader of the Council Cllr. Simon Blackburn	Director of Resources Steve Thompson	Head of Procurement and Development Trevor Rayner
Risk Management Framework 2014 – 17	LIVE	No	No	Finance and Audit Committee 24 April 2014	September 2016	March 2017	Leader of the Council Cllr. Simon Blackburn	Director of Resources Steve Thompson	Chief Internal Officer Tracy Greenhalgh
Workforce Strategy 2016 – 20	LIVE	No	No	Executive 18 January 2016	September 2019	December 2020	Leader of the Council Cllr. Simon Blackburn	Deputy Chief Executive Carmel McKeogh	Head of HR, Organisational and Workforce Development Linda Dutton

STRATEGIES NOT INCLUDED ON THE EXECUTIVE POLICY FRAMEWORK (EPF)

Future iterations of these strategies should be approved by the Executive.

Strategy	Status	Council Policy Framework	Statutory	Approval	Review date	Cabinet Member	Partnership/ committee	Priority	Chief officer	Lead officer
Children and Young People's Plan 2013 – 16	LIVE	No (but should be)	No	Not approved by Executive	2015 – 16	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	Children and Young People's Partnership	2	Director of People Delyth Curtis	
Looked After Children Strategy 2015 – 17* Page 103	LIVE	No	Yes	Not approved by Executive (CLT March 2015)	2017	Cabinet Secretary (Resilient Communities) Cllr Graham Cain		2	Director of People Delyth Curtis	Head of Children's Social Care and Early Help Amanda Hatton
School Organisation Plan 2015 – 20*	LIVE	No	No	CLT April 2015	2020	Cabinet Secretary (Resilient Communities) Cllr Graham Cain	1, 7	1	Director of People Delyth Curtis	Deputy Director of People Carl Baker

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An overview of the current Policy Framework

Council Policy Framework	Council Plan					
	Priority One – The economy			Priority Two – Resilient Communities		
	Blackpool Local Plan: Core Strategy 2012 – 27	Local Transport Plan	Destination Management Plan	Health and Wellbeing Strategy	Child Poverty Framework	Community Safety Plan
<p>Executive Policy Framework</p>	<ul style="list-style-type: none"> Lancashire and Blackpool Flood Risk Management Strategy Town Centre Strategy 	<ul style="list-style-type: none"> Local Transport Plan Programme 2015/16 – 2017/18 Highways Asset Management Plan 		<ul style="list-style-type: none"> Children and Adults Commissioning Strategy 2015 – 18 Housing Related Support Commissioning Strategy 2014 – 16 Homelessness Prevention Strategy 2014 – 16 Fylde Coast Tenancy Strategy 2013 Children and Young People’s Emotional Health and Wellbeing Transformation Plan 2015 – 2018 Blackpool Tobacco Control Strategy 2014 – 16 Alcohol Strategy 2013 – 16 Sexual Health Strategy 2013 – 16 Mental Health Action Plan 2013 – 15 Healthy Weight Strategy 2014 – 16 Drug Prevention Strategy 2016 – 19 		

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Report to:	EXECUTIVE
Relevant Officer:	John Blackledge, Director of Community and Environmental Services
Relevant Cabinet Member:	Councillor Gillian Campbell, Deputy Leader of Council (Tourism, Economic Growth and Jobs)
Date of Meeting:	7 th March 2016

PUBLIC SPACE PROTECTION ORDER FOR PARKS AND GREEN SPACES

1.0 Purpose of the report:

- 1.1 To agree to implement a Public Space Protection Order (PSPO) covering the Parks and green spaces. This new Order prohibits certain behaviours and creates criminal offences for persons who choose not to comply with the Order.

2.0 Recommendation(s):

- 2.1 To approve the Public Space Protection Order for Parks and Green Spaces set out in Appendix 5a.

3.0 Reasons for recommendation(s):

- 3.1 To give the Council and Police greater powers in relation to dealing with anti-social behaviour in public spaces.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

Not to approve the proposed order although it should be noted that in relation to managing the types of behaviour causing concern to local residents and visitors alike, Public Space Protection Orders provide new powers that were not previously available.

4.0 Council Priority:

4.1 The relevant Council Priority is:

“Communities: Creating stronger communities and increasing resilience”

5.0 Background Information

5.1 The Executive is reminded that on 26th January 2015 (Decision EX2/2015 refers), approval was given to enter into a twelve week public consultation in relation to the implementation of two Public Space Protection Orders; the town centre/promenade and parks/open spaces. In relation to the latter, the results of the consultation relating to the parks/open spaces were to be considered subsequent to the completion of the process in relation to the town centre.

5.2 In October 2014, the Government implemented the Anti-Social behaviour and Policing Act 2014 (“the Act). The purpose of the Act is to give local authorities and the Police more effective powers to tackle anti-social behaviour (ASB), providing better protection for victims and communities.

5.3 Amongst these new tools and powers are Public Spaces Protection Orders (PSPO's), which are designed to stop individuals or groups committing anti-social behaviour in a public space. It is for each individual Council to determine what behaviour(s) they want to make the subject of a Public Space Protection Order.

5.4 Public Space Protection Orders will provide Councils with a flexible power to implement local restrictions to address a range of anti-social behaviour issues in public places in order to prevent future problems.

5.5 Local authorities can make an order as long as two conditions are met:

First condition:

- Activities carried out in a public space within the local authority’s area have a detrimental effect on the quality of life of those in the locality, or
- It is likely that activities will be carried out in a public place within the area that will have such an effect.

Second condition:

The effect or likely effect of the activities:

- Is, or is likely to be, of a persistent or continuing nature;
- Is, or is likely to be, such as to make activities unreasonable;
- Justifies the restrictions imposed by the notice.

5.6 The Council has engaged in a 12 week consultation exercise with:

- the Chief Officer of Police;
- the Police Crime Commissioner;
- the owners or occupier of the land in question (as far as is practicable);
- Friends of the Parks groups;
- Visit Blackpool;
- Elected Members.

The Consultation sought views on:

- Regularity of visits to Parks;
- Use of Parks;
- Problems in Parks;
- Issues that impact on visitors;
- Proposed regulation;
- Severity of issues;
- Opinion on proposals.

5.7 The Public Space Protection Order public consultation ran from 11 June to 31 August 2015. Residents and stakeholders could have their say in a number of ways:

1. An open-access online survey was developed and hosted on the Council's website. This was widely promoted through Council social media accounts, the Your Blackpool resident newspaper, the Council for Voluntary Services e-newsletter and press releases.
2. Paper questionnaires were distributed to all libraries and children's centres in the Borough. This enabled those without access to the internet to have their say.
3. Pro-active engagement with residents was undertaken through face-to-face interviews in Blackpool town centre and a range of parks across the Blackpool.

5.8 A total of **1,062 responses** were received to the Public Space Protection Orders consultation, consisting of:

- 750 face-to-face interviews;
- 134 online responses;
- 178 paper returns.

5.9 ***The response to the consultation:***

- 61% of consultation respondents visit a local park at least once a week with 27% of those visiting almost every day;
- Of those who do visit a local park, 74% do so for recreational activities, 37% go to walk a dog, 12% for events, 10% for sport and 1% for other reasons.

The issues expressed as being of the greatest concern relate to substance misuse, including alcohol (47%) and people causing harassment alarm of distress or vandalism (44%). The percentages relate to people seeing these issues as very big or fairly big problems. However, in terms of addressing the issues, 78% of people believe that action should be taken against people causing or involved in these issues, with 86% of people over 65 strongly or tending to agree with action being taken.

When people were asked about commercial activities, driving or the use of remote controlled (water, air or land) items, these were not seen as a particular problem. However, in all cases more people than not believe that these activities should be regulated or licensed. In terms of commercial activities and driving in parks, these clearly require regulating. However, use of remote control items would require to be considered on a case by case basis and related to whether the use of the item constituted anti-social behaviour or causes harassment, alarm or distress.

The consultation gave people the opportunity to suggest anything else which they consider to be a problem in the Borough's parks. Dog fouling and dogs off leads dominated many of the comments, however these are covered by the current Dog Control Order which will expire in 2017/18 and a new Public Space Protection Order will be created to deal with these issues.

Attached is the Consultation Report at Appendix 5b, which deals with the responses comprehensively.

5.10 Any prohibitions or requirements must be reasonable in order to prevent the detrimental effect from occurring or reoccurring, or must reduce the detrimental effect or reduce the risk of its occurrence, reoccurrence or continuance.

- 5.11 A prohibition or requirement may be framed so that it applies to all persons, persons fitting specified criteria, or to all persons except those in specified categories. It can be applicable at all times, or only at specified times, or at all times except those specified.
- 5.12 A Public Space Protection Order can be made for a maximum of three years. The legislation provides they can be extended at the end of the period, but only for a further period of up to three years. However, orders can be extended more than once. Local authorities can increase or reduce the restricted area of an existing order, amend or remove a prohibition or requirement, or add a new prohibition or requirement. They can also discharge an order but further consultation must take place for varying or discharging orders.
- 5.13 The Order can be enforced by Police Officers, authorised Police and Community Support Officers, Council Officers and other designated groups, including officers under the Community Safety Accreditation Scheme.
- 5.14 Any interested person can challenge the validity of a Public Space Protection Orders in the High Court but the challenge must be made within six weeks. An ‘interested person’ means an individual who lives in the restricted area or who regularly works or visit that area.
- 5.15 Appendix 5a details the proposed Public Space Protection Order for Parks and Open Spaces, which relate to the following:
- Engaging in Anti-social Behaviour , Vandalism or Causing Harassment, Alarm or Distress;
 - Consumption of alcohol in a public place;
 - The Use of Psychoactive Substances (known as ‘legal highs’);
 - Carrying out Regulated Activities without permission (commercial activities etc).

5.12 Does the information submitted include any exempt information? No

5.13 **List of Appendices:**

Appendix 5a – Draft Public Space Protection Order for Parks and Open Spaces
 Appendix 5b - Consultation Report

6.0 Legal considerations:

6.1 The process of implementing Public Space Protection Order is being conducted through an appropriate and due process. Counsel's opinion has been sought on the wording and validity of the Public Space Protection.

7.0 Human Resources considerations:

7.1 The implementation will be by authorised staff within the Council, Police Community Support Officers and the Police.

8.0 Equalities considerations:

8.1 The aim is to ensure that Parks are accessible to all.

9.0 Financial considerations:

9.1 Consideration will be given to the cost of new signage if required, although under the new legislation signage is whatever the authority deems appropriate.

10.0 Risk management considerations:

10.1 Authorised officers will need to have completed appropriate training in order to be able to issue fixed penalties.

11.0 Ethical considerations:

11.1 The management of Public Space Protection Orders will be subject to the current Performance Management arrangements within the division, with performance benchmarking as part of the process.

12.0 Internal/ External Consultation undertaken:

12.1 Town wide consultation has taken place with relevant partners, the Police Crime Commissioner, residents, businesses and community groups.

13.0 Background papers:

13.1 None

14.0 Key decision information:

14.1 Is this a key decision? Yes

- 14.2 If so, Forward Plan reference number: 16/2015
- 14.3 If a key decision, is the decision required in less than five days? N/A
- 14.4 If **yes**, please describe the reason for urgency:
- 15.0 Call-in information:**
- 15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No
- 15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26th February 2016 Date approved: N/A

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members in attendance:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1

IN THE MATTER OF BLACKPOOL BOROUGH COUNCIL AND A PUBLIC SPACES PROTECTION ORDER

DRAFT PARKS ORDER

Definitions

1. For the purposes of this Order, the following definitions will apply:
 - ‘Alcohol’ has the meaning given by section 191 of the Licensing Act 2003;
 - ‘Authorised person’ means a constable, a police community support officer or a person authorised in writing by Blackpool Council;
 - ‘Motorised vehicle’ means a self-propelled contrivance designed for the carriage of persons or things, whether or not it is registered as a vehicle; and
 - ‘Commercial activity’ means activities carried out in the course of a business or for payment of any kind.

2. Upon considering all the information provided during a consultation period running from 11 June to 31 August, Blackpool Council is satisfied that the following activities are taking place within the restricted areas (the Land described in Schedule 1):
 - Engaging in Anti-social Behaviour , Vandalism or Causing Harassment, Alarm or Distress;
 - Consumption of alcohol in a public place;
 - The Use of Psychoactive Substances (known as ‘legal highs’);
 - Carrying out Regulated Activities without a permission.

3. Blackpool Council is further satisfied that the activities referred to in paragraph 2 above are having or are likely to have a detrimental effect on the quality of life of those in the locality and it therefore makes a Public Spaces Protection Order, the terms of which are explained below.

4. Unless otherwise stated, the prohibitions and requirements detailed below shall apply at all times of the day and all days of the week throughout any calendar year throughout the entirety of the restricted areas.

A – Anti-social Behaviour etc.

1. All persons are prohibited from acting in a manner that causes or could cause another person harassment, alarm or distress.

2. All persons are prohibited from using threatening, abusive or insulting words or behaviour.

3. All persons are prohibited from acting in an anti-social manner or from exhibiting disorderly behaviour.

4. All persons are prohibited from displaying any writing, sign or other visible representation which is threatening, abusive or insulting.

5. All persons are prohibited from intentionally or recklessly damaging any property not belonging to them.

6. All persons are prohibited from drinking alcohol in the restricted areas. This provision does not apply to alcohol being consumed within premises licensed under the Licensing Act 2003 or s115E of the Highways Act 1980.

7. Where an authorised person reasonably believes that a person is consuming alcohol or has been consuming alcohol in breach of this Order; or where an authorised person reasonably

believes that a person intends to consume alcohol in circumstances which would be a breach of this Order, then the authorised person can take the following steps:

- a) To prohibit the person from consuming alcohol or anything which the authorised person reasonably believes is an alcoholic beverage in breach of this Order; and
- b) To require that the person must surrender any alcohol, or anything which the authorised person reasonably believes to be alcohol, that is in the person's possession, including a container for alcohol.

C – Psychoactive substances (so-called 'Legal Highs')

8. All persons are prohibited from ingesting, inhaling, injecting or smoking any substance which has the capacity to stimulate or depress the central nervous system.
9. This prohibition does not apply where:
 - a) The substance is used for a valid and demonstrable medicinal purpose;
 - b) The substance is given to an animal as a medicinal remedy;
 - c) The substance is a cigarette (tobacco) or vaporiser; or
 - d) The substance is a food product regulated by food, health and safety legislation.

D - Carrying out 'Regulated Activities' without a permission.

10. All persons are prohibited from carrying out any Regulated Activities within the restricted areas without written permission from Blackpool Council.

11. The Regulated Activities are:

- a) Commercial activities
- b) Driving or otherwise using motorised vehicles within the restricted area (except for electrically powered scooters designed for people with restricted mobility).

Penalties for Non-Compliance

Offences

12. If, without reasonable excuse, a person is found to be in breach any of the prohibitions or requirements in respect of activities A, C and D above, they will commit a criminal offence for which the maximum penalty upon summary conviction is a fine not exceeding level 3 on the standard scale.
13. In respect of activity B above, namely the consumption of alcohol, whilst it is not an offence in the same way as activities A,C and D, it is an offence if a person fails, without any reasonable excuse, to comply with an authorised person's request as per paragraph 6 (a) & (b) above. An authorised person who imposes a requirement under paragraph 6 (a) or 6 (b) must tell the person that failing without reasonable excuse to comply with the requirement is an offence.
14. In the event of such a failure, a person will commit a criminal offence for which the maximum penalty upon summary conviction is a fine not exceeding level 2 on the standard scale.

Fixed Penalties

15. An authorised person may issue a fixed penalty notice (FPN) of up to £100 to anyone he or she has reason to believe has committed an offence as described in paragraphs 5 – 10 above
16. A FPN is a notice offering the person to whom it is issued the opportunity of discharging any liability to conviction for the offence by payment of a fixed penalty to a local authority specified in the notice.
17. Where a person is issued with a notice under this section in respect of an offence:
 - e) no proceedings may be taken for the offence before the end of the period of 14 days following the date of the notice; and
 - f) the person may not be convicted of the offence if the person pays the fixed penalty before the end of that period.
18. A FPN will give reasonably detailed particulars of the circumstances alleged to constitute the offence; it will state the period during which proceedings will not be taken for the offence; it will specify the amount of the fixed penalty; it will state the name and address of the person to whom the fixed penalty may be paid and specify the permissible methods of payment.
19. This Order shall come into effect on XXXXXXXX 2016.
20. This Order shall have effect for a period of 3 years

1. Anchorsholme Park	Anchorsholme Lane West Blackpool FY5 LY
2. Ansdell Road Corner	Ansdell Road Blackpool FY1 6PZ
3. Amy Johnson Way Open Space	Amy Johnson Way Blackpool FY4 2RP
4. Ashfield Road Open Space	Ashfield Road Blackpool FY2 OHM
5. Bethesda Square Open Space	Bethesda Road Blackpool FY1 5DT
6. Bispham Cliffs adventure Play Area Open Space	Queens Promenade Blackpool FY2 9NY
7. Bispham Library Gardens	Devonshire Road Blackpool FY2 0HH
8. Bispham Recreation Ground	Devonshire Road Blackpool FY2 0HH
9. Bloomfield Road Corner Open Space	Bloomfield Road Blackpool FY1 6JN
10. Boundary Park	Garstang Road West Blackpool FY3 7JJ
11. Bridge House Open Space	Bridge House Road Blackpool FY4 4XX
12. Carr Road Open Space	Carr Road Blackpool FY5 5AG
13. Cavendish Recreation Ground	Holmfield Road Blackpool FY2 9LJ
15. Central Library Gardens	Queen Street Blackpool FY1 1PX
16. Champagne Avenue Open Space	Champagne Avenue Blackpool FY5 3UD
17. Claremont Park	Warley Road Blackpool FY1 2RW
18. Collingwood Avenue Park Open Space	Collingwood Avenue Blackpool FY3 8DA
19. Common Edge Road Playing Fields Open Space	Common Edge Road Blackpool FY4 8DE
20. Cornwall Place Open Space	Cornwall Place FY3 9NR
21. Corrib Road Playground Area Open Space	Corrib Road Blackpool FY2 0RS
22. Crossland Road Park	Vicarage Lane Blackpool FY4 4EL
23. Derwent Place Open Space	Derwent Place Blackpool FY5 3HA
24. Devonshire Road Rock Gardens	Devonshire Road Blackpool FY2 0RE
25. East Park Drive frontage Open Space	East Park Drive Blackpool FY3 9RS
26. East Park Drive Recreation Area Open Space	Lawson Road Blackpool FY3 9RT
27. East Pines Park	Eastpines Drive Blackpool FY5 3RU
28. Fishers field playing fields Open Space	Highfield Road Blackpool FY4 3NS
29. Fleetwood Road Recreation	Fleetwood Road Blackpool FY5 1RN

Ground Open Space	
30. Forest Gate Bedding Area	Forest Gate Blackpool FY3 9AW
Open Space	
31. George Bankcroft Park	Spine Road Blackpool FY1 6JL
32. George Street Park	George Street Blackpool FY1 3SF
33. Gateside Park	Gateside Drive Blackpool FY3 7PL
34. Greenbriar Close Open Space	Greenbriar Close Blackpool FY3 7SA
35. Greenwood Avenue Open Space	Greenwood Avenue Blackpool FY1 6RF
36. Grizedale Road Open Space	Grizedale Road Blackpool FY4 4TL
37. Guildford Avenue Open Space	Guilford Avenue Blackpool FY2 0AB
38. Gynn Flagstaff Gardens	Warbreck Hill Road Blackpool FY2 9SP
39. Harold Larwood Park	Caunce Street Blackpool FY1 3NE
39. Harrowside Solarium Open Space	Clifton Drive Blackpool FY4 1DQ
40. Herons Reach Open Space	Hérons Reach Blackpool FY3 0EH
41. Highfield Park	St Martins Road Blackpool FY4 2DY
42. Indoor Bowling Green Site	Larkhill Street Blackpool FY1 3DU
Open Space	
43. Jubilee Gardens	Queens Promenade Blackpool FY2 9SQ
44. Kilmory Open Space	Dumfries Close Blackpool FY2 0XU
45. Kincaig Funzone Open Space	Kincaig Road Blackpool FY2 0HU
46. Kingcraig Lake Area Open Space	Kingcraig Road Blackpool FY2 0HN
47. Kingscote Park	Kingscote Drive Blackpool FY3 8HX
48. Kingsmede Recreation Area	Kingsmede Blackpool FY4 3NW
Open Space	
49. Larkhill Street Open Space	Larkhill Street Blackpool FY1 3DU
50. Lawson's Wetland Open Space	Lawson Road Blackpool FY3 9TB
51. Layton Bowling Green Site	Layton Road Blackpool FY3 8EA
52. Layton Recreation Ground	Collingwood Avenue Blackpool FY3 8RJ
Open Space	
53. Lindsay Avenue Open Space	Lindsay Avenue Blackpool FY3 9LD
54. Louis Horrocks Recreation Ground	Lytham Road Blackpool FY4 1TD
55. Marton Mere Local Nature	Rosefinch Way Blackpool FY3 9NY
Reserve	
56. Mereside Park	Clifton Road Blackpool FY4 4US
57. Moorgate Open Space	Moorgate Blackpool FY4 5BH
58. Moor Park	Moor Park Avenue Blackpool FY2 0LY
59. Moor Park Avenue Open Space	Moor Park Avenue Blackpool FY2 0LY
60. Moor Park extension Open Space	Canada Crescent Blackpool FY2 0LY

61. Mossom Lane Open Space	Mossom Lane Blackpool FY5 1RJ
62. Munster Avenue Open Space	Munster Avenue Blackpool FY2 0HG
63. Newcastle Avenue Open Space	Newcastle Avenue Blackpool FY3 9DP
64. Nook Link, Herons Reach Open Space	Herons Reach Blackpool FY3 0EH
65. North Park Drive Open Space	North Park Drive Blackpool FY3 8NE
66. North Shore Boating Pool	Queens Promenade Blackpool FY2 9RW
67. Patterdale Avenue Open Space	Patterdale Avenue Blackpool FY3 9QR
68. Princess Parade Crazy Golf	Promenade Blackpool FY2 9JS
69. Raikes Parade Open Space	Leamington Road Blackpool FY1 4EL
70. Redvers Terrace Open Space	Redvers Terrace Blackpool FY1 2NB
71. Red Bank Road Bowling Green Site	Red Bank Road Blackpool FY2 9HY
72. Revoe Park	Central Drive Blackpool FY1 5JB
73. Runcorn Avenue Open Space	Runcorn Avenue Blackpool FY2 0PS
74. Ryscar Way Open Space	Ryscar Way Blackpool FY2 0HE
75. Salisbury Woodland	Woodside Drive Blackpool FY3 8PP
76. Sedgefield Close Open Space	Sedgefield Close Blackpool FY4 5EY
77. Shenstone Field Open Space	Shenstone Road Blackpool FY3 7HA
78. South Shore Crescent (North) Open Space	New South Promenade Blackpool FY4 1NG
79. South Shore Crescent (South) Open Space	New South Promenade Blackpool FY4 1RN
80. South Park Drive Open Space	South Park Drive Blackpool FY3 9PX
81. Squires Gate Lane frontage Open Space	Squires Gate Lane Blackpool FY4 3RQ
82. Stanley Park	West Park Drive Blackpool FY3 9EQ
83. Stanley Park Golf Course	North Park Drive Blackpool FY3 8LP
84. Sunningdale Avenue Open Space	Sunningdale Avenue Blackpool FY3 9PX
85. Sunfield Close Open Space	Sunfield Close Blackpool FY4 5DD
86. Warbreck Recreation Ground	Warbreck Hill Road Blackpool FY2 9UQ
87. Warren Drive Open Space	Warren Drive Blackpool FY5 3HU
88. Watson Road Park	Watson Road Blackpool FY4 2DB
89. Weymouth Road Open Space	Weymouth Road Blackpool FY3 9RN
90. Whiteholme Playing Fields Open Space	All Saints Road Blackpool FY5 3AL
91. Woodside Drive Open Space	Woodside Drive Blackpool FY3 8PP

