

Blackpool Council

19 September 2023

To: Councillors Cartmell, Ellison, Fenlon, Hoyle, Humphreys, Jones, Marshall, D Mitchell and Webb

The above members are requested to attend the:

CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE

Wednesday, 27 September 2023 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 either a

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

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 MINUTES OF THE LAST MEETING HELD ON 5 JULY 2023 (Pages 1 - 8)

To agree the minutes of the last meeting held on 5 July 2023 as a true and correct record.

3 PUBLIC SPEAKING

To consider any applications from members of the public to speak at the meeting.

4 EXECUTIVE AND CABINET MEMBER DECISIONS (Pages 9 - 14)

To consider the Executive and Cabinet Member Decisions within the remit of the Committee, taken since the last meeting.

5 ANNUAL PARKING PERFORMANCE REPORT (Pages 15 - 26)

To provide information on the performance data of Council-owned and managed car parks, and on-street parking, both with regards to patronage and income in the full year ending 2022-23, and in the current year, April to August, with comparisons to previous years.

6 STAFF TRAVEL PLAN - PROGRESS AND NEXT STEPS (Pages 27 - 72)

To update the Committee on progress in preparing and implementing a new Staff Travel Plan, in line with the Climate Emergency Action Plan.

7 ELECTRIC VEHICLE CHARGING IN BLACKPOOL - UPDATE (Pages 73 - 80)

To present an overview of the current Electric Vehicle Charging situation in Blackpool, and plans to improve provision.

8 SCRUTINY WORKPLAN (Pages 81 - 92)

To consider the Workplan and to monitor the implementation of Committee recommendations, together with any suggestions that Members may wish to make for scrutiny review topics.

9 DATE OF NEXT MEETING

To note the date and time of the next meeting as Wednesday, 15 November 2023 commencing at 6.00pm.

Venue information:

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

Other information:

For queries regarding this agenda please contact John Greenbank, Senior Democratic Governance Adviser, Tel: 01253 477229, e-mail john.greenbank@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.

Agenda Item 2

MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING - WEDNESDAY, 5 JULY 2023

Present:

Councillor Cartmell (in the Chair)

Councillors

Ellison

Humphreys

Marshall

Webb

Hoyle

Jones

D Mitchell

In Attendance:

Councillor Paul Galley, Chair of the Scrutiny Leadership Board

John Blackledge, Director of Community and Environmental Services

Lisa Arnold, Assistant Director of Community and Environment (Community and Wellbeing)

Jennifer Clayton, Head of Public Protection

Scott Butterfield, Strategy, Policy and Research Manager

Paul Hodgson, Service Manager for Parks and Green Open Spaces

Neil McArdle, Senior Highways Asset Management Officer

John Greenbank, Democratic Governance Senior Adviser (Scrutiny)

1 DECLARATIONS OF INTEREST

The following declarations of interest were made at the meeting:

- Councillor Emma Ellison declared a personal interest in item 6 on the agenda "Parks and Green Environment Annual Report" as a member of the "Friends of Anchorsholme Park" community group.
- Councillor Julie Jones declared a personal interest in item 6 on the agenda "Parks and Green Environment Annual Report" as a member of the "Friends of Anchorsholme Park" community group.
- Councillor Paul Galley declared a personal interest in item 6 on the agenda "Parks and Green Environment Annual Report" as a member of the "Friends of Anchorsholme Park" community group.
- Councillor Simon Cartmell declared a personal interest in item 6 on the agenda "Parks and Green Environment Annual Report" as a member of the "Friends of Watson Road Park" community group.

2 PUBLIC SPEAKING

There were no public speakers on this occasion.

**MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING -
WEDNESDAY, 5 JULY 2023**

3 EXECUTIVE AND CABINET MEMBER DECISIONS

The Committee considered the Executive and Cabinet Member Decisions taken within its remit since the beginning of the municipal year.

Members discussed PH22/23 "School Road Safety Review" querying the timescales envisioned for the review. Mr John Blackledge, Director of Community and Environmental Services, explained that the review would be undertaken at thirty-three schools over a six-month period. The Council had engaged a consultant to undertake the review and make recommendations regarding highway infrastructure around schools. It had been noted that many schools experienced an issue with traffic outside of their gates at the beginning and the end of the school day.

The potential for mobile CCTV at schools sites was raised in connection with the review with Mr Blackledge advising that it would be impractical to deploy a vehicle at every school site, but that a mobile CCTV van could be utilised and the deterrent effect of one had been recognised. Discussions with schools had also been undertaken regarding increased static CCTV coverage, with the potential for joint funding being considered.

4 FORWARD PLAN

The Committee considered the Forward Plan July 2023 to October 2023 of upcoming decisions.

The procurement of contractors for coastal protection schemes was raised with Mr John Blackledge, Director of Community and Environmental Services, reporting that the Council had been engaged in discussions with the Environment Agency to develop a deliverability framework. The framework would support the funding from Government that had been allocated for coastal defence and beach improvements, with on-site investigations planned to commence during summer 2023, with work on the sea front planned to begin in September 2024. The work would focus on protecting Blackpool's infrastructure along the sea-front and preventing the recession of sands on the beaches.

5 PUBLIC RIGHTS OF WAY ANNUAL REPORT

Mr John Blackledge, Director of Community and Environmental Services, presented the Public Rights of Way (PRoW) Annual Report. He highlighted that the item had become part of regular reporting to scrutiny following a member of the public raising concerns regarding Footpath 11 in 2021. It had been noted that the Council had a statutory responsibility to ensure that PRoWs were accessible and scrutiny had agreed to undertake ongoing monitoring of the work taking place.

The Committee was informed that Blackpool had forty-six PRoWs covering a distance of approximately twelve miles. Mr Blackledge reported that the majority of these were in a good condition. However three had been determined to be impassable, this was attributed to them running on private land where engagement with the owners was required to secure their opening.

MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING - WEDNESDAY, 5 JULY 2023

The largest element of costs in relation to PRoWs was reported as maintenance of the pathways with Mr Blackledge advising that £4k had been spent initially and that the Highways Service had identified ongoing funding within existing budgets. He also reported that the increased use of PRoWs was promoted and that they formed an important element of the Active Lives agenda.

Ongoing Anti-Social Behaviour (ASB) and issues caused by littering had been experienced in respect of Footpath 11 and the Council was therefore considering alterations to the existing route and improvements to how enforcement had been carried out. The Committee noted its concern in relation to incidents of ASB on pathways, and highlighted the risk associated if the Council encouraged more people to use them. Members therefore discussed potential mitigation, such as lighting and CCTV. Mr Neil McArdle, Senior Highways Asset Management Officer, explained that the Council had no obligation to ensure the security of PRoWs. Mr Blackledge added that the installation of lighting and CCTV along all Blackpool's PRoWs was impractical and that focusing public protection work on areas of the highest risk represented the best use of resources.

The promotion of PRoWs was considered with it being noted that although information on the location and routes was available it was not proactively publicised. The link between different PRoWs was also discussed with Mr Blackledge informing members that work had been undertaken between Highways, Parks and Leisure Services to improve the connections between pathways. Ms Lisa Arnold, Assistant Director, Community and Environmental Services (Community and Wellbeing), also explained that a cycleway around Blackpool using PRoWs had been scoped to determine feasibility and that this would be used to identify and access potential funding opportunities. Mr McArdle added that challenges in this project existed due to the differing nature of each pathway, including access rights and pathway condition.

Members asked that an update be brought to a meeting of the Committee in six-months' time to report on progress with work on linking up PRoWs in Blackpool.

The Committee agreed: That

1. The report be noted; and
2. That an update on progress to improve linkage between public rights of way be brought to a meeting of the Committee in six-months' time.

6 PARKS AND GREEN ENVIRONMENT ANNUAL REPORT

Mr Paul Hodgson, Service Manager for Parks and Green Open Spaces, presented the Parks and Green Environment Annual Report. The report outlined the work being undertaken and planned within the Parks and Green Open Space Service. Mr Hodgson highlighted the work being undertaken to improve play parks with Blackpool's various "Friends Of" community groups. He also advised on other partnership working, including with volunteer groups, to maintain and improve green open spaces, including on Marton Mere where work with young people had been undertaken to teach environmental skills.

**MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING -
WEDNESDAY, 5 JULY 2023**

It was further reported that 3,775 trees had been planted during 2022-2023 as part of the Green and Blue Infrastructure and Tree Strategy work. Many of these had been at school sites where planting had been combined with engagement opportunities with young people, undertaken by the Park Rangers. In addition to this Parks had been working with Highways to ensure street planting was undertaken to create green corridors between open spaces.

A Tree and Landscape Officer had also been appointed to ensure that planning applications met the Council's tree and green space targets.

Mr Hodgson also advised that the ongoing problem of Avian Flu, being experienced by birds in Stanley Park, was being monitored in conjunction with Public Protection and ENVECO. Communications regarding the disease had been issued to ensure public awareness.

The Committee was informed that the Open Space Assessment had been completed in 2019, which provided information on the development of parks. The Green Flag Award assessments for six parks had also been carried out, which would inform the park development plans going forward.

Members raised the work being undertaken to promote tree growth in Blackpool, with increased planting towards and on the promenade being discussed. Mr Hodgson noted that this had been under consideration, but that issues existed in ensuring that the correct species of tree was selected, noting the difficult conditions for tree growth on the sea front. The species used for tree planting was also highlighted with Mr Hodgson explaining that although 90% were from native species the Council sought to trial a range of species to determine which suited each location and ensure that the population had resilience. He added that the Tree Strategy covered a ten-year period and that the Council also operated its own small nursery for some species as well as buying specimens where necessary. It was further advised that the strategy covered the promotion and planting of hedges within Blackpool, as their importance to green spaces and bio-diversity had been recognised.

The collection of rain water via the Sustainable Drainage Systems (SuDS) was discussed, with Mr Hodgson explaining that these would be installed to collect surface water from buildings for parks and green spaces. Parks would therefore be considering the location of each SuDS system to ensure it was utilised effectively in each park and that the volume of water collected could be managed.

Crime and Disorder in parks was considered with Mr John Blackledge, Director of Community and Environmental Services reporting that the Council was undertaking a review of its CCTV infrastructure and that this would include those located in parks. As part of this process risk assessments would be developed to determine priority areas for CCTV. Mr Blackledge added that the Committee had been asked to undertake scrutiny of this work as part of its 2023/2024 work programme, allowing members to feed into the consideration of where infrastructure was installed and how it was used.

**MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING -
WEDNESDAY, 5 JULY 2023**

It was added however that CCTV did not represent a complete solution to the crime and disorder experienced in parks and that work to address this also included partnership working between the Council and members of the Community Safety Partnership.

The Committee agreed: That the report be noted.

Councillor Alastair Humphreys left the meeting following this item.

7 COMMUNITY SAFETY PARTNERSHIP OVERVIEW

Ms Jennifer Clayton, Head of Public Protection, presented a report providing an overview of the work of the Community Safety Partnership (CSP). She reported that the CSP in Blackpool was named the BSafe Partnership and worked to protect communities, prevent crime and disorder and support the victims of crime. In order to supervise this work the CSP held quarterly meetings which brought together all the partners involved in community safety work such as the police and fire and rescue service.

The CSP had identified strategic priorities for 2022-2025 which had been determined following a strategic needs assessment undertaken in 2022. Those identified were;

- Child Criminal and Sexual Exploitation
- Domestic Abuse
- Anti-Social Behaviour (ASB)
- Drugs and Alcohol
- Serious and Organised Crime
- Sexual Offences, Rape and Prostitution
- Counter Terrorism
- Reducing Reoffending
- Burglary
- Road Safety

Each of these areas had a dedicated working group which, Ms Clayton reported, aimed at addressing one of the factors in the “crime triangle”; Offender, Victim and Location. In the case of Domestic Abuse, daily meetings were held as this had been noted as a high priority that required close working between partners to address.

In respect of ASB, Ms Clayton advised that this was the broadest area of work and involved the most multi-agency working to address. She highlighted “Operation Centurion” as a piece of work that had been undertaken by partners in Lancashire to address Youth ASB. The operation aimed to improve engagement with young people to address the factors that caused ASB to occur.

The Committee noted that the CSP had adopted a public health approach to the work undertaken to address its priorities and queried if data on the impact of this approach could be provided, including any comparator data from other CSPs. Ms Clayton stated that this could be provided for information to members of the Committee.

MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING - WEDNESDAY, 5 JULY 2023

Mr John Blackledge, Director of Community and Environmental Service, informed the Committee that the report had been in part presented to provide members with the opportunity to identify areas for deep dive review as part of its work planning for the 2023/2024 municipal year.

The Committee agreed: That

1. That the report be noted;
2. That data on the impact of the public health approach be provided to members of the Committee; and
3. That the Committee note the areas covered by the report for consideration to determine areas for deep dive scrutiny as part of its work planning for 2023/2024.

8 CLIMATE AND SUSTAINABILITY OVERVIEW

Mr Scott Butterfield, Strategy, Policy and Research Manager, presented an overview of the Council's activity and position on Climate and Sustainability since the Climate Emergency Declaration in 2019. He reported that the Council had adopted an approach that brought together all the climate work taking place across the Council to achieve the declarations aim of Blackpool to have net zero carbon by 2030. The work focussed on cutting carbon and reducing energy use.

The Council had also started work to develop a Climate Adaption Action Plan, which recognised the change needed across the authority and ensured that mitigation was in place while embedding climate awareness across services. Mr Butterfield reported that the draft plan would be brought to a future meeting of the Committee for consideration.

Members were also informed that a Climate Citizens Assembly had been held in 2022/23 which had recognised that although Blackpool citizens had a relatively low carbon footprint compared to many other areas, there were elements that could be worked on within the town by both the Council and wider community. Mr Butterfield suggested that work undertaken here could send a powerful statement to other areas about what a relatively small local authority could achieve.

