

Background Socio Economic and Local Area Evidence - Active Preston - Transforming our Community Infrastructure

A Report by Hatch
July 2022

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1. Preston's Baseline

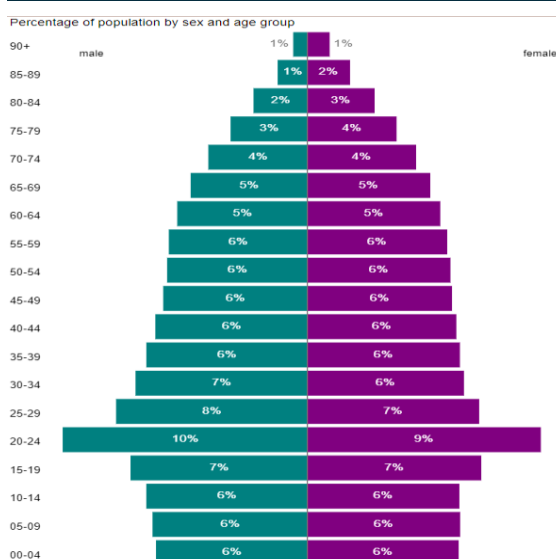
GVA and Productivity

- 1.1 Despite Preston having the largest provisional workplace-based balanced GVA total in the Lancashire-12 area in 2017¹, it is now faced with a widening productivity challenge.
- 1.2 In 2018, GVA was £4.5 billion, making up 0.23% of the UK economy. A large productivity gap existed between Preston and the National average. GVA per full-time equivalent job stood at 78% of the English Average in 2018.
- 1.3 Approximately 40% of Preston's GVA is accounted for by the wholesale and retail sector, public administration and defence and human health and social work. Although these sectors are major employers, they are also lower productivity sectors, forming an important contributory factor in the productivity gap.
- 1.4 The need to drive up productivity is recognised in the Emerging Lancashire Local Industrial Strategy, which points to the gap between Lancashire and the UK having widened over the past 20 years.

Population & Demographics

- 1.5 The 2020 mid-year population estimate for Preston was 144,147. The working age population made up the largest proportion at 65% of this figure. Those between 0 and 15 made up 21% and the remaining 15% were aged above 65. These statistics imply that Preston has a young population. One third of Preston's population (33%) fall within the 15-29 age brackets (see below for 2018 age structure).

¹ Regional gross value added (balanced) by local authority in the UK, ONS, 2022

Figure 1.1 Percentage of population by sex and age group, 2018

Source: Population projections, Lancashire County Council, 2022

- 1.6 Table 1.1 displays the number of households and residents in a 1km radius of each park involved in Preston's Package bid. As shown, the total reach of the park components within the bid are 88,415 residents (61% of Preston's population).

Table 1.1 Households and Residents in 1KM of each park in Preston City Council Boundary, by LSOAs

Parks	No. of Households	Residents		
		<16s	Working Age Population	>65s
Avenham Park	6,489	2,569	8,117	2,363
Ashton Park	6,373	2,136	12,064	1,435
Moor Park	9,637	5,137	16,976	3,065
Waverley Park	9,411	6,549	14,816	2,604
Grange Park	4,318	2,818	6,519	1,250

Source: The Department for Business Energy and Industrial Strategy's Sub-Regional Fuel Poverty Release provides number of households by Lower Layer super output area (LSOA) for 2018 & Small Area Population Estimates, ONS, by LSOA, 2020. Measured by the LSOAs that fall within the 1KM radius of each park.

- 1.7 Preston has seen reasonable population growth over the period of 2001-2020², increasing by 11% across the period. This surpasses county (+7%) and regional levels (+9%) but falls behind national levels of growth (+13%).
- 1.8 Local authority live birth and death graphs³ track changes in births and deaths since the 1980s for each authority in Lancashire. The graph for Preston shows that live-births have consistently

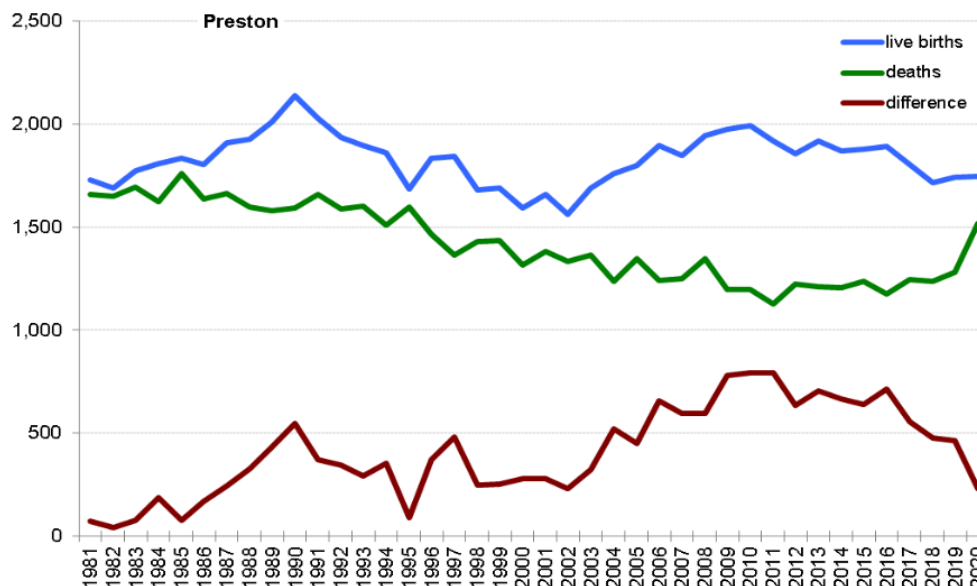
² Annual Population Survey, 2022

³ Preston District Local Authority Profiles, 2022

exceeded deaths over the long-term, and that the differential has grown over the years. This provides some explanation to the increasing population within Preston. Due to the pandemic, most districts had more deaths than births in 2020, Preston was the exception.