Blackpool Public Space Protection Orders Consultation Report

Blackpool Council

in:fusion
inspiring positive change

Report prepared by Adam Pearson
Infusion Research
On behalf of Blackpool Council
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01282 661614
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September 2015

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1 Executive Summary

1.1 Overview of Consultation

- A public consultation on proposals relating to protection orders in Blackpool Town Centre, the Promenade and the Borough's Parks ran from 11 June to 31 August 2015
- The approach included an open-access online survey, paper copies available in public areas such as libraries and children's centres, and face-to-face street interviews with residents in the town centre
- The consultation was supported by a programme of promotion and engagement including an article in the Your Blackpool newspaper, social media engagement and press releases
- A total of 1,062 responses to the consultation were received, comprising of 750 street interviews, 134 online submissions and 178 paper returns – this represents a high level of public interest and engagement in the consultation

1.2 Spaces in Blackpool Town Centre and the Promenade

- 73% of respondents to the consultation visit Blackpool town centre at least once a week and the majority of people (81%) go shopping when in the town
- The following three anti-social behaviours are considered to be a very or fairly big problem in Blackpool town centre and the Promenade by at least three in five respondents:
 - People loitering around cash machines and shop entrances (71%)
 - People drinking in the street (68%)
 - People selling joke books or magazines not for legitimate charities (63%)
- People selling 'lucky charms' or heather (56%), people engaging others in card scams and tricks (41%) and people using or smoking legal highs in public (40%) are, relatively, less of a problem
- Comments suggest people are fed up and in some cases intimidated by 'drunks' and 'beggars'
- There is a strong level of agreement for all protection orders proposed for Blackpool town centre and the Promenade – 87% strongly or tend to agree that the Council should prohibit drinking in the street and loitering around cash machines and shop entrances
- Indeed, there was general support in the subsequent comments for strong enforcement action to tackle these anti-social behaviour issues in Blackpool

town centre and the Promenade, supported by a general sense of dissatisfaction with the level of anti-social behaviour in these areas

- Although some were sceptical whether the Council has the resources to implement effectively and if it will even make any difference

1.3 Spaces in the Borough's Parks

- 61% of consultation respondents visit a local park at least once a week
- Of those who do visit a local park, four in five do so for recreational activities and 37% go to walk a dog
- The 'issues' relating to the Borough's parks are considered less of a problem (percentages refer to a very or fairly big problem) to respondents when compared to the problems in the town centre and the Promenade:
 - People causing harassment, alarm, distress or vandalism (44%)
 - Substance misuse, including alcohol (47%)
 - Vehicles driving or parked within parks and green open spaces (15%)
 - Commercial activities, such as group fitness training and commercial dog walking (8%)
 - Remote controlled water, air or land based vehicles (6%)
- Comments received suggest that dog-related issues are considered more of a problem in the Borough's parks, particularly dog fouling and dogs off leads
- The highest level of agreement for the proposals relating to parks is for taking action against people causing anti-social behaviour or vandalism and banning substances (78% strongly or tend to agree with both)
- The level of agreement is lower for the remaining proposals around commercial activities, vehicular access and remote controlled vehicles, but more people do agree with them than disagree
- Like earlier comments, respondents would also like to see proposals to tackle dog-related issues, such as enforcement of dog fouling and designated off lead areas

2 Background and Methodology

2.1 Background

On 20 October 2014, the government implemented the Anti-Social Behaviour, Crime and Policing Act 2014. The purpose of this Act is to give local authorities and the police more effective powers to tackle anti-social behaviour, providing better protection for victims and communities.

Amongst these new tools and powers are Public Space Protection Orders (PSPOs), which are designed to stop individuals or groups committing certain types of anti-social behaviour in public spaces. It is for each individual local authority to determine what behaviours they want to make the subject of a PSPO.

Local authorities, when considering implementing a PSPO must consult with the Chief Officer of Police, the Police Crime Commissioner, whichever community representatives the local authority deems appropriate and, as far as is practicable, with the owner or occupier of the land in question.

Blackpool Council took responsibility for targeted engagement and consultation with the stakeholders including the Chief Officer of Police, Hounds Hill Shopping Centre, Visit Blackpool and Pubwatch.

Infusion Research, a local authority partnership, was commissioned to deliver a proactive programme of consultation with local residents, given the impact any proposed PSPOs would have on people visiting Blackpool town centre, the Promenade and the Borough's parks.

2.2 Methodology

The PSPO public consultation ran from 11 June to 31 August 2015. Residents and stakeholders could have their say in a number of ways:

1. An open-access online survey was developed and hosted on the Council's website. This was widely promoted through Council social media accounts, the Your Blackpool resident newspaper, the CVS e-newsletter and press releases.
2. Paper questionnaires were distributed to all libraries and children's centres in the Borough. This enabled those without access to the internet to have their say.

3. Pro-active engagement with residents was undertaken through face-to-face interviews in Blackpool town centre and a range of parks across the Borough.

A total of **1,062 responses** were received to the PSPO consultation, consisting of:

- 750 face-to-face interviews
- 134 online responses
- 178 paper returns, which included 16 completed surveys from local businesses after paper copies were distributed via the Blackpool BID partnership

A further 141 people were consulted during face-to-face interviewing but due to a technical issue with the survey application, which the software provider was unable to resolve, it has not been possible to capture the responses and thus analyse this data.

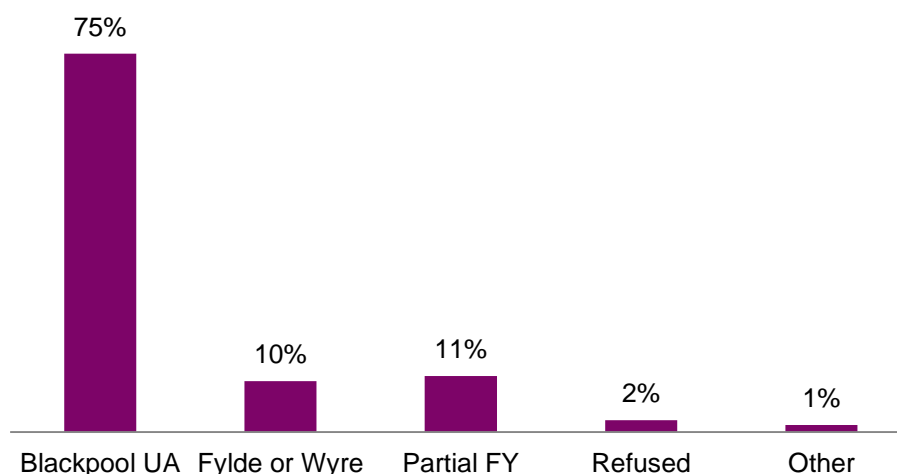
Analysis throughout this report is based on the overall sample of responses to the consultation. However, it is worth noting that the level of agreement and type of comments received tended to differ depending on the response method. Generally, residents interviewed face-to-face were more reserved and considered whereas some online responses were stronger and, in some cases, vitriolic.

Any example comments within this report are not necessarily representative of all consultation respondents.

2.3 Who responded?

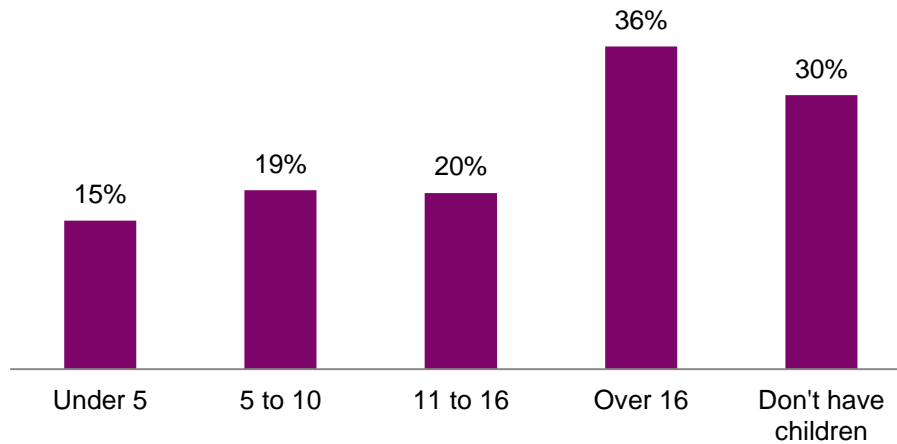
Three quarters of respondents to the consultation provided a full Blackpool Unitary Authority postcode. 13% gave either a partial FY postcode or refused to give it at all. Due to the open-access nature of consultation it was not possible to limit participation to local residents only.

Figure 2.1: What is your home postcode? (base – 1,062)



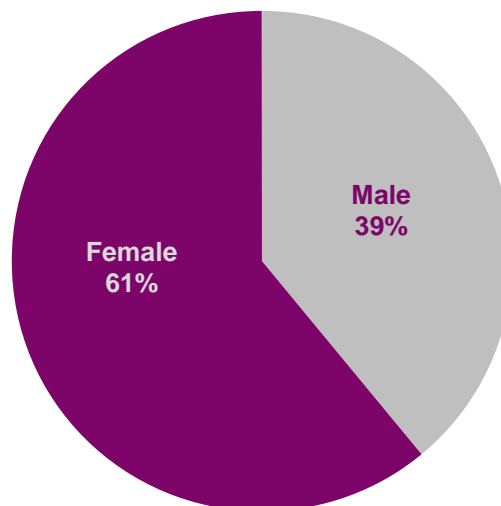
Respondents to the consultation were asked if they have any children across a range of age groups. Three in ten do not have any children. 54% have children aged 16 or under.

Figure 2.2: Do you have any children in the following age groups? (base – 1,045)



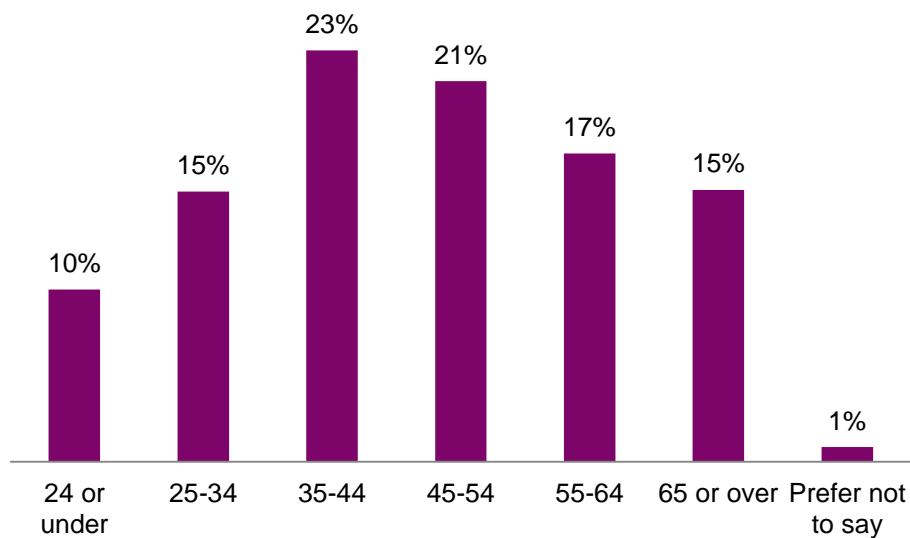
More females than males responded to the consultation. Comparatively, based on the 2011 Census the Blackpool population consists of 49% males and 51% females.

Figure 2.2: What is your gender? (base – 1,022)



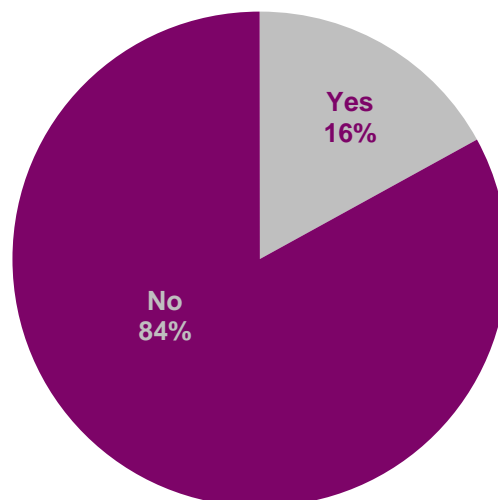
Respondents to the consultation sit within a range of age groups and this broadly reflects the population profile of Blackpool. One in four respondents are aged 34 or younger which represents a good response from the younger age groups who are usually more difficult to reach. Conversely, residents aged 65 or over are slightly underrepresented.

Figure 2.3: Of the following age groups, which do you fall into? (base – 1,054)



16% of respondents indicated that they have a long standing illness or disability. Of those, 58% consider this illness or disability to limit their daily activities.

Figure 2.4: Do you have a long standing illness or disability? (base – 913)



96% of people who responded to the consultation were of White British ethnicity.

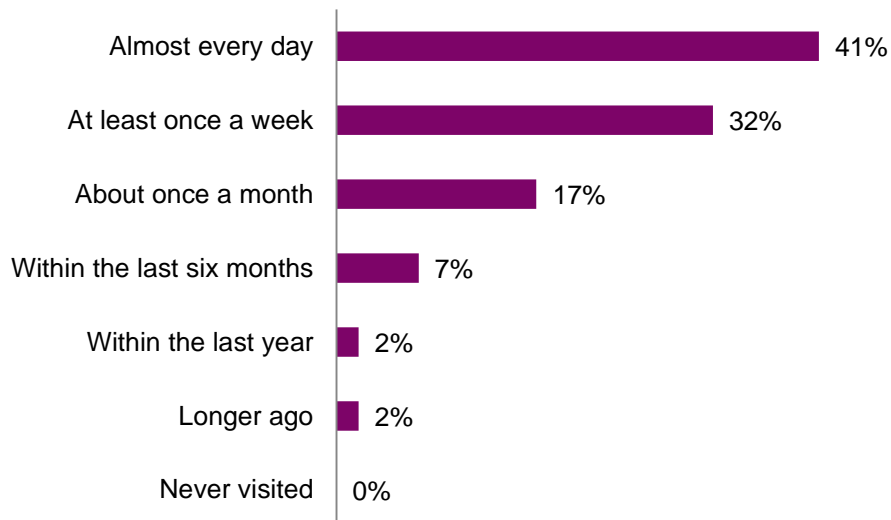
91% consider themselves to be heterosexual, with a further 3% indicating gay or lesbian and 5% preferring not to say.

69% indicated that they are Christian and 29% do not identify with any religion.

3 Spaces in Blackpool Town Centre and the Promenade

Around two in five of the consultation respondents visit Blackpool town centre almost every day. Cumulatively, 73% visit the town centre at least once a week.

Figure 3.1: How often do you visit Blackpool town centre? (base – 1,046)

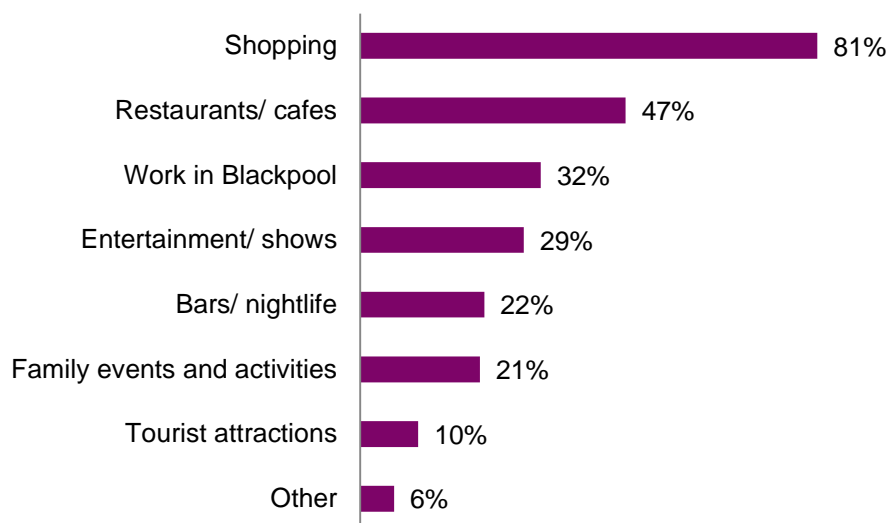


In terms of what people use in the town centre, the most common activity is shopping, followed by visiting restaurants or cafes.

The younger age groups are more likely to visit the town centre for the bars and nightlife (49% of 16 to 24 year olds).

The 'other' reasons include walks along the Promenade, visiting the library and as a meeting point with friends and family.

Figure 3.2: What do you use Blackpool town centre for? (base – 1,041)

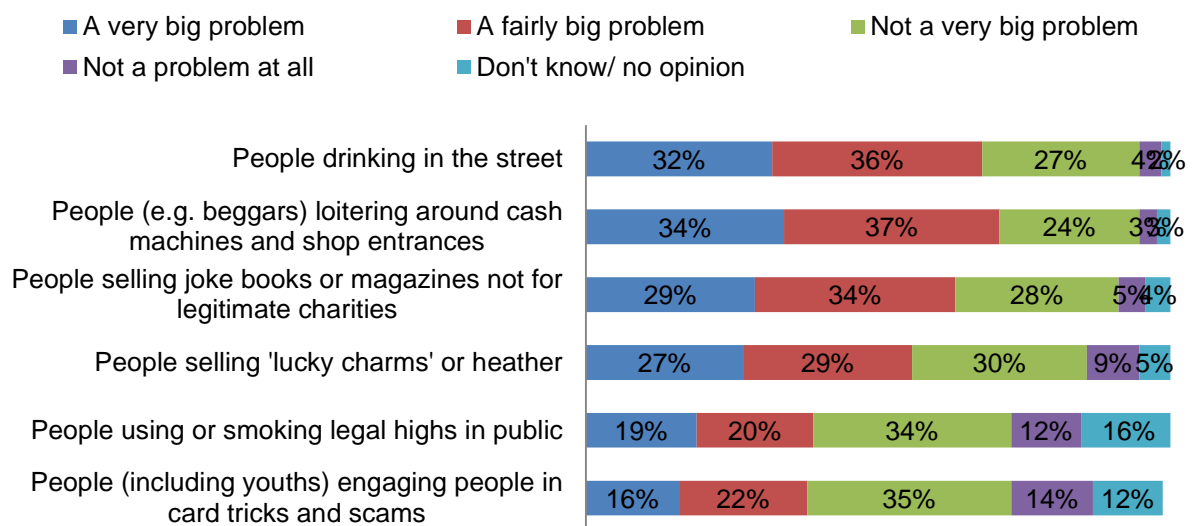


The consultation asked how much of a problem a range of anti-social behaviour issues are in Blackpool town centre and the Promenade.

The biggest issue appears to be people loitering around cash machine and shop entrances. 71% consider it to be a very or fairly big problem and this rises to 76% for those who visit the town centre almost every day.

This was closely followed by people drinking in the street, people selling joke books or magazines not for legitimate charities and people selling 'lucky charms' or heather.

Figure 3.3: How much of a problem, if at all, do you think each of the following are in Blackpool town centre and the Promenade? (base – 1,053)



Respondents were then asked if they had any comments to make on the issues and any impact on them.

The word cloud in figure 3.4 summarises the main topics emerging from these, with beggars and drinking dominating the comments. The comments below exemplify the impact these are having on some people.

I am fed up of beggars on the streets around the town centre and also the drunks in the shelter next to the north pier

I find some of the drinkers/beggars quite intimidating at times, their appearance can be off putting when in the street

Figure 3.4: Do you have any comments to make on these issues and any impact on you? (base – 297)



Following this, the consultation asked if there is anything else which people consider to be a problem in Blackpool town centre and the Promenade. A range of views were expressed, some elaborating on problems listed in the consultation, some identifying other anti-social behaviour problems whilst others took the opportunity to comment on other issues in the town centre.

What is clear through many of the comments is the level of dissatisfaction with the various anti-social behaviours they observe in Blackpool town centre and along the Promenade.

The main comments were around:

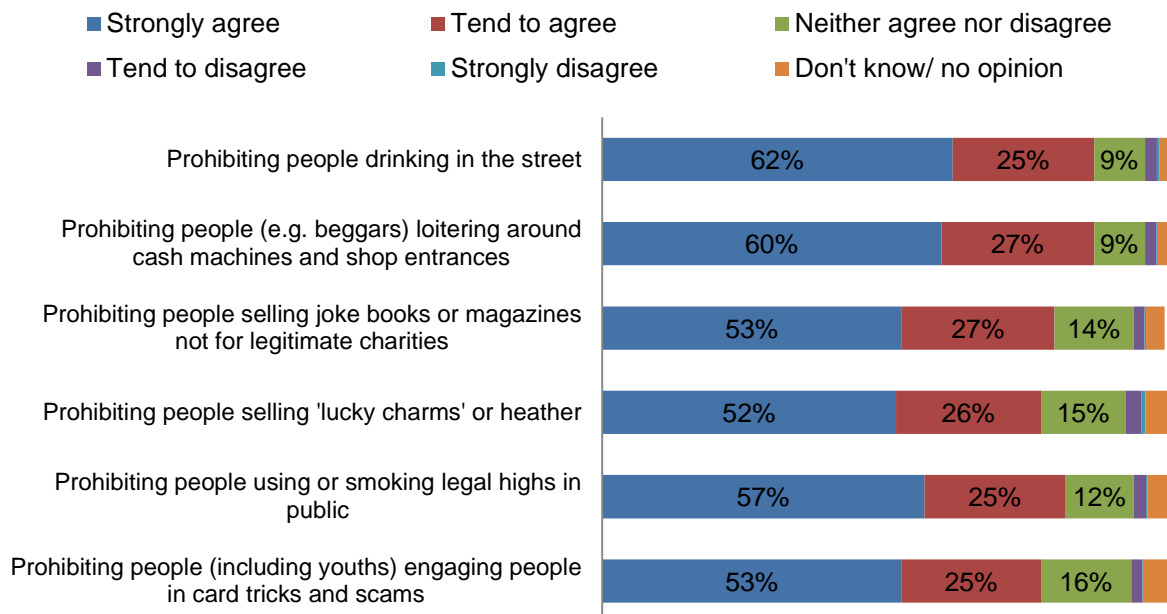
- Reiterating the problems caused by beggars and charity collectors in the street
- A number of dog-related issues such as dog fouling and dogs off leads or out of control
- A range of comments referring to the cleanliness of the town, in particular the level of litter, presence of graffiti and a lack of bins
- Various problems relating to roads and the use of them in the town centre and long the Promenade, in particular the amount of traffic and speeding vehicles and cyclists
- Several references to the problems caused by drug addicts and drug dealing in the town

- A mix of other anti-social behaviour issues considered a problem in Blackpool, including fighting, rowdy and inappropriate stag and hen parties and people urinating in the street
- Relating to a number of these problems, some people feel there is a lack of CCTV and police control in Blackpool
- Whilst not an anti-social behaviour issue, there were a range of comments relating to parking problems in Blackpool town centre
- Moreover, the feeding of pigeons and seagulls is considered a problem in the town and particularly along the Promenade for some people

Respondents to the consultation were then asked to what extent they agree or disagree with a range of protection order proposals. Strong levels of agreement can be seen for all proposals, with the highest being for prohibiting people drinking in the street and prohibiting people loitering around cash machines and shop entrances (87% strongly or tend to agree with both after rounding).