Mr Butterfield also discussed how the Shared Prosperity Fund (SPF) could be utilised to support climate work. He highlighted the eco-hub at the Palatine Library as an example of how the SPF could be used. Going forward he added that consideration would be given to how other projects could be funded through the SPF or any successor funding

In addition to work within Blackpool Mr Butterfield informed the Committee that Blackpool was leading on the climate work within the Lancashire 2050 partnership with other local authorities.

MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING - WEDNESDAY, 5 JULY 2023

Challenges going forward were also reported on with Mr Butterfield highlighting funding as a significant area where consideration would be needed. He reported that it was estimated that it would cost approximately £1.5bn for Blackpool to achieve net zero and therefore work would be needed to explore how the Council could bring in private funding to complement grants and the Authorities' own investment. Members noted that the net-zero target and associated costs were substantial ambitions, with Mr Butterfield advising that it was expected that the very best case scenario for Blackpool, including activity within the domain of national government, would only be able to achieve 68% towards net zero and that it was unlikely that £1.5bn could be found. He added that the most significant area towards achieving the Council's ambitions was energy reduction, with property owned by the Council such as the Winter Gardens and the Sandcastle Water Park being the biggest challenges due to the large amount of gas heating used in the operation of the buildings.

The generation of electrical energy was discussed, noting the undesirability of fossil fuels, with Mr Butterfield informing members that the proportion of emissions incurred through the generation of power changed constantly dependent on a number of factors affecting the National Grid such as weather.

Staffing also presented a significant challenge, with Mr Butterfield reporting that recruitment to posts was ongoing. The Committee discussed the challenges posed with Mr Butterfield explaining that the Council pursued a graduate model noting its limited ability to offer wages comparable to the private sector. The graduate model allowed the recruitment of qualified individuals usually at the beginning of their career and offered them opportunity to learn and develop their knowledge while at the Council. In addition to this, work had been undertaken to establish pathways from Lancaster University into the Council and Mr Butterfield highlighted that the Council was open to the idea of accepting student placements, one of which has recently led to an offer of employment

Members discussed the development of a Climate Communications Plan which would outline the topics which the Council wanted to engage Blackpool's community on. This plan was being developed with the Strategy team and details could be provided to a future meeting.

The Committee agreed: That;

1. That the report be noted.
2. That details of the Climate Communications Plan be provided to a future meeting of the Committee.

9 SCRUTINY WORKPLAN

The Chair informed the Committee that a Work Planning Workshop had been organised for Wednesday 12 July 2023 and would provide members with an opportunity to identify areas for scrutiny during 2023/2024. He added that officers and portfolio holders would also be attending the meeting to discuss areas of potential scrutiny,

**MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING -
WEDNESDAY, 5 JULY 2023**

The Chair of the Scrutiny Leadership Board, Councillor Paul Galley provided the Committee with an overview of the role of scrutiny. Highlighting the need for each scrutiny Committee to have a clear vision of where they wished to be in twelve months' time.

The Committee agreed: That the date of the Climate Change and Environment Scrutiny Work Planning Workshop be noted as Wednesday, 12 July 2023 at 6.00pm.

10 DATE OF NEXT MEETING

The Committee noted the date and time of the next meeting as 6.00pm on Wednesday, 27 September 2023.

Chairman

(The meeting ended at 7.58 pm)

Any queries regarding these minutes, please contact:
John Greenbank, Senior Democratic Governance Adviser
Tel: 01253 477229
E-mail: john.greenbank@blackpool.gov.uk

Report to:	CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE
Relevant Officer:	Sharon Davis, Scrutiny Manager
Date of Meeting:	27 September 2023

EXECUTIVE AND CABINET MEMBER DECISIONS

1.0 Purpose of the report:

1.1 The Committee to consider the Executive and Cabinet Member decisions within the portfolios of the Cabinet Members taken since the last meeting of the Committee.

2.0 Recommendation(s):

2.1 Members will have the opportunity to question the relevant Cabinet Member in relation to the decisions taken.

3.0 Reasons for recommendation(s):

3.1 To ensure that the opportunity is given for all Executive and Cabinet Member decisions to be scrutinised and held to account.

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? N/A

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 Attached at the appendix to this report is a summary of the decisions taken, which have been circulated to Members previously.

5.2 This report is presented to ensure Members are provided with a timely update on the decisions taken by the Executive and Cabinet Members. It provides a process where the Committee can raise questions and a response be provided.

5.3 Members are encouraged to seek updates on decisions and will have the opportunity to raise any issues.

5.4 Witnesses/representatives

5.4.1 The following Cabinet Members are responsible for the decisions taken in this report and have been invited to attend the meeting:

- Councillor Jane Hugo, Cabinet Member for Climate Change

Does the information submitted include any exempt information?

No

List of Appendices:

Appendix 4(a) - Summary of Executive and Cabinet Member decisions taken.

6.0 Financial considerations

6.1 None.

7.0 Legal considerations

7.1 None.

8.0 Risk management considerations

8.1 None.

9.0 Equalities considerations and the impact of this decision for our children and young people

9.1 None.

10.0 Sustainability, climate change and environmental considerations

10.1 None.

11.0 Internal/external consultation undertaken

11.1 None.

12.0 Background papers

12.1 None.

This page is intentionally left blank

APPENDIX 4(a)

DECISION / OUTCOME	DESCRIPTION	NUMBER	DATE	CABINET MEMBER
<p>BLACKPOOL COAST PROTECTION SCHEMES - USE OF ENVIRONMENT AGENCY FRAMEWORK FOR SELECTION OF CONTRACTORS AND DESIGNERS</p> <p>The Cabinet Member agreed:</p> <p>To agree to the continued use of the Environment Agency’s Collaborative Delivery Framework where appropriate, and authority to use alternative coast protection framework contractors if required for the delivery of the Blackpool Coastal Protection Schemes between 2022 and 2027.</p>	<p>Members will recall that Authority was provided at its meeting on the 5 September 2022 to use the Environment Agency’s Collaborative Delivery Framework for the selection of designers and contractors to deliver the Council’s Coast protection schemes. This report provides the background information to enable the Executive to approve the recommendation to continue to use the Environment Agency’s Collaborative Delivery Framework where appropriate, however also provide authority to use alternative approved frameworks due to the increased size and volume of the Council’s Coastal Protections Schemes. Use of these frameworks may now involve competitive tendering again ensuring the Council achieves value for money.</p>	<p>EX26/2023</p>	<p>10 July 2023</p>	<p>Councillor Jane Hugo, Cabinet Member for Climate Change</p>

This page is intentionally left blank

Report to:	CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE
Relevant Officer:	Philip Welsh, Head of Tourism and Communications
Date of meeting:	27 September 2023

ANNUAL PARKING PERFORMANCE REPORT

1.0 Purpose of the report

To provide information on the performance data of Council-owned and managed car parks, and on-street parking, both with regards to patronage and income in the full year ending 2022-23, and in the current year, April to August, with comparisons to previous years. Detailed performance figures are shown in the appendix to this report.

2.0 Recommendation(s)

2.1 To consider the performance of parking services and to identify any further areas for scrutiny as appropriate.

3.0 Reason for recommendation(s)

3.1 To ensure constructive and robust scrutiny of the report, which had been requested by the Committee

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

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

4.0 Other alternative options to be considered

4.1 None

5.0 Council priority

5.1 The relevant Council priority is:

- 'The economy: Maximising growth and opportunity across Blackpool'

6.0 Background and key information

6.1 Parking Infrastructure

There are two types of car parking: On-Street, which relates to the parking bays along a street and Off-Street, which relates to parking within a car park. There are approximately 900 pay and display On-Street bays, mainly within the town centre and along the Promenade.

There are 20 Council-owned car parks, plus two car parks which are managed by the Council although privately owned, with a combined total of more than 4,000 parking spaces.

Note that due to two major regeneration projects – the Blackpool Central development and the planned Civil Service Hub – we have lost spaces on both Central and East Topping Street car parks.

As a result, we are now down to 371 bays plus six disabled bays on Central and down to 61 bays on East Topping Street.

The lost spaces on Central will eventually be replaced by the new 1300-capacity multi-storey car park which is now under construction and due to open early next year ahead of the new tourism season.

We will eventually lose most or all of the East Topping Street as work progresses on the new Civil Service Hub, though the provision of new car parking capacity forms part of the town centre parking strategy.

Over the past year, there has been some disruption at South King Street while demolition work was carried out on the adjacent buildings, but that work is now complete and the car park fully-reopened.

Some of the losses in the town centre have been offset by the acquisition of Alfred Street (opposite the entrance to the new Conference and Exhibition Centre) which provides around 130 bays and by the reopening of Talbot multi-storey roof after the recent completion of anti-suicide fencing.

Further town centre parking will be available on a 129-space car park which will be opened alongside the Holiday Inn between Talbot Road and Dickson Road.

As part of the Council's EV charging strategy, additional electric charging bays have been installed in West Street where we now have three charging bays and four to Talbot multi-storey where we now have six. In addition, six have been installed at Banks Street, one on Bispham Village car park, one on New Larkhill Street and two on South King

Street.

A significant investment of circa £125k is also being made in our parking payment infrastructure. This is in readiness for Vodafone switching off their 3G network.

In order to future-proof our payment machines, an upgrade is now underway to ensure the public can continue to pay for parking using the payment card option.

We are replacing the communicators within all of the on-street and off-street payment machines with a new piece of hardware that will give us a secure network connectivity for both payments and our own reporting systems using either wi-fi, roaming networks or fixed fibre where possible.

This not only prepares us for the 3G switch-off but also provides added confidence in the resilience of the parking payment system for the public, speeds up the payment process and provides fallback options to retain connectivity, particularly at peak visitor times.

6.2 Performance (see also Appendix 5a)

The first part of the Performance Report shows the overall performance (for both On-Street and Off-Street) during the 12 months ending March 31, 2023.

Off-street patronage (use of our car parks) was clearly affected by regeneration works which resulted in the part-closure of Blackpool Central which resulted in the loss of almost 150,000 users over the year.

Some of these losses were offset by visitors using other car parks along the Central Corridor with Lonsdale showing an increase of 12,000 users; Bonny Street, plus 8600 users; Chapel Street, plus 7,500 and Foxhall, plus 6,000.

The biggest gains over the 12 months were seen on the town centre car parks with 40,000 patrons using the newly-acquired Alfred Street car park as well as significantly increased usage of Talbot Road multi-storey (plus 10,000 users) and West Street (plus 15,000 users).

On-street parking showed an overall increase of almost 9,000 users compared to previous year, despite losses of circa 29,000 users along the Promenade and 8,000 users on Princes Way. In contrast, the town centre on-street bays showed an increase of almost 30,000 users and the Bond Street/Watson Road bays an increase of 8,700 over the year.

The increase in town centre patronage is undoubtedly linked to the extended Illuminations season and the Christmas By The Sea village which returned to the Tower

Festival Headland for a second year, attracting record numbers of visitors over the winter months which, in turn, delivered significant increases in patronage on our car parks.

This performance was enhanced by a repeat of the “Park For A Pound” promotion during the Christmas By The Sea event which allows residents and visitors to park for three hours on most of our Council-owned car parks for £1 using the PayByPhone app.

The second part of the Performance Report looks at patronage over 22 weeks between April and August this year.

Over the first two months of the year, patronage on our car parks performed relatively well, with May in particular benefiting from good weather and an additional Bank Holiday to mark the King’s Coronation.

However, as we moved through June, the trend declined and we started to show an under-performance compared to previous year and this was particularly evident in July when a prolonged spell of poor weather coincided with the start of the school summer holidays.

This poor weather, coupled with a continuing pressure on family finances through cost-of-living increases and high fuel prices, clearly had a dampening effect on visitor numbers and, in turn, car park usage.

This is also evident when looking at usage of the on-street Promenade bays which showed a loss of 3,600 users compared to the same period last year.

As we moved into August, the trend started to steadily improve, helped by a much better spell of weather and the start of our summer/autumn events programme.

It is worth noting that these large-scale free events continue to drive high volumes of car park usage. There were exceptional patronage figures during the Air Show Weekend in August when footfall on the Promenade was recorded at more than 350,000 over the two days.

Year-to-date, car park patronage is around 13,000 down compared to last year. Another major factor in this is the loss of a large part of East Topping Street (minus 23,600 users compared to the same period last year). Some of this has been displaced, with Talbot multi-storey showing an increase of 4,800 users; West Street, plus 4,600 and Alfred Street, 4,600.

Whilst that has resulted in an overall downturn in car park usage, the actual income achieved to date has held up relatively well due to the tariff increases last year not being introduced until two months into the financial year. This has given us a knock-on benefit in April and May this year. As of Week 22, income is marginally ahead of last year.

6.3 PayByPhone

At the end of May 2020, we launched our new PayByPhone parking app that allows customers to pay for their parking via their mobile phone either by using the downloadable app or by calling a designated number.

This allows the payment to be made without queuing, handling cash or touching payment machines. It also enables users to top up their parking session from a remote location.

Extensive signage has been installed around the car parks and along the Promenade to encourage people to download the app.

Given the extremely high usage of our car parks at certain times the app has been particularly useful in giving people an alternative method of payment rather than queuing at pay machines.

In the year ending March 2023, the total number of users grew to 377,000 and income to more than £2m. Year-to-date usage and income is continuing to show significant growth over the first half of this new financial year (illustrated in Appendix 5a)

6.4 Does the information submitted include any exempt information? No

7.0 **List of appendices**

7.1 Appendix 5(a): Parking Services Performance Data

8.0 **Financial considerations**

8.1 The car parking service has made a surplus of income over expenditure every year as far back as records goes. The introduction of new tariffs in May 2022 – the first to be introduced in several years – has given some benefit in the first two months of this financial year.