- 1.9 The increasing number of live births from the 2000 onwards correlate with Preston’s young age structure.

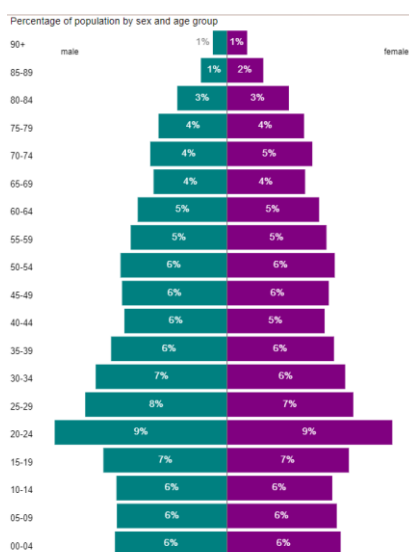
Figure 1.2 Preston Birth and Deaths, 1981-2020



Source: Lancashire Insights - Area profile, Local Authority Profiles, 2022

- 1.10 It is estimated that over the period of 2018 and 2043, Preston’s population will increase by 5.1% in contrast to the 7.2% increase expected for the Lancashire-14 area⁴. However, Preston’s age structure is predicted to remain similar (see below for 2043 estimation).

⁴Population projections, Lancashire County Council, 2022

Figure 1.3 Percentage of population by sex and age group, 2043

Source: Population projections, Lancashire County Council, 2022

- 1.11 Old age dependency ratio's⁵ (the number of people of State Pension age per 1,000 people of working age) show that in 2018, Preston had the lowest figure of the Lancashire-14 (228). This is expected to increase by 30% in 2043 to 258. However, this is still the lowest figure of the Lancashire-14, which is expected to increase by 69% overall, over the same time period.
- 1.12 Data from the 2011 Census shows that the ethnic mix in Preston was similar to other Local Authorities in Lancashire. The population was predominantly white (80%), with the largest minority ethnic groups being Indian (10%) and Pakistani (3%).

Labour Market

Employment, Unemployment & Economic Activity

- 1.13 ONS Annual population survey figures show that in December 2021, Preston's employment rate was 67%. Comparably, the North West was 73% and the national average (Great Britain) was 75%. A few reasons exist behind Preston's relatively lower rate of employment, including:
- Preston's high reliance on public-sector employment which has been under pressure over recent years⁶
 - Redundancies in the manufacturing sector⁷
 - Pockets of Employment Deprivation
- 1.14 Despite Preston's lower static rate of employment, the district's employment rate increased by 6% (from 85,000 to 90,500) across 2015-2020. Over the same time period, the region only saw a 5% increase in employment rate, and Great Britain saw a 2% increase. This suggests that

⁵ Population projections, Lancashire County Council, 2022

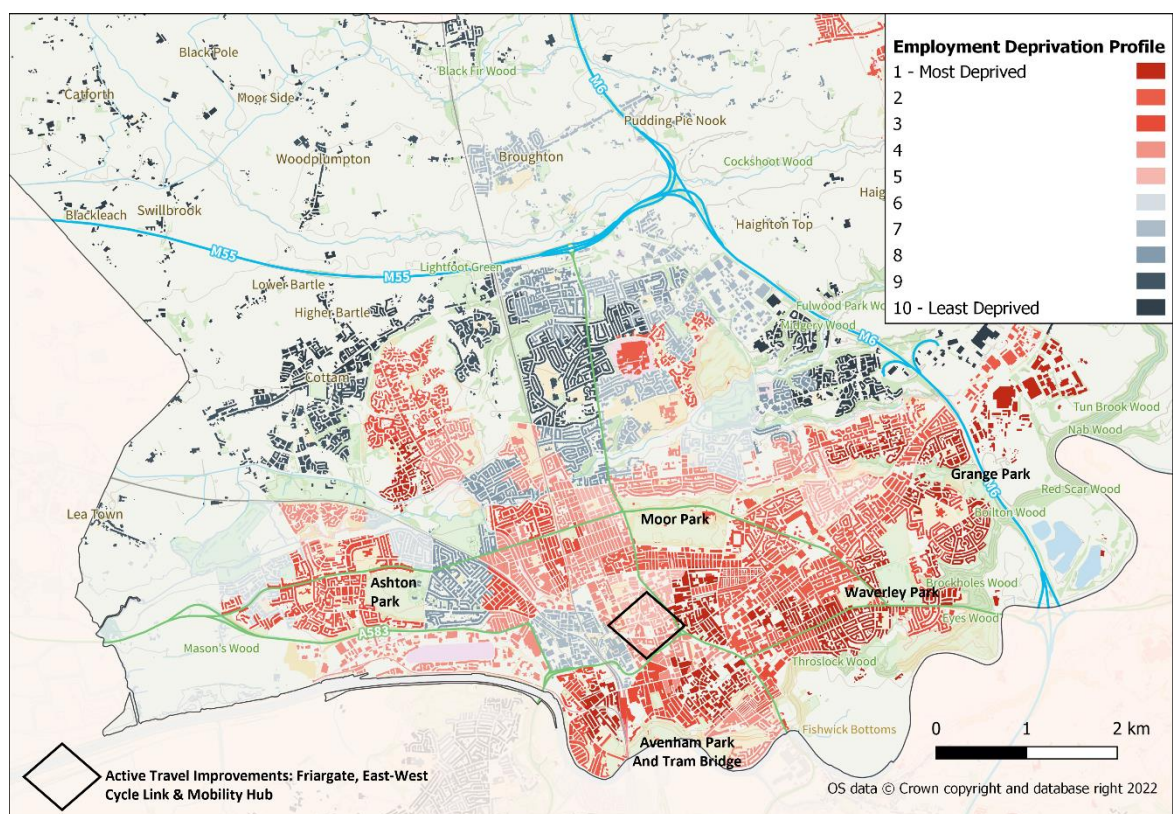
⁶ Lancashire Insights - Area profile, Local Authority Profiles, 2022

⁷ Lancashire Insights - Area profile, Local Authority Profiles, 2022

although Preston’s employment rate is lower, the gap between the regional and national levels are closing.