Older respondents were more likely to agree with the proposals. For example, 93% of people aged 65 or over strongly or tend to agree with the proposal to prohibit people drinking in the street.

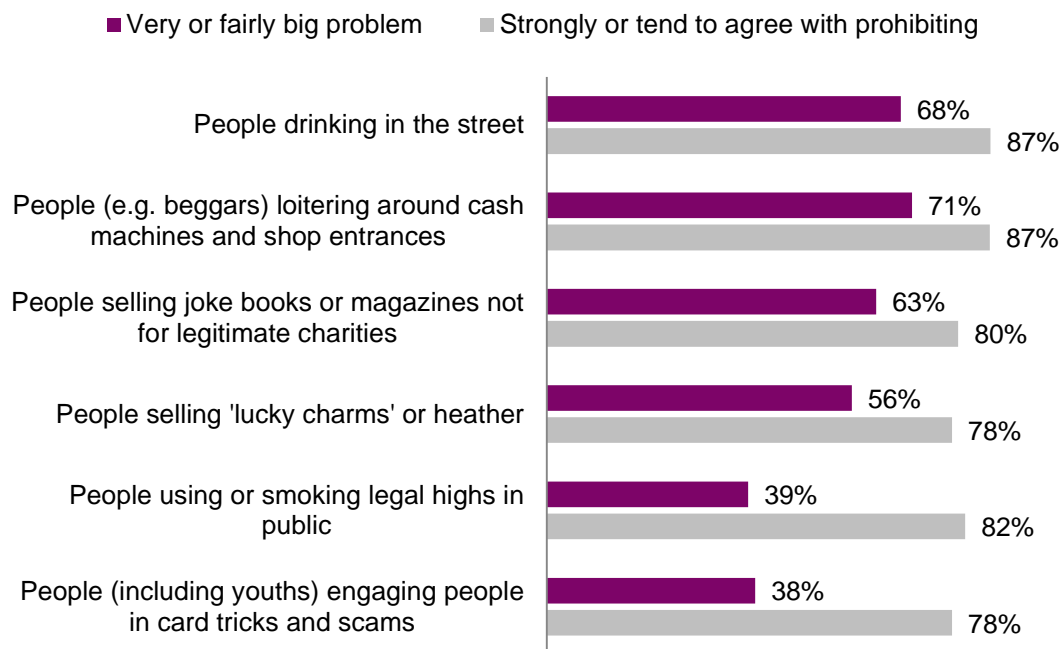
Figure 3.5: To what extent do you agree or disagree with the following proposals relating to protection orders in the town centre and the Promenade? (base – 1,055)



**Note that percentages from 'tend to disagree' to 'don't know/ no opinion' were below 5% and have not been displayed in figure 3.5*

Figure 3.6 compares the proportion of people who think the various behaviours are a problem with the proportion who agree with prohibiting them. For all proposals the level of agreement is higher than the percentage of people who consider them to be a problem. For example, 39% feel that people smoking legal highs is a problem in Blackpool town centre but 82% agree that it should be prohibited.

Figure 3.6: Problems in the town centre and the Promenade compared with the level of agreement for prohibiting them (base – 1,053)



People were then asked if they had any comments to make about any of the proposals relating to protection orders in the town centre and the Promenade. The main themes within the comments expressed are:

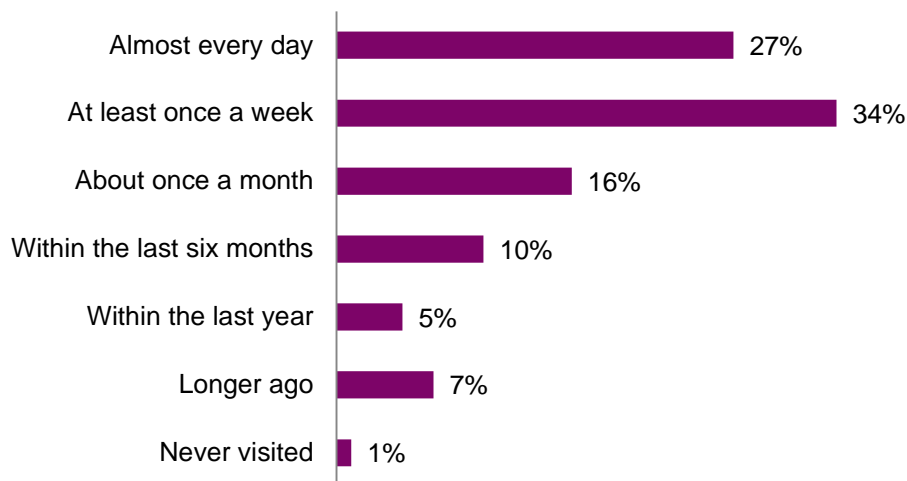
- A general backing from many respondents to implement the proposals and take a strong enforcement stance to tackle anti-social behaviour issues
- Some queried why these proposals are not already in place and what the difference is with existing measures such as alcohol-free zones
- A number of respondents were keen to remind the Council that measures should be in place to protect and help vulnerable people through this process, such as homeless people
- There was some scepticism around whether the protection orders will work and really make a difference, with a concern being that the Council might not have the resources to implement effectively
- Some respondents suggested that the police should play a key role in the implementation and enforcement of any protection orders

4 Spaces in the Borough's Parks

Over a quarter of the respondents (27%) who responded to this section visit a local park almost every day (note that some people did not feel able to contribute to this section, hence the lower base rate compared to the town centre section). A further 34% visit a park at least once a week. Just 1% have never visited a local park.

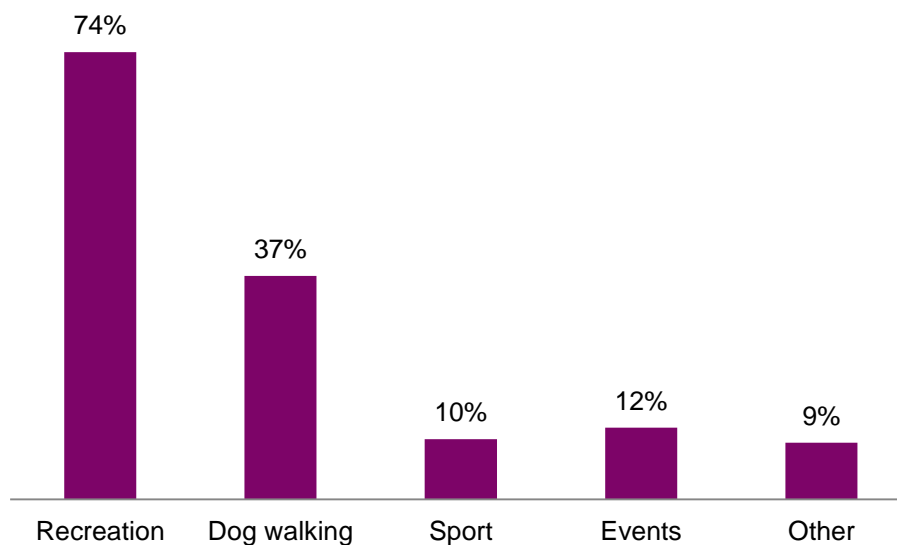
71% of people with children aged 10 or under visit a local park at least once a week compared to 49% of people who do not have any children.

Figure 4.1: How often do you visit a local park? (base – 943)



Those people who do visit a local park were then asked what they use it for. Around three quarters use a park for general recreation, and this is higher amongst those with children aged 16 or younger. 37% of people who visit a local park do so to walk a dog, rising to 51% amongst the 45 to 54 age group.

Figure 4.2: What do you use your local park for? (base – 900)

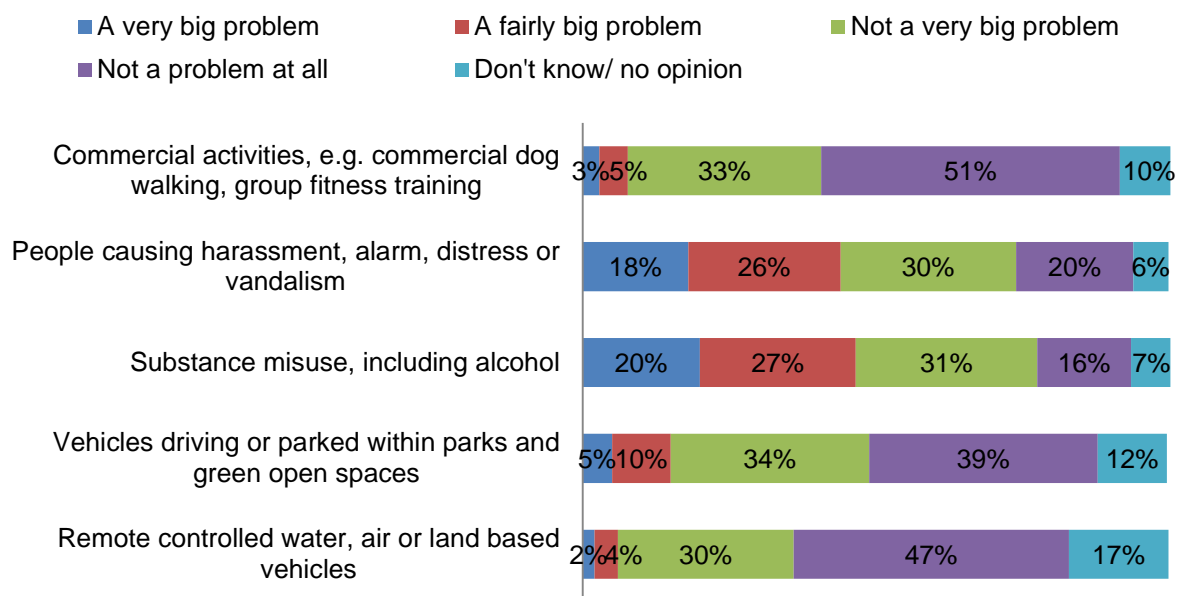


The consultation asked how much of a problem a range of issues are in Blackpool's parks.

The biggest problems in local parks appear to be substance misuse, including alcohol, and people causing harassment, alarm, distress or vandalism.

Only 8% and 6% respectively consider commercial activities (such as dog walking and group fitness training) and the use of remote controlled water, air or land based vehicles to be a very or fairly big problem in Blackpool's parks.

Figure 4.3: How much of a problem, if at all, do you think each of the following are in the Borough's parks? (base – 933)



Respondents were then asked if they had any comments to make on the issues and any impact on them. Dogs were a common subject within many of the comments, particularly in relation to dog fouling, being off leads and behaving dangerously. Some people suggest that dogs around parks are scaring children.

There were a number of comments referring to the behaviour of younger people, particularly teenagers, with some feeling that there is too much swearing, shouting and intimidating behaviour in parks. However, this view is not representative of all the comments expressed.

Figure 4.4 overleaf is a word cloud which highlights the main topics and words within the comments. The bigger the word, the more often it was referred to by respondents.

Figure 4.4: Do you have any comments to make on these issues and any impact on you? (base – 142)



The consultation also gave people the opportunity to suggest anything else which they consider to be a problem in the Borough's parks. Like the previous question, dog fouling and dogs off leads dominated many of the comments.

Other issues raised included littering and broken glass, inappropriate use of facilities (for example, playing football on bowling greens), inconsiderate cyclists and skateboarders, limited toilet and changing facilities, people smoking around young children and a lack of lighting.

Respondents to the consultation were then asked to what extent they agree or disagree with a range of protection order proposals in the Borough's parks.

The highest level of agreement for the proposals relating to parks is for taking action against people causing anti-social behaviour or vandalism and banning substances (78% strongly or tend to agree with both).

The level of agreement is lower for the remaining proposals but more do agree than disagree:

- 48% strongly or tend to agree that commercial activities should be regulated and licensed, 15% strongly or tend to disagree

- 48% strongly or tend to agree that vehicular access in parks and green open spaces should be licensed, 13% strongly or tend to disagree
- 39% strongly or tend to agree that the use of remote controlled vehicles should be restricted to designated areas, 14% strongly or tend to disagree

Respondents in older age groups were generally more likely to agree with the proposals.

For example, 86% of people aged 65 or over strongly or tend to agree with the proposal to take action against people causing anti-social behaviour or vandalism, compared to 73% of those aged 16 to 34.

Figure 4.5: To what extent do you agree or disagree with the following proposals relating to protection orders in the Borough’s parks? (base – 937)

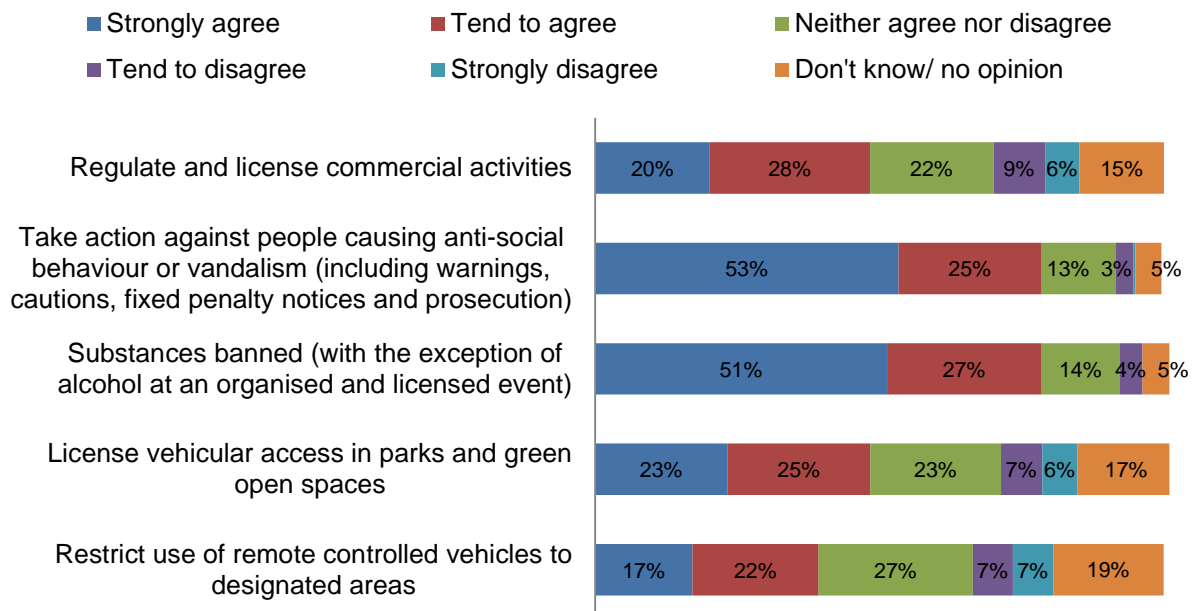
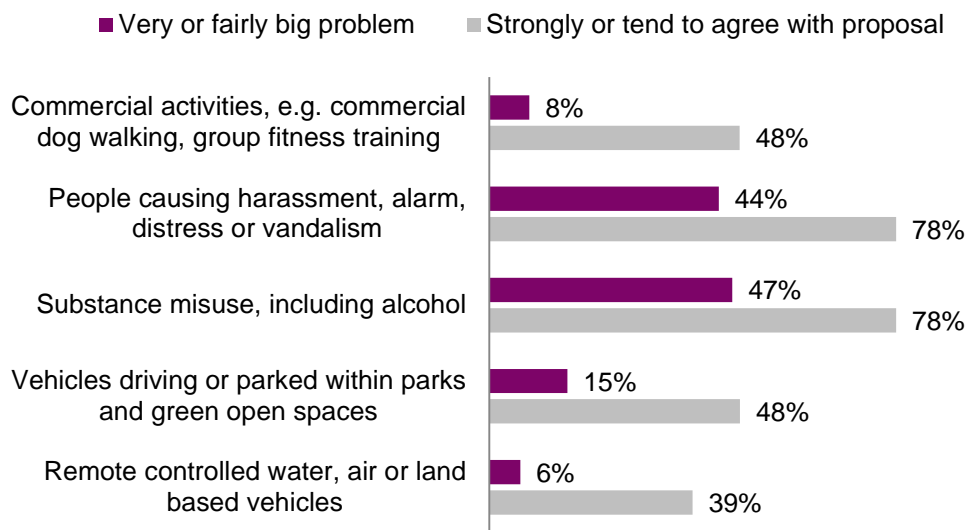


Figure 4.6 compares the proportion of people who think the various behaviours/ activities are a problem in the Borough’s parks with the proportion who agree with prohibiting them.

Like in the town centre, for all proposals the level of agreement is higher than the percentage of people who consider them to be a problem.

Whilst only 8% of respondents consider commercial activities to be a very or fairly big problem in local parks, 48% strongly or tend to agree that they should be regulated and licensed.

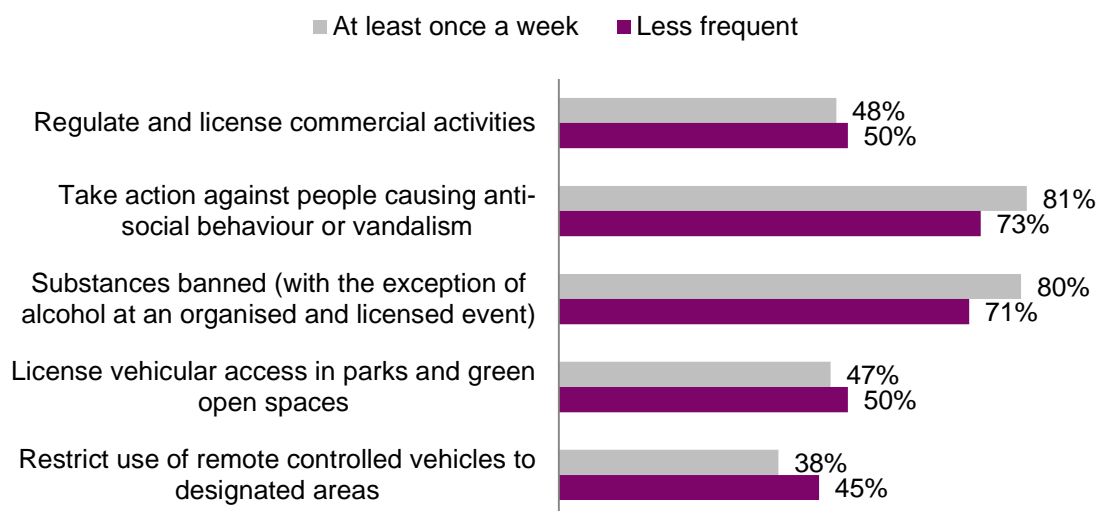
Figure 4.6: Problems in the Borough’s parks compared with the level of agreement for prohibiting them (base – 933)



To unpick the level of agreement further, figure 3.7 highlights the difference in opinion between those people who visit a local park at least once a week and those who visit less frequently.

Regular visitors are more likely to agree to take action against people causing anti-social behaviour or vandalism and with the proposal to ban substances. However, they are less likely to agree with restricting the use of remote controlled vehicles when compared with those who occasionally visit a local park.

Figure 4.7: % who strongly or tend to agree with proposed parks protection orders, by frequency of visit to a local park (base – 647 for at least once a week, 275 for less frequent)



People were then asked if they had any comments to make about any of the proposals relating to protection orders in the Borough's parks. The main themes within the comments expressed are:

- Like for the town centre proposals, some respondents suggested that it is important that the resources are available to the Council to implement and enforce effectively
- A number of people feel alcohol should be banned 'full stop', arguing that parks should be places families can go
- A range of comments were received, reiterating previous themes, that issues relating to dogs should be focused on and resourced – this includes controlling dogs off leads or providing a designated area, better enforcement of dog fouling
- Some general comments were made about encouraging a considerate and respectful attitude when using remote controlled vehicles or bringing alcohol with a picnic, rather than taking action and enforcing

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Report to:	EXECUTIVE
Relevant Officer:	Mark Towers, Director of Governance and Regulatory Services
Relevant Cabinet Member:	Councillor Gillian Campbell, Deputy Leader of Council (Tourism, Economic Growth and Jobs)
Date of Meeting:	7 th March 2016

HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY

1.0 Purpose of the report:

1.1 Further to the consultation undertaken to consider the recommendation of the Licensing Committee regarding the proposed Hackney Carriage and Private Hire Licensing Policy.

2.0 Recommendation(s):

2.1 To consider the consultation responses as attached at Appendix 6a.

2.2 To agree the proposed policy as outlined at Appendix 6b.

3.0 Reasons for recommendation(s):

3.1 The Hackney Carriage and Private Hire policy was last revised in 2010 and the Licensing Committee has previously agreed that the policy requires amendments.

The proposed policy attached at Appendix 6b has been amended to address the areas of concern of the Licensing Committee including around Child Sexual Exploitation and also to respond to the comments received from the trade on the draft policy.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

Not to endorse the revised policy or to propose further amendments to the revised policy.

4.0 Council Priority:

4.1 The relevant Council Priority is:

“The economy: Maximising growth and opportunity across Blackpool”

5.0 Background Information

5.1 The Hackney Carriage and Private Hire policy is not a statutory policy. This means that there is no requirement for the Council to adopt one, although it is good practice to do so as it sets out the Council’s approach to issuing licences and enforcement. Decisions made in accordance with the policy are more likely to be upheld in the event of an appeal.

5.2 The current policy has been in existence since 2010 and the Licensing Committee at its meeting on the 3rd June 2015 requested that officers undertake a full review of the policy in the light of recent cases for example, Rotherham, which had received national publicity.