9.0 **Legal considerations**

9.1 None

10.0 **Risk management considerations**

10.1 None

11.0 Equalities considerations and the impact of this decision for our children and young people

11.1 None

12.0 Sustainability, climate change and environmental considerations

12.1 None

13.0 Internal/external consultation undertaken

13.1 None

14.0 Background papers

14.1 Appendix 5 (a)

PARKING SERVICES PERFORMANCE 2022-23 v 2021-22 v 2020-21 v 2019-20

Off-Street Parking

Year on Year Comparison Sorted by Patronage: 22-23 v 21-22-v 20-21 v 19-20

	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	Variance	%
Central	316,933	206,623	365,995	216,284	-149,711	-41
West Street Multi-Storey	85,325	32,398	83,481	98,544	15,063	18
East Topping Street	99,755	38,832	86,663	81,849	-4,814	-6
Bonny Street	56,030	37,145	73,081	81,687	8,606	12
South Beach	55,981	33,676	68,283	65,700	-2,583	-4
Talbot Rd Multi-Storey	21,629	3,873	33,938	44,192	10,254	30
Alfred Street (New)	0	0	0	40,908	40,908	
Lonsdale Road	21,243	11,354	27,323	39,331	12,008	44
Chapel Street Surface	25,352	17,527	32,104	35,589	3,485	11
South Car Park	32,585	17,960	38,300	31,234	-7,066	-18
Foxhall Village	15,925	9,577	21,894	28,137	6,243	29
Bloomfield Road	15,591	5,646	22,169	23,391	1,222	6
Filey Place	9,281	6,303	14,101	13,599	-502	-4
Banks Street	8,997	4,585	13,691	12,844	-847	-6
Queen Street	8,607	4,306	11,501	12,334	833	7
Bethesda Square	6,510	3,886	8,793	10,778	1,985	23
South King Street	11,294	4,265	10,898	10,170	-728	-7
Cocker Square	4,556	2,730	5,635	5,539	-96	-2
Cocker Street	5,165	2,462	6,052	5,460	-592	-10
Gynn Square	4,662	2,225	6,183	4,837	-1,346	-22
Bolton Street	3,732	2,799	5,055	4,324	-731	-14
Lytham Road	4,418	2,488	5,522	3,762	-1,760	-32
Seasiders Way	2,423	887	2,582	2,517	-65	-3
	815,994	451,547	943,244	873,010	-70,234	-7

- Note: Car parks highlighted in grey affected by disruption/loss of spaces and/or machines

Year-on-Year Comparison Sorted by Income: 22-23 v 21-22 v 20-21 v 19-20

	19-20	20-21	21-22	22-23	Variance	%
Alfred Street (New)	0	0	0	£360,847	£360,847	
Central	£1,793,057	£1,097,163	£2,107,514	£1,409,798	-£697,715	-33
West Street Multi-Storey	£417,255	£155,855	£429,763	£579,340	£149,577	35
South Beach	£397,897	£230,185	£475,811	£496,166	£20,355	4
Bonny Street	£285,277	£181,946	£375,250	£466,793	£91,543	24
East Topping Street	£433,285	£163,770	£415,039	£449,889	£34,850	8
Talbot Rd Multi-Storey	£113,375	£20,736	£256,554	£384,554	£128,000	50
Lonsdale Road	£137,831	£69,079	£183,010	£279,891	£96,881	53
South Car Park	£215,328	£114,554	£245,995	£225,909	-£20,086	-8
Chapel Street Surface	£138,586	£95,859	£186,382	£224,464	£38,082	20
Foxhall Village	£99,870	£54,684	£129,695	£183,030	£53,335	41
Bloomfield Road	£91,297	£33,432	£130,577	£163,451	£32,874	25
South King Street	£108,890	£44,375	£120,896	£120,340	-£556	0
Banks Street	£67,458	£34,312	£115,408	£120,167	£4,759	4
Filey Place	£67,420	£42,493	£107,736	£113,741	£6,005	6
Queen Street	£50,260	£27,673	£83,024	£102,877	£19,854	24
Bethesda Square	£29,549	£16,637	£43,106	£61,951	£18,845	44
Cocker Street	£39,570	£17,287	£30,959	£46,149	£15,190	49
Cocker Square	£31,311	£16,853	£40,508	£44,159	£3,652	9
Bolton Street	£21,899	£15,750	£33,174	£35,268	£2,093	6
Gynn Square	£28,342	£10,432	£38,964	£35,261	-£3,703	-10
Lytham Road	£31,249	£16,459	£40,065	£30,288	-£9,777	-24
Seasiders Way	£20,201	£6,538	£22,142	£24,897	£2,755	12
	£4,619,205	£2,466,070	£5,611,570	£5,959,229	£347,659	6

On-Street

Year-On-Year Comparison Sorted by Patronage 22-23 v 21-22 v 20-21 v 19-20

Sorted By Patronage 22-23 Against 21-22.						
On Street	19-20	20-21	21-22	22-23	Variance	%
Town Centre P&D	256,427	152,944	180,834	210,535	29,701	16
Promenade	96,579	89,847	126,851	105,680	-21,171	-17
Bond St/Watson Rd	25,342	17,705	12,574	21,347	8,773	70
Princes Way	8,561	23,834	25,251	17,115	-8,136	-32
	386,909	284,330	345,510	354,677	9,167	3

Year-On Year-Comparison Sorted by Income 22-23 v 21-22 v 20-21 v 19-20

On Street	19-20	20-21	21-22	22-23	Variance	%
Promenade	£348,333	£289,347	£475,884	£470,844	-£5,040	-17
Town Centre P&D	£359,778	£223,035	£278,296	£371,000	£92,704	16
Bond St/Watson Rd	£111,480	£73,090	£58,019	£111,398	£53,379	70
Princes Way	£15,976	£42,153	£45,973	£38,738	-£7,235	-32
	£835,567	£627,625	£858,172	£991,980	£133,808	3

.....

APRIL TO AUGUST 2023 PERFORMANCE
Off Street

Year-To-Date Comparisons Sorted by Patronage: 22-23 v 21-22 v 20-21 v 19-20

	2020	2021	2022	2023	Variance	%
Alfred Street	0	0	14,936	19,579	4,643	31
Central	107,784	168,894	105,095	97,857	-7,238	7
West Street Multi-Storey	13,799	29,119	39,804	44,476	4,672	12
Bonny Street	20,129	33,059	38,482	42,613	4,131	11
South Beach	19,371	36,929	38,261	37,092	-1,169	3
Talbot Rd Multi-Storey	0	1,044	18,008	22,803	4,795	27
Lonsdale Road	6,540	14,168	19,497	19,359	-138	1
Chapel Street Surface	9,392	15,067	17,202	18,306	1,104	6
Foxhall Village	5,131	11,492	12,512	17,444	4,932	39
South Car Park	11,562	20,525	17,194	15,927	-1,267	7
East Topping Street	15,911	29,356	39,233	15,609	-23,624	60
Bloomfield Road	3,121	8,045	9,790	7,408	-2,382	24
Filey Place	3,799	6,782	7,372	6,942	-430	6
Banks Street	2,190	5,618	6,238	6,593	355	6
Bethesda Square	2,194	4,427	5,608	5,975	367	7
Queen Street	1,543	4,739	5,501	5,475	-26	0
South King Street	2,425	5,151	6,345	4,096	-2,249	35
Cocker Square	1,687	2,633	2,857	2,820	-37	1
Cocker Street	1,406	2,876	2,934	2,703	-231	8
Bolton Street	1,742	3,023	2,683	2,563	-120	4
Gynn Square	1,140	3,062	2,280	2,226	-54	2
Lytham Road	1,641	3,528	2,483	2,187	-296	12
Seasiders Way	546	1,121	1,200	1,702	502	42
	233,053	410,658	415,515	401,755	-13,760	5

Year-To-Date Comparisons Sorted by Income: 22-23 v 21-22 v 20-21 v 19-20

	2020	2021	2022	2023	Variance	%
Alfred Street (New)	£0	£0	£138,607	£185,230	£46,623	34
Foxhall Village	£33,115	£68,897	£83,586	£120,694	£37,109	44
Talbot Rd Multi-Storey	£0	£8,074	£163,492	£199,823	£36,331	22
West Street Multi-Storey	£68,756	£157,172	£246,191	£282,274	£36,083	15
Bonny Street	£101,234	£177,431	£228,254	£262,664	£34,410	15
Chapel Street Surface	£53,348	£90,183	£111,582	£124,988	£13,406	12
Seasiders Way	£3,557	£8,716	£12,288	£17,574	£5,286	43
Bethesda Square	£9,995	£21,572	£32,754	£35,800	£3,045	9
Bolton Street	£9,689	£18,832	£20,852	£22,504	£1,653	8
Queen Street	£11,275	£35,646	£47,278	£48,151	£874	2
Gynn Square	£5,158	£19,616	£16,251	£17,066	£815	5
Banks Street	£17,498	£49,710	£60,524	£60,300	-£225	0
Lonsdale Road	£41,290	£99,265	£144,458	£143,331	-£1,127	1
Cocker Square	£10,283	£19,302	£23,252	£21,704	-£1,549	7
South Beach	£51,468	£262,250	£294,880	£293,085	-£1,794	1
Lytham Road	£11,200	£26,264	£19,607	£17,701	-£1,907	10
Cocker Street	£9,736	£23,328	£25,239	£23,303	-£1,936	8
Filey Place	£25,696	£51,269	£59,573	£53,742	-£5,831	10
South Car Park	£76,963	£140,135	£129,419	£122,611	-£6,808	5
South King Street	£26,400	£59,418	£73,588	£63,014	-£10,574	14
Bloomfield Road	£8,558	£51,752	£72,646	£54,901	-£17,745	24
Central	£596,314	£1,010,007	£703,873	£680,596	-£23,278	3
East Topping Street	£69,744	£155,752	£226,080	£95,957	-£130,123	58
(Including VAT)	£1,241,276	£2,554,589	£2,934,274	£2,947,011	£12,737	1

On-Street

Year-To-Date Comparisons Sorted by Patronage: 22-23 v 21-22 v 20-21 v 19-20

On Street	2020	2021	2022	2023	Variance	%
Town Centre P&D	51,661	90,098	93,414	94,275	861	1
Promenade	52,743	75,794	61,884	56,692	-5,192	-8
Bond St/Watson Rd	7,910	14,968	12,800	13,352	552	4
Princes Way	11,080	15,839	10,684	10,795	111	1
	123,394	196,699	178,782	175,114	-3,668	-2

Year-To-Date Comparisons Sorted by Income: 22-23 v 21-22 v 20-21 v 19-20

On Street	2020	2021	2022	2023	Variance	%
Promenade	£181,393	£297,239	£283,975	£271,882	-£12,093	-4
Town Centre P&D	£76,038	£138,544	£222,850	£255,120	£32,270	14
Bond St/Watson Rd	£40,417	£76,980	£69,944	£75,381	£5,437	8
Princes Way	£21,499	£29,882	£24,068	£26,601	£2,533	11
	£319,347	£542,645	£600,837	£628,985	£28,148	5

Snapshot of PayByPhone Usage and Income, April to August 2023 (compared to previous years)

	2021		2022		2023		Variance	
	Patronage	Income	Patronage	Income	Patronage	Income	Patronage	Income
Central	25,129	£153,597	23,141	£156,662	29,836	£212,732	6,695	£56,070
South Beach	8,237	£60,329	13,668	£108,804	19,483	£158,251	5,815	£49,447
West Street Multi-Storey	4,930	£29,287	9,637	£57,798	14,434	£91,228	4,797	£33,430
Chapel Street Surface	6,648	£43,293	8,717	£61,569	13,221	£94,524	4,504	£32,955
Alfred Street	0	£0	3,758	£34,553	7,836	£73,183	4,078	£38,629
Foxhall Village	2,863	£17,769	3,153	£21,426	5,984	£42,666	2,831	£21,240
Bonny Street	4,446	£24,348	8,883	£54,008	11,536	£72,737	2,653	£18,729
South Car Park	6,117	£41,533	5,282	£39,737	6,792	£51,916	1,510	£12,179
Banks Street	1,264	£12,160	1,578	£15,918	2,741	£25,289	1,163	£9,371
Lonsdale Road	3,197	£22,322	6,311	£48,086	7,168	£54,753	857	£6,667
Bethesda Square	711	£3,652	1,278	£7,574	1,933	£11,926	655	£4,351
Bolton Street	582	£4,080	495	£3,838	1,138	£12,033	643	£8,195
Filey Place	841	£6,550	1,355	£11,734	1,909	£15,438	554	£3,704
Queen Street	1,124	£8,959	1,590	£14,556	1,880	£17,090	290	£2,533
Lytham Road	398	£2,887	562	£4,582	812	£6,812	250	£2,230
Seasiders Way	476	£3,801	478	£5,120	658	£7,072	180	£1,953
Gynn Square	358	£2,488	659	£5,223	769	£6,253	110	£1,031
Cocker Square	524	£4,445	500	£3,801	604	£4,487	104	£685
Cocker Street	365	£2,985	934	£8,691	931	£8,537	-3	£-154
South King Street	696	£7,289	1,363	£13,842	662	£1,663	-701	£-12,179
Bloomfield Road	6,035	£39,462	7,335	£53,833	5,286	£38,500	-2,049	£-15,333
East Topping Street	5,025	£26,796	10,731	£63,460	6,939	£42,863	-3,792	£-20,598
Talbot Rd Multi-Storey	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	79,966	£518,030	111,408	£794,815	142,552	£1,049,950	31,144	£255,135

This page is intentionally left blank

Report to:	CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE
Relevant Officer:	David Simper, Group Leader (Transport Projects)
Date of meeting:	27 September 2023

STAFF TRAVEL PLAN – PROGRESS AND NEXT STEPS

1.0 Purpose of the report

1.1 To update the Committee on progress in preparing and implementing a new Staff Travel Plan, in line with the Climate Emergency Action Plan.