- 1.15 This has arisen from Preston’s strategic location at the centre of the county which has enabled a high jobs-density rate (1.06⁸ in 2020). Notably, the jobs density rate in 2020 for Lancashire-14, the North-West and the national average were 0.79, 0.82 and 0.85 respectively. Of the UK’s 382 local authority areas, Preston job density places 38th, meaning that it falls within the top 10% of UK Local Authority rankings.
- 1.16 Despite the high jobs density rate, structural unemployment and health deprivation impacting employment deprivation may still be a concern for Preston if Preston’s residents are not able to enter the job market or enter particular job sectors which make up the high jobs density rate.
- 1.17 The employment deprivation map in Figure 1.4 reiterates this risk by displaying the proportion of the working-age population in Preston who are involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability or caring responsibility. As shown, Preston has many pockets of employment deprivation, particularly around the South of the district.

Figure 1.4 Employment Deprivation Profile by LSOA, Preston, 2019



Source: Index of Multiple Deprivation, Employment Deprivation Profile, 2019. 1= Most deprived 10% of UK LSOAs

- 1.18 In 2020, Preston had a higher level of unemployment (4.9%) compared to a regional (4.6%) and national average (4.4%). It further had a higher relative level of economic inactivity, particularly when looking at economic inactivity due to long-term sickness, 31% (compared to 28% in the

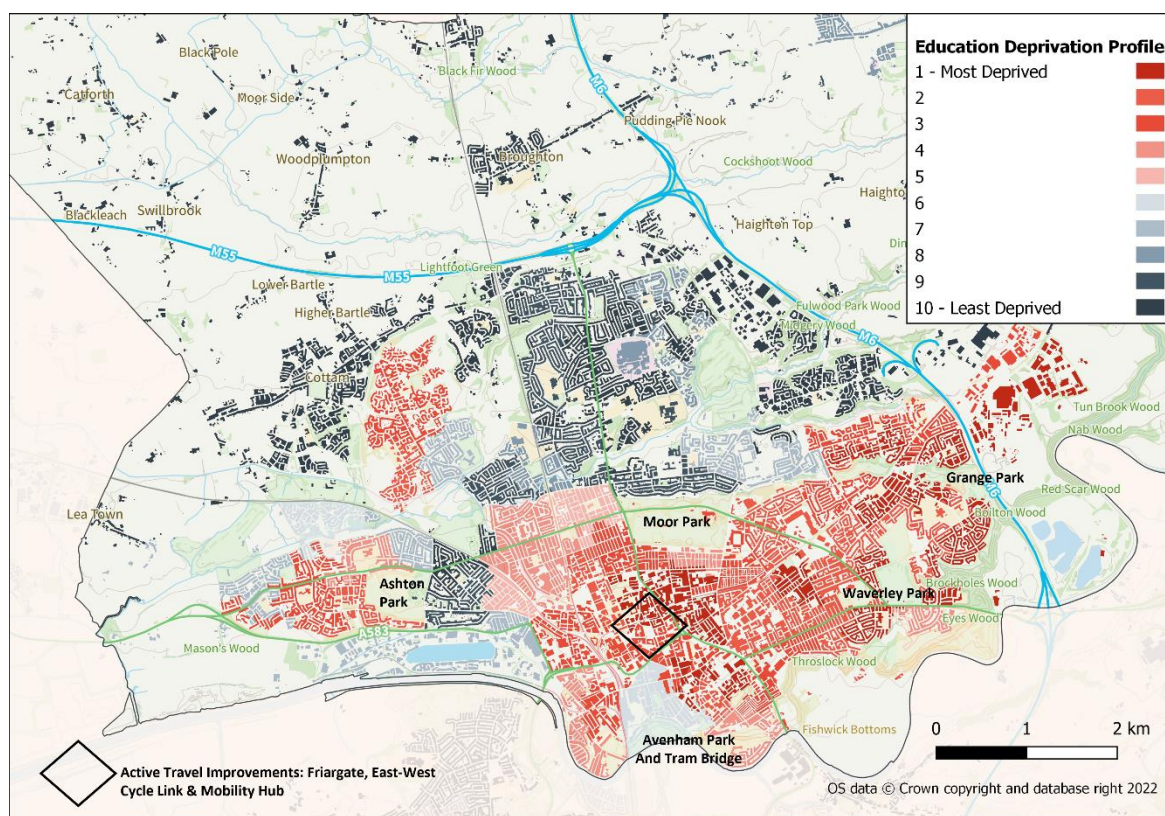
⁸ Jobs Density, ONS, 2020

North West and 25% in Great Britain)⁹. Despite this, the Annual Population Survey implies that Preston still has the highest proportion (when compared to the North West and Great Britain) of those who are economically inactive wanting a job (31% of those economically active, NW=28%, GB=25%).

Businesses & Skills

- 1.19 The Education, Skills and Training Deprivation domain measures the lack of attainment and skills in the local population. The indicator falls into two sub-domains: one relating to children and young people and one relating to adult skills.
- 1.20 As shown in Figure 1.5, many of Preston’s LSOAs which surround intervention areas are deprived in attainment and skills. Nonetheless, the LSOA which Avenham Park falls into is relatively less deprived.