5.3 In February 2015, the Casey Report into Child Sexual Exploitation (CSE) was published. That report devoted two chapters to taxi licensing and the involvement of taxis in Child Sexual Exploitation. A recent Serious Case Review from Oxford also highlighted the involvement of taxi drivers in Child Sexual Exploitation – on this occasion they were not the perpetrators, however they were used to take young people to places where they were then abused. These reports highlight the importance of ensuring that only suitable people are licensed as drivers and that those who are licensed receive appropriate training on safeguarding issues.

5.4 The Licensing Committee approved a draft policy for consultation at its meeting in October 2015. Consultation took place until 31st January 2016 and the comments received can be found at Appendix 6a.

5.5 The draft policy has been revised taking into account some of the comments received during consultation. The main changes from the draft policy can be summarised as follows:

Drivers

- Amend the time intervals that medicals are required to align with the DVLA policy on group 2 medicals
- To confirm the adoption of World Host training for applicants for new

licences

Vehicles

- To remove the proposal that all new and replacement multi-seat vehicles carrying 6-8 passengers must be wheelchair accessible
- To confirm the maximum age limit of 14 years
- To confirm the frequency of vehicle testing
- Not to implement a penalty point system

5.6 The policy will be considered by the Licensing Committee at its meeting on the 1st March 2016 and the recommendation of that Committee will be reported to the Executive.

5.7 Does the information submitted include any exempt information? No

5.8 **List of Appendices:**

Appendix 6a – Responses to consultation

Appendix 6b – Proposed Hackney Carriage and Private Hire Policy

6.0 **Legal considerations:**

6.1 None

7.0 **Human Resources considerations:**

7.1 None

8.0 **Equalities considerations:**

8.1 There will be a possible impact from requiring applicants to demonstrate a basic level of English language. This can however be mitigated by the intention to signpost applicants who cannot meet the required standards to relevant training. This requirement is also considered necessary and proportionate to ensure that drivers are able to communicate effectively with customers and correctly undertake their duties as licensed drivers.

9.0 **Financial considerations:**

9.1 There are no financial considerations.

10.0 **Risk management considerations:**

10.1 None

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 21/2015

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26th February 2016 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members present:

20.1

21.0 Call-in:

21.1

22.0 Notes :

22.1

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THE NATIONAL PRIVATE HIRE ASSOCIATION

8 Silver Street, Bury, Lancashire BL9 0EX. Tel: 0161-280 2800 Fax: 0161-280 7787 Email: npha@btconnect.com

31 January 2016

Sharon Davies
 Head of Licensing Services
 Blackpool Borough Council
 By email: licensing@blackpool.gov.uk

REF: **NPHA submission to Blackpool Borough Council regarding Hackney Carriage and Private Hire Policy**

Dear Sharon

We have been asked by our member Blacktax Radio Taxis Ltd to submit comments from the National Association in respect of your council's proposed Hackney Carriage and Private Hire Policy. We would ask you to please accept our apologies for the slight delay in submitting this document; we understand that Blacktax has informed you that we would be slightly outside the deadline. Unfortunately our General Secretary Bryan Roland is very ill in hospital and is not able to participate in this exercise, or anything else at present; however, our message to everybody is that it is "business as usual" at this Association, as best possible.

As you know, we have worked with yourselves for a long time, and you will know that any comments or criticisms are offered entirely in a spirit of cooperation; we are hopeful that they will be received accordingly and noted during the consultation process.

We would wish to start by commenting on the council's hackney carriage Byelaws, which form part of the consultation/policy document. Whilst the content of the Byelaws is far from controversial – and in fact is more or less standard with those of a large number of local authorities around the UK – what we would query is the fact that they are quite dated.

By this we are referring specifically to the fact that the Byelaws appear to have been updated on a couple of occasions, the last of which seems to be 1979. However, the seal and signature of the Secretary of State dates from 1961. With the council currently updating its licensing policy across the board, it may behove you to consider undertaking a consolidation exercise on the Byelaws as well.

Looking at the policy document, we shall make our comments and suggestions relevant to the numbered sections in the order they appear in the document. Starting on page 5, under 4.2 Making an Application: The last bullet, "that the applicant has a minimum of three years' post qualification driving experience... or advance driving assessment", strikes us as extremely strict. We understand that this requirement was not in your previous policy. The legislation (LGMPA) has nothing to enforce this requirement, except for "reasonably necessary"... which honestly, is questionable – and would cause major recruitment problems for operators.

Page 8, under Medicals: second paragraph: "Applicants are required to undergo a medical assessment on first application and every 3 years..." then annually at 65. Start and finish is correct; however the three-year interval demands too many medicals. DVLA Medical Fitness to Drive Group 2 requirements are: medical on first application, then no more until age 45, then every five years to 65, then annually. That is of course unless the licence holder develops a notifiable medical condition (such as stroke, heart attack etc.)

Page 12, still under Vehicle Specification: With respect, the second paragraph on the page is entirely off the wall – and has caused a great deal of controversy and concern amongst the trade. Firstly, if we understand it correctly, this section reckons to apply to both hackney carriage and private hire vehicles. The Equality Act 2010 has made no provision for either type of vehicle to be 100 per cent wheelchair accessible, so there is no national disability legislation to back this policy. Secondly, the Minister of Transport, Andrew Jones, last month did a U-turn from the original government policy of making all taxis wheelchair accessible; the Government stance for nearly 13 years has been in favour of a mixed fleet of WAVs and saloon taxi provision, as have the EU Ministers.

Thirdly, if the council made wheelchair accessibility a condition for private hire MPVs (for which there is no government legislation to underpin this decision), this would kill off every private hire firm that caters for groups of people as large as seven and eight... they would have to take two taxis/PHVs. We are certain that every private hire firm in town will put in a joint objection to this, as it's a killer of business big style.

We totally appreciate that the council wishes to cater for all users of road transport, including wheelchair bound passengers. However, we believe that to force "all new and replacement multi-seat vehicles capable of carrying six to eight passengers [to be] wheelchair accessible" will obliterate an entire segment of a very important part of Blackpool's market in transport provision. This precept is entirely against the Department for Transport Best Practice guidance where, under "The Role of Licensing: Policy Justification" it states:-

"The aim of local authority licensing of the taxi and PHV trades is to protect the public. Local licensing authorities must also be aware that the public should have reasonable access to taxi and PHV services... Licensing requirements which are unduly stringent will tend unreasonably to restrict the supply of taxi and PHV services by putting up the cost of operation or otherwise restricting entry to the trade. Local licensing authorities should recognise that too restrictive an approach can work against the public interest – and can, indeed, have safety implications."

The major drawback to this proposal is financial: Used eight-seat vehicles are more affordable and readily available than eight-seat wheelchair accessible vehicles. When owners come to replace their eight-seaters and have to purchase a used or – in the majority of cases – a new vehicle, this will not be financially viable and they will replace them with a saloon. This will lead to a shortage of eight-seat vehicles, which are currently used by the day centre, for school contracts, and generally for Blackpool's tourist industry.

The fact is that Blackpool has a huge demand for eight-seat vehicles; Blacktax and the other firms cannot currently meet this demand. To restrict supply even further would not give the level of support to any groups in the area, including the dancers who attend the Winter Gardens from all over the world; and the variety groups of girls and lads who visit Blackpool and make it an attractive place to take a short break. Blacktax picks up from many venues in the town centre for parties of up to eight; under your council's proposal this business would be seriously damaged, and the public – both able bodied and disabled – severely disadvantaged.

Blackpool is one of the UK's licensing authorities that already has a higher percentage of wheelchair accessible vehicles available to the public, due to the fact that the majority of your hackney carriages are wheelchair accessible. Across the entire country the percentage of wheelchair bound passengers using taxis and PHVs is exceedingly low: around 0.01 per cent of taxi users. With Blacktax, ten per cent of their fleet is wheelchair accessible but less than two per cent of bookings are for these types of vehicles.

Looking again at the DfT Best Practice, they emphasise:

"Local licensing authorities will... want to be sure that each of their various licensing requirements is in proportion to the risk it aims to address; or, to put it another way, whether the cost of a requirement in terms of its effect on the availability of transport to the public is at least matched by the benefit to the public... it is to urge local licensing authorities to look carefully at the costs – financial or otherwise – imposed by each of their licensing policies. It is suggested they should ask themselves whether those costs are really commensurate with the benefits a policy is meant to achieve."

Further, under their Vehicle Specification section:

"It is suggested that local licensing authorities should give very careful consideration to a policy which automatically rules out particular types of vehicle... Similarly, it may be too restrictive to automatically rule out considering Multi-Purpose Vehicles, or to license them for fewer passengers than their seating capacity..."

To finish on this point, we believe very strongly that you will receive serious objections to this particular proposal from various local support groups, the public generally, the transport providers including Blacktax, and a long list of vehicle manufacturers whose standard production eight-passenger multi-seat vehicles are used by both taxi/PHV companies and individual licensed drivers by the thousands all over the country. This Association certainly wishes to register a serious objection, and the warning that to instigate such a proposal could potentially result in a challenge being lodged at court against the council's decision by a growing list of local objectors.

Page 12, 5.4 Vehicle Testing: Blacktax agrees with the suggestion – as we do – that there should be two tests per year up to the age of 14 years, and three tests every 12 months for older vehicles. The legislation clearly allows for this, and actually this Association is surprised that the council still allows vehicles over 14 years old to operate in the area.

Page 13, Change of Vehicle: Last paragraph: Would it be possible for the council to go into more detail as to why you wish to take this decision on change of vehicle, as it seems unfair/cumbersome/costly and all the other negatives. 'If it ain't broke, don't fix it' seems applicable here.

Page 14, 5.9 Conditions: We are slightly confused here; surely the tariff displayed in hackney carriages should be covered by the byelaws (this is set out in your council's Byelaw 4(iii)), and not licensing conditions. Please explain "different tariffs"?

Page 16, top paragraph, "On the spot bookings": Again, we are not sure of the purpose of this paragraph. Certainly over the years the 'blowing in' of a booking by the driver to the operator has been questioned as to whether this is considered to be illegal plying for hire. This statement should be reworded or removed, as we do not believe there is a court precedent for such parameter.

Page 17, 7.1.1 Penalty point scheme: For the longest time our Association has been against these schemes, on the basis of double jeopardy: if a licence holder is penalised in court for an offence, why should he also be penalised twice for the same thing - as often happens with penalty point schemes. We have attached a questionnaire which was prepared by our lawyers a few years ago, which we believe raises some legitimate questions on penalty point schemes.

Page 18, Suspensions: The section of the legislation is missing here: it is LGMPA section 61(2)(B) that allows immediate suspension. "(2B)If it appears that the interests of public safety require the suspension or revocation of the licence to have immediate effect, and the notice given to the driver under subsection (2)(a) of this section includes a statement that that is so and an explanation why, the suspension or revocation takes effect when the notice is given to the driver."

Page 20, couple of things: Under Appeals, 3.1: It would appear that the policy document has quoted the wrong legislation here: the appeal procedure for new applicants is set out under LGMPA section 51 for private hire drivers and 59 for hackney carriage drivers. Section 77 applies to licence holders who already hold a licence but have been suspended or revoked; new applicants would not be able to "carry on their business" as they are not yet licensed.

Page 22, point 5.5: Driver applicants need an enhanced DBS check; private hire operators only need the standard check.

Page 37, under Vehicle Specification: Just under the bullets, "It is also recommended that vehicles with Euro NCAP star ratings of 4 or more should be considered when purchasing a new vehicle." Whilst the council's remit is always the safety of the travelling public, it must also heed the DfT Best Practice guidance document which dissuades licensing authorities from setting overly strict policies to the detriment of the trade.

Page 38, Interior Dimensions: If the council maintains a list of approved vehicles, is it necessary also to have a seat measurement requirement? We defeated the use of the Coventry Frame (seat measurement apparatus) in a Magistrates' case in Oldham nearly 20 years ago!

Page 38, Seats and seat belts: Current Government requirements for carrying children in licensed vehicles state: "If a child restraint is not available, children under 3 years must travel in the rear, but may be unrestrained. Children 3 years and over, up to 135cm tall must sit in the rear and use an adult seat belt. Children aged 12 years or more, or over 135cm tall, may travel the front, but must wear the seat belt."

Page 40/41, Trailers: The council's licensing department has no jurisdiction whatsoever over a trailer towed by any vehicle. The taxi/PHV legislation does not provide for such power. We've defeated this both by correspondence (in Telford) and in court (in Pembroke). The council is correct in saying that trailers must conform to Road Traffic legislation, and Construction and Use regulations. But the last bullet, "trailers must undergo the authority's inspection and licensing regime and must display an identification plate as specified by the Authority", is *ultra vires* the powers of the licensing department. As trailers are not licensed to carry passengers, there is no justification for licensing to get involved with trailers.

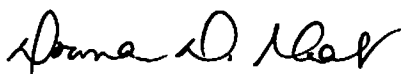
Page 41, Disability Access: last paragraph, about training - Who determines "sufficient training"? This is a gaping hole in the national Government's disability legislation that has never been filled; therefore who deems themselves expert enough to offer "sufficient training". We have been advised by several training providers around the country that they have grave concerns, for example, about the efficacy of the DVSA disability taxi training - ie. their training on use of ramps, fastenings etc. is not thorough enough. This issue merits further investigation; we totally agree that more training is required, but would be interested to see how the council determines the requisite level of training.

Page 42, Tinted Windows: The light penetration provision in this section can only be enforced (with Government backing) on the front windscreen and front windows. Any glass to the rear of the door pillars - both side and back screens - could be painted over... there is no jurisdiction over the light allowance through the back windows. This section wants checking out with the DVSA (formerly VOSA), who will confirm this information for you.

Page 48, Private Hire Operator's Conditions: Record keeping in first paragraph: no mention is made of computerised systems here. Surely if a company's booking and dispatch system is computerised, it is easy enough for an enforcement officer to come to the base and view computerised records, without the operator having to fill in a "suitable log or book" as well?

As mentioned, we hope these comments and suggestions are of assistance. Thank you for allowing this Association to participate in your consultation process on behalf of our members. We look forward to seeing your final policy document.

Yours sincerely
For THE NATIONAL PRIVATE HIRE ASSOCIATION



(Mrs) DONNA D SHORT
Director/Company Secretary

**HACKNEY CARRIAGE/PRIVATE HIRE VEHICLES/DRIVERS/OPERATORS -
PROPOSED PENALTY POINTS SYSTEM**

1. What documentary evidence is available to support the council's assertion that a penalty points system is reasonably necessary? Please provide details/copies of that evidence.
2. If the penalty points system is introduced, will the council take a signed proof of evidence from every complainant and witness(es)?
3. Will there be a written "charge" which will include all the details of the alleged misdemeanor?
4. If the penalty points system is introduced, will the council interview the licence holder in accordance with the provisions of PACE 1984?
5. Will the provisions of the PACE 1984 be adhered to, when investigating complaints of alleged misconduct and alleged criminal offences?
6. How will the gravity of the alleged misdemeanor(s) be determined?
7. Who will determine the gravity of the alleged misdemeanor(s)?
8. Will there be sub-categories of misdemeanors?
9. If alleged misdemeanor(s) are committed towards the end of years 1, 2 and 3 will the penalty points be carried forward to years 4, 5 and 6?
10. Will there be a "first hearing"? If yes, please provide details; if not, why not?
11. Who will act as Prosecutor?
12. Who will hear the complaint?
13. Who will determine the complaint?
14. Who will advise the council on legal issues during the -
 - a. Investigation?
 - b. First hearing?
 - c. Appeal to the committee?
15. Will the "Rules of Evidence" apply? If not, why not?
16. What defences will be available to the licence holder? Please provide precise details for each category of misdemeanor.

17. If a licence holder has no other alternative than to appeal to the sub-committee:-
 - a. What time period will he or she be given in which to lodge an appeal?
 - b. Will he or she be able to continue in business in the same way as under section 77 of the Local Government (Miscellaneous Provisions) Act 1976?
 - c. Will the council pay the Appellant's costs?
 - d. Will the licence holder be entitled to free legal advice from the outset?
18. Will the complainant(s) be "compellable" to attend the First/Appeal hearing, give oral evidence, and be open to cross examination? If not, why not?
19. Will prosecution witnesses be compellable to attend the First/Appeal hearing, give oral evidence, and be open to cross examination?
20. Will the investigating officer(s) be "compellable" to attend the First/Appeal hearing, give oral evidence, and be open to cross examination? If not, why not?
21. Will the council supply the licence holder or his/her legal advisers with evidence by way of advance disclosure? If not, why not?
22. What will be the Mens Rea of each alleged misdemeanor?
23. What standard of proof will be relied upon?
24. What are the "definitions" of the categories of each misdemeanor?
25. What is the council's legal basis for the imposition of such a system?
26. Can the council give assurances that the rules of natural justice will be observed? If assurances can be given, please provide details.
27. Why does the council feel it is necessary for them to perform a purely judicial function, thereby usurping the role of the courts?

28. How will potential complainants be informed that such a system operates in their area?
29. Does the council fear that there will be spurious complaints? If not, why not?
30. Please provide details of the discretion that will be entrusted to an enforcement office when deciding whether or not to issue penalty points. Will there be written criteria and/or guidelines to which he or she will have to adhere? If not, why not?
31. Is the council saying that the accumulation of ten or more penalty points is "reasonable cause" for which to suspend or revoke a licence, and not the individual offences themselves? That being the case, would not the licence holder have to appeal all of the

alleged "offences" to the magistrates court at first instance, in order to determine whether or not the council had reasonable cause to suspend, revoke or refuse to renew a licence?
32. Is there not a risk of double jeopardy? If not, why not?
33. Is there not a real likelihood of bias? If not, why not?
34. Is there not a real risk of an intermingling of functions? If not, why not?

We welcome many of the changes in Policy and the opportunity to influence this process. These are our comments.

Para 4.2 Making an application

“That the applicant has sufficient ability to speak English and to understand spoken English to provide the service that they wish to be licensed for.”

This is something that we have been saying for some time. It is clear that many local authorities are taking these steps in their licensing policies and that there is a need for this in Blackpool. If drivers are unable to converse with passengers problems will arise.

“That the applicant has sufficient knowledge of the Borough and other issues such as legislation relating to hackney carriage and private hire vehicles (for example the requirement to carry assistance dogs) as may be prescribed by the Council.”

We would like the questions asked in the test to be expanded to ask other questions. For instance some private hire vehicles are unaware that they are not allowed to pick up and drop off on taxi ranks. This could be used to generate a question. Also a significant number of private hire drivers seem unaware of the legitimate hackney rate starting fare of £2.60 and they tell their passengers that hackney drivers are overcharging passengers. They need to understand what the ‘legal fare’ starts at so that they understand that the hackney rate does not represent overcharging. We would suggest that elements of the hackney fare structure is made into questions for all aspiring drivers, hackney and ph.

“That the applicant has completed training specific to the service that they wish to be licensed to provide (including in respect of safeguarding, sexual exploitation, disability and dementia awareness and equality and diversity)”

We are not aware of the need for training in disability and dementia awareness and equality and diversity. Drivers are currently undergoing CSE training and if this further training is required we feel that the issues should have been combined to reduce disruption.

On a general taxi/ph training comment we think that there is a tendency to stretch out training to unnecessary levels. We believe that training providers are making too much of the subject in order to justify exorbitant fees being charged. We are greatly concerned about the proposed charges for forthcoming training and we would like to see ways being explored to bring this down to a reasonable level. Licensing Enforcement has previously offered to do this at a low cost and we would like further consideration to be given to this. Unless this can be done we can see problems arising in the near future in recruiting drivers.

“For persons who seek to be authorised to drive a wheelchair accessible vehicle) that the applicant has the ability to safely load and secure wheelchair users in a wheelchair accessible vehicle whilst in their chair.”

Can you advise us please how this will be tested?

4.2.2 Disclosure and Barring Service Check

So that the licensing authority receives relevant information as quickly as possible in order to take appropriate and proportionate action to protect public safety, it is the licensing authority's policy to require applicants to register for the DBS's update service and to nominate the licensing authority to receive updates. Registration lasts for 1 year and costs £13 per year. Licensees are expected to maintain this registration and nomination throughout the duration of their licence.

Not all drivers are computer literate or have access to the Internet. We would appreciate advice on how such this will be enforced for such people.

4.2.6 Customer Service Training

Currently drivers are required to complete the NVQ in transporting passengers by taxi and private hire in the first year of being licensed. To date this course has been provided at no cost to the driver. Recent changes in funding mean that the course in its current format will cost £300.00. A course with similar content but without the driver observation element could be provided for £200.00.

The proposal is that new applicants will be required to undertake a World Host course offered by the Council covering customer service and dealing with people with disabilities. Existing drivers who have not successfully completed the NVQ will also be required to complete this training before their current licence is renewed."

As mentioned above we believe that a more relevant training package should be put together. Much of what is provided by training providers is long and drawn out and represents waste. We would like to be consulted on alternative speedier training packages.

4.2.7 Safeguarding Training

One of the aims of this policy is to protect the public and safeguard children and the vulnerable. For this reason the Council believes that it is appropriate for licensed drivers to undertake basic safeguarding training.

To ensure a consistent approach to this training across Lancashire a training package has been prepared. The intention is that this will be delivered to new applicants as part of the knowledge test.

It is important that all licensed drivers receive the same level of training therefore all existing drivers will be required to undertake the training which will consist of a power point presentation

and a short test. The intention is to work with the licensed trade to agree appropriate timescales. Comments are invited on how the training should be delivered to existing drivers.”

We believe that too much time is being spent by drivers attending courses which deliver little value. The NVQ training caused much irritation because experienced drivers had to spend over 20 hours unpaid listening to people attempting to train on issues which were already well known. A typical training session would involve signing documentation on an extreme multiple basis in an attempt to validate the process. We would like the process to be made quicker. If drivers have equipment capable of loading power point presentations we would like to be able to do this at home and to email the test papers direct to the Licensing Service.

“5.2 Vehicle Specification

It is proposed that all new and replacement multi-seat vehicles (capable of carrying 6 to 8 passengers) must be wheelchair accessible.”

We agree this proposal. This will deliver benefits to disabled people and will assist the Licensing Service in refusing to license vehicles which we consider unsuitable eg Ford Transit van conversions without suitable wheelchair facilities.

It is our understanding that disabled people who use wheelchairs feel that on a general level that the community discriminates against them in many ways. We think this is an opportunity to make a real difference in Blackpool to improve transport facilities for such people. We can't understand why vehicle owners who operate larger vehicles would want to do so in vehicles that are unable to load and secure wheelchair users. All too often we hear tales from wheelchair users that they have had to wait long periods for suitable vehicles to arrive after making a booking.

Our view is that hackney operators in Blackpool operate a high percentage of vehicles that are wheelchair accessible. And that the percentage of private hire vehicles able to do this work is too low. We expect that there will be objections to this and we think that before a final decision is made that the views of disabled groups should be obtained, on this specific issue.