2.0 Recommendation(s)

2.1 That the Committee note the report and identify any areas for additional scrutiny as appropriate.

3.0 Reason for recommendation(s)

3.1 The plan's preparation is proceeding and a final version with the necessary accompanying action plan will be brought to a future Committee for further consideration.

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

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

4.0 Other alternative options to be considered

4.1 No alternatives to a Staff Travel Plan in pursuit of corporate modal shift are available to be considered.

5.0 Council priority

5.1 The relevant Council priorities are:

- 'The economy: Maximising growth and opportunity across Blackpool'
- 'Communities: Creating stronger communities and increasing resilience'

5.2 A successful Plan will contribute to achieving both these priorities.

6.0 Background and key information

- 6.1 The Climate Emergency Action Plan determined that a revised Staff Travel Plan be prepared with the principal objective of reducing the Council's Green House Gas (GHG) emissions by effecting modal shift from fossil fuel powered vehicles (ICE) for commuting and in work travel, to public transport, cycling and walking with their lower emission rates. This requires these latter modes to be promoted and incentivised to colleagues in order to facilitate them to shift modally from ICE vehicles to sustainable modes.
- 6.2 Following this commitment, a plan document has been drafted (Appendix 6(a)) addressing the issues and providing information on sustainable travel modes, including discount public transport fares, cycle to work scheme, public transport loan scheme that are available. The car lease scheme will include electric vehicle options and a charging strategy with funding from the Local Transport Plan has been established. A multi-departmental Staff Travel Plan Group has been established and has fed into the draft plan to enable the final draft to be prepared.
- 6.3 The Plan has been subjected to an Equalities Analysis (EA – Appendix 6(b)) and this will be finalised and the Plan adjusted as necessary. The Plan is advisory and has no proposed change of service conditions within it. With the EA and action plan in place, the Plan and its implementation can be discussed with the trade unions. Moving to sustainable modes offers expenditure savings and this can assist people during the current cost of living crisis.
- 6.4 The draft Plan was presented to the Staff Travel Plan Group at its meeting of 18 August 2023 and agreed by that group. At the time of writing, an action plan including short, medium and long-term tasks towards delivering a successful outcome is being prepared and performance indicators being determined. This work will be reported to the Staff Travel Plan Group's meeting on 3 November 2023 with a proposal that the Plan be brought to a final draft, following which it will be presented to this Committee for consideration.
- 6.5 Following consideration and input from the Committee the Plan will be presented to the Executive for approval.

6.6 Does the information submitted include any exempt information? No

7.0 List of appendices

- 7.1 Appendix 6(a) - Staff Travel Plan 2023 draft
7.2 Appendix 6(b) - Equality Analysis draft

8.0 Financial considerations

8.1 The Plan builds on and promotes existing arrangements and will have no further financial consequences.

9.0 Legal considerations

9.1 No change of service conditions are proposed and the plan is advisory therefore no legal considerations are anticipated.

10.0 Risk management considerations

10.1 Building on existing arrangements, there are no further risk management considerations.

11.0 Equalities considerations and the impact of this decision for our children and young people

11.1 The EA (Appendix 6(b)) carried out does not identify significant equalities considerations, particularly given its advisory nature. If the Plan's success can be demonstrated over future years, our children and young people will benefit from a safer and improved public realm due to reduced motor traffic, and from the Plan's contribution to addressing the Climate Emergency.

12.0 Sustainability, climate change and environmental considerations

12.1 A successful Plan can make a significant contribution to achieving the Council's objectives in this area, both by reducing GHG and other polluting emissions eg. Nitrogen dioxide and particulate matter.

13.0 Internal/external consultation undertaken

13.1 The Staff Travel Plan Group has been established to provide reference for the Plan. It is intended that this Plan form a template to enable private sector partner organisations to establish their own Plans.

14.0 Background papers

14.1 Climate Emergency Action Plan

This page is intentionally left blank

Blackpool Council Staff Travel Plan 2023

Portfolio holder foreword

I am pleased to receive this Travel Plan, which has my full backing and that of the Council and Senior Management Team. It is essential that this Plan supports Blackpool Council's commitment to sustainability. Providing colleagues with travel change options allows 'travel choice' which contributes directly to achieving our aspiration to reduce local highway congestion, improve local air quality, help achieve our ambition to be carbon neutral by 2030 and avoid a potential climate crisis, and to improve health and well-being.

The Council must take the lead for the whole of the Blackpool, which as a resort, is extremely transport dependent. Delivering this Travel Plan will depend on our partnerships with local sustainable transport providers and organisations, who will be essential to responding to this modal shift challenge. Although the car will remain an important modal choice, it is hoped that colleagues will choose an alternative once or twice a week. It's to be hoped that our transport providers are able to respond to the modal shift challenge and encourage and provide the means for transit to public transport.

This Travel Plan will support the Council's vision for Blackpool, ensuring we have a thriving economy that supports a happy and healthy community that is proud of this unique town.

We have a lot to look forward to: I am personally anticipating the new electric buses arriving to serve our community and hope they will be attractive to both existing and new bus users. In addition the new Talbot Gateway Tramlink will benefit both the leisure and commuting market.

To ensure we continue to support colleagues to adopt sustainable travel modes, we will continue to review this Travel Plan and improve the facilities and incentives as and when needed and required.

Contents

Page number	
	1.0 Introduction
	2.0 Objectives
	3.0 Policy framework
	3.2 Scope and actions
	3.2.1 Scope
	3.2.2 Principal aims
	4.0 Why is this necessary?
	5.0 Existing travel patterns and their management
	5.2 Responsibilities
	5.2.1 Management – action points
	5.2.2 Employees – action points
	6.0 Sustainable transport options
	6.1 Public transport
	6.1.1 Bus and tram
	6.1.2 Train
	6.2 Cycling and scooters
	6.3 Walking
	6.4 Car, van and motorcycle
	7.0 Travel within work
	7.2 Public transport
	7.3 Cycling
	7.4 Flexible working
	8.0 Communication and marketing
	9.0 Action plan
	10.0 Monitoring and evaluation
	11.0 Conclusion
	Appendices

1.0 Workforce distribution post code plot – staff travel survey data

2.0 Sources of information

3.0 Supporting plans and policies

4.0 Key statistics

5.0 Equality analysis

DRAFT

1. Introduction

- 1.1. This travel plan sets a framework to reduce the Council's reliance upon internal combustion engine (ICE) vehicles, particularly for commuting to work and in work travel. A number of alternatives to ICE travel are available. The plan is sensitive and acknowledges individual circumstances in the need to use cars for in work purposes..
- 1.2. A staff travel survey conducted in 2022 shows the potential for greater use of public transport, walking and cycling. Almost half of staff completing the survey lived within five miles of their main work location. Just over half of staff completing the survey are based at One Bickerstaffe Square, in the bus network's town centre focus and opposite the main railway station. Of those travelling to work weekly, 73% did so by car as sole occupant. In comparison, 15% opted for public transport.
- 1.3. The climate change emergency and the need to reduce greenhouse gas emissions (GHG) leads this agenda, but the plan seeks health, congestion, public realm, air quality and economic benefits, both directly and indirectly.
- 1.4. New ICE vehicles will no longer be available from 2030 and hybrid vehicles from 2035. The Council is already starting its transition to new EV technology. However, EVs remain congesting, particularly if they displace public transport trips, and are not carbon neutral therefore the Council seeks a modal shift to public transport, cycling and walking and through this plan, will support use of these modes, particularly for to work commuting.
- 1.5. The plan provides information on changing travel mode and the current incentives that are in place to support that modal shift.

2. Objectives

2.1. This plan has the following objectives:

- Reduce the Council's emissions due to transport by 20% by 2030
- Easing peak time congestion pressures on the town centre thus improving public transport reliability, public realm and freeing capacity for essential trips
- Reducing harmful emissions from motor vehicles across the resort, specifically nitrogen dioxide, sulphur dioxide and particulate matter (PM10 and PM2.5)
- Enabling the uptake of electric vehicles
- Assisting the Healthy Weight and Active Travel Strategies by encouraging cycling, walking and public transport uptake
- Supporting the public transport network
- Reducing Council travel support expenditure
- Contribute to enabling car parking land to be released for other purposes
- Providing a lead to other Blackpool organisations adopting travel plans
- To use the staff car parking and travel page and other promotion to encourage alternative transport mode use.

3. Policy Framework

3.1. This Travel Plan is compatible with other key Blackpool Council plans including the emerging Local Transport Plan 4, Active Travel Plan, Climate Emergency Action Plan and Healthy Weight Strategy, all of which aim to reduce traffic and encourage active behavioural 'travel change'.

3.2. *Scope and Aims*

3.2.1. Scope

The Plan has been agreed following agreement between relevant Council departments and Senior Leadership Team. It applies to all Blackpool Council colleagues and covers two travel types:

- Staff journeys to and from work
- Travel within the working day

3.2.2. Principal Aims

In pursuit of its objectives above the Plan aims to:

- develop and promote alternative modes of travel and transport for any employee using a private vehicle for work commuting
- reduce car use by employees for commuting and travel within the working day
- encourage essential travel with minimal environmental impact
- ensure that alternative modes of transports' benefits are explicitly outlined to all employees
- facilitate equality of access to work for those with no private vehicle access.

4. Why is this necessary?

- 4.1. On 26 June 2019 the Council declared a climate emergency and committed itself to reducing its climate impacts. From a total carbon footprint of 490 ktCO_{2e}, 19% of Blackpool's greenhouse gas (GHG) emissions are transport-based and these can be reduced by more widespread public transport use, cycling and walking. Some trips where equipment or children for instance are carried, cannot be eliminated, but alternative modes to car use are available in many cases.
- 4.2. Although Blackpool's air quality is good, this is less so near to congested roads and junctions, particularly in the town centre where an Air Quality Management Area (AQMA) is in place. The impending move to electric buses from 2024 and electric vehicles (EVs) in general will ameliorate this situation, the sale of internal combustion engine (ICE) vehicles ceasing from 2030. However, there is an immediate problem, which reduced car commuting could help address.
- 4.3. A less car-dominated environment means a better public realm, particularly important as Blackpool regenerates its town centre and district centres moving forward, including such developments as the Multiversity. This is good for pedestrians (who may have disabilities) and cyclists.
- 4.4. Difficult to measure, road congestion has an economic cost. Road traffic collisions have a fundamental effect on families, particularly if a death occurs, and an ongoing economic price.
- 4.5. The average car is stationary for 95% of its life and can be parked on valuable potential development land for this purpose. Providing and managing land for parking is expensive, although parking charges off-set this to some extent. There is the immediate need to reduce pressure on available parking, particularly at peak times. The land has a higher value for development or public realm, particularly greenspace, a resource lacking in Blackpool. The resort needs sites to provide developments that will regenerate and diversify its economy.
- 4.6. There is a cost to the Council in supporting car use when alternatives are available and, as austerity effectively continues, it's important that this is minimised. Moving resources into supporting public transport networks, particularly local bus, helps secure and improve networks. Particularly with new electric buses and the tramway extension on the way, bus and tram offers a realistic commuting option for many. Heavy rail is available to longer distance travellers, providing they can reach their railway station.
- 4.7. Excess weight and morbidity related to physical inactivity are major issues in Blackpool, the most recent published data (2020/21) estimates that 70.5% of adults were overweight or obese (Sport England Active Lives Survey), contributing to high levels of heart attack and stroke. When people may have little time for formal exercise, or don't think it's for them, building exercise into a daily routine through active travel, cycling or walking to work, even walking

to the bus stop, can make a major difference. This is clearly a wider issue than merely the Council's workforce, but as a public sector body with responsibility for public health, the Council needs to take a lead.

- 4.8. This principle applies to the travel planning model in general. The Council needs to encourage all organisations across Blackpool to consider and manage their transport impacts, by designing and adopting a travel plan. In order to do this, the Council must have its own travel plan in place that can be shared and to act as a blue print for other organisations to develop their own.

DRAFT

5. Existing Travel Patterns and their Management

5.1.1. In autumn 2022, an online survey was conducted to understand Blackpool Council employees' current commuting patterns, further results of which can be found at appendix 3. Based on the responses, key findings include:

- Almost half of Blackpool Council staff live within five miles of their work place.
- Just over half of staff are based at One Bickerstaffe Square.
- Most staff travel by car, either alone or as part of a car share arrangement
- 35% of car drivers are considering buying EVs in the next three years.
- 22% of staff consider that they live in walking distance of work. More than nine in ten of this group live under three miles from work and just over half of this group are aged under 45.
- 49% consider that they live within an acceptable cycling distance, with four in five living within four miles of their place of work, about half of this group is aged 45 or older.
- The proportion of staff completing the survey using public transport is less than 15%.
- Journey time length is the most significant factor underlying travel mode choice for most staff completing the survey.
- Staff in Community and Environmental Services and Adult Services are most likely to use cars for travel for work purposes.

5.2. Responsibilities

5.2.1. Management – action points

The following key action points have been identified:

- The Council's Corporate Leadership Team to be requested to give full support to this Travel Plan and to encourage colleagues to reduce the need for car travel into and around the town
- To review and improve available sustainable transport options
- To review annual travel survey results to identify barriers to and trends in modal shift
- Departments to review business mileage and consider where alternative modes might be more effective
- When organising conferences, events and meetings, consider venues that are easily accessible by sustainable transport modes and provide information to delegates
- Encourage flexible working practices for colleagues where practicable, without impacting on service delivery
- To ensure sustainable travel and transport options and incentives are included within all recruitment material
- To share the staff Travel Plan as part of the induction process.