Figure 1.5 Education Deprivation Profile, Preston, 2019



Source: Index of Multiple Deprivation, Education Deprivation Profile, 2019. 1= Most deprived 10% of UK LSOAs

- 1.21 Further, in 2020/21, the proportion of young people not in education, employment or training (NEET) in Preston was the highest of the Lancashire-12:

Table 1.2 Young People not in education, employment or training (NEET), 2020/21	
Local Authority	2020/21
Burnley	2.6%
Chorley	3.1%

⁹ Annual Population Survey, ONS

Fylde	1.8%
Hyndburn	2.2%
Lancaster	2.7%
Pendle	2.2%
Preston	3.4%
Ribble Valley	1.0%
Rossendale	2.8%
South Ribble	3.4%
West Lancashire	1.7%
Wyre	2.2%

Source: Young people not in education, employment or training: Key findings for the Lancashire-12 area, Lancashire County Council, 2020/21

- 1.22 Analysis of Preston's Qualifications Profile shows that the majority of the population only achieve NVQ1 or above (86%), roughly matching the regional profile. However, at higher NVQ levels 3 and 4, Preston is shown to have lower attainment levels than the national average.

	Preston	North-West	Great Britain
NVQ4 and above	39%	39%	44%
NVQ3 and above	58%	58%	62%
NVQ2 and above	74%	77%	78%
NVQ1 and above	86%	87%	88%
Other Qualifications	7%	5%	6%
No Qualifications	7%	8%	7%

Source: Annual Population Survey, ONS, 2022. Note: numbers may not sum due to rounding.

- 1.23 Although the majority of business counts in Preston are within the professional, scientific and technical sector, Table 1.4 shows that businesses in this sector do not hire proportionately. The largest proportion of Preston employees are hired within the health sector, business administration & support services, public administration or defence, and the retail sector¹⁰.
- 1.24 Preston has a well-established financial and professional services sector which reflects the city's historic role in Lancashire. Preston is the major centre for office-based operations for companies including Talk Talk, Home serve and Places for People. Growth in new businesses between 2013 and 2019 which has been accelerated over the last two years, in sectors including professional, scientific and technical sectors, transportation and storage, administrative and support services, construction and education.
- 1.25 Preston's Business birth rate is faster than that of Lancashire, although its business failure rate is also higher giving a similar net business birth rate of 0.6¹¹. Both lag the net business birth rate for England of 1.2.

Table 1.4 Preston UK Business Counts

¹⁰ This reiterates that when unemployment occurs within Preston, although the jobs density is high, Preston's residents may not be able to obtain another job due to structural unemployment.

¹¹ Preston City Investment Plan, 2020-2035, Preston City Council

Sector	Business			Employee Jobs		
	Preston	North West	Great Britain	Preston	North West	Great Britain
Professional, scientific & technical	14%	15%	17%	5%	9%	9%
Construction	13%	12%	13%	5%	4%	5%
Retail	10%	9%	8%	10%	11%	9%
Business administration & support services	8%	9%	8%	12%	8%	9%
Arts, entertainment, recreation & other services	6%	6%	6%	3%	4%	4%
Accommodation & food services	6%	7%	6%	4%	7%	7%
Transport & storage	6%	6%	5%	4%	5%	5%
Manufacturing	5%	6%	5%	5%	10%	8%
Wholesale	5%	5%	4%	6%	4%	4%
Information & communication	5%	6%	8%	2%	3%	4%
Health	5%	4%	4%	19%	14%	14%
Property	5%	4%	4%	1%	2%	2%
Financial & Insurance	4%	3%	2%	3%	3%	4%
Motor trades	3%	3%	3%	3%	2%	2%
Agriculture, forestry & fishing	3%	4%	5%	0%	0%	1%
Education	2%	2%	2%	8%	9%	9%
Mining, quarrying & utilities	1%	1%	1%	1%	1%	1%
Public administration & defence	0%	0%	0%	10%	5%	5%

Source: UK Business counts & ONS Business Register and Employment Survey: safeguarded access, 2020

- 1.26 Preston's sector compositions and its qualification profile could be conducive to its lower proportion of residents in SOC groups 1-3, which typically require higher level qualifications (e.g., jobs within the professional, scientific and technical sector) when compared to the North West and Great Britain (See Table 1.4).

Table 1.5 Employment by Occupation, as a proportion of the population, 2021

	Preston	North-West	Great Britain
SOC Major Group 1 – 3	42%	47%	50%
SOC Major Group 4 – 5	23%	19%	19%
SOC Major Group 6 – 7	18%	18%	16%
SOC Major Group 8 – 9	17%	17%	15%

Source: Annual Population survey, ONS, 2021

- 1.27 The Preston District Local Authority Profile¹² further evidences that a large number of well-qualified people (Education level 4) commute to Preston for work. Typically, these commuters are situated in South Ribble and commute to Preston¹³.
- 1.28 This implies that jobs requiring higher level skills are either not being taken by those within Preston, or, that there are not enough higher-level skilled residents within Preston to meet demand.