“5.3 Maximum age of vehicles

Currently a vehicle will not be licensed beyond 14 years of age unless it can satisfy the exceptional quality test (see Appendix G). Comments are invited about whether this age limit should be maintained.

The options are:

- 1. Retain the 14 year age limit**
- 2. Remove the age limit**
- 3. Adopt a different age limit**
- 4. Adopt a maximum age at first licensing”**

We are happy to retain the present arrangements.

“5.4 Vehicle Testing

Vehicles are tested in accordance with the table below. Certificates of compliance are issued to vehicles who meet the required standard

1-5 years old 1 inspection per year

5-10 years old 2 inspections per year

Over 10 years old 3 inspections per year

Comments are invited about the testing regime. One option suggested is that there should be 2 tests per year up to the age of 14 year of age, three tests per year thereafter with the Public Protection Sub Committee retains the right to increase the number of tests to three per year in respect of vehicles under the age of 14 years due to maintenance issues.”

We support the idea of testing all vehicles twice per year regardless of age up to 14 years and 3 times a year only after they reach 14 years. 3 tests per year for vehicles which are between 10 and 14 years seems excessive in our opinion. Also we believe that in the interests of public safety only testing newer vehicles only once per year is not sufficient. We do not have a problem accepting the Public Protection Sub Committee taking the action proposed in certain cases where this is deemed to be necessary.

“5.13 CCTV

Vehicles may be fitted with an appropriate CCTV system. If a system is installed it should be operational at all times the vehicle is in use.

The CCTV system must:

- Be of a make, type and design approved by the Council;**
- Will not be changed in any way from its original design, be free of damage and maintained in working condition;**

- ***The vehicle must carry appropriate signs, approved by the Council, informing the public that camera surveillance is active in the vehicle;***
- ***The recording system and memory card (or other image recording system) must be securely stored within the vehicle and away from public access;***
- ***Installation and maintenance must be in accordance with the manufacturer's specifications and recommendations;***
- ***Images contained in the recording device may only be downloaded by an authorised officer of the Council or Police Officer"***

We wish that consideration be given to amending the last sentence. The Council funded CCTV was problematic because of the access problems we encountered. Some drivers (with newer CCTV system) already have access to their images and have found this beneficial in being able to supply footage on the spot to police officers in dealing with difficult situations. But we understand your concerns and want to work with you to resolve this issue. It is our understanding that the Information Commissioner requires taxi drivers with access to images to register and pay an annual registration fee of £35. This gives them responsibilities as a Data Controller. Furthermore that it is a criminal offence to be a Data Controller and not to be registered. We would suggest that an additional sentence is added to the Policy to allow drivers access if they register and pay the fee. These drivers to show their certification to Licensing on an annual basis.

"6.5 Address of Operator

The Council will specify in the licence the address from which the operator may operate. The operator must notify the Council in writing of any change of address.

The Council will not grant an operator's licence for an operating base outside of the Borough of Blackpool. This is to ensure that proper regulation and enforcement measures may be taken by the Council and is in no way intended to be a restraint of trade."

We strongly support this requirement and we would like to see this extended to make it necessary for any operator also to supply a local landline phone number. We believe this is necessary so that customers are able to contact the company to resolve any issues which may arise.

7.1.1 Penalty Points Scheme

Some authorities adopt a penalty point scheme to deal with minor enforcement issues. If a licence holder obtains a set number of points within a specified time, they would be referred to the Public Protection Sub-Committee to consider whether they remained a fit and proper person to be licensed.

Comments are invited on whether such a scheme should be adopted in Blackpool. A sample scheme is attached by way of example.

We have reservations about this because we feel that this would enable penalties to be imposed without due consideration being given. Some drivers are not confident in putting forward explanations of incidents and might accept penalty points when none are strictly due. And then another minor incident might push them over the limit for a minor transgression.

Looking at the examples we were sent we can see problems arising. Examples of this is penalty points for:

- 4 points for ***“Failure to use authorised roof light”***. If a bulb blows it might be some time before the driver notices.
- 4 points for ***“Failure to maintain records in a suitable form of the commencement and cessation of work of each driver each day.”***
- 3 points for ***“Evidence of food or drink in vehicle.”***
- 3 points for ***“Unsatisfactory appearance of driver.”***
- 3 points for ***“Failure to observe rank discipline.”*** Would this mean that a driver returning from a toilet break would receive penalty points?
- 2 points for ***“Failure to maintain a reasonable standard of behaviour”*** Acceptance of being unreasonable up to say 5 times in a year? How is unreasonable to be determined?
- 2 points for ***“Not moving vehicle forward on a Rank to fill the space which has been vacated”*** Our view is that taxi drivers manage this process by peer pressure. No need for the Council to become involved.

These are just some examples of issues that are difficult to judge with pre-set penalty points that don't take account of mitigating circumstances.

As a general rule we feel that such schemes are not good for the taxi trade. In various parts of the UK taxi and private hire drivers are in opposition to such schemes and we would not want to see the harmonious relationship that we have in Blackpool being spoilt in this way. The Public Protection Sub Committee does a good job in determining whether or not individuals are fit and proper to hold a taxi/ph license. Enforcement are in the best position to recommend on any action necessary. We feel that all cases are different and the judgement of Officers should not be influenced by automatic processes involving totting up of points.

Appendix B – Private Hire Driver's Licence Conditions

We support the lengthy list of conditions mentioned in this Policy. We would also like to suggest that an addition is made to give guidance to private hire drivers as to where they should not park when waiting for a booking.

“The licence holder, whilst acting as the driver of a private hire vehicle shall when requested by any person hiring the vehicle:

- ***Convey a reasonable quantity of luggage;”***

We sometimes see private hire vehicles which are licensed for 6 passengers attempting to load 6 passengers plus luggage. And because they have seats pushed back there is no luggage space and passengers sit with suitcases on their knees. Clearly this isn't right and we feel that the Policy should address this. Our view is that such vehicles should be downgraded to a limit of 4 passengers.

Appendix C - Code of Conduct for Licence Holders

We note that there are various conduct requirements for licensed holders, drivers, hackney drivers including when parked outside company offices. We would suggest that an additional requirement should be added.

Private hire drivers should not:

- Park, wait, pick up or drop off on taxi ranks
- Park near to a taxi rank, public house, night club or other places where large numbers of people gather. Or to create the impression that they are plying for hire.
- Encourage or tout for business or telephone the office on behalf of customers to make a booking. It would not be a lawful booking if the driver contacted the operator to make the booking on behalf of the customer. We note this is mentioned in para 6.1 but we feel that it should be repeated here.

We would suggest that these issues should be incorporated into the new driver test for private hire drivers.

Appendix F - Vehicle Specification

“All vehicles should be capable of carrying not less than four passengers, be right and drive and shall have an engine size not less than 1298cc.”

Modern engines now deliver performance with smaller engines. We think that there is perhaps now no need for this limit on engine cc.

Disability Access

Where a vehicle is designed or adapted to carry a wheelchair, the vehicle licence holder shall ensure that the driver has received sufficient training to safely load and convey passengers using wheelchairs.

Amend perhaps to say “the driver (unless wheelchair exempt) has received sufficient training”...

Meter in private hire vehicles

“Private Hire Vehicles There is no requirement for private hire vehicles to be fitted with a taximeter. Those that are fitted with meters must have them tested and approved by the Authority.”

As some private hire vehicles are not being tested to ensure that the meter fare complies with the fare table on display we feel that this paragraph should be amended.

Child Sexual Exploitation (CSE)

We found this on the Wiltshire Council Taxi Policy Document. We would suggest that something along these lines should be adapted and included in the Blackpool Taxi Policy

CHILD SEXUAL EXPLOITATION AND ABUSE

‘Sexual exploitation of children and young people under 18 involves exploitative situations, contexts and relationships where young people (or a third person or persons) receive ‘something’ (e.g. food, accommodation, drugs, alcohol, cigarettes, affection, gifts, money) as a result of them performing, and/or another or others performing on them, sexual activities. In all cases, those exploiting the child/young person have power over them by virtue of their age, gender, intellect, physical strength and/or economic or other resources. Violence, coercion and intimidation are common, involvement in exploitative relationships being characterised in the main by the child or young person’s limited availability of choice resulting from their social/economic and/or emotional vulnerability.’(NWG 2008)

Children and young people may be taken to public or private venues, rooms, hotels or houses for the purpose of sexual abuse.

All drivers are expected to report any suspicion or concerns that a child or young person is being transported for the purposes of sexual abuse.

Where a driver becomes aware or concerned that they or other drivers are transporting a young person or a number of young people to specific premises or venues either accompanied or alone on a regular basis and they suspect the young person may be subject to exploitation they must report their concerns to Wiltshire Police based in the Multi-Agency Safeguarding Hub (MASH) as a matter of urgency on the above number. Drivers are also expected to inform their manager that they have reported their concerns to Wiltshire Police.

Failure to report a suspicion or concern that a young person or young people may be being sexually exploited could lead to the licence being revoked and the individual could also be considered complicit in the sexual exploitation in any subsequent criminal investigation.

Finally we understand that some hackney license holders have been allowed to effectively put their licenses “on a shelf” in the Council Offices and are no longer attached to a vehicle. We feel that this is wrong and we would like the Policy to bring about an end to this practice. And for such license holders to be given a period of some months to allocate suitable vehicles to such licenses.

Blackpool Licensed Taxi Operators Association Committee

28 January 2016

Blackpool	01253 401000
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Email	office@premier401000.com

January 2016

Dear Sharon,

With regard to the draft hackney carriage and private hire licensing policy you sent I would like to make the following comments.

I strongly object to the proposal that all new and replacement multi-seater vehicles carrying 6-8 passengers must be wheelchair accessible. I do not believe it should be a requirement of private hire vehicles to do this. The vast majority do not have this capability unless they have expensive re fits. Add to this that Premier has invested £100,000's in electric multi seater vehicles and if this proposal was enforced it would preclude us from adding more. I do agree that hackney multi seaters should cater for wheelchair passengers.

In view of the Council's aim to 'encourage environmental sustainability' I would like to inquire if the Council would be willing to issue a number of taxi plates to be attached to 100% electric hackney taxis. These plates would not be transferrable and once removed from the said vehicle would be returnable to the council. There is no such vehicle available on the market as yet, but I feel it will not be long, and now is the time to establish possibilities.

With regards to the 'local knowledge' test I feel that this is somewhat archaic with modern technologies now in daily use, indeed some authorities have recognized this and abandoned such tests. The practice of changing the questions on a regular basis is engaging us in a 'cat and mouse' scenario whereby it spirals down to questions becoming more and more obscure as more relevant and common questions have already be used.

The maximum age of vehicle, hackney or private hire, in my view, should be 10 years with no exceptions. The public DO judge a vehicle by its number plate, i.e. year of manufacture.

Blackpool Correspondance

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Directors J.A. & A Cutler

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Vehicle testing should be 1 inspection per year for vehicles 1 to 3 years old. 2 inspections 3 to 6 years (as a 3 year old vehicle used from new is likely to have covered around 100,000 miles by this time). 3 inspections for vehicles 6 to 10 years old.

In the appendix F door section it states 'there must be a minimum of 54 inches width between door handles' – this is clearly not the case of many of the vehicles currently licensed by the Council and I would respectfully ask that this condition be removed from the present policy and not be included in future policy as it would exclude our fleet of 100% electric people carriers and many other multi seater vehicles.

I do not agree with the whole concept of 'exceptional quality' as I see it as a 'work around' to allow much older vehicles to be issued with licenses. The vehicle may indeed appear pristine inside and out but it will not have the level of safety devices that modern cars have and therefore cannot offer the public the same level of safety to which the 'principle purposes' purports to, i.e. safety of the public.

At appendix H section f it states vehicles fitted with a meter should display signage detailing how the fare is calculated – I would respectfully ask that this condition be removed or altered to reflect the agreement already in place with licensing that a sign stating 'if you have pre-booked this vehicle you will be charged less than the council rate' will suffice. This allows the alteration of fares as required, for example for promotional purposes or Xmas and New Year, without changing signage.

Appendix I needs a re write in as much as records are now, in most, if not all cases, computerised.

Regards,


J.A. Cutler (Managing Director)

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Sharon Davies

From: Peter Drew [redacted]
Sent: 24 November 2015 22:03
To: Licensing
Subject: Proposed Policy Changes

Hi

Whilst it is an excellent suggestion that all new/replacement multi-seaters are wheelchair accessible, I feel it will limit the number of multi-seater vehicles available.

The reasons for my view are as follows:

A number of current multi-seater owners when it comes to replacing their vehicle who would not be willing to do wheelchair work so then opting for a saloon.

The cost of a wheelchair accessible vehicle would rule a lot of people out as well.

Owners will be wanting to keep their current multi-seaters for longer, so ending up with a very old fleet of multi-seaters in Blackpool.

Customers may also be calling firms from outside the Blackpool Borough to do 8 seater journeys, who maybe not be as well governed as Blackpool Borough vehicles.

Regards,
Peter Drew

All the above would have a detrimental effect on the number of multi-seater vehicles available for work, so having an effect on satisfying the customer needs of the area, but also the effect of clearing people from the town at night.

Sent from my iPad

<http://www.blackpool.gov.uk/EmailDisclaimer/>

This message has been scanned for inappropriate or malicious content as part of the Council's e-mail and Internet policies.

Sharon Davies

From: C Cabs [REDACTED]
Sent: 28 January 2016 10:42
To: Licensing
Cc: Sharon Davies
Subject: Response to draft Hackney Carriage and Private Hire licensing policy

Hi Ryan

Below are our opinions on a number of the items listed.

4.2.6 Customer service training.

We feel that the costings are prohibitive to any new people coming into the trade especially those wishing to only drive on a part time basis. We have never had as many driving positions available on our company and we feel this is because of the cost of the test, badge, dbs, medical and adding the training costs to this already expensive set up fee is a great barrier to the majority of people and may cause an even bigger shortage of drivers in the future.

5.2 Vehicle specification

We are strongly apposed to the proposal that all new and replacement multi seat vehicles (6/8 passengers) will need to be wheelchair accessible, The cost of purchasing these vehicles would make them beyond anybody's reach which would then lead to a shortage of such vehicles which in turn would levy a cost to the public as they would require 2 vehicles when travelling in parties of 6 or more. In addition to this we do numerous contracts for Blackpool Council that require the multi seat vehicle which again would cost the Council more money as they also would need 2 vehicles and with escorted runs would need to passenger assistant which again would increase the cost to the Council.

5.4 Vehicle testing

We are in the main happy with this proposal to have 2 pit tests per year up to the age of 14 but our members are concerned with who will be making recommendations to the Protection Sub Committee to go to 3 test for a vehicle with maintenance issues in that a 3 year old vehicle may have a fault and then find themselves subject to 3 pit tests per year, we feel this needs clarifying.

5.8 Change of vehicle

We feel that this is just another increase in cost to the vehicle owners and feel the Council will be increasing their workload using this method as the new vehicle licence paperwork will still need to be completed but in addition to this the Council will then have to work out what proportion of refund is required.

7.1.1 Penalty points scheme

We are strongly apposed to this scheme as we feel the enforcement works perfectly well as it is.

We believe that the present system in Blackpool works perfectly well and feel many other Councils could learn from your practices it's like the old adage "if it ain't broke don't fix it". Over the past few years the taxi trade as a whole has had to bear a number of increased financial burdens but with an ever decreasing workload and feel that the aforesaid proposals are yet another needless cost to the owners.

Kind Regards

Dee Grant

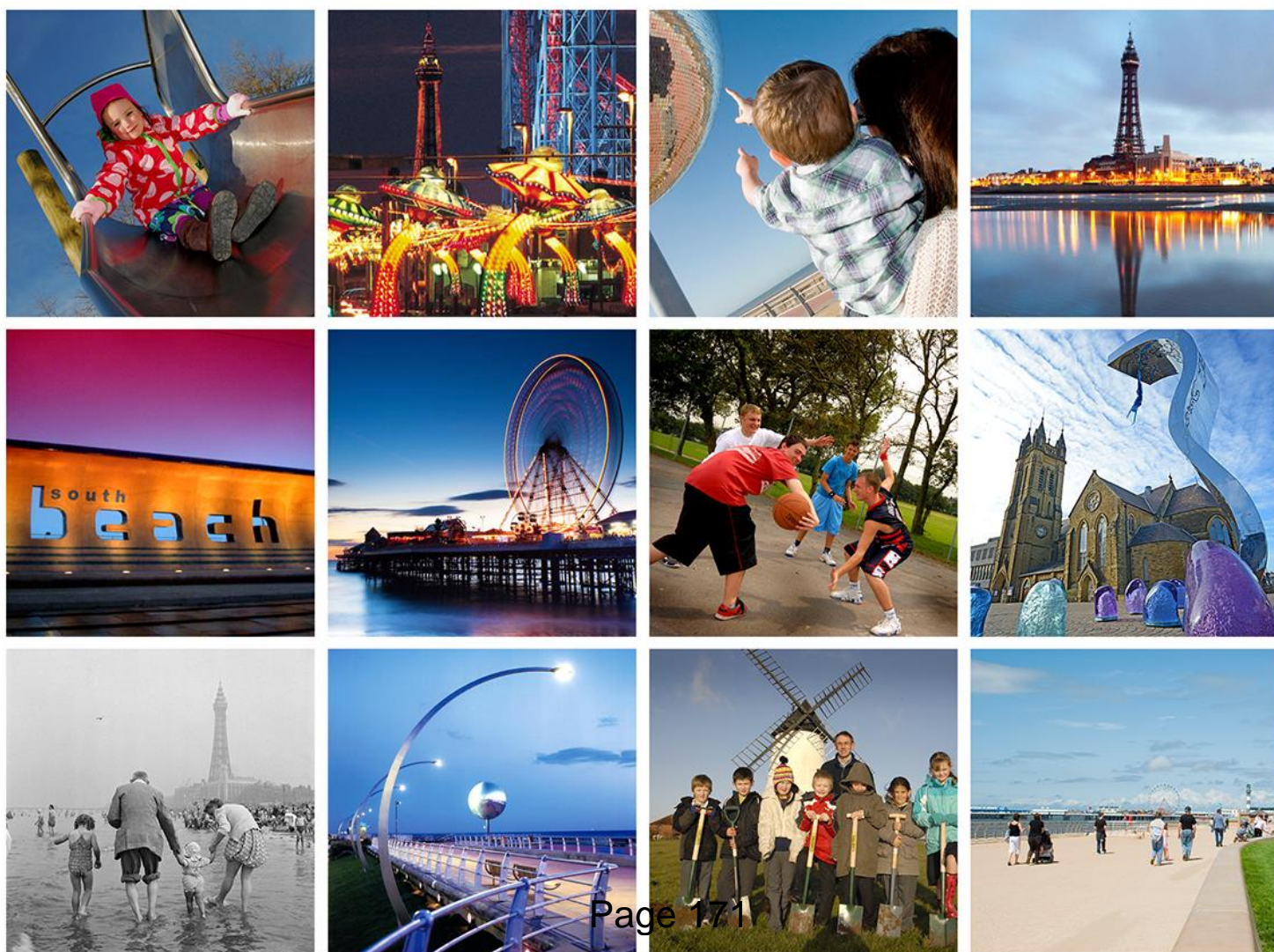
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Appendix 6b: Proposed Hackney Carriage and Private Hire Licensing Policy

Blackpool Council



Proposed Hackney Carriage and Private Hire Licensing Policy 2015

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Proposed Hackney Carriage and Private Hire Licensing Policy 2015

1. Introduction

Blackpool Council is responsible for the regulation of the hackney carriage and private hire trades within the Borough of Blackpool.

When developing this policy the following have been taken into consideration:

- The aims and objectives of this policy (see below)
- Current legislation
- The Department for Transport “ Taxi and Private Hire Vehicle Licensing: Best Practice Guidance” March 2010
- Regulators Code 2014
- Local Government Association template Criminal Convictions Policy 2015

This policy sets out application requirement and standards that must be met by the hackney carriage and private hire trade licensed by Blackpool Council. When carrying out its regulatory functions, the Council will have regard to this policy. Each application or enforcement measure will be considered on its own merits however where it is necessary to depart substantially from the policy, clear and compelling reasons will be given.

2. Aims and objectives of the licensing policy

The principal purpose of hackney carriage and private hire licensing is to protect the public and promote public safety. The Council’s aim is to facilitate well run and responsible businesses which display sensitivity to the wishes and needs of the general public

Blackpool Council will carry out this licensing function with a view to promoting the following:

- The protection of the public, safeguarding children and the vulnerable and the prevention of crime and disorder,
- The safety and health of the public and drivers
- Vehicle safety, comfort and access
- Encouraging environmental sustainability

The Council aims to ensure that the hackney carriage and private hire services offered within the Borough are of a good standard. The application and compliance procedures are designed to ensure these standards are maintained, monitored for compliance and appropriately enforced.

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3. Delegations

Under the Council's Constitution, the Public Protection Sub-Committee has the authority to discharge non-executive regulatory functions with respect to hackney carriage and private hire licensing. The Sub-Committee will determine applications, contraventions, suspensions and revocations.

The Head of Licensing Services has delegated powers to grant licences where there are no criminal or other concerns that give rise to doubts over the suitability of the applicant to hold a licence.

The Head of Licensing Services or in their absence the Licensing Enforcement and Health and Safety Manager, after consultation with the Chair or Vice-Chair of the Public Protection Sub-Committee may:

- Issue warning letters on behalf of the Sub-Committee
- Suspend hackney carriage or private hire drivers with immediate effect

Hackney carriage/private vehicle licensed may be suspended by the Head of Licensing Services or in their absence the Licensing Enforcement and Health and Safety Manager if it cannot be established that the vehicle is suitably insured.

4. Hackney Carriage and Private Hire Drivers

An applicant must satisfy the Council that they are a fit and proper person to become licensed. Once licensed the driver must remain a fit and proper person throughout the duration of the licence.

4.1 Fit and Proper Person Test

Licensed drivers are in a position of trust transporting the young and vulnerable at all times of the day and night. The legislation requires that licences can only be granted if the Council is satisfied that the applicant is a fit and proper person.

Whilst there is no definition of a fit and proper person decisions from Courts over the years have come to the conclusion that the Council is effectively asking the following question

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

“Would you allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?”

During the application process the Council will undertake a number of checks to gather the information necessary to assess the suitability of the applicant.

Factors that will be taken into account when reaching a decision include:

- Criminality (whether the applicant has any criminal convictions or cautions)
- Driving licence – length held and penalty points endorsed
- Right to work in the UK
- Medical Fitness
- General conduct/standards of behaviour
- Conduct of the applicant during the application process
- Previous licensing history
- Knowledge of Blackpool and other matters such as the Highway code and taxi policy and laws
- Ability to communicate and understand English

This is not an exhaustive list of matters that will be considered and further information will be sought from other agencies such as the Police, Safeguarding Boards and other licensing authorities as appropriate.