5.2.2. Employees – action points

Employees are encouraged to:

- always consider whether using the private car to travel to work is appropriate, considering an alternative mode during the week
- consider sustainable transport options when travelling for work when attending meetings and events, including lift sharing and walking meetings
- understand and where possible, seek to achieve the staff Travel Plan's objectives.

Daily public transport use makes cost-effective [season ticket](#) products far more attractive and these can also be used for personal travel outside of work hours.

DRAFT

6. Sustainable Transport Options

6.1. Public transport

6.1.1. Bus and tram

Blackpool has a high quality bus network that is focused on the town centre and provides the majority of possible commuting trips for colleagues living in the Fylde Coast area. [Bus](#) can substitute for many current car commuting trips.

Four companies currently provide Blackpool's bus services:

- [Blackpool Transport Services \(BTS\)](#) – the urban network between Lytham and Fleetwood, passing through Blackpool town centre.
- [Stagecoach Bus](#) – inter-urban services between Blackpool and Morecambe via Lancaster, and between Blackpool and Preston via Fylde Coast villages
- [Transpora Bus](#) – services between Blackpool and Staining, St. Anne's and Cleveleys.
- [Preston Bus](#) – a service between Blackpool and St. Anne's via the Fylde Coast villages.

Current Incentives

The Council offers all colleagues a discounted annual [BTS bus pass](#) available through monthly salary sacrifice. To account for new flexible working patterns, the Council will seek to negotiate further discounted products based on a carnet ticket approach. These reduce daily travel costs compare with walk-up fares dramatically and are available for use out of work hours. Other companies offer similar products.

All the operators have [mobile phone apps](#) offering features including on-line ticket purchasing, tailored ticket products eg. Family passes, timetables, journey planning and real time information. These complement the websites, links provided above.

Vehicles serving Blackpool are of high quality and CCTV equipped for security. Soon the BTS fleet will be electric, offering a new design and very smooth, comfortable running. Walk-up payment using [contactless card](#) is available, although the Council supported scheme offers better value. At the time of writing, a Government supported flat fare scheme is in place, which will cap fares at £2.50 until November 2024.

Since its modernisation in 2012, Blackpool has seen modern light rail trams operating along the 11 miles of coastline. Similar fare products are available for the [tramway system](#), connecting Blackpool with Cleveleys and Fleetwood through intermediate stations, and shortly to be extended to connect with heavy rail services at Blackpool North railway station directly opposite One Bickerstaffe Square, that will be of additional benefit to both the commuting and leisure market. [Season](#) products cover the tram and bus services.

6.1.2. Train

Blackpool North railway station, opposite One Bickerstaffe Square, has up to five arrivals an hour, originating from York via Leeds, Liverpool, London Euston via the Midlands and two per hour from Manchester Airport via Piccadilly. All stop at the Preston interchange hub station and a range of intermediate stations.

[Avanti West Coast](#) provides the London train with [Northern Railway](#) providing the other services. Services from Blackpool stations can interchange with [Trans Pennine Express](#) trains at Preston.

This offers a possible alternative for longer distance commuters to Blackpool and with season and flexible fare products, it might be competitive with a car journey.

There is a further hourly service from Colne, via East Lancashire and Preston, terminating at Blackpool South station on Waterloo Road, connected to the town centre by the [service 5](#) bus.

Current Incentives

Blackpool Council currently offers colleagues a twelve-month [interest free loan](#) for a Northern rail annual season ticket covering travel between two chosen rail stations. This annual season ticket will save you money on your rail travel and has the added benefit of you enjoying twelve weeks' free travel, with 52 weeks of travel for the price of 40; unlimited travel, use on any train between two chosen rail stations anytime, even evenings and weekends.

For more information and to calculate the cost of your annual season ticket and to apply, visit the [Staff Parking and Travel](#) page on the Blackpool Council Intranet.

6.2. Cycling & scooters

6.2.1. Cycling is identified as a practical commuting transport mode for those living within three miles of work. The resort has some cycling facilities to assist and will be seeking to implement a Local Cycling and Walking Infrastructure Plan (LCWIP) developed with partner Councils in line with government policy. The LCWIP will enable a long-term approach to developing local cycling and walking networks, identifying preferred cycling routes and core walking zones for future development.

Current Incentives

6.2.2. The Council has a salary sacrifice [Cycle to Work](#) cycle purchase scheme, considerably reducing the cost of purchasing a bicycle. If using the bike for in work trips, a £1 per day allowance can be claimed through the expenses system.

6.2.3. One Bickerstaffe Square has ground floor cycle parking for 56 bikes, lockers, showers and a drying room. There is cycle parking in the basement of Municipal Buildings and showers. The Council is committed to providing secure cycle parking and changing facilities at all workplaces, where viable.

6.2.4. The Council cycle training team is available to train adult riders and courses will be run as demand becomes apparent. This will include simple maintenance procedures, ensuring all staff have the opportunity to improve their skills and confidence

6.2.5. Push along scooters can be stored within cycle parking areas. Electric scooters are not currently legal for private ownership outside of approved hire schemes, but are in fact already in use. The Council will continue to monitor this situation, as these scooters clearly have a role to play in decarbonising travel.

6.3. Walking

6.3.1. Walking is favoured as a travel mode for those living one mile or less from their workplace.

Current Incentives

6.3.2. The drying rooms, changing facilities and lockers are also available for walkers wishing to store or dry outdoor clothing.

6.4. Car, van and motorcycle

6.4.1. Current parking pass arrangements will be maintained, being kept under review as this Plan progresses.

6.4.2. From 2025 only electric vehicles will be available through the Council vehicle lease [scheme](#), unless there are exceptional circumstances. As noted, there will be no more new ICE vehicles from 2030 and no more new hybrid vehicles from 2035.

6.4.3. The Council has adopted an EV charging strategy and is fitting new charging infrastructure as sites and resources become available. Council vehicles will have in depot charging.

6.4.4. The Council is currently considering the best way to provide a car sharing scheme. Car sharing provides the opportunity for staff to save on their fuel costs and assist towards the Council's ambition to be carbon neutral by 2030.

7. Travel within work

7.1. The Plan understands that some officers need to carry equipment, or people, and make a sequence of visits in the day, making the use of alternative modes to the car impractical. It will not affect arrangements for the use of vehicles where this is clearly essential. The Plan is principally focused on commuting to work where a car is not required and maximising sustainable transport use in work where this is practical.

7.2. Public Transport

7.2.1. Where possible staff should be supported to use alternative transport options instead of the car, for example the maximum number of out of town journeys being made by bus or train travel. Train tickets can be purchased through the Click Travel site, with other costs reclaimed through the expenses system.

7.3. Cycling

7.3.1. Urban cycling is a good way of moving between buildings or meetings, provided that parking is available. The LCWIP should encourage this and training should be made available. As noted above, a £1 per day allowance for in work cycle use can be claimed through the expenses system.

7.4. Flexible working

7.4.1. Changing how and when staff attend their workplace is one available measure to reduce travel for both commuting and in work travel. The Council currently accommodates home/flexible working and will continue to do so. Transport operators are addressing the ticketing consequences of this, as traditional season tickets are less effective.

8. Communication and Marketing

8.1. The key to a successful Travel Plan is the effectiveness with which the employee benefits and associated initiatives outlined within it are promoted and communicated. Following its launch, the following communication methods will be used as promotional mechanisms within the Action Plan outlined below:

- New Starter Induction – The iPool induction pack now contains a module addressing staff travel issues, which will be updated as this Plan progresses.
- Events – Blackpool Council will actively conduct events to promote both National and Local sustainable transport campaigns for example, [National Bike Week](#), [National Walking Month](#) and [World Car Free Day](#).
- Staff Intranet – The staff travel page will be kept up to date, providing visible and easily accessible information on how to access the incentives that are outlined and progress towards the principal target of reducing the Council's transport related emissions by 20% by 2030
- Staff Newsletter – New Travel Plan developments would be announced in this newsletter, together with information about events, including cycle training sessions. Information on where to get advice would be essential. The staff travel survey would be promoted and its results reported.

9. Action Plan

9.1. It's essential that tasks to be completed to a time scale and focused on achieving the overall objectives and identified performance indicator targets be identified. Also how these will be taken forward, who will be responsible and the resources that will be required.

DRAFT

10. Monitoring and Evaluation

- 10.1. Travel Plan Targets - Using baseline data taken from the staff travel survey and other data available to the Council such as air quality, a performance indicator system has been established as outlined in the associated spreadsheet.
- 10.2. This gives clear SMART targets for the plan, for which the monitoring data is available.
- 10.3. Key amongst this is the workforce modal share as the plan develops.
- 10.4. The monitoring and evaluation regime will provide cues to adapt and refresh the plan as the Council progresses with its wider climate emergency agenda.

DRAFT

11. Conclusion

- 11.1. Given the accelerating urgency of the need to combat climate change, a genuine existential threat, the Council must reduce its emissions across all areas, in this case transport. Thus this plan seeks to reduce the Council's and its employees' reliance on ICE vehicles, prior to their phase out from 2030. By reducing car-borne commuting trips, congestion issues can be addressed.
- 11.2. The resort's public realm needs improvement, particularly as town centres' roles are changing in the face of internet commerce. Reducing town centre traffic levels while preserving the centre's economic viability is the challenge. If car parking land can be released, it can be used for more remunerative development or providing much needed green-space.
- 11.3. Blackpool's health statistics are poor and active travel can help address the exercise component within this. The Council workforce can lead the way.
- 11.4. The Council has a number of measures to support active travel in place and these will continue to be available and improved where possible. Above all, season products can reduce public transport costs a long way below walk-up fare rates. Living without a car at all can make a significant improvement to a household budget.
- 11.5. If climate change is to be combated and the resort regenerated sustainably, all Blackpool organisations need to follow a similar path and as a responsible public body, the Council needs to lead the way.

Appendices

1 – Workforce distribution postcode plot – staff travel survey

2 – Sources of information

3 – Supporting plans and policies

4 – Key statistics

5 – Equality analysis

DRAFT

1 – Workforce distribution postcode plot – staff travel survey

DRAFT

2 – Sources of information

Traveline journey planning service - Plan Your Journey | Traveline

Department of Transport – electric vehicles - [Office for Zero Emission Vehicles - GOV.UK \(www.gov.uk\)](#)

Campaign for Better Transport - [Home - Campaign for Better Transport](#)

Friends of the Earth - [Transport | Friends of the Earth](#)

Living Streets - [Living Streets | Home Page | Living Streets](#)

Cycling UK - [Cycling UK | The UK's cycling charity](#)

British Cycling - [Home - British Cycling](#)

London Cycling Campaign - [Home | London Cycling Campaign \(lcc.org.uk\)](#)

3 - Supporting plans and policies

Council plan - [Blackpool Council plan](#)

Local Transport Plan – [Blackpool Council | Transport policy](#)

Town centre strategy - [Blackpool Council planning policy | Town centre strategy](#)

Climate Action Plan - [Climate Action Plan \(blackpool.gov.uk\)](#)

Active travel - [Home \(blackpool.gov.uk\)](#)

Air quality strategy - [Air quality management \(blackpool.gov.uk\)](#)

Greening Blackpool - [Greening Blackpool](#)

Parking strategy - [Strategy Report Final w Appendices Mar 16 compressed \(blackpool.gov.uk\)](#)

Tramway extension - [Blackpool Council | Blackpool's new tramway](#)

Local plan core strategy, part 1 and 2 - [Blackpool Council planning policy | Local plan | Core strategy](#)

Healthy weight strategy - [Blackpool declaration on healthy weight](#)

4 - Key statistics

Staff Travel Plan 2022

Key Findings:

- Almost half of staff completing the survey live within 5 miles of their main work location.
- Just over half of staff completing the survey are based at One Bickerstaffe Square.
- There is a very strong pull towards car travel; either alone, as part of a car share or as a passenger.
- 35% of car drivers are considering buying electric vehicles in the next 3 years.
- 22% staff completing the survey consider that they live in walking distance of work. More than 9 in 10 of this group live under 3 miles from work and just over half of this group are aged under 45.
- 49% consider that they live with cycling distance. More than 4 in 5 of staff who consider themselves living within cycling distance live within 4 miles of their work site and about half of this group are aged 45 or older.
- The proportion of staff completing the survey opting for public transport such as buses, trains or trams is less than 15%.
- Length of journey time is the most significant factor underlying choice of travel mode for the majority of staff completing the survey.
- Staff in Community and Environmental Services and Adults Services are most likely to use cars to travel for work purposes.

How far do you travel to work? Number who answered the question = 588

Almost half of staff completing the survey live within 5 miles of their main work location.

Distance	Total % of staff	Further Details
Less than 1 mile	6%	50% of staff who travel under 1 mile by walking. 33% travel by car and supplement with walking and biking. 8% travel via a car share. 6% travel by bus and 3% by cycling.
1 to 2 miles	14%	64% of staff who travel 2-3 miles travel by car. 14% travel via a car share and a further 6% travel as car passengers. 10% by walking, 5% by cycling and 1% travel by bus.
2 to 3 miles	21%	66% of staff who travel 2-3 miles travel by car. A further 1% mainly travel by car, but also bike or walk. 17% travel in a car share or as a passenger. 10% travel by bus. 4% use tram, taxis or walk, and 2% cycle.
3 to 4 miles	17%	71% of staff who travel 3-4 miles travel by car, 8% travel via a car share. 4% travel as passengers in a car and a further 4% travel mainly by car and supplement with other modes of public transport. 8% travel by bus or tram, 4% by cycling or walking.