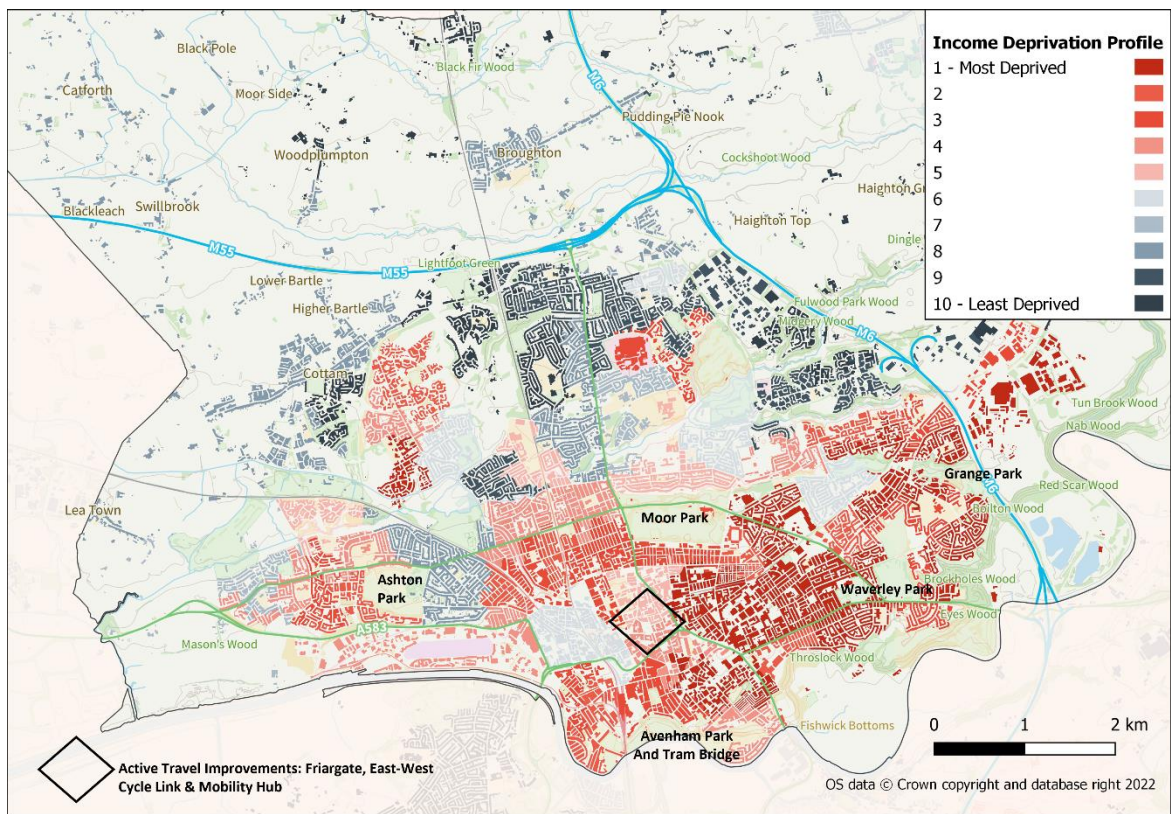
Income Levels

- 1.29 The Income Deprivation Domain measures the proportion of the population experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work who have low earnings (and who satisfy the respective mean tests). Areas of low income are evident across the various LSOAs within Preston, particularly concentrated in the South-East toward Waverley Park.

¹² Lancashire Insights - Area profile, Local Authority Profiles, 2022

¹³ Commuter flows, Census 2011, ONS

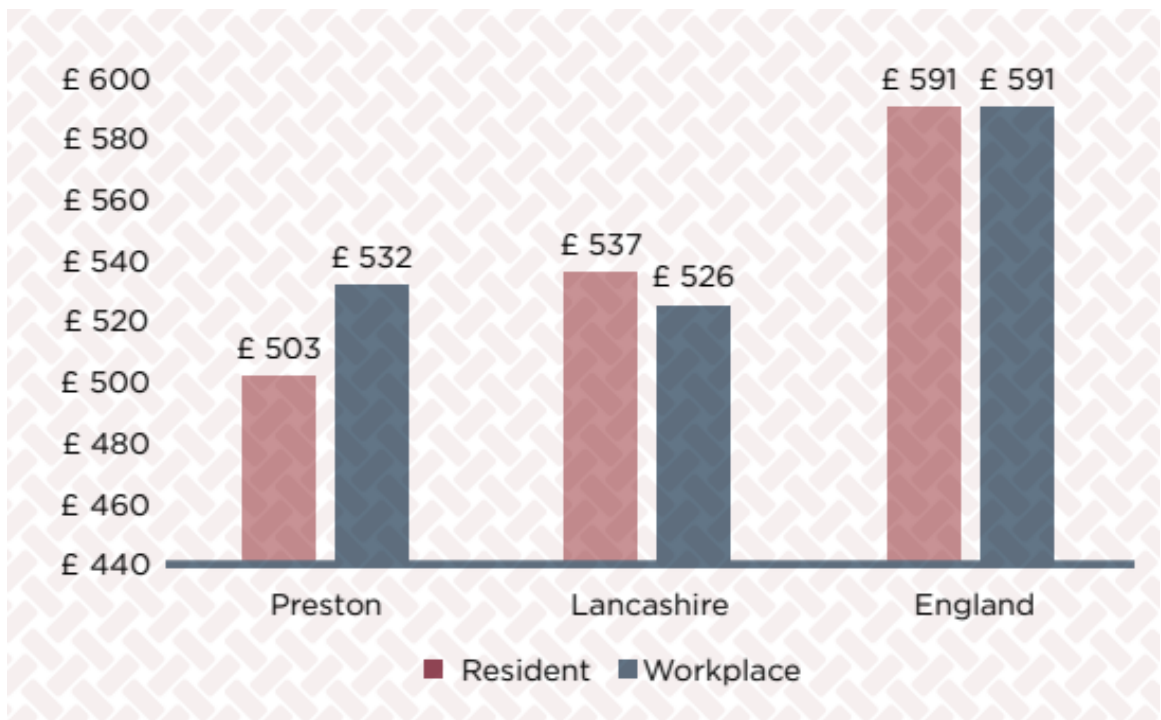
Figure 1.6 Income Deprivation Profile, Preston, 2019



Source: Index of Multiple Deprivation, Income Deprivation Profile, 2019. 1= Most deprived 10% of UK LSOAs

1.30 As shown in Figure 1.7, Preston lags behind the Lancashire and England averages in gross weekly resident wages (-7% and -17% respectively). Although Preston's Workplace gross weekly wages are higher than the Lancashire average due to in-commuters, Workplace wages still lag behind the National average (-11%).