4.2 Making an application

It is the policy of the licensing authority that every application for a licence to drive a Hackney Carriage and/or Private Hire Vehicle must be accompanied by satisfactory evidence of the following matters (and that applications that are incomplete will not be deemed to have been made until such time as they are completed) -

- That the applicant has the right to live and work in the country
- An enhanced criminal record check and evidence that they are not on a child and/or vulnerable adult barring list
- A certificate of their current medical fitness to Group 2 standard
- That the applicant is authorised to drive a vehicle of the same classification as that which the licence will allow them to drive

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- That the applicant has a minimum of three years post-qualification driving experience (or if not, successful completion of an driving test with a Council approved examiner)
- Applications will not be considered until the following has been established:
- That the applicant has adequate literacy and numeracy skills to provide the service that they wish to be licensed for
 - That the applicant has sufficient ability to speak English and to understand spoken English to provide the service that they wish to be licensed for
 - That the applicant has completed training specific to the service that they wish to be licensed to provide (including in respect of safeguarding, sexual exploitation, disability and dementia awareness and equality and diversity)
 - (For persons who seek to be authorised to drive a wheelchair accessible vehicle) that the applicant has the ability to safely load and secure wheelchair users in a wheelchair accessible vehicle whilst in their chair
 - That the applicant has sufficient knowledge of the Borough and other issues such as legislation relating to hackney carriage and private hire vehicles (for example the requirement to carry assistance dogs) as may be prescribed by the Council

4.2.1 Application form

Applicants are expected to act with honesty and integrity throughout the application process. There is an expectation that information requested, for example previous convictions and cautions, will be fully and accurately disclosed. Applicants are required to disclose all convictions and cautions including those that would normally be considered spent as both hackney carriage and private hire drivers are included as exceptions within the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975.

Care should be taken when completing the form as failure to make full and accurate disclosure can in itself result in refusal of the application.

4.2.2 Disclosure and Barring Service Check

A criminal record check of a driver is seen as an important safety measure. An enhanced disclosure through the Disclosure and Barring Service (DBS) is required as these disclosures include details of live and spent convictions, police cautions and other relevant information from the Police.

Before an application will be considered, the applicant must provide a current enhanced disclosure certificate. In this context “current” means less than three months old. DBS certificates are ordinarily applied for through the Council’s licensing unit however a certificate obtained elsewhere will be acceptable if it is less than three months old and has been processed

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in relation to both the child and adult workforce employment position (this is specified on the certificate)

It should be noted that the Disclosure and Barring Service send the certificate to the applicant direct. The original certificate must be produced to the Licensing Service to progress the application.

A licence will not be granted or renewed in the absence of a current enhanced DBS certificate.

So that the licensing authority receives relevant information as quickly as possible in order to take appropriate and proportionate action to protect public safety, it is the licensing authority's policy to require applicants to register for the DBS's update service and to nominate the licensing authority to receive updates. Registration lasts for 1 year and costs £13 per year. Licensees are expected to maintain this registration and nomination throughout the duration of their licence. This policy requirement will not take effect until 1st October 2016 to allow further consultation with the trade on its implementation.

More information about the DBS can be found on their website at <https://www.gov.uk/government/organisations/disclosure-and-barring-service>.

Applicants with periods of residency outside the UK

If a new applicant has spent six continuous months or more overseas the Council will need to see evidence of a criminal record check from the country/countries visited covering the period before an application can be made.

4.2.3 Relevance of Convictions and Cautions.

In assessing whether the applicant is a fit and proper person to hold or retain a licence, the Council will consider each case on its merits having regard to its policy on convictions and cautions which can be found at Appendix A.

4.2.4 Medical Assessment

The Council is of the opinion that it is appropriate for licensed drivers to be subject to more stringent medical standards than those applicable to normal car drivers because:

- They carry members of the public who expect a safe journey
- They are on the road longer than most car drivers
- They have to assist disabled passengers and handle luggage.

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

For this reason the Group 2 standards of medical fitness as applied by the DVLA to the licensing of lorry and bus drivers is the appropriate standard for licensed hackney carriage and private hire drivers

Applicants are required to undergo a medical assessment on first application, on reaching 45 years of age then every 5 years thereafter until the age of 65 when annual examinations will be required. Holders of current PSV and/or HGV licences where the holder is able to produce proof of a current medical examination will not be required to undergo further assessment.

Where there is any doubt as to the medical fitness of the applicant, the Council may require the applicant to undergo and pay for a further medical examination by a doctor appointed by the Council.

Licence holders must advise the licensing service of any deterioration or other change in their health that may affect their driving capabilities – this includes, but is not restricted to the list of conditions which must be notified to the DVLA. Where there remains any doubt about the fitness of the applicant, the Public Protection Sub-Committee will review the medical evidence and make a final decision.

No licence shall be issued until medical clearance (if required) has been established.

Exemption Certificates

Licensed drivers are under a legal duty to carry guide, hearing and other prescribed assistance dogs in their vehicles without additional charge. Drivers who have a medical condition which is aggravated by exposure to dogs may apply to the Council for exemption from the duty on medical grounds. If an application is successful they will be issued with an exemption certificate and a notice of exemption. The notice of exemption must be displayed in the vehicle either on the windscreen or in a prominent position on the dashboard.

4.2.5 Knowledge of the Borough

Applicants for a new licence are required to have passed the Council's knowledge test. This test will ensure that the applicant has sufficient knowledge in relation to:

- A basic level of English language
- Child/Adult safeguarding awareness
- Disability awareness
- Road Safety
- Basic Vehicle Maintenance
- Customer care/customer awareness

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- Local knowledge
- Taxi/private hire regulations and policy

If an applicant fails four successive knowledge tests their application will be rejected and a period of twelve months must elapse before a new application is permitted. Applicants who cannot demonstrate a basic level of English Language will be provided with information on relevant courses that can bring them to the required standard.

A fee must be paid for each test taken and any applicant cancelling the test with less than 24 hours' notice will not be refunded the fee. Failure to attend the test without prior notification will be classed as a failure.

Applicants who have been licensed previously by Blackpool Council will not be required to pass a knowledge test if their last licence expired less than three years prior to the date of the new application.

4.2.6 Customer Service Training

New applicants will be required to undertake a World Host course offered by the Council covering customer service and dealing with people with disabilities. Existing drivers who have not successfully completed the NVQ will also be required to complete this training before their current licence is renewed.

4.2.7 Child Sexual Exploitation and Abuse

One of the aims of this policy is to protect the public and safeguard children and the vulnerable. For this reason the Council believes that it is appropriate for licensed drivers to undertake basic safeguarding training.

Sexual exploitation of children and young people under 18 involves exploitative situations, contexts and relationships where young people (or a third person) receives "something" (e.g. food, accommodation, drugs, alcohol, cigarettes, affection, gifts, money) as a result of them performing, and/or another or others performing on them, sexual activities. In all cases, those exploiting the child/young person have the power over them by virtue of their age, gender, intellect, physical strength and/or economic or other resources

Children and young people may be taken to public or private venues, rooms, hotels or houses for the purpose of sexual abuse.

All drivers are expected to report any suspicion or concerns that a child or young person is being transported for the purposes of sexual abuse. Where a driver becomes aware or concerned that

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

they or other drivers are transporting a young person or a number of young people to specific premises or venues either accompanied or alone on a regular basis and they suspect the young person may be subject to exploitation they must report their concerns to Lancashire Police.

Failure to report a suspicion or concern that a young person may be being sexually exploited could lead to the licence being revoked and the individual could also be considered complicit in the sexual exploitation in any subsequent criminal investigation.

It is a requirement that all existing licensed drivers undertake CSE training before their licence is renewed.

4.2.8 Right of driver to work in the UK

The Council will require all applicants for new licences to provide documentary evidence to confirm that they may legally work in the UK. Examples of documents that may be provided include (but are not limited to):

- A UK passport confirming that the holder is a British Citizen (or citizen of another EEA country including Switzerland)
- Passport or other travel document endorsed to show that the holder is allowed to stay in the UK and undertake paid employment
- Full UK birth/adoption certificate
- An immigration document issued by the Border and Immigration Agency to the holder which indicates that the person named in it can stay in the United Kingdom and undertake paid employment
- A work permit or other approval to take employment issued by the Home Office or the Border and Immigration Agency when produced in combination with either a passport or another travel document endorsed to show the holder is allowed to stay in the United Kingdom and is allowed to undertake paid employment.

When an applicant is subject to immigration controls, a licence will not be issued for longer than the period that the applicant has permission to undertake paid employment in the United Kingdom.

4.3 Standards expected of a licensed driver

4.3.1 Licence Conditions

The Council may attach such conditions to a private hire driver's licence as it considers reasonably necessary. The standard conditions can be found at Appendix B. Conditions may not be attached to a hackney carriage driver's licence, however they are required to abide by the Hackney Carriage Byelaws.

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4.3.2 General Conduct

The standards expected of licensed drivers are set out in the Code of Good Conduct. This code, set out at Appendix C should be read in conjunction with the other statutory and policy requirements set out in this document.

4.3.3 Dress Code

It is recognised that both the hackney carriage and private hire trade play an important part in portraying a positive image of Blackpool.

Anything that serves to enhance the professional image of the trade and promotes the concept that the drivers of licensed vehicles are professional vocational drivers is to be welcomed.

To ensure that the objectives above are met a dress code for licensed drivers has been set see Appendix D. It is a condition of licence that drivers adhere to this policy.

4.3.4 Code of Conduct when working with vulnerable passengers

It is essential that young, elderly and other vulnerable people are safeguarded and protected whilst being transported in a licensed vehicle. Accordingly a specific Code of Conduct must be complied with when working with vulnerable passengers. This Code can be found at Appendix E.

5 Hackney Carriage and Private Hire Vehicles

5.1 Limitation of numbers

The grant of a hackney carriage licence may be refused for the purpose of limiting the number of licensed taxis, if the local authority is satisfied that there is no significant demand for the services of hackney carriages in the area which is unmet.

Blackpool Council does limit the number of hackney carriages to 256 together with 44 horse drawn (landaus). The need for this limit is reviewed periodically (approximately every three years) by a competent company appointed to conduct the review on behalf of the Council, the findings of which are available on request.

The Council has no power to limit or otherwise restrict the number of private hire vehicles.

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5.2 Vehicle Specification

The Council has a series of specifications which a vehicle will need to comply with if it is to be licensed. These specifications can be found at Appendix F.

Not all types of vehicles are suitable to be licensed as hackney carriage or private hire vehicles. The Council maintains a list of approved vehicles. If an applicant wishes to licence a vehicle that does not appear on the list, advice should be sought from the licensing enforcement team which is responsible for maintaining the list. In the event of a dispute over the suitability of a vehicle the final decision rests with the Public Protection Sub-Committee.

5.3 Maximum age of vehicles

Vehicles will not be licensed beyond 14 years of age unless they satisfy the exceptional quality test.

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5.4 Vehicle Testing

Vehicles are tested in accordance with the table below. Certificates of compliance are issued to vehicles who meet the required standard

Below 14 years of age*	2 inspections per year
Over 14 years of age	3 inspections per year

*The Public Protection Sub Committee retains the right to increase the number of tests to three per year in respect of vehicles under the age of 14 years due to maintenance issues.

5.5 Signage

Hackney Carriage vehicles are required to display plates on both the front and rear of the vehicle. This is a key feature in helping to identify vehicles that are properly licensed. All hackney carriage vehicles, except for mini buses, transits, people carrier type vehicles and those with built in roof signs should carry illuminated roof mounted signs indicating that they are a taxi. Mini buses, transits and people carrier type vehicles must display the single word "taxi" on the front and rear of the vehicle. In order to differentiate between the two types of licensed vehicle, private hire vehicles are not permitted to carry roof-mounted signs of any kind or any references to the word "taxi" or "hackney"

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

Private hire vehicles must display the following signage on both the rear passenger doors of each Private Hire saloon vehicle and on both passenger access doors for all other types of Private Hire vehicles to include the Blackpool Council logo and the wording "licensed private hire vehicle not insured unless pre-booked" in a size and font to be specified by the Council'. These signs can be purchased from the licensing service.

5.6 Application Process

The Council will consider all applications for vehicle licences on their own merits.

A valid application will consist of:

- Vehicle application form
- Fee
- The original vehicle registration document (V5), certificate of registration for the vehicle or a bill of sale. Licences will not be renewed unless the full V5 document has been produced to the Council.
- Certificate of compliance from the Council's testing station.
- Valid policy of insurance

5.7 Grant and renewal of licences

Vehicle licences will be issued for a period of 12 months.

5.8 Change of Vehicle

Historically, the licensing service have permitted vehicle licence holders who wish or need to change their vehicle to do a vehicle change to enjoy the benefit of the unexpired portion of the licence. The only charge for this was for the vehicle plates/disc.

The proposal is that this practice will cease and from the date this policy comes into force licence holders wishing to change vehicles must apply for a new vehicle licence. This decision has been taken due to the number of these applications now being received and the fact that it is the correct approach lawfully. Refunds for complete months outstanding on the existing licence will be given.

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5.9 Conditions

The Council may attach such conditions as it considers reasonably necessary to the grant of a hackney carriage or private hire vehicle licence.

The following condition is attached to all hackney carriage licences:

- Any hackney carriage operating to different tariffs must display a statement of fares which shall be fitted and maintained in such a position as to be clearly visible at all times to the hirer.

The standard conditions attached to a private hire vehicle licence can be found at Appendix H

5.10 Accidents

If at any time a licensed vehicle is involved in an accident, however minor, the driver must inform the licensing service as soon as possible and in any event within one working day. An accident report form must then be completed and submitted to the licensing service within 72 hours of the accident occurring (except in exceptional circumstances when the licensing service may agree to the report being filed outside of that time limit).

The vehicle must be presented for inspection at the Council's testing station as soon as possible after the accident has taken place at the licence holder's expense. The inspection should be booked via the licensing service. Failure to present the vehicle for inspection may result in the vehicle licence being suspended until such time as the vehicle is produced for examination.

If the vehicle is so damaged that it cannot be driven, the licensing service must be informed of this fact. In such cases, the vehicle proprietor is advised to take photographic evidence of the vehicle's condition to clearly illustrate the reason why the vehicle cannot be driven or be presented for examination.

5.11 Meters

All hackney carriages must be fitted with an approved meter. Private hire vehicles may be fitted with a meter but this is not a requirement of licensing. If a private hire vehicle is fitted with a meter it should not display the words "for hire" unless this wording cannot be viewed from outside of the vehicle

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

5.12 Fares

The Council sets the maximum rates that may be charged by hackney carriage vehicles. Private Hire Vehicles may set their own fare structure.

5.13 CCTV

Vehicles may be fitted with an appropriate CCTV system. If a system is installed it should be operational at all times the vehicle is in use.

The CCTV system must:

- Be of a make, type and design approved by the Council;
- Will not be changed in any way from its original design, be free of damage and maintained in working condition;
- The vehicle must carry appropriate signs, approved by the Council, informing the public that camera surveillance is active in the vehicle;
- The recording system and memory card (or other image recording system) must be securely stored within the vehicle and away from public access;
- Installation and maintenance must be in accordance with the manufacturer's specifications and recommendations;
- Images contained in the recording device may only be downloaded by an authorised officer of the Council or Police Officer unless the vehicle licence holder or licensed driver is registered with the Information Commissioner as a Data Controller

6 Operators

6.1 Requirement for a licence

A private hire vehicle may only be dispatched to a customer by a private hire operator who holds an operator's licence. Such a licence permits the operator to make provision for the invitation or acceptance of bookings for a private hire vehicle. A private hire operator must ensure that every private hire vehicle is driven by a person who holds a private hire driver's licence. All licences must be issued by the same local authority.

Applications for operator licences must be made on the form provided by the Council together with the appropriate fee. The Council will then decide whether the applicant is a fit and proper person to hold an operator's licence. In the case of a company the Council must be satisfied that all company directors/secretary are fit and proper.

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On the spot bookings - where a private hire vehicle is approached on the street by a potential customer, in the Council's view, the booking would only be lawful if it is made by the potential customer contacting the operator themselves. It would not be a lawful booking if the driver contacted the operator to make the booking on behalf of the customer.

6.2 Fitness and propriety

In assessing whether the applicant for an operator's licence is a fit and proper person, the Council will have regard to the following:

- Criminal record including convictions, cautions, warnings and reprimands
- Demeanour, general character, non-criminal behaviour, honesty and integrity
- Previous conduct
- Business practices demonstrated by the applicant (for example standard of record keeping, compliance with other regulatory requirements, financial practices, etc)

If the application is received from a person not already licensed as a driver by Blackpool Council, the applicant will be required to produce a Basic Disclosure from the Disclosure and Barring Service. They will also be required to undertake the Council's Safeguarding Awareness Training.

6.3 Insurance

Before an application is granted, the applicant must produce evidence that they have taken out appropriate public liability insurance.

6.4 Conditions

Conditions are attached to an operator's licence. The standard conditions can be found at Appendix I.

6.5 Address of Operator

The Council will specify in the licence the address from which the operator may operate. The operator must notify the Council in writing of any change of address.

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

The Council will not grant an operator's licence for an operating base outside of the Borough of Blackpool. This is to ensure that proper regulation and enforcement measures may be taken by the Council and is in no way intended to be a restraint of trade.

7 Compliance and Enforcement

7.1 Enforcement

The principal purpose of hackney carriage and private hire licensing is to protect the public and promote public safety. To this end the Council aims to provide an efficient, targeted and proportionate regulatory service to those it regulates.

The Regulator's Code was brought into force in 2014 which states that the Council should:

- Carry out their activities in a way that supports those they regulate to comply and grow
- Provide simple and straightforward ways to engage with those they regulate and hear their views
- Base their regulatory activities on risk
- Share information about compliance and risk
- Ensure clear information guidance and advice is available to help those they regulate meet their responsibilities to comply
- Ensure that their approach to their regulatory activities is transparent.

Where appropriate, referrals will be made to other agencies. This will include but is not limited to the Police, HM Customs and Excise, DVLA and the Children's and Adult Safeguarding teams.

The Council will respond to complaints made by the public and referrals from other agencies and bodies. In addition officers will undertake proactive inspections and testing as either day to day activity or as a part of programmed operations.

7.1.1 Disciplinary Hearings

Licence holders may be referred to the Public Protection Sub-Committee for committing offences, failure to comply with any part of this policy, or for other any other conduct which impacts on their fitness to be a licence holder. The Sub-Committee will consider the impact of the offending/conduct on the individual's fitness to hold a licence and take such action as is appropriate in the circumstances.

Warnings

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These may be issued for minor infringements. A warning letter will remain on file for a period of three years and will be referred to in the event that the licence holder is taken before the Sub-Committee for any other reason.

Suspensions

Vehicles can be suspended in accordance with section 68 Local Government (Miscellaneous Provisions) Act 1976 if an officer is not satisfied as to the fitness of a vehicle.

Drivers can be suspended under section 61 Local Government (Miscellaneous Provisions) Act 1976. This suspension can be ordered to take immediate effect in certain circumstances..

Revocations

Both vehicle and drivers licences may be revoked by the Sub-Committee.

If the seriousness of the case merits revocation, this course of action will be available to the Sub-Committee even if it is the first enforcement action taken against the driver/vehicle.

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

Appendix A - Taxi and PHV Licensing Criminal Convictions' Policy

1. Introduction

- 1.1 The purpose of this policy is to provide guidance on the criteria taken into account by the council when determining whether or not an applicant or an existing licence holder is a fit and proper person to hold a hackney carriage and/or private hire vehicle licence.
- 1.2 The overriding aim of the licensing authority is to protect the safety of the public. The licensing authority is concerned to ensure:
 - That a person is a fit and proper person.
 - That the person does not pose a threat to the public.
 - That the public are safeguarded from dishonest person.
 - The safeguarding of children, young persons and vulnerable adults.
- 1.3 The term “fit and proper person” for the purposes of licensing is not legally defined and in assessing whether someone is “fit and proper” the Council will consider the following together with any other relevant information:
 - Criminality

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- Human rights
- Period of holding a driver's licence
- Number of penalty points endorsed on driving licence
- Right to work
- Medical fitness
- Conduct of the applicant in making the application (e.g. whether they have acted with integrity during the application process)
- Previous licensing history of existing and former licence holders

In addition the Council will also consider further information provided by sources such as the Police (including abduction notices), Children and Adult Safeguarding Boards and other statutory agencies.

- 1.4 This policy provides guidance to any person with an interest in hackney carriage and private hire licensing. In particular, but not exclusively:
- Applicants for drivers' licenses
 - Existing licensed drivers whose licences are being reviewed
 - Licensing officers
 - Members of the Public Protection Sub-Committee
 - Magistrates hearing appeals against local authority decisions
- 1.5 Where licensing officers have delegated powers to grant licences, they will utilise these guidelines when making a decision to grant a licence. In all other cases applications for licences will be referred to the Public Protection Sub-Committee. Whilst officers and the Sub-Committee will have regard to the guidelines contained in the policy, **each case will be considered on its individual merits and, where the circumstances demand, the committee/officer may depart from the guidelines.**

2. General policy

- 2.1 There may be occasions where it is appropriate to depart from the guidelines, for example where the offence is a one-off occasion or there are mitigating circumstances or alternatively where there are many or continuous offences which may show a pattern of offending and unfitness.
- 2.2 A person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but would normally be expected to:
- a. Remain free of conviction for an appropriate period; and

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- b. Show adequate evidence that her or she is a fit and proper person to hold a licence (the onus is on the applicant to produce such evidence).
(Simply remaining free of conviction may not generally be regarded as adequate evidence that a person is a fit and proper person to hold a licence).
- 2.3 **Where an applicant has been convicted of a criminal offence, the licensing authority cannot review the merits of the conviction** [Nottingham City Council v. Mohammed Farooq (1998)].

3 Appeals

- 3.1 Any applicant refused a driver's licence on the grounds that the licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal.
- 3.2 Any applicant refused an operator licence on the grounds that the licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal.
- 3.3 Any licensee whose licence is suspended or revoked has a right to appeal to the Magistrates' Court within 21 days of the notice of suspension or revocation.

4. Powers

- 4.1 Section 61 and Section 62 of the Local Government Miscellaneous Provisions Act 1976 allow the licensing authority to suspend, revoke or refuse to renew a licence if the application/licence holder has been convicted of an offence involving dishonesty, indecency, violence; failure to comply with the provisions of the Town Police Clauses Act 1847; failure to comply with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976; or any other reasonable cause.
- 4.2 The Rehabilitation of Offenders Act 1974 (Exceptions)(Amendment) Order 2002, allows the licensing authority to take into account all convictions recorded against an applicant or the holder of a private hire vehicle or hackney carriage driver's licence, whether spent or not. Therefore the licensing authority will have regard to all relevant convictions, particularly where there is a long history of offending or a recent pattern of repeat offending.