5 to 10 miles	23%	74% of staff who travel between 5 and 10 miles travel by car, 12% travel via a car share. 2% travel mainly by car and supplement this with other modes such as tram, bus, taxi or bike. 6% travel by bus, tram or train and 4% by cycling.
10 to 20 miles	9%	78% of staff who travel between 10 and 20 miles travel by car and a further 12% via a car share. 10% use trains, trams, buses or taxis.
+20 miles	10%	88% of staff who travel more than 20 miles travel by car. 7% use trains and 5% travel with a combination of car and trains.

What are the main reasons why you travel to work in the way you do? Number who answered the question = 588

It is the quickest way	81%
It is the cheapest way	40%
Bad weather	37%
Enjoy relaxing during journey	18%
Don't drive / no car / I have no alternative method	14%
It is better for the environment	13%
For health/fitness reasons	13%
Won't pay to park / no pass for car park	8%
There are no car parking spaces at work	3%

Car drivers: Rank the following options about why you choose to travel by car. Number who answered the question = 460

1	It is the quickest way
2	I need a car to do my job
3	It is the cheapest way
4	I need a car before/after work e.g. to collect children
5	I bring heavy loads (e.g. papers) to work
6	Safer in car
7	Poor public transport e.g. unreliable, expensive, no service
8	I have irregular hours of work
9	For health reasons
10	Share transport, other person needs car for work

Car drivers: Are you considering buying an electric or hybrid car in the next 3 years? Number who answered the question = 460

Total Yes	35%
Yes.	13%
Yes. It will depend on work charging needs.	15%
Yes. It will depend on affordability.	4%
Yes. It will depend on national charging infrastructures	2%
Yes. It will depend on my home charging needs.	1%
Total No	65%
No.	55%
No. I Already have one	8%
No because of costs and national charging infrastructures	2%

Do you live within walking distance of work? Number who answered the question = 588

119 staff consider themselves within walking distance with 90% living under 3 miles from work.

Less than 1 mile	29%
1 to 2 miles	34%
2 to 3 miles	28%
3 to 4 miles	8%
5 to 10 miles	1%
10 to 20 miles	1%
20+ miles	0%

Which, if any, of the following would encourage you to walk to work more? Number who answered the question = 119 and respondents could pick more than one option.

Well-maintained pavements (even, clean, uncluttered, well-lit)	45%
Safer roads	23%
More direct walking routes	18%
Better provision for health needs (e.g. benches, public toilets, access ramps)	11%
More crossing points	9%
Less road noise	8%
Access to showers or changing facilities at destination	7%
Provision of information on walking routes	3%
Better maps and signage	3%

26% of those who answered this question currently don't walk to work. 2 in 3 of those who currently do not walk would be encouraged to walk more if the routes were safer and well maintained.

Which, if any, of the following would encourage you to use public transport for work more? Number who answered the question = 588 and respondents could pick more than one option.

Discounts on tickets	34%
Make it cheaper than travel by car	32%
More frequent services	28%
More direct services	28%
More reliable services	23%
Easier to get to the station/stop from home and work	16%
Faster service e.g. bus lane	16%
I already use public transport as much as I can	10%
More CCTV cameras/ better sense of safety/information on safety measures	8%
Better facilities on public transport	6%

Better facilities at stations/stops	6%
Better public transport information at work	5%
Have a service	3%

Although a small proportion of staff chose this mode, when public transport is the chosen option it is typically used by staff who live between 3 and 10 miles away.

More than half of staff who answered the survey question about what could encourage them to use more public transport explained there is nothing that would encourage them to take this option.

Across all survey respondents, 41% of all staff are aware of annual salary deduction ticket discount schemes. Some comments noted that annual discounts did not translate into discounts for staff travelling once or twice a week, which needs to be addressed.

Which, if any, of the following would encourage you to cycle to work more?
Number who answered the question = 217 and respondents could pick more than one option.

Better/more cycle paths and lanes	54%
Safe route e.g. lighting, no traffic	45%
Discounts on bicycles and safety equipment	39%
Better health/ get fitter	32%
Better cycle parking at work	27%
Clothes lockers at work	24%
An interest-free loan to buy a bicycle and safety equipment	24%
No childcare commitments	24%
Improved changing/showering facilities at work	21%
Flexibility to cycle in daylight hours	18%
Cycling mileage allowance for business journeys	17%
Cycle to work scheme	16%
Accessories e.g. suitable clothing	13%
Cycle training/a refresher course	11%
A bicycle user group at work	3%

6% of staff cycle to work and the median distance cycled is 3.5 miles.

41% of staff own a bike of which 3.5% are hybrid bikes and 0.5% are electric bikes. 215 members of staff own a bike and do not cycle to work. 51% of this group live within 4 miles of work.

57% of staff are aware of the cycle2work scheme.

Travel for work: staff who travel for work use the following methods. Number who answered the question = 380 and respondents could pick more than one option.

Car	88%
Walk	23%
Train	15%

Bus, minibus or coach	11%
Tram	6%
Cycle, e-bike or adapted cycle	4%
By motorbike/scooter/moped	1%

Census data 2021

Distance travelled to work in Blackpool

Less than 2km	2km to less than 5km	5km to less than 10km	10km to less than 20km	20km to less than 30km	30km to less than 40km	40km to less than 60km	60km and over	Works mainly at an offshore installation, in no fixed place, or outside the UK	Works mainly from home
11206	13448	6790	2461	1706	535	489	837	9882	12013
18.88%	22.65%	11.44%	4.15%	2.87%	0.90%	0.82%	1.41%	16.65%	20.24%

Across Blackpool, public transport use for travel to work is around 8% and 14% travel by bicycle or walking. The proportions of people travelling to work by car is almost 50%, yet the proportion of Council staff who travel by car regularly is much higher at 73%.

Mode of travel to work in Blackpool

Bicycle	Bus, minibus or coach	Driving a car or van	Motorcycle, scooter or moped	On foot	Other method of travel to work	Passenger in a car or van	Taxi	Train	Underground, metro, light rail, tram	Work mainly at or from home
1378	3391	29375	332	7015	865	3479	949	320	255	12013
2.32%	5.71%	49.48%	0.56%	11.82%	1.46%	5.86%	1.60%	0.54%	0.43%	20.23%

Active transport related health figures

Increased use of sustainable and active travel modes can provide the exercise needed to improve health indicators significantly. The Council can show the way to reducing these figures by pursuing this staff travel plan.

Here are some national figures relating to obesity:

- Nationally the direct cost to the NHS in 2006/07 of people being overweight and obese was £5.1 billion, and is expected to reach £9.7 billion by 2050.
- In England, obesity prevalence has been gradually increasing and is now almost double the rate it was 25 years ago.
- The proportion who are overweight has fallen slightly over the same period as more people have become obese.

- Severe obesity has also increased since 1993, 2% of men and over 4% of women were morbidly obese in 2019, compared with fewer than 0.5% of men and just over 1% of women in 1993.
- In 2019, 27% of men and 29% of women were obese. Around two thirds of adults were overweight or obese, this was more prevalent among men (68%) than women (60%).

Here are some local figures related to obesity:

- The most recent published data (2020/21) estimates that 70.5% of Blackpool adults were overweight or obese; this is significantly higher than the estimated national average of 63.5% and equates to approximately 77,000 residents.
- Over 11,800 people in Blackpool have been diagnosed with diabetes, 8.2% of the population compared with 7.1% nationally.
- Since 2013/14 hospital admissions where obesity was a factor have been rising steadily across the country and far more quickly in Blackpool.
- Blackpool recorded 3,620 hospital admissions where obesity was a factor in 2019/20. This compares to 3,300 admissions the previous year. The admission rate was 2,623 per 100,000 population.
- Both men and women have seen a clear drop in activity levels compared to pre-Covid pandemic. The drops were slightly greater for men (down 2.2%) than women (down 1.7%).

Other health related Blackpool indicators:

- Life expectancy for men in Blackpool is 74.1 years and for women is 79 (2018-2020), both lower than national averages.
- Both men and women have the lowest life expectancy from birth of any local authority in England. Life expectancy is 5.3 years below England and 3.9 years below the North West in males. Female life expectancy is 4.2 years below England & Wales and 2.7 years below the North West female life expectancy from birth (2018-20).
- The resort's under 75 mortality rate from all cardio-vascular diseases (1 year range, 2020) was 136.4. England's worst rate was 137.1 and the best 36.1.
- Blackpool's under 75 mortality rate from cancer (1 year range, 2020) was 161.3. England's worst rate was 187.1 and the best 69.3.
- The resort's percentage of physically active adults (2017/18) was 54.4 against a national figure (England) of 66.3.

5 – Equality analysis

DRAFT

This page is intentionally left blank

Revised February 2015

Department: Growth Places
Team or Service Area Leading Assessment: Planning and Transport
Title of Policy: Climate Emergency Action Plan
Proposals to introduce a Staff Travel Plan for 2023
Date of proposals: 2023 **Committee:** Levelling Up - Place
Lead Officer: Melanie Taylor

STEP 1 - IDENTIFYING THE PURPOSE OR AIMS

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

Existing New/ proposed Changing/ updated

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

This plan has the following aims and purpose:

- Reduce the Council's emissions due to transport by 20% by 2030
- Easing peak time congestion pressures on the town centre thus improving public transport reliability, public realm and freeing capacity for essential trips
- Reducing harmful emissions from motor vehicles across the resort, specifically nitrogen dioxide, sulphur dioxide and particulate matter (PM10 and PM2.5)
- Enabling the uptake of electric vehicles
- Assisting the Healthy Weight and Active Travel Strategies by encouraging cycling, walking and public transport uptake
- Supporting the public transport network
- Reducing Council travel support expenditure
- Contribute to enabling car parking land to be released for other purposes
- Providing a lead to other Blackpool organisations adopting travel plans
- To use the staff car parking and travel page and other promotion to encourage alternative transport mode use.

3. Please outline any proposals being considered.

Existing provision in support of the uptake of sustainable transport modes – public transport, cycling and walking – for commuting and in-work travel purposes, will be promoted and expanded. Progress will be tracked against a set of performance indicators, managed by an officer group. The premier target is reducing the Council’s polluting emissions by 20% by 2030.

4. What outcomes do we want to achieve?

Significant modal shift from car travel for commuting and in-work travel to sustainable modes in line with the targets and performance indicators that have been stipulated. This will have a number of secondary outcomes in improving air quality, improving public realm and reducing traffic congestion.

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

The Blackpool Council workforce and the wider community, together with contributing to national attempts to limit global warming.

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

The Blackpool Council workforce and the community as a whole.

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

The Plan does not have any direct equal opportunities aims, but the traffic decongestion, air quality improvements and improved public realm that it might achieve in the long-term would be of considerable benefit to elderly persons, disabled persons, children and the community as a whole.

There is no detriment to car dependent groups as the right to drive is not affected, rather travel alternatives are suggested.

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>
Reclaim Blackpool - awaited Census
<i>Research or comparative information</i>
Staff Travel Survey 2022
<i>Key findings of consultation and feedback</i>
Multidisciplinary Staff Travel Plan Group broadly in favour of the Plan's proposals. All current transport options would remain available for all groups. The Plan's advice might assist some people in reducing their travel costs, or highlighting travel opportunities of which people were not aware.

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

<i>Age</i>
No significant impacts, partly because the target group is largely of working age. Outside the workforce, the possible public realm improvements would assist elderly persons move around the urban environment, particularly those with infirmities.

<i>Disability</i>
<p>If disability extends to the inability to drive, enhanced public transport provision might assist disabled colleagues in reaching work and new colleagues in taking up employment. NoWcard holders can travel for £1 before 9:30. Improved access to journey planning as the potential to highlight viable public transport options to current and future colleagues.</p> <p>Public transport vehicles are disabled accessible by law to a defined standard, which includes some mobility scooters. Peak time crowding might make access difficult, but people will move aside to facilitate scooter access.</p> <p>As with elderly persons, the improved public realm that can come from reduced motor vehicle reliance can benefit disabled persons in moving around the urban environment safely.</p> <p>Parking would continue to be available to driving disabled colleagues, in line with the current situation.</p>
<i>Gender Reassignment</i>
<p>All current travel options would continue to be available and parking arrangements would be unchanged. It should be noted that public transport is a generally benign environment, CCTV monitored and with a professional driver as a witness to any incident. The vast majority of trips are taken without incident, but there can be issues and anti-social behaviour can be of concern, particularly on late evening services (outside normal working time).</p> <p>It is recognised that trans and other LGBT groups have an enhanced risk of harassment on public transport, although there is little local data on this and it might not be an issue. Trans people would weigh this in their decision as to use public transport or drive; however, the Plan's advice might be argued to be placing people in danger if it is excessively forceful.</p> <p>It should be noted that people can be ambushed in car parks, particularly if daily routines are tracked. However, on public transport there is no line of retreat or escape from a moving vehicle.</p>
<i>Marriage and Civil partnership</i>
<p>No additional impact.</p>

<i>Pregnancy and Maternity</i>
<p>It might be difficult for a pregnant woman to reach a seat on a crowded bus and cycling is more difficult in the later months. The individual would weigh this up when contemplating modal shift and the Plan's suggestions do not have to be heeded if they are not compatible with individual circumstances.</p> <p>The need to ferry children at the beginning and end of the working day came out as a concern and reason for driving in the staff travel survey and it's very likely that colleagues in this group will be less able to change travel mode in line with the Plan. However, previous travel options remain available. Improved access to journey planning might assist in finding transport solutions if individuals are so motivated.</p>
<i>Race</i>
<p>There is the potential for colleagues to be harassed on public transport on the grounds of ethnicity, having followed the plan's advice, and this can be an issue. No local data on this is available and it may very well not be an issue in Blackpool. Colleagues will weigh this up in selecting a travel mode. However, as in many areas of life, incidents can arise.</p> <p>It should be pointed out that close to all public transport vehicles are CCTV equipped and this will soon be universal. However, CCTV tends to be of use after an incident. As noted above, there may be no escape route from a moving public transport vehicle, a particular issue if an incident turns violent.</p> <p>During commuting hours when buses are full and people are focused on the working day, incidents are less likely to arise than during say late evening hours.</p>
<i>Religion and Belief</i>
<p>No significant impact.</p>
<i>Sex</i>
<p>Sexual harassment and inappropriate behaviour is sadly a recognised public transport issue and does apply to Blackpool. Clearly such incidents can occur in other contexts, but once more there are fewer escape opportunities on public transport. It also appears that female cyclists are targeted by aggressive drivers disproportionately.</p>

The Reclaim Blackpool project, focused on reducing or preferably eliminating, misogynistic harassment in the town, has some recorded incidents providing at least anecdotal evidence.