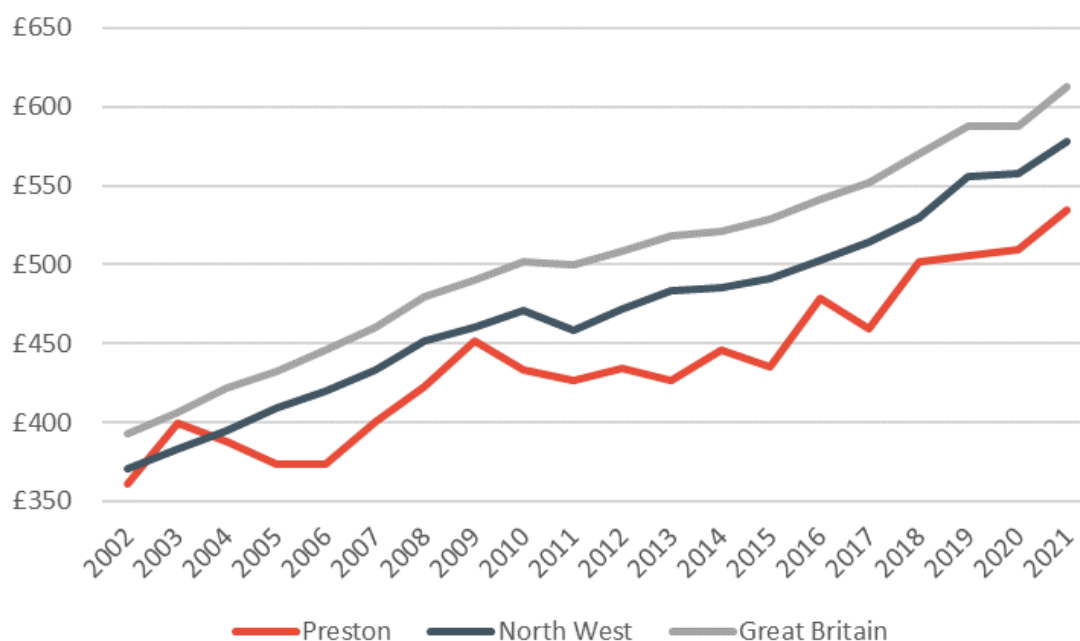
Figure 1.7 Median Gross Weekly Earnings, Full-Time, 2019



Source: Annual Survey of Hours and Earnings, ONS, 2022

- 1.31 This trend is replicable over time, with Preston's median gross weekly residence earnings lagging behind the North-West and the UK since 2005.

Figure 1.8 Gross weekly earnings, Preston, North-West and Great Britain



Source: Earnings by residence, Local Authority Profile Time series, ONS, 2021.

2. Preston's Case for Investment

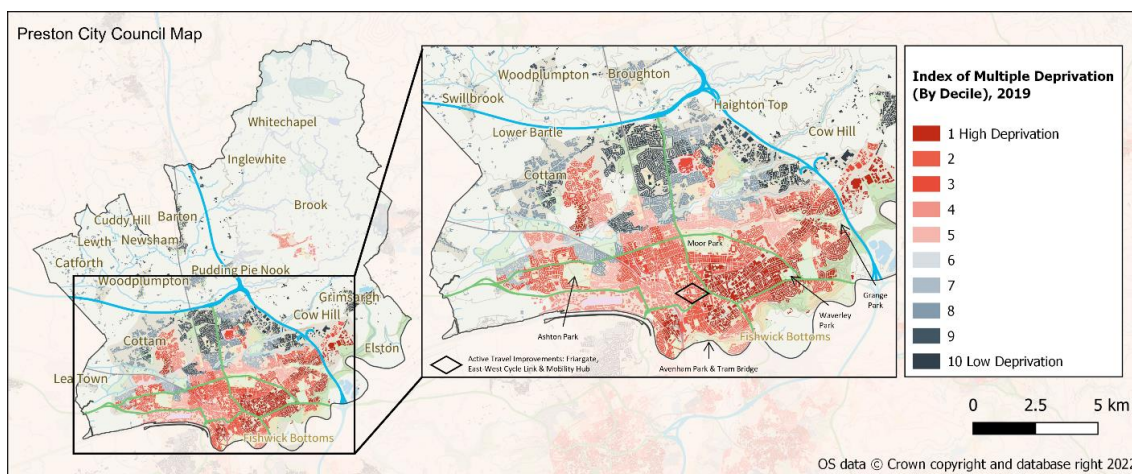
- 2.1 According to the Levelling Up Fund: Prioritisation of places index, Preston falls within the 'most in need' category (1).
- 2.2 By replicating the method taken for the England national index, Preston's breakdown per indicator implies that Preston's 'Need for Regeneration' and 'Need for Economic recovery' indicators both fall within Priority Place 1. 'Need for improved transport connectivity' falls within Priority place 3. This is due to the method's emphasis on journey times rather than potential alternative measures for improved transport connectivity need, such as health and wellbeing, travel safety and environmental needs.
- 2.3 Preston's Package bid aims to respond to the following challenges which contributed to Preston's placement within the 'Most in Need' category.

High Levels of Deprivation

- 2.4 Preston experiences a high level of deprivation, particularly concentrated within the City Centre (see Figure 2.1). Of the 317 UK local authorities, it ranks as the 46th most deprived area¹⁴.
- 2.5 19% of Preston's LSOAs are in the top 10% most deprived LSOAs nationally (2019), similar to the Lancashire-14 average (20%).