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- 4.3 In this policy the term “disqualification” refers to the period served, in order to take account of the fact that a court may reduce the period of disqualification from driving. An applicant must provide evidence in advance to prove that the court agreed a reduction in the period of disqualification.

5. Consideration of disclosed criminal history

- 5.1 Under the provisions of Sections 51, 55, and 59, Local Government (Miscellaneous Provisions) Act 1976, the licensing authority is required to ensure that an applicant for the grant or renewal of a hackney carriage and/or a private hire vehicle drivers’ licence and/or private hire vehicle operators licence is a ‘fit and proper’ person to hold such a licence. However, if an applicant has any convictions, warnings, cautions or charges awaiting trial, the licensing authority will look into:
- How relevant the offence(s) are to the licence being applied for
 - How serious the offence(s) were
 - When the offence(s) were committed
 - The date of conviction
 - Circumstances of the individual concerned
 - Sentence imposed by the court
 - The applicant’s age at the time of conviction.
 - Whether they form part of a pattern of offending
 - Any other character check considered reasonable (e.g. personal references)
 - Any other factors that might be relevant
- 5.2 Existing holders of drivers’ licences are required to notify the licensing authority in writing within seven days of being arrested, receiving a driving licence endorsement, fixed penalty notice or criminal conviction (including cautions).
- 5.3 Applicants can discuss further what effect a caution/conviction may have on any application by contacting the licensing office on 01253 478343 in confidence for advice.
- 5.4 The licensing authority conducts enhanced disclosures from the Disclosure and Barring Service (DBS) of any applicant for a driver licence. The licensing authority follows the DBS’s Code of Practice on the fair use of disclosure information. A copy is available on request.
- 5.5 Applicants applying for the grant or a renewal of a drivers’ licence will be required to obtain an enhanced disclosure at their expense. Applicants for an operators licence will be required to obtain a standard DBS check at their own expense (unless they are the holder of a current hackney carriage or private hire drivers licence issued by Blackpool Council). The licensing authority abides by the DBS’s

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Policy on the secure storage, handling, use, retention and disposal of disclosure information, which is available on request.

- 5.6 The licensing authority is also entitled to use other records and information that may be available to it in determining applications or an entitlement to continue holding a licence. This may include information held by the licensing authority or other licensing authorities, and information disclosed by the police.
- 5.7 It is an offence for any person knowingly or recklessly to make a false declaration or to omit any material particular in giving information required by the application for a licence. Where an applicant has made a false statement or a false declaration on their application for the grant or renewal of a licence, the licence will normally be refused.
- 5.8 For renewal applications and current licence holders the policy will not be applied retrospectively where there are no new concerns or convictions. The policy will be applied to existing licence holders if any additional convictions are incurred or they are otherwise brought to the attention of the Council for conduct that would call into question a person's suitability to hold a licence.
- 5.9 Offences not covered by this Policy will be considered by the Council when determining whether the applicant/licensed driver is a fit and proper person.

6 Serious offences involving violence

- 6.1 Licensed drivers have close regular contact with the public. A firm line is to be taken with those who have convictions for offences involving violence. An application will normally be refused if the applicant has a conviction for an offence that involved the loss of life.
- 6.2 In other cases anyone of a violent disposition will normally be refused to be licensed until at least 3 years free of such conviction. However, given the range of the offences that involve violence, consideration must be given to the nature of the conviction.
- 6.3 Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as:
- Murder
 - Manslaughter
 - Manslaughter or culpable homicide while driving

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- Terrorism offences
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.4 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence to those below and the conviction is less than 10 years prior to the date of application:

- Arson
- Malicious wounding or grievous bodily harm which is racially aggravated
- Actual bodily harm which is racially aggravated
- Grievous bodily harm with intent
- Robbery
- Possession of firearm
- Riot
- Assault Police
- Common assault with racially aggravated
- Violent disorder
- Resisting arrest
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.5 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence to those below and the conviction is less than 5 years prior to the date of application:

- Racially-aggravated criminal damage
- Racially-aggravated offence
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.6 A licence will not normally be granted where the applicant has a conviction for an offence or similar offence(s) which replace the below offences and the conviction is less than 3 years prior to the date of application:

- Common assault
- Assault occasioning actual bodily harm
- Affray
- S5 Public Order Act 1986 offence (harassment, alarm or distress)
- S.4 Public Order Act 1986 offence (fear of provocation of violence)
- S4A Public Order Act 1986 offence (intentional harassment, alarm or distress)
- Obstruction

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- Criminal damage
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.7 A licence will not normally be granted if an applicant has more than one conviction in the last 10 years for an offence of a violent nature.

6.8 In the event of a licence being granted, a strict warning both verbally and in writing should be administered.

7. Possession of a weapon

7.1 If an applicant has been convicted of possession of a weapon or any other weapon related offence, this will give serious concern as to whether the person is fit to carry the public.

7.2 Depending on the circumstances of the offence, an applicant should be free of conviction for 3 years (or at least 3 years must have passed since the completion of the sentence, whichever is longer), before a licence is granted.

8. Sex and indecency offences

8.1 As licensed drivers often carry unaccompanied and vulnerable passengers, applicants with convictions for sexual offences must be closely scrutinized. Those with convictions for the more serious sexual offences will generally be refused. For other offences, applicants will be expected to show a substantial period free of conviction for such offences before a licence will be granted.

8.2 Unless there are exceptional circumstances, an application will normally be refused where the applicant has a conviction for an offence such as:

- Rape
- Assault by penetration
- Offences involving children or vulnerable adults
- Sexual assault
- Indecent assault
- Exploitation of prostitution
- Grooming, Trafficking for sexual exploitation or other sexual exploitation related offences
- Possession of indecent photographs, child pornography etc.

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- Or **any** sex or indecency offence that was committed in the course of employment as a taxi or PHV driver
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.

8.3 Before an application will be considered, an applicant should be free of conviction for at least 10 years (or at least 5 years must have passed since the completion of the sentence, whichever is longer), if he/she has a conviction for an offence such as:

- Indecent exposure
- Soliciting (kerb crawling)
- Or any similar offences (including attempted or conspiracy to commit).

8.4 In addition to the above the licensing authority will not normally grant a licence to any applicant who is currently on the Sex Offenders Register.

8.5 A licence will not normally be granted if an applicant has more than one conviction for a sexual/indecency offence.

9. Dishonesty

9.1 A licensed PHV or taxi driver is expected to be a trustworthy person. They deal with cash transactions and valuable property may be left in their vehicles. The widespread practice of delivering unaccompanied property is indicative of the trust that business people place in licensed drivers. Moreover, it is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal or agreed fare, etc. Drivers may well deal with customers who are vulnerable or intoxicated and potentially easily confused. For all these reasons, a serious view is taken of any conviction involving dishonesty.

9.2 In general, a minimum period of 3 years free of conviction or at least 3 years from completion of sentence (whichever is longer) should be required before granting a licence. Offences involving dishonesty include:

- theft
- burglary
- fraud
- benefit fraud
- handling or receiving stolen goods
- forgery
- conspiracy to defraud

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- obtaining money or property by deception
- other deception
- taking a vehicle without consent
- and any similar offences
- Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

9.3 A licence will not normally be granted if an applicant has more than one conviction for a dishonesty offence.

9.4 Applicants or existing licence holders that are found to have intentionally misled the Council, or lied as part of the application process, will not normally be issued with a licence.

10. Drugs

10.1 A serious view is taken of any drug related offence. The nature and quantity of the drugs, whether for personal use or supply are issues which should be considered.

10.2 A licence will not normally be granted where the applicant has a conviction for an offence related to the supply of drugs and has not been free of conviction for 5 years.

10.3 A licence will not normally be granted where the applicant has more than one conviction for offences related to the possession of drugs and has not been free of conviction for 5 years.

10.4 An applicant who has an isolated conviction for an offence related to the possession of drugs (other than for supply) within the last 3-5 years may be granted a licence, but consideration should be given to the nature and quantity of the drugs.

10.5 If there is evidence of persistent drugs use, misuse or dependency a specialist medical examination (in accordance with DVLA Group 2 medical standards) may be required before the licence is granted. If the applicant was an addict then they would normally be required to show evidence of 5 years free from drug taking after detoxification treatment.

10.6 A licence will not normally be granted if an applicant has more than one conviction for a drugs related offence.

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11 Driving offences involving the loss of life

11.1 A very serious view is to be taken of any applicant who has been convicted of a driving offence that resulted in the loss of life.

Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as:

- Causing death by dangerous driving
- Causing death by careless driving whilst under the influence of drink or drugs
- Causing death by driving: unlicensed, disqualified or uninsured drivers
- or any similar offences

12 Drink driving/driving under the influence of drugs/using a mobile phone whilst driving

12.1 As licensees are professional vocational drivers, a serious view is taken of convictions for driving, or being in charge of a vehicle while under the influence of drink or drugs. An isolated incident would not necessarily debar an applicant from proceeding on the restoration of his DVLA driving licence but he should be warned as to the significant risk to his licence status in the event of re-offending. Normally at least 3 years, after the restoration of the driving licence following a drink/drug drive conviction should elapse before an application will be considered. If there is any suggestion that the applicant is alcohol or drug dependent, a satisfactory special medical report must be provided before the application can be allowed to proceed.

12.2 Applicants should also be aware of the serious risk posed by driving whilst using a mobile phone. There is a substantial body of research (see for instance <http://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/mobile-phone-report.pdf>) which shows that drivers who use a mobile phone suffer physical and cognitive distraction which means they :

- are much less aware of what's happening on the road around them
- fail to see road signs
- fail to maintain proper lane position and steady speed
- are more likely to 'tailgate' the vehicle in front
- react more slowly, take longer to brake and longer to stop
- are more likely to enter unsafe gaps in traffic
- feel more stressed and frustrated.

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12.3 There is evidence to show that drivers who use a mobile phone have slower reaction times than those who have consumed up to the legal alcohol limit. In light of this, an equally serious view should be taken of convictions for driving whilst using a mobile phone as for driving under the influence of drink or drugs.

12.4 A licence will not normally be granted if an applicant has more than one conviction for an offence of driving under the influence of drink or drugs or whilst using a mobile phone.

13 Licensing offences

13.1 Certain offences under taxi legislation such as plying for hire, overcharging and refusing to carry disabled persons would normally prevent a licence being granted or renewed until a period of 3 years has passed since .

13.2 A licence will not normally be granted if an applicant has more than one conviction for a licensing related offence.

14 Insurance offences

14.1 A serious view will be taken of convictions of driving or being in charge of a vehicle without insurance. An isolated incident in the past will not necessarily stop a licence being granted provided he/she has been free of conviction for 3 years, however strict warning should be given as to future behaviour.

14.2 A licence will not normally be granted if an applicant has more than one conviction for an insurance related offence.

14.2 An operator found guilty of aiding and abetting the driving of passengers for hire and reward whilst without insurance will normally have his operators' licence revoked immediately and be prevented from holding a licence for at least three years.

15 Outstanding charges or summonses

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- 15.1 If the individual is the subject of an outstanding charge or summons their application can continue to be processed, but the application will need to be reviewed at the conclusion of proceedings.
- 15.2 If the outstanding charge or summons involves a serious offence and the individual's conviction history indicates a possible pattern of unlawful behaviour or character trait, then in the interests of public safety the application may be put on hold until proceedings are concluded or the licence may be refused.

16 Non-conviction information

- 16.1 If an applicant has, on more than one occasion, been arrested or charged, but not convicted, for a serious offence which suggests he could be a danger to the public, consideration should be given to refusing the application.
- 16.2 In assessing the action to take, the safety of the travelling public must be the paramount concern.

17 Cautions

- 17.1 Admission of guilt is required before a caution can be issued. Every case will be considered on its own merits including the details and nature of the offence.

18 Licences issued by other licensing authorities

- 18.1 Applicants who hold a licence with one licensing authority should not automatically assume that their application will be granted by another. Each case will be decided on its own merits.
- 18.2 Licensees who are licensed by multiple authorities are expected to inform all such authorities of the authorities that they are licensed by and to advise each authority of any changes in this respect; and should expect those authorities to share information regarding their conduct and to take it into account as appropriate.

19 Summary

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- 19.1 To summarise, a criminal history in itself may not automatically result in refusal and a current conviction for a serious crime need not bar an applicant permanently from becoming licensed. As the preceding paragraphs indicate, in most cases, an applicant would be expected to remain free from conviction for 3 to 10 years, according to circumstances, before an application can be considered. However, there may be occasions when an application can be allowed before 3 years free from conviction have elapsed.
- 19.2 Any person who has committed an offence and has to wait before an application is positively considered is more likely to value their licence and act accordingly.
- 19.3 While it is possible that an applicant may have a number of convictions that, individually, meet the above guidelines, the overall offending history must be considered when assessing an applicant's suitability to be licensed. A series of offences over a period of time is more likely to give cause for concern than an isolated minor conviction. Obviously some discretion can be afforded if an offence disclosed is isolated and there are mitigating circumstances, but the overriding consideration is the protection of the public.

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Appendix B - Private Hire Driver's Licence Conditions

- a. In the event of the licence holder being convicted of an offence of whatever kind during the currency of the licence, he shall forthwith notify the Council in writing of the conviction, giving such particulars of the time and place of the conviction, the nature of the charge and the penalty imposed, together with such further information concerning the offence as the Council may require.
- b. The licence holder, whilst acting as driver of a private hire vehicle, which is hired, shall not permit or suffer any person to be carried in or upon such vehicle during such hire without the express consent of the person hiring the same.
- c. The licence holder, whilst acting as driver of a private hire vehicle shall not by any means encourage people to hire the vehicle.
- d. The licence holder, whilst acting as driver of a private hire vehicle, shall be clean and respectable in his dress and person, shall behave in an orderly manner, shall conduct himself with civility and propriety towards every person hiring or being conveyed in the vehicle, shall take all reasonable precautions to ensure the safety of the persons conveyed in or entering or alighting from the vehicle and shall comply with every reasonable requirement of any person hiring or being conveyed in the vehicle.
- e. The licence holder who has agreed or has been hired to be in attendance with the vehicle at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such vehicle at such appointed time and place.
- f. The licence holder shall not convey in a private hire vehicle any greater number of persons than the number of persons specified in the licence granted by the Council in respect of the vehicle.
- g. The licence holder, whilst acting as the driver of a private hire vehicle shall when requested by any person hiring the vehicle:
 - Convey a reasonable quantity of luggage;
 - Afford reasonable assistance in loading and unloading;
 - Afford reasonable assistance in removing any luggage to or from the entrance of any house, station or place at which he may take up or set down such person.
- h. The licence holder when acting as the driver of a private hire vehicle shall immediately, after the termination of any hiring or as soon as practicable thereafter, carefully search the vehicle for any property which may have been accidentally left therein and carry it as soon as possible and in any event within 48 hours to the nearest Police Station and leave it in the custody of an authorised officer on his giving a receipt for it.

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Appendix C - Code of Conduct for Licence Holders

This code of conduct should be read in conjunction with the other statutory and policy requirements set out in this document.

Licence holders shall endeavour to promote the image of the hackney carriage and private hire trade by:

- Complying with the Code of Conduct;
- Complying with all the conditions of their licence, the Hackney Carriage and Private Hire Policy and where applicable the hackney carriage byelaws
- Behaving in a civil, orderly and responsible manner at all times

Licence holders shall:

- Maintain their vehicles in a safe and satisfactory condition at all times;
- Keep their vehicles clean and suitable for hire to the public at all times;
- Attend punctually when undertaking a pre-booked hiring;
- Assist, where necessary, passengers into and out of vehicles
- Offer passengers reasonable assistance with luggage

To avoid nuisance to residents when picking up or waiting for a fare, a licensed driver shall:

- Not sound the vehicle horn illegally;
- Keep the volume of radio/music to a minimum
- Switch off the engine if required to wait

At taxi ranks and other places where hackney carriages ply for hire by forming queues, drivers shall in addition to the above:

- Rank in an orderly manner and proceed along the rank in order, moving along promptly
- Remain in or near to the vehicle

At private hire offices a licence holder shall:

- Not undertake servicing or repairs of vehicles;
- Not allow their radio/music to cause disturbance to residents

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- Take whatever action is necessary to avoid disturbance to residents which might arise from the conduct of their business.

Licensed drivers shall

- Pay attention to personal hygiene and dress so as to present a professional image to the public;
- Be polite and helpful to passengers
- Treat all customers with dignity and respect regardless of their sex, race, disability, sexual orientation, trans gender, religion or belief
- Drive with care and due consideration for other road users and pedestrians
- Obey all traffic order and directions at all times
- Not consume alcohol

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Appendix D - Driver Dress Code

The purpose of a driver's dress code is to seek a standard of dress that provides a positive image of the hackney carriage and private hire trade in Blackpool to enhance a professional image of licensed drivers and ensure that public and driver safety is not compromised.

Acceptable Standard of Dress

All clothing worn by the driver must be clean and in good condition, and the driver must have good standards of personal hygiene.

As a **minimum** standard, males should wear knee length shorts/long legged trousers and a shirt which has a full body and as a minimum short sleeves.

As a **minimum** standard, females should wear knee length shorts/long legged trousers, skirt or dress and a shirt / blouse which has a full body and as a minimum short sleeves.

Footwear

Footwear for all drivers shall fit around the heel of the foot.

Unacceptable Standard of Dress

The following are deemed to be unacceptable:

- (a) Clothing that is not kept in a clean condition, free from holes and rips.
- (b) Words or graphics on any clothing that is of an offensive or suggestive nature or which might offend.
- (c) Sportswear (e.g. football / rugby kits, track suits, beach wear etc.).
- (d) Sandals with no heel straps, flip flops or any other form of footwear not secured around the heel.
- (e) Drivers not having either the top or bottom half of their bodies suitably clothed.
- (f) The wearing of hoods or other clothing that obscures the driver's vision or their identity

The above lists are not exhaustive and Authorised Officers of the Council will assess whether standards of dress are acceptable or not. In such instances, the Officer's decision will have effect as though it were included in the above lists and the licensed driver will be required to comply accordingly.

Appendix E - Code of Conduct when working with vulnerable passengers

A vulnerable passenger is a person whose age or disability means that they are more susceptible to harm than a typical passenger. This may be a child, elderly person and someone with learning difficulties for example. It can include someone who is vulnerable due to an excessive level of intoxication.

The code of conduct aims to promote good safeguarding practice for drivers and staff working with vulnerable passengers in the taxi or private hire trade. Licensed drivers should adopt the following practices:

Drivers should carry photo ID at all times and wear it in accordance with the conditions of licence/byelaws

The driver/operator must confirm that appropriate provision has been made for the vulnerable person prior to accepting the booking or commencing the journey. This does not necessarily mean that the driver/operator is responsible for the provision of appropriate measures however they should check that they are in place.

When making a journey with vulnerable passengers photo identification should be produced to the carer responsible for the vulnerable person. If necessary you should obtain a record of the carer's contact details if there is no chaperone.

If a vulnerable passenger is refused service a responsible person should be informed so that alternative arrangements can be made. For example this situation may arise if the customer has an assistance dog and the driver has a medical exemption granted by the Council.

Always ask if a vulnerable person needs help do not assume

Drivers should remain professional at all times and should not:

- Touch a vulnerable person inappropriately
- Make offensive or inappropriate comments (such as the use of swearing or sexualised or discriminatory language)
- Behave in a way that may make a vulnerable passenger feel intimidated or threatened
- Attempt to misuse personal details obtained via the business about a vulnerable person.

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A log should be maintained by drivers where a service has been provided to a vulnerable passenger including any incidents occurring/actions taken or refusals of service.

If you are concerned about the safety, welfare or behaviour of a vulnerable person you should report this to the police by telephoning 101 (or in appropriate cases by calling 999)

If you are concerned about someone else's conduct you should report your concerns to the Council's licensing department 01253 478343, the police on 101 or Crimestoppers 0800 555111

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Appendix F - Vehicle Specification

General

All licensed vehicles shall comply with the requirements set out below as appropriate for the type of vehicle (hackney carriage or private hire). This is in addition to the requirements of road traffic legislation.

All vehicles shall have an appropriate “type approval” which is either:

- European whole vehicle type approval
- British national type approval
- British single vehicle approval.

It is also recommended that vehicles with Euro NCAP star ratings of 4 or more should be considered when purchasing a new vehicle

All vehicles should be capable of carrying not less than four passengers, be right hand drive.

The maximum permitted length is 18 feet and the maximum permitted weight is 3500kg.

Vehicles should have no damage affecting the structural safety of the vehicle and must not have been written off for insurance purposes at any time.

All vehicles should at all times be maintained in a sound and roadworthy condition and serviced according to the manufacturer’s recommendations.

No material alteration or change in the specification, design, condition or appearance of the vehicle may be made without first complying with road traffic and insurance legislation and secondly the approval of the licensing service. It is unlikely that anything not of the manufacturer’s specification other than vehicle colour will be authorised.

Doors

All saloons, estates and purpose built vehicles shall have at least four side-opening doors which may be opened from the inside and the outside. Transits, minibuses and people carrier type vehicles shall have at least three doors not including the tailgate or rear doors.

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Interior Dimensions

Height inside: there must be sufficient space between the seat cushions and the lowest part of the roof to safely accommodate the driver and passengers in reasonable comfort.

Knee space: there must be sufficient space between the front and back seats to safely accommodate the driver and passengers in reasonable comfort.

Seats

Access to every passenger seat must be unobstructed and easily accessible to passengers without the need for more than one passenger to move. Minibuses and MPVs that are unable to comply with this requirement may still be approved at the discretion of the authority.

Passenger seats must be at least 16 inches wide per passenger with no significant intrusion by wheel arches, armrests or other parts of the vehicle. There must be a minimum of 34 inches headroom for all passenger seats measured from the rear of the seat cushion to the roof lining. There must be a minimum of 180mm legroom for all passenger seats measured from the front edge of the seat to the rear of any seat, dashboard or internal panel in front.

In relation to the carriage of child passengers under three years of age in the front seat, an appropriate child restraint must be worn. If a child restraint is not available children under three must travel in the rear and may be unrestrained. Children of three years and over, up to 135cm tall must sit in the rear and use an adult seat belt. Children aged twelve years or more, or over 135cm tall, may travel in the front but must wear a seat belt.

Seat Belts

All vehicles must be fitted with fully operational rear seat belts, one for each passenger to be carried, fully compliant with British Standards except where the law specifically provides an exemption.

Signage

Hackney carriage

A vehicle licensed as a hackney carriage must display at all times licence plates supplied by the authority. These plates must be securely fixed to the front and rear of the vehicle. The vehicle must also display in the top left hand corner of the windscreen a licence disc on which will be displayed the registration number of the vehicle and the number of passengers permitted to be carried.