Unfortunately crowded peak time services provide cover for inappropriate behaviour. This issue seems intractable, but operators are aware of anti-social behaviour affecting their services and are working with law enforcement agencies to address problems.

Again the Plan might be seen as discriminatory as it can be foreseen that harassment might take place if its advice is followed. However, the same could be said of many areas of life and the only way to avoid this would be to not leave the home. Once again, it must be noted that people can also be targeted in car parks.

Sexual Orientation

The same factors as discussed above would apply. LGBT persons remain an 'out group' to many and this might exacerbate the intensity of any incidents.

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

In the long-term, public realm improvements made possible by the wide application of travel planning would make green space available and therefore enhanced social mixing.

Wider use of public transport facilitates social mixing and this can be enhanced as more people use it. There is occasionally a conversation.

11. What do you know about how the proposals could impact on levels of socio –economic inequality, in particular Poverty?

With season products and without a car's fixed costs, sustainable transport offers considerable savings, which can help alleviate poverty if a car is disposed of. There may be savings available while retaining the car, but these will obviously be reduced. If free parking is available, savings will be reduced further.

Many colleagues responding to the staff travel survey stated that the car was the cheapest travel option for them. It's suggested that motoring fixed costs have not

been counted in this calculation. Naturally there is a range of reasons a car must be retained and therefore its costs.

STEP 3 - ANALYSING THE IMPACT

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

No local evidence.

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

No, all modes are available to all, depending on individual circumstance eg. Disability often means reduced ability to cycle.

14. Does the way a service is delivered/ or the policy create any additional barriers for any groups of disabled people?

No.

15. Are any of these limitations or differences “substantial” and likely to amount to unlawful discrimination?

Yes No

If yes, please explain (referring to relevant legislation) in the box below

16. If No, do they amount to a differential impact, which should be addressed?

Yes X No

If yes, please give details below.

As discussed above, following the Plan's advice could lead to discriminatory incidents eg racial/homophobic harassment. Work to determine whether this is actually a significant issue in Blackpool might be required.

STEP 4 - DEALING WITH ADVERSE OR UNLAWFUL IMPACT

17. 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?

Intensified anti-harassment/anti-ASB work with law enforcement and transport operators.

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

Some resource is in place; this would be likely to need expansion. There were formerly public transport dedicated Police Community Support Officers and this could usefully be restored. For the Plan's benefit, the effort would need to be during commuting hours.

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

To discuss.

STEP 5 - CONSULTING THOSE AFFECTED FOR THEIR VIEWS

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

Contact with Reclaim Blackpool project.

Note results of Staff Travel Survey.

21. 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.

To discuss.

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
To discuss/complete					

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.
To discuss/complete				

Appendix 6(b)

Agreed action	Monitoring arrangements	Timeframe	Responsibility	Added to Service Plan etc.

Date completed:

Signed:

Name: David Simper

Position: Group Leader (Transport Projects)

This page is intentionally left blank

Report to:

CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE

Relevant Officer:

Scott Butterfield, Strategy Policy and Research Manager

Date of Meeting:

27 September, 2023

ELECTRIC VEHICLE CHARGING IN BLACKPOOL - UPDATE

1.0 Purpose of the report:

1.1 To present an overview of the current Electric Vehicle Charging situation in Blackpool, and plans to improve provision.

2.0 Recommendation(s):

2.1 The Committee notes the report;

2.2 The Committee requests a further update prior to the launch of the procurement exercise associated with Local Electric Vehicle Infrastructure (LEVI) funding.

3.0 Reasons for recommendation(s):

3.1 To ensure the continued rollout of Electric Vehicle chargepoints in support of the UK government's policy ambitions on increasing Electric Vehicle uptake.

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 Priorities:

4.1 The work supports both of the Council's priorities and delivery of the Climate Emergency declared in 2019.

5.0 Background Information:

5.1 In November 2020, the UK government announced a halt to sales of new petrol and diesel cars by 2030, and of new hybrid cars (those with both a petrol/diesel engine and a small battery-operated electric engine) by 2035. Since then, sales of Battery Electric Vehicles (BEVs), which operate purely by electric power drawn from a battery, have grown substantially. The BEV market share of new car sales grew from 12.5% at the start of 2022 to 32.9% in December. In the thirteen years since the release of the original Nissan Leaf, increased confidence in used

car battery capacity has also led to higher used BEV sales. 30,500 changed hands in Quarter 2 of 2023, compared to around 40,000 in the whole of 2021, although this currently represents just 1.7% of the used car market. In addition, the government has consulted on a Zero Emission Vehicle mandate, which would require manufacturers to deliver an increasing market share of zero emission cars and vans in the run up to 2035. The government consultation document notes that ZEV mandates have successfully spurred greater ZEV availability and choice for consumers and higher uptake in the United States, Canada and China.

- 5.2 With the cost of new and used BEVs becoming more affordable, and greater confidence in battery life, other barriers to take-up are becoming more significant. Although the average distance electric cars can travel on a single charge continues to increase, reaching 219 miles for new car sales in 2023 compared to the UK average daily distance of around 20 miles, drivers undertaking longer journeys, those with small commercial vehicles including taxis and vans, and those without home charging facilities, need to be confident in the charging infrastructure that is available before switching to BEVs.
- 5.3 The higher cost of public charging compared to charging at home continues to be an issue. Some energy providers offer cheap domestic overnight rates of around 9p per kWh (Kilowatt Hour), meaning a car with a 64 kWh battery could travel 240 - 310 miles (depending on weather and driving style) for £5.76, compared to a cost of anywhere between £18.56 - £48.00+ for public charging, depending on the Charge Point Operator (CPO) and type of charger being used.
- 5.4 The type of charger used is a key factor in public charging costs, with faster chargers costing more. Devices are typically referred to by the amount of power they can output. Definitions vary, but the ones currently being used by parties involved in the government’s Local Electric Vehicle Infrastructure (LEVI) initiative are:

Name	Power output	Description
Low powered	<3.7 kw	Standard plug socket – AC charging
Standard	3.7 - <8 kw	Lamp post chargers, Domestic BEV chargers, some car park chargers – AC charging
Fast	8 – 49 kw	Most car park chargers (typically 11kw or 22kw) – usually AC charging
Rapid	50 – 149 kw	Supplied with their own charging cable to support faster DC charging
Ultra-rapid	150 + kw	Specialist chargers, most Tesla Superchargers

These are installed on different sites for different purposes. Slower chargers are cheaper, minimise demand on the electricity grid, take less time to install, and are suitable for “destination” long stay car parks. A 50kw charger would add around 100 miles of range in 30 minutes when used to “top up” the battery, with the expectation that longer journeys would fit charging in around comfort breaks. A 7kw charger would fully charge most cars overnight, as long as the charge in the battery had not dropped below around 20%.

- 5.5 The distribution of charging infrastructure across the country has mostly been left to the private market, and as a result has skewed towards more affluent areas with higher numbers

of BEVs. The North West currently has the lowest proportion of chargepoints per head of population in the UK except for Northern Ireland. According to government statistics at July 1st 2023, Blackpool had 31 publicly-available charge points, twelve of which were provided by the Council through Local Transport Plan funding. At 22 devices per head of population, this figure is in the bottom 20% of all Local Authority areas in Great Britain. There are currently only three rapid chargers in the borough, one of which (New Larkhill Street) was installed by the Council, although the Council is in dialogue with private operators interested in installing ultra-rapid chargers elsewhere in the Borough.

- 5.6 Most Council devices are provided on car parks in Blackpool town centre, with other sites including @thegrange, Blackpool Sports Centre, New Larkhill Street and Bispham Village. Whilst we are unable to access complete data on Electric Vehicle (EV) charging in the borough, and some of the devices we have provided historically do not generate back office data, we can use available data to report on use of the chargepoints. In the twelve months prior to July 2023 there were 2148 charging sessions. The most-used chargers were at Central, Talbot Road, then West Street, and then Blackpool Sports Centre. Data typically records time and duration of charge; however the data from central car park does not record this currently. From the sites which record time; 98% of charges were undertaken during the day, the highest proportion of which started between 8 and 10 am, although parking policies at some sites currently deter overnight parking and charging. Using a performance metric in wide use by the industry, the proportion of time chargers were in use varied from 7% in February 2023 to 16% in September 2022. Anecdotal evidence suggests that charger reliability is an issue in Blackpool, with issues around the level of service provided by some CPO's.
- 5.7 The Council adopted an Electric Vehicle Strategy in February 2023, covering the period until 2028. At the time of adoption, various statistical models developed by national bodies of predicting the number of charging devices needed in that time frame varied widely in their predictions, with one suggesting that Blackpool would need up to 2787 sockets (a charging device can have up to two sockets). Based on our experience of predictive models tending to overstate requirements for Blackpool, and further consideration of the methodologies used, the strategy set a target of 210 additional sockets. Since this time, the NEVIS model created by Cenex, who are one of the support bodies assisting the government with the rollout of chargepoints, has been revised and improved, with suggested numbers of between 478 and 616 based on their preferred scenario. Further discussion is needed with relevant parties as part of the funding application process to assess whether we should plan to over-achieve against the target in our strategy. It is important to note that these targets **exclude** provision of further workplace charging or facilities associated with planning requirements around provision of EV infrastructure in new developments.
- 5.8 The strategy's delivery relies on accessing LEVI funding, which is divided into "capability" (revenue) funding and capital funding. A total allocation of £360k of capability funding has been spread over three years, until 2024/25. This is intended to ensure sufficient staffing resource is available for the project. The Council has allocated funding for two new positions in the Climate team, a Project Manager post and a Graduate Climate Officer post. The first attempt to recruit a Project Manager post was unsuccessful, in common with a number of authorities across the country. This has delayed consideration on the process to recruit a Graduate Climate Officer and poses a capacity challenge. The remaining funds are being used for new GIS software tools to help us determine the appropriate charging solutions for locations, and for staffing resources across the Council crucial to the LEVI funding's successful delivery, primarily in the Procurement and Asset Management (electrical

engineering) teams, but also across Highways, Communications, Legal services, Parking Services and others.

- 5.9 The Council has been placed, alongside most other UK Councils, in LEVI funding Tranche 1, the earliest tranche of money being made available. The potential funding allocation is worth up to £1.7 million, subject to the Office for Zero Emission Vehicles agreeing a delivery plan. Part of the requirement is to leverage a substantial amount of private sector funding from the successful CPO following a tender process. The LEVI fund criteria primarily covers the provision of low powered sockets for residential areas, but allows for a minority of sockets to be rapid chargers also accessible to tourists and the taxi trade. As the timescale for a contract award would take at least another ten months, the Council will continue to install a limited number of chargepoints pending any funding award, including providing 25 new sockets as part of the Blackpool Central carpark development due to complete in 2024. Plans for other sites are also being worked on.
- 5.10 Under the Council's current model of charger installation, there is currently no funding available for equipment replacement and maintenance beyond the installation warranty, with fast charging being priced on the basis of recovering the cost of energy used. Other associated costs such as staff time and bay marking have also not been incorporated into cost calculations. To resolve this, the finance team has assessed the costs of this "own and operate" model where the Council would continue to provide, own and pay for maintenance of the chargers and electrical infrastructure, with a CPO providing maintenance and retail support. However, based on current use the cost that the council would need to charge the consumer would be prohibitively high. As a result, the tender exercise will seek a provider for a "concession" arrangement where the LEVI funding ensures the delivery of all necessary infrastructure other than the charge point, which the Council will own. The CPO will be granted a site lease to provide charging services. Sites where the Council has already installed chargers would transfer to the CPO winning the tender exercise once existing contracts expire.
- 5.11 In awarding the contract to the successful CPO, the procurement exercise will prioritise the following key areas:
- Minimising the cost of charging to users, as prioritised to respondents of the consultation on the EV Strategy;
 - Maximising the use of the Residential Charging Sites (RCS) model (see 5.13);
 - The total extent to which a CPO can meet the Council's ambition of having all households in Blackpool which are without a driveway within five minutes' walk of a chargepoint;
 - The total value for money represented by the contract i.e. the extent of the private sector investment proposed.

Other considerations include that carbon emissions are considered at all points of the lifecycle of the installed chargepoint (design, manufacture, transport, installation, operation and decommissioning); that the Council has final say on the selection of chargepoint locations; the length of the contract and associated leases; retention of influence over the price of the tariff and potential to use "smart tariffs" offering cheaper rates at off-peak times; and access to usage data.

- 5.12 The Council's current preferred delivery model is to use Residential Charging Sites (RCS). These "hubs" would be primarily sited on existing Council car parks, including those associated with

sites providing specific services. Arrangements would be made for 24 hour charging to be accessible with additional provision for adequate lighting and security measures such as CCTV. In some cases, where the RCS would be sited on a car park which charges for parking, arrangements will need to be developed to ensure that the total cost to residents using the facilities is limited to the cost of the charging and not the parking. It is likely that some sites will also need power supply upgrades to be agreed with Electricity North West on a site by site basis and funded via the LEVI grant.