¹⁴ Active Lancashire, Moving Communities, 2022

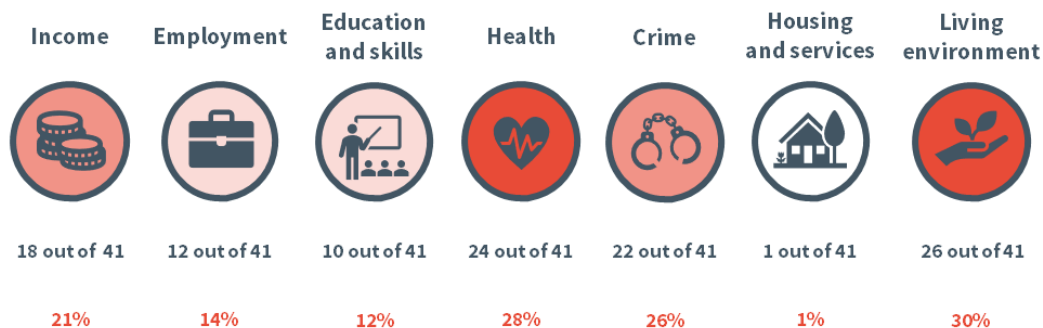
Figure 2.1 Index of Multiple Deprivation, Preston, 2019



Source: Index of Multiple Deprivation, ONS, 2019 & Hatch.

2.6 The Index of Multiple Deprivation measures the proportion of the population experiencing deprivation constructed by combining seven domains of deprivation according to their respective weights. These include Income, Employment, Skills, Health, Crime, Housing and Living Environment. As shown below, Preston’s deprivation mainly arises from Living Environment Deprivation and Health Deprivation.

Figure 2.2 Preston’s seven domains of deprivation measured by the number and percentage of LSOAs in the top 10% most deprived LSOAs of England, 2019



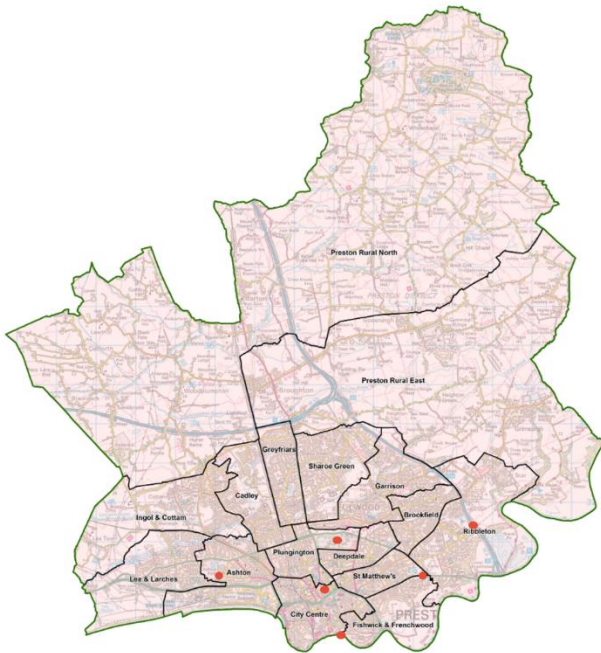
Source: Index of Multiple Deprivation, ONS, 2019

2.7 Active travel and Park interventions as part of the Package bid encourage healthier and active choices as well as improve Preston’s public realm. This directly supports improvements to Preston’s deprivation profile.

2.8 Specific LSOAs which fall under the top 10% most deprived included: Brookfield, the City Centre, Deepdale, Fishwick and Frenchwood, Ribbleton and St Matthew’s¹⁵. Interventions within the package bid are purposefully situated heavily within these LSOAs (as shown in Figure 2.3), acknowledging that these are areas with high deprivation and thus, barriers to growth.

¹⁵ Active Lancashire, Moving Communities, 2022

Figure 2.3 Preston Wards & LUF Intervention sites



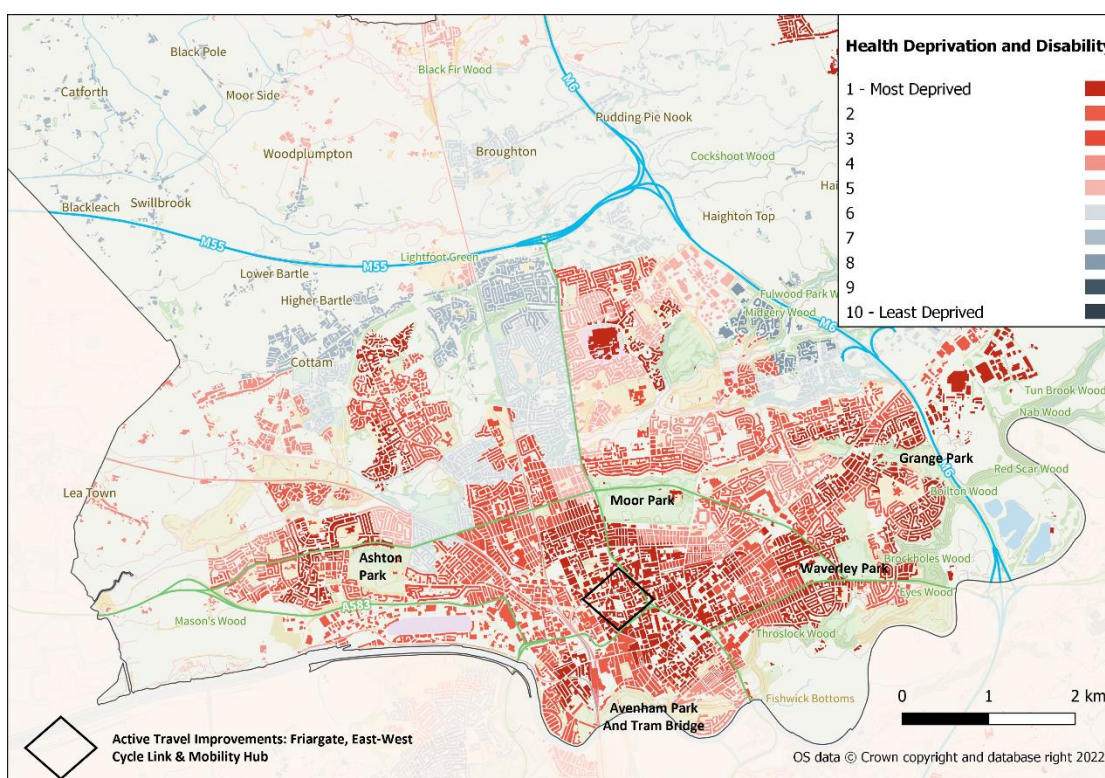
Source: Local Government Boundary Commission for England, 2018