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Roof signs

Hackney carriage vehicle, other than minibuses, transits, people carriers and those with built in roof signs, must be fitted with an illuminated external sign on the roof of the vehicle showing the word “taxi” to the front of the vehicle. The sign facing the rear of the vehicle must also display the word “taxi” and may also display the company name and telephone number. The roof sign and lettering must be of an appropriate size to enable it to be read clearly from a distance of 14 metres.

The roof sign must be centrally mounted on the vehicle roof and adequately secured either directly to the roof or mounted on a single roof bar and secured by bolts, straps or clamps. Magnetic or suction fittings alone are not considered suitable as a sole method of fixing.

Where the signs are illuminated, the roof light must be extinguished when the fare meter is in use.

Minibuses, transits and people carrier type vehicles which are not fitted with an appropriate roof sign shall have the word “Taxi” in letters of between 25cm and 30cm in height displayed on the front and rear of the vehicle so they can be clearly identified as a hackney carriage.

A sign must also be affixed to the vehicle indicating that smoking is not permitted in the vehicle

Private Hire Vehicle

A private hire vehicle licence contains the following condition – “that all Private Hire operators must place signs on both the rear passenger doors of each Private Hire saloon vehicle and on both passenger access doors for all other types of Private Hire vehicles to include the Blackpool Council logo and the wording “licensed private hire vehicle not insured unless pre-booked” in a size and font to be specified by the Council’. These signs can be obtained from the licensing service.

The only other signage permitted on the exterior of the vehicle is self-adhesive signage on the front passenger and driver doors displaying the company name, logo and telephone number, or any combination. This signage must be approved by the Licensing Service.

A private hire vehicle must also display in the top left hand corner of the windscreen a licence disc on which will be displayed the registration number of the vehicle and the number of passengers permitted to be carried.

A sign must be affixed to the vehicle indicating that smoking is not permitted in the vehicle

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Advertising

Hackney Carriage Vehicles

Advertising that has received approval from the Licensing Service is permitted on hackney carriage vehicles.

The following types of advertising will not be approved:

- Advertising of a sexual nature
- Advertising promoting alcohol
- The advertising of cigarettes and other forms of tobacco products including as e-cigarettes
- Advertising promoting gambling or forms of gambling.

No sign or advertisement should obliterate the vehicle licence plate or the registration number of the vehicle.

Private Hire Vehicle

Advertising of businesses or products is not permitted on a private hire vehicle other than the details of the operator of the vehicle – see signage above.

Meters

Hackney Carriage Vehicle

A calendar-controlled taximeter must be fitted in the headlining of all purpose built hackney carriages. In all other hackney carriages the meter must be fitted in a position where it can be clearly seen by passengers. The taximeter must be correctly calibrated, sealed and fully functional in accordance with the current Council approved fare structure.

Private Hire Vehicles

There is no requirement for private hire vehicles to be fitted with a taximeter. Those that are fitted with meters must have them tested and approved by the Authority.

Trailers

Trailers may only be used with the prior approval of the Authority and are subject to the following requirements:

- Trailers can only be used in connection with private hire bookings and cannot be used for plying for hire on a rank
- The trailer must at all times comply with all requirements of the Road Traffic legislation in particular the Road Vehicles (Construction and Use) Regulations 1986

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

- The vehicle insurance must include cover for towing a trailer
- Trailers must not be let unattended anywhere on the highway
- The speed restrictions applicable to trailers must be observed at all times
- A suitable lid or other approved means of enclosure shall be fitted to secure and cover the contents of the trailer whenever in use

Disability Access

The design of a hackney carriage built or adapted for disabled passengers should ensure that any wheelchair is loaded from the side of the vehicle rather than the rear. The exception being when hydraulic lifting platforms are fitted to a vehicle.

Where a vehicle is used for the carriage of passengers in a wheelchair the following conditions shall apply:

- Access to and exit from the wheelchair position must not be obstructed in any manner at any time except by wheelchair loading apparatus
- Wheelchair internal anchorage must be of the manufacturer's design and construction and secured in such a position as not to obstruct any emergency exit
- A suitable restraint must be available for the occupant of the wheelchair
- Access ramps or lifts to a vehicle must be securely fixed prior to use and be able to support the wheelchair, occupant and helper
- Ramps and lifts must be securely stored in a vehicle before it may move off

Any equipment fitted to the vehicle for the purpose of lifting a wheelchair into the vehicle must have been tested in accordance with the requirements of the Lifting Operations and Lifting Equipment Regulations 1998. Any such equipment must be maintained in good working order and be available for use at all times.

Where a vehicle is designed or adapted to carry a wheelchair, the vehicle licence holder shall ensure that the driver (unless exempt from loading wheelchairs on medical grounds) has received sufficient training to safely load and convey passengers using wheelchairs.

Vehicles powered by Liquid Petroleum Gas (LPG)

An applicant for a licence involving a vehicle that has been converted to run on LPG is required to produce, prior to the licence being issued, a certificate issued by a member of the LPG Association confirming satisfactory installation, examination and testing of the vehicle in accordance with the LPG Association Code of Practice and that the vehicle is therefore considered safe.

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

If an LPG conversion involves the installation of a fuel tank in the vehicle boot space (and possible relocation of the spare wheel) it is a requirement that an amount of space shall remain free for the stowage of a reasonable amount of luggage and any spare wheel displaced as a result must be stowed in a location that does not impinge on the passenger carrying area of the vehicle.

Tinted Windows

Any window tint must comply with relevant UK legislation.

Changes

Notification of any changes affecting this vehicle licence must be made to the Licensing Service within 14 day of the change.

When the holder of a vehicle licence wishes to transfer the licence to another person he must notify the Licensing Service in writing before such change takes place.

Unauthorised Use

The proprietor of a hackney carriage or private hire vehicle shall not allow the vehicle to be driven and/or used for hire by any person who does not hold the relevant licence issued by Blackpool Council.

Accident Reporting

If any licensed vehicle is involved in an accident this must be reported to the Licensing Service as soon as possible and in any event within 72 hours.

Where, following an accident or damage to a vehicle, it is the intention of the licence holder to continue to use the vehicle, the vehicle must be inspected (at the owner/operator's expense) to determine its fitness for continued use.

A vehicle which has suffered major accident damage or requires substantial mechanical repair may be replaced by a hire vehicle provided:

- The damage/defect has been reported
- Application is made in the usual way for a change of vehicle
- The replacement vehicle meets the licensing criteria and is suitable to be used for hire purposes
- The hiring of the hire vehicle is organised and paid for by the affected licensed owner or operator

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Appendix G – Exceptional Quality Policy

Vehicles must meet minimum emissions standards with reference to the year of manufacture.

1. The vehicle must pass the initial pit test – vehicles with four or fewer faults (excluding consumables – see guidance notes) will be permitted to undertake the necessary repairs and submit for a re-test; vehicles with five or more faults will fail and will not be permitted a re-test; and
2. The vehicle must meet the full exterior and interior specification detailed below (each point listed below would constitute one defect). Vehicles with five or fewer defects as detailed below will be permitted to undertake necessary repairs and submit for a re-test. Vehicles with six or more defects will fail, and will not be permitted a re-test.

Exterior

- All bodywork to be clean and sound, free from rust, corrosion, dents, scrapes or significant scratches or loose panels.
- All paintwork must be in good condition when the vehicle is viewed in normal light conditions
- All wheel trims to be fitted according to the manufacturer's specification and all matched
- Door or wing mirrors to be in good condition. 2 wing mirrors and an interior mirror are required.
- Front and rear registration plates to be clean, clear, unbroken and conform to the relevant legislation. Hinging rear number plates must be maintained so that the number plate is visible at all times.
- Front and rear bumpers to have no rust, corrosion, dents, cracks or scrapes and be securely fitted. End caps must be fitted
- Mud flaps, if fitted should be maintained
- No broken, cracked or missing glass or surrounds on all front and rear lights where fitted and must display the correct colour
- Radiator grills should be secure and the original specification
- Windscreen and rear screen wiper arms should be in good condition and rust free and properly fitted
- All door locks and boot locks fitted to be in working order
- All doors should be easily opened and in good working order
- All door handles should be properly fitted easily operated and of original specification
- A spare wheel which conforms to legal requirements must be carried and securely fitted along with the relevant jack and wheel brace
- All tyres to conform to legal requirements

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

- All road wheels to be clean and free from significant marks or damage
- Vehicle to have a current MOT certificate or certificate of compliance
- Evidence of servicing and maintenance over the last twelve months must be produced.

Interior

- All seats to be manufacturer's original design, should match, be securely fitted with no holes or tears,
- All seat belts should be clean, in good working order. There must be sufficient seatbelts to cover every licensed seat. All anchorage point covers should be properly fitted and match original trim
- All panels should be clean and match original trim
- Fitted carpets should be of original specification, securely fitted with no rips or holes
- All instruments and accessories should be fitted securely, match trim and be in good working order.
- Headlining to be clean with no holes or tears (unless repaired)
- All windows to operate correctly and easily
- Brake, clutch and accelerator pedal rubbers to be fitted and in good condition
- The inside of the vehicle should be free from any trailing or loose wires
- The boot and/or luggage space should be clean and tidy with an unstained carpet or cover to manufacturer's specification
- If a hatchback, the boot cover must be original with both lifting straps fitted. A cargo guard should be fitted in estate vehicles
- Gear lever gaiters, if fitted, should be in good condition
- All lights should be in working order with appropriate covers securely fitted
- Window locks, handles where provided by the manufacturer to be in working order
- Heated rear screen to be in proper working order.
- Ramps, if fitted must be in good working order.

Guidance notes

Mot items – Any individual fault which would cause the vehicle to fail the standard MOT test will count as one fault. For example a leaking brake cylinder and a bald tyre are **2 faults**.

Interior and exterior faults – as a general rule, each defect identified during the inspection will count as one fault, however multiple faults of an identical nature will count as one fault. For example – holes in two seats will count as one fault. Similarly, dents found on two separate panels will count as one fault.

Fixing – all trim should be present, correctly aligned and fixed in accordance with the manufacturer's specification.

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Poor Workmanship – repairs should be carried out to a high standard. Defects resulting from poor preparation or poor application of a paint finish are likely to result in the vehicle not reaching the required standard. Such defects may include runs, dust in the paint, orbital sander marks, poor paint coverage and overspray.

Gloss Finish – Paintwork should have a gloss finish over the whole vehicle. Where the paintwork has begun to fade due to age and the effects of ultraviolet degradation over large areas of the vehicle, where it cannot be returned to an acceptable gloss level by the use of cutting compounds refinishing may be required.

Replacement panels – vehicles which have been damaged and had replacement panels fitted are acceptable as hackney carriage and private hire vehicles provided that

- The repairs have been carried out to a high standard
- The replacement panel has been fitted to the vehicle manufacturer’s specification using approved fittings, and
- The replacement panel has been correctly aligned, level with all adjacent panels. The gaps between panels should be uniform and similar to those between original panels.

Appeals

Where a proprietor is aggrieved by the decision of a vehicle tester concerning the standard of the vehicle, the initial appeal shall be to the mechanics supervisor. In the event that the proprietor remains aggrieved, a further appeal will lie to Steve Fulton CMU manager.

Further details of the appeals process are available on request.

Definition of consumables

The following items will not be counted as faults, but should be rectified as soon as reasonably practicable:

- Light bulbs not working
- No fire extinguisher
- No fare card on display
- Absence of vehicle signage
- A missing licence plate
- Taxi meter not operating correctly

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

Appendix H - Private Hire Vehicle Licence Conditions

- a. This licence shall remain the property of Blackpool Council.
- b. At all times during the period of this licence there shall be in force in relation to the use of the vehicle as a private hire vehicle, a policy of insurance or such security as complies with the requirements of Part VI of the Road Traffic Act 1988
- c. The proprietor shall notify the Council in writing of any change in his address during the period of this licence within 7 days of such change taking place.
- d. Vehicles with Dual fuel or “after market” liquid petroleum gas (LPG) systems must be tested and certified by a recognised Liquid Petroleum Gas Association accredited installer. For vehicles that have an LPG system fitted during the currency of a private hire vehicle licence, they must inform the Licensing Service in writing and produce the above certification within 7 days.
- e. No alteration or change in the specification, design, condition or appearance of the vehicle shall be made without the written approval of the Council
- f. Where the vehicle is fitted with a meter, information shall be displayed where it can be viewed by the customer and in a format that can be easily understood detailing how the fare shown on the meter is calculated or it should contain a statement that the fares charged are less than the Council maximum rate
- g. Any damage to the vehicle materially affecting the safety, appearance or performance of the vehicle or the comfort or convenience of passengers shall be reported to the Council as soon as reasonably practicable and in any event within 72 hours of the occurrence of the damage
- h. The licence disc shall be securely affixed to the near side upper interior of the front windscreen so that the particulars are clearly visible to persons outside the vehicle.
- i. The licence disc shall remain the property of the Council at all times and shall be returned to the Council in the event of the surrender, suspension or revocation of the licence.
- j. The proprietor shall report to the Police and to the Council the loss or damage to the licence disc as soon as the loss or damage becomes known.
- k. A licence in respect of which the fee has been paid either in part or in full by a cheque or credit/debit card shall be of no effect in the event that of that payment being subsequently dishonoured.

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

Appendix I - Private Hire Operator's Conditions

Records, which must be kept by operators, under the Local Government (Miscellaneous Provisions) Act 1976 shall be kept in a non-erasable form in a suitable log or book, the pages of which are numbered consecutively for a period of 2 years. If records are kept in computerised format these should be kept for a period of two years (unless an alternative period has been agreed with the Council in writing) and should be made available to an authorised officer of the Council on request

Prior to each journey, the operator shall enter the following particulars of every booking of a private hire vehicle accepted, pursuant to section 56 (2) of the Local Government (Miscellaneous Provisions) Act 1976, containing the following particulars, namely: -

- the date of the booking
- the name of the hirer
- the time of pick-up
- the address of the point of pick-up
- the time at which a driver was allocated to the booking
- the plate number (or other identification) of the vehicle allocated

The operator shall keep records of the particulars of all private hire vehicles operated by him/her, pursuant to section 56 (3) of the Act such details to include the following particulars, namely:-

- Type, Make, Model, Colour and Engine Size of Vehicles
- the year when the vehicle was first licensed for private hire
- vehicle Registration Numbers
- the number of seats for passengers
- owners
- a copy of a current insurance certificate
- whether a meter is fitted
- Private Hire Vehicle Licence number
- A copy of the Private Hire Vehicle licence

The operator shall keep records of the particulars of all drivers of private hire vehicles operated by him/her, pursuant to section 56 (3) of the Act such details to include the following particulars, namely:-

- details as to the drivers of the vehicles, and their call signs
- details of when any new driver begins service
- details of when any driver's service ceases

Proposed Hackney Carriage and Private Hire Licensing Policy 2015

- details of any change of address of any driver in service
- if he/she becomes aware that any driver is suffering from any illness, disability or condition which may affect the driver's ability to safely carry out his/her duties, details of that information
- expiry dates of driver's badges and vehicle licences
- a copy of the Private Hire drivers licence
- a copy of the DVLA licence

All records must be maintained by the operator shall be kept for at least 12 months after entry and shall be produced for inspection, on request, by any authorised officer.

The operator shall notify the Authority in writing of any change affecting this licence including change of address (including any address from which he operates or otherwise conducts his business), which takes place during the currency of the licence. Such notice shall be given within 14 days of the change to the Licensing Officer.

The operator shall, within 7 days of conviction, notify the Licensing Service in writing of any conviction or fixed penalty imposed on him during the currency of his/her operator's licence. If the operator is a company or partnership, this requirement shall apply if any of the directors or partners receives a conviction or fixed penalty.

The operator shall ensure that a certificate of motor insurance covers every private hire vehicle operated by him under the licence, which is compliant with the Road Traffic Act 1988 as regards the carriage of passengers for hire or reward.

If the Operator has premises to which the public have access, in connection with the hiring of vehicles, he shall ensure that there is public liability insurance in force, which indemnifies him against any claim for loss, damage or personal injury by any person using those premises.

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Report to:	EXECUTIVE
Relevant Officer:	John Blackledge, Director of Community and Environmental Services
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting:	7 th March 2016

VEHICLE REPLACEMENT FOR STREET CLEANSING AND ILLUMINATIONS

1.0 Purpose of the report:

- 1.1 To consider the replacement purchase of six new compact mechanical sweeping vehicles in order to support the delivery of the Street Cleansing service and three new cherry pickers to support the delivery of the Illuminations Service.

2.0 Recommendation(s):

- 2.1 To approve the replacement purchase of six new compact mechanical sweeping vehicles for the Street Cleansing Services funded through Prudential Borrowing.
- 2.2 To approve the purchase and three cherry pickers for the Illuminations Services funded through Prudential Borrowing.

3.0 Reasons for recommendation(s):

- 3.1 To assist in ensuring the efficient and effective delivery of the Street Cleansing and Illuminations Services.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

Outright purchase and lease options purchase have been considered but Prudential Borrowing is considered the most cost-effective method of purchase.

4.0 Council Priority:

4.1 The relevant Council Priority is:

“The economy: Maximising growth and opportunity across Blackpool”

5.0 Background Information

5.1 The Street Cleansing service operates a fleet of compact sweeping vehicles to support the delivery of the service.

5.2 The current fleet of sweeper vehicles were purchased in 2013 through a closed tender. The vehicles are recognised as having an economical working life of three years after which reliability and maintenance costs become prohibitive to providing a consistent and cost efficient service.

5.3 The Street Cleansing service has reduced its compact sweeper vehicles from 14 in 2012 to its current 8 machines. The existing fleet will be sold with the exception of two machines considered to have had the best service record during the Council’s ownership and used as operational spare vehicles.

5.4 The purchase of new vehicles will be funded by the current annual vehicle replacement budget specific for this sub fleet of vehicles.

5.5 This vehicle purchase is being expedited as production lead times for specialist equipment, such as compact sweepers together with tender preparation is likely to take six months. There are currently at least five recognised manufacturers for this type of vehicle, purchase costs, maintenance, parts support and running costs will be considered as part of the tender process.

5.6 Executive approval is required to prudentially borrow £393,000 over three years to finance the procurement of the replacement vehicles. This is a purchase price of £360,000 and a borrowing cost of £33,000. In budget terms this level of Prudential Borrowing will require annual repayments averaged out at £131,000 over the three year borrowing period, which is accounted for within the Street Cleansing Service budgets.

5.7 The Illuminations Service currently has five cherry pickers on lease. These leases will expire in the near future. After considering both the needs of the service and financial constraints it is proposed to reduce the number of cherry pickers and replace these leased vehicles with the purchase of three new ones.

- 5.8 Executive approval is required to prudentially borrow £350,000 over five years (their estimated optimal life) to finance the procurement of the three cherry pickers. This is a purchase cost of £309,000 and a borrowing cost of £41,000. The average annual borrowing cost over the five years is £70,000. This will be funded from the budget previously earmarked for leasing costs along with savings on repairs and maintenance given that the leased vehicles are now in their seventh year and beyond their optimal life.
- 5.9 In terms of the option to prudentially borrow, this has been established in conjunction with Finance as the most cost effective way of obtaining the above vehicles.
- 5.10 Does the information submitted include any exempt information? No
- 5.11 **List of Appendices:**
- None
- 6.0 **Legal considerations:**
- 6.1 None.
- 7.0 **Human Resources considerations:**
- 7.1 None.
- 8.0 **Equalities considerations:**
- 8.1 None.
- 9.0 **Financial considerations:**
- 9.1 Six compact mechanical sweeping vehicles - £393,000 over three years, with annual repayments of £131,000, which is accounted for within the revenue budget.
- 9.2 Three cherry pickers - £350,000 over five years, with annual repayments of £70,000, which is accounted for within the revenue budget.
- 10.0 **Risk management considerations:**
- 10.1 Failure to replace the vehicles will leave the services vulnerable.

11.0 Ethical considerations:

11.1 None.

12.0 Internal/ External Consultation undertaken:

12.1 None.

13.0 Background papers:

13.1 None.

14.0 Key decision information:

14.1 Is this a key decision? Yes

14.2 If so, Forward Plan reference number: 6/2016

14.3 If a key decision, is the decision required in less than five days? No

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: 26th February 2016 Date approved:

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members in attendance:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1

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Report to:	EXECUTIVE
Relevant Officer:	Steve Thompson, Director of Resources
Relevant Cabinet Member:	Councillor Simon Blackburn, Leader of the Council
Date of Meeting:	7th March 2016

FINANCIAL PERFORMANCE MONITORING AS AT MONTH 10 2015/16

1.0 Purpose of the report:

1.1 The level of spending against the Council's Revenue and Capital budgets for the first 10 months to 31st January 2016.

2.0 Recommendation(s):

2.1 To note the report

2.2 To require the respective Directors and Director of Resources to continue to closely monitor and manage financial and operational performances, specifically Children's Services, Strategic Leisure Assets and Public Health.

3.0 Reasons for recommendation(s):

3.1 To ensure financial performance against the Council's Revenue and Capital Budget is kept under review by members.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

None

4.0 Council Priority:

4.1 The relevant Council Priority is:

“The economy: Maximising growth and opportunity across Blackpool”

5.0 Background Information

5.1 See reports and appendices circulated to members under separate cover.

5.2 Does the information submitted include any exempt information?

No

5.3 List of Appendices:

Report

Appendix 1 - Revenue Summary

Appendix 2 - Schedule of Service forecast overspendings

Appendix 3a - Chief Executive

Appendix 3b - Deputy Chief Executive

Appendix 3c - Governance and Regulatory Services

Appendices 3c/d - Ward Budgets

Appendix 3e - Resources

Appendix 3f - Places

Appendix 3g - Strategic Leisure Assets

Appendix 3h - Community and Environmental Services

Appendix 3i - Adult Services

Appendix 3j - Children’s Services

Appendix 3k - Public Health

Appendix 3l - Budgets Outside the Cash Limit

Appendix 4 - Capital Monitoring

Appendix 5 - Cash Flow Summary

Appendix 6 - General Fund Balance Sheet Summary

All circulated to members under separate cover.

6.0 Legal considerations:

6.1 None

7.0 Human Resources considerations:

7.1 See reports and appendices circulated to members under separate cover.

8.0 Equalities considerations:

8.1 An Equalities Impact Assessment was produced as a part of the budget setting process and remains relevant.

9.0 Financial considerations:

9.1 See reports and appendices circulated to members under separate cover.

10.0 Risk management considerations:

10.1 Impact of financial performance on Council balances. Financial performance against approved Revenue and Capital budgets.

11.0 Ethical considerations:

11.1 None

12.0 Internal/ External Consultation undertaken:

12.1 None

13.0 Background papers:

13.1 None

14.0 Key decision information:

14.1 Is this a key decision? No

14.2 If so, Forward Plan reference number:

14.3 If a key decision, is the decision required in less than five days? N/A

14.4 If **yes**, please describe the reason for urgency:

15.0 Call-in information:

15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process?

No

15.2 If **yes**, please give reason:

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: N/A

Date approved: N/A

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members present:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1

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