5.13 A data analysis is underway to determine the extent to which Council sites can deliver the provision level needed. It is recognised that significant areas would not be served by this approach. To fill these gaps, a hierarchy of alternative options is being developed, which may include some of the following options:

- Use of other community facilities and private car parks with 24 hour access, delivered via associated leasing arrangements, to facilitate an RCS;
- Access to rapid chargers with minimal drive times at a preferential rate;
- Delivery of on-street charging facilities where there is sufficient room for these not to impact on existing parking (e.g. wide roads with properties on one side). The Council is piloting the use of a dataset to help with the identification of these sites.

Another option for users without offstreet parking, which would not be included in the arrangement with the CPO, would be to promote the adoption of a domestic charger-sharing scheme such as those offered by Co-charger and other similar apps. In addition, Lancashire County Council are currently trialling measures to enable the safe provision of charging from a domestic property over a footway, which involves the installation of a gully system in pavements. The Council will liaise with the relevant officers to follow this trial as it continues and assess its suitability for Blackpool.

5.14 The RCS charging model contrasts with other localities that have chosen to provide extensive on-street charging facilities as a primary option. Guidance suggests that the government favours an on-street model. However, it currently represents the best balance between supporting the agenda and pragmatism that balances all residents' needs, including non-BEV car and van drivers.

Does the information submitted include any exempt information? No

6.0 List of Appendices:

6.1 None.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations and the impact of this decision for our children and young people:

8.1 An Equality Analysis was undertaken within the strategy development process. This

particularly notes the importance of well-lit, secure charging facilities for vulnerable motorists charging at night, and the role of the new Accessible Chargepoint standard PAS1899 in ensuring that motorists with disabilities are able to charge their vehicles. Whilst our aim should be to ensure sites are accessible to PAS1899 wherever possible, sites would require more space and potentially manual support for users.

8.2 There are no direct equalities implications arising for children and young people. Provision of charging facilities supports the transition to a low carbon economy, and contributes towards a more sustainable future for future generations.

8.3 The existing Equality Analysis undertaken on the EV strategy will be reviewed and updated to explore the RCS model in more detail, and actions identified will be included in the Delivery Plan.

9.0 Financial considerations:

9.1 The intention is to use the LEVI funds and the existing Local Transport Plan allocation for EV infrastructure without further recourse to Council funding. £150k of Local Transport Plan capital funding is available for 2024/25, with further funding from this source remaining a possibility.

10.0 Risk management considerations:

10.1 *Risk of insufficient provision leading to lower than expected take-up of EVs, or residents using dangerous charging solutions.* At this stage of the EV adoption process in Blackpool, with some narrow thoroughfares and permit parking on many streets, delivering substantial on-street charging facilities would be difficult to implement consistently. It would also displace other motorists or risk “bay blocking” where non-electric cars park in electric-only spaces. However, there is a risk that the performance target of all properties being within 5 minutes’ walk of a charger will not be met. This would reduce charging convenience and incentives to switch to EVs. There is a further risk of people trailing cables out of windows and over footways creating a trip hazard, which has been witnessed locally. Using extension cables to supplement car charging cables also creates a fire risk.

10.2 *Risks associated with batteries.* In contrast to smaller battery-based transportation, data analysis from the US shows that the risk of fires in electric vehicles is substantially lower per 100,000 vehicles than in petrol and diesel cars. However, the nature of the fires means they take longer to burn themselves out, contain more toxins, and are more difficult to extinguish with current fire-fighting equipment. Careful consideration therefore needs to be given to siting chargers appropriately to minimise risks. The Council is putting in place a risk assessment process which considers mitigation measures as part of the installation of new devices.

11.0 Sustainability, climate change and ethical considerations:

11.1 The Council’s Sustainability Impact Assessment process was used throughout the EV strategy’s development. The scheme will lead to an increase in electricity use locally, but this can be

accommodated within the National Grid's transition from fossil fuel derived power. There could be an impact on the capital cost of schemes as they seek to include electric charging provision. It has the potential to positively impact on the number of journeys made to Blackpool by EVs as provision will be promoted and made available via chargepoint provider and third party apps e.g. Zap Map, Plugshare.

12.0 Internal/ External Consultation undertaken:

12.1 Stakeholder events were held in March 2022 with key local businesses and organisations, which have influenced the strategy. Drop in sessions for Councillors were held in June 2022 to explain the planned strategy and take comments. A public engagement exercise on the draft strategy took place with the findings used to shape the document. Further public engagement will be undertaken where required.

13.0 Background papers:

13.1 None

This page is intentionally left blank

Report to:	CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE
Relevant Officer:	Sharon Davis, Scrutiny Manager
Date of Meeting:	27 September 2023

SCRUTINY WORKPLAN

1.0 Purpose of the report:

1.1 The Committee to consider the implementation of scrutiny recommendations, together with any suggestions that Members may wish to make for scrutiny review topics.

2.0 Recommendation(s):

2.1 To monitor the implementation of the Committee's recommendations/action.

3.0 Reasons for recommendation(s):

3.1 To ensure that recommendations/actions are being monitored, the Workplan is up to date and is an accurate representation of the Committee's work.

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? N/A

3.3 Other alternative options to be considered:

None.

4.0 Council Priority:

4.1 N/A

5.0 Background Information

5.1 Scrutiny Workplan 2023/2024

5.1.1 The Workplan is a flexible document that sets out the work that the Committee will

undertake over the course of the year.

- 5.1.2 The members of the Committee met on 12 July 2023 to review the Workplan and prioritise scrutiny review work for the 2023/2024 municipal year. The Committee workplan is attached at Appendix 8(a)

5.2 **Monitoring Implementation of Recommendations**

- 5.2.1 The table attached at Appendix 8(c) has been developed to assist the Committee in effectively ensuring that the recommendations made by the Committee are acted upon. The table will be regularly updated and submitted to each Committee meeting.
- 5.2.2 Members are requested to consider the updates provided in the table and ask follow up questions as appropriate to ensure that all recommendations are implemented

5.3 **Scrutiny Review Checklist**

- 5.3.1 The Scrutiny Review Checklist is attached at Appendix 8(b). The checklist forms part of the mandatory scrutiny procedure for establishing review panels and must therefore be completed and submitted for consideration by the Committee, prior to a topic being approved for scrutiny.
- 5.3.2 The Committee is recommended to place an emphasis on the priorities and performance of the Council when considering requests for scrutiny reviews.

Does the information submitted include any exempt information?

No

5.4 **List of Appendices:**

Appendix 8(a) – Climate Change and Environment Scrutiny Work Plan
Appendix 8(b) - Scrutiny Review Checklist
Appendix 8(c) – Climate Change and Environment Committee Action Tracker

6.0 **Financial considerations:**

- 6.1 None.

7.0 **Legal considerations**

- 7.1 None.

8.0 Risk management considerations:

8.1 None.

9.0 Equalities considerations and the impact of this decision for our children and young people

9.1 None.

10.0 Sustainability, climate change and environmental considerations:

10.1 None

11.0 Internal/ External Consultation undertaken:

11.1 None.

12.0 Background papers:

12.1 None.

This page is intentionally left blank

Climate Change and Environment Scrutiny Committee - Work Plan 2023-2024	
5 July 2023	<ol style="list-style-type: none"> 1. Public Rights of Way Annual Report – To a report on work to maintain and reopen Blackpool’s Public Rights of Way 2. Parks and Green Environment Annual Report 3. Climate Emergency – Outline of history CE at Blackpool, work that has taken place and Action Plan 4. Community Safety Partnership and Plan Overview – To receive an overview of the work being undertaken to address the priorities within the CSP Plan
27 September 2023	<ol style="list-style-type: none"> 1. Parking Services Annual Report – To receive the annual report of Parking Services. 2. Climate Emergency – Staff Travel Plan – To receive details on the development of the Staff Travel Plan. 3. Climate Emergency – Electric Vehicle Strategy – Procurement - General update on the strategic direction planned for the development of a EV Strategy.
15 November 2023	<ol style="list-style-type: none"> 1. Flood Risk Annual Report – To receive the annual report in relation to flood risk. 2. Bathing Water Quality Annual Report – To receive an annual report in relation to bathing water quality. 3. Climate Emergency – Air Quality Strategy and Air Management Plan – To receive details of the draft AQS and management plan.
7 February 2024	<ol style="list-style-type: none"> 1. Waste Services Annual Report – To consider the annual report from Waste Services, including Street Scene work. 2. Public Rights of Way – Six-monthly update on work to improve linkage, mapping and issues with private land ownership. 3. Blackpool Mode Shift Plan – To receive details of the plan and feed into its development 4. Public Protection Annual Performance Report 5. Licensing and Trading Standards Annual Performance Report
20 March 2024	<ol style="list-style-type: none"> 1. BSafe Blackpool Annual Performance Report 2. Green and Blue Infrastructure Strategy Annual Review 3. Shared Prosperity Fund – To receive an overview of climate related SPF funded projects
24 April 2024	<ol style="list-style-type: none"> 1. Tree Strategy – Details of the implementation of the strategy and work to plant, protect and maintain trees in Blackpool 2. Highways – To receive an overview of highways issues in Blackpool.

Scrutiny Review and Policy Development Work	
19 Sept 2023	Beach Management and Sea Defences – To receive details of the use of Beach Management and Coastal Defence funding.
11 Oct 2023	CCTV Scrutiny - Details of work being undertaken in relation to the second stage of CCTV infrastructure development in Blackpool.
Nov 2023	Strategic Waste Management – Details of statutory requirements and future plans in relation to strategic waste.
Dec 2023	Serious Violence Duty and Draft Strategy – To consider the draft strategy and work in relation to serious violence
Jan/Feb 2024	Anti-Social Behaviour – A deep dive review of work in relation to the work being undertaken in relation to the CSP Plan priority (Excluding Youth ASB work)
TBC	Un-Adopted Alleys – To consider proposals for the addressing of issues in relation to Un-Adopted Alleys.
Joint Scrutiny	
July 2023	Sea Water Sewage Discharge – <i>with Levelling Up Scrutiny</i> - To receive details of the environmental and economic impact of the discharge of sewage into the sea water around Blackpool.
Jan/Feb 2024	Youth Anti-Social Behaviour – <i>with Children and Young People Scrutiny</i> – To receive details of work to address youth ASB
TBC	Empty Properties – <i>with Levelling Up Scrutiny</i> – To receive details of work to address crime and disorder issues related to empty and derelict properties
TBC	Reducing Reoffending – <i>with Adults Social Care and Health</i> – To receive details of work to reduce reoffending in adults

Items to be worked in:

- **Biodiversity Net Gain** – To receive a briefing on Biodiversity Net Gain work
- **Climate Emergency Action Plan Review** – To be brought to Committee following a review of the action plan.
- **Circular Economy In Blackpool** – To receive details of proposals to develop circular economies in Blackpool.
- **Service Sustainability Planning** – Identified for 2024-2025 – Regular reporting from Council directorates/services and their approach to delivery.
- **Shared Prosperity Fund** – To consider climate and sustainability in SPF funded work.

- **Climate Emergency – Adaptation Action Plan** – To consider draft proposals for the Adaption Plan consultation and proposed strategic goals/aims.

Future Items 2024-2025

- Annual Key Performance Indicator data on carbon emissions and waste - Also to include details of resident perception of feeling safe as part of the refresh of the Resident’s Survey – **June/July 2024**

This page is intentionally left blank

SCRUTINY SELECTION CHECKLIST

Title of proposed Scrutiny:

The list is intended to assist the relevant scrutiny committee in deciding whether or not to approve a topic that has been suggested for scrutiny.

Whilst no minimum or maximum number of ‘yes’ answers are formally required, the relevant scrutiny committee is recommended to place higher priority on topics related to the performance and priorities of the Council.

Please expand on how the proposal will meet each criteria you have answered ‘yes’ to.

	Yes/No
The review will add value to the Council and/or its partners overall performance:	
The review is in relation to one or more of the Council’s priorities:	
The Council or its partners are not performing well in this area:	
It is an area where a number of complaints (or bad press) have been received:	
The issue is strategic and significant:	
There is evidence of public interest in the topic:	
The issue has potential impact for one or more sections of the community:	
Service or policy changes are planned and scrutiny could have a positive input:	
Adequate resources (both members and officers) are available to carry out the scrutiny:	

Please give any further details on the proposed review:

Completed by:

Date:

MONITORING THE IMPLEMENTATION OF SCRUTINY RECOMMENDATIONS

Updates in **RED**

.	DATE OF REC.	RECOMMENDATION	TARGET DATE	RESPONSIBLE OFFICER	UPDATE	RAG Rating
1	27 July 2021	That the Committee be involved in the consultation for phase 2 of the upgrade of Blackpool's CCTV infrastructure.	Ongoing	John Blackledge/John Greenbank	The Committee will be invited to input into plans for the upgrade of Blackpool's wider CCTV infrastructure following the agreement of the upgrade to the core system in September 2021. A tour of the Starr Gate CCTV control room has been arranged for 12 October 2023	Ongoing
2.	23 November 2022	That details of the provision of on-street Electric Vehicle Charging Bays be provided.	2023/24	Scott Butterfield	An update on the Electric Vehicle Strategy had been scheduled for the September 2023 meeting of the Committee	Not Yet Due
3.	5 July 2023	That a six-monthly update on work to link you Public Rights of Way in Blackpool be provided	February 2024	Ian Large/Neil McArdle	A report has been scheduled for the February 2024 meeting of the Committee	Not Yet Due
4.	5 July 2023	That data on the impact of the public health approach be provided to members of the Committee	February 2023	Jennifer Clayton	Detail of the Public Health approach to community safety will be included in the BSafe Blackpool Annual Report scheduled for March 2024	Not Yet Due
5.	5 July 2023	That details of the Climate Communications Plan be provided to a future meeting of the Committee.	End of 23/24	Scott Butterfield		

This page is intentionally left blank