Health & Wellbeing

- 2.9 The Health Deprivation and Disability Domain measures the risk of premature death and the impairment of quality of life through poor physical or mental health. As shown in Figure 2.4, Preston has large pockets of health deprivation. In 2019, it ranked 31st out of 317 England local authority areas on the health deprivation index¹⁶.

¹⁶ Index of Multiple Deprivation, ONS, 2022 Note:1= Most deprived.

Figure 2.4 Health Deprivation and Disability Deprivation Profile, Preston, 2019



Source: Index of Multiple Deprivation, Health Deprivation and Disability Deprivation Profile, 2019. 1= Most deprived 10% of UK LSOAs

2.10 Varying health factors contribute to this. Preston’s Health Profile¹⁷ reveals that the health indicators of people in the area are generally worse when compared with the regional and national average. Notably, Suicide, Alcohol-related condition and physical activity rates are significantly higher than the national average presenting stark figures for Preston.

Health Indicator	Preston	England
Suicide Rate	15.6	10.4
Admission episodes for alcohol-related conditions	714	662

Source: Local Authority profile, 2020

2.11 The Joint Strategic needs assessment for health behaviours in Lancashire reiterates these findings and summarises Preston’s main health concerns¹⁸.

Alcohol

- Preston has significantly higher rates of alcohol-related hospital admissions and mortality, compared to England
- There are significantly higher rates of alcohol-related hospital admissions for under-18s

¹⁷ Fingertips Public Health Data, Public Health England, 2022

¹⁸ Lancashire JSNA: Preston Summary, 2022

- 42% of young people (14-17) obtain alcohol from their parents/guardians
- 62% of JSNA survey respondents drink alcohol, with 20% being classed as regular binge drinkers and 16% as increasing or higher-risk drinkers.

Drug and substance use

- 62% of JSNA survey respondents drink alcohol, with 20% being classed as regular binge drinkers and 16% as increasing or higher-risk drinkers.
- High numbers of respondents are using psychoactive (club drugs) and new psychoactive substances (NPS) which are an emerging national concern

Mental Health

- Just over a quarter of respondent's state that they have been diagnosed with anxiety, depression or other mental health conditions (at any time)
- 28% rate their anxiety as high, the second highest rate in Lancashire
- 11% of respondents feel they often lack companionship

Physical Inactivity

- 48% of adults in Preston took part in no physical activity in a 28-day period
- There has been an overall decrease in the number of males and females participating in sports
- There is an increase in the number of people in Preston who would like to do more physical activity

Sexual Health

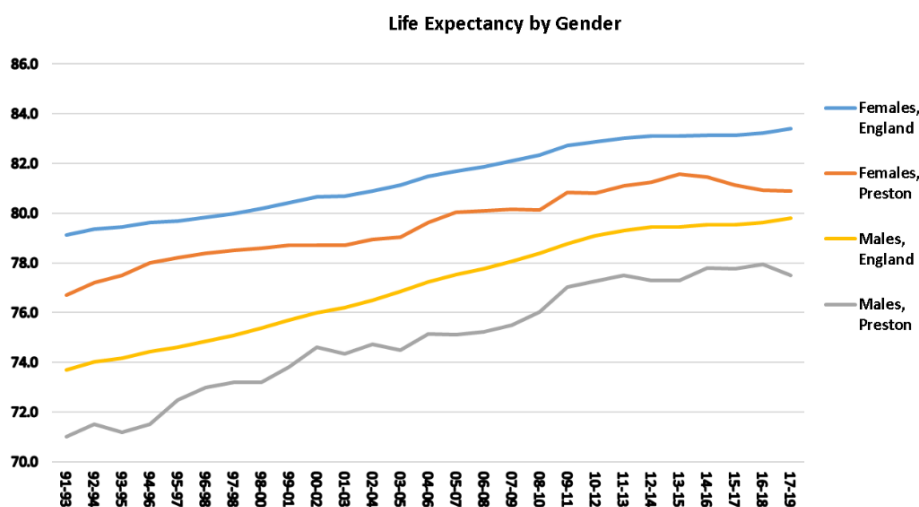
- There are significantly higher crude rates of STI in Preston, compared to England
- HIV testing for males and females is significantly lower than England

Smoking/tobacco use

- The tobacco profile for Preston (PHE) indicates that the district has a smoking prevalence significantly worse to England.
- The rates of smoking-attributable mortality and hospital admissions are also significantly higher.

2.12 The effects of deprivation and poor health outcomes for Preston's more deprived communities are likely to be affecting life expectancy trends. Figures for life expectancy at birth for Preston males and females are noticeably below the national averages. The following graph reveals life expectancy changes in the authority, and England, by three- year time periods from 1991-2019.

Figure 2.5 Preston's life expectancy by Gender



Source: Lancashire Insights - Area profile, Local Authority Profiles, 2022

- 2.13 With new sports facilities at Ashton, Moor and Waverley Park, and updated walking and cycling infrastructure around Preston, residents will have increased opportunities to partake in physical activity.
- 2.14 Currently, 27% of adults in Preston and 32% of Children and Young People are inactive¹⁹, compared to 25% nationally²⁰. As Avenham park (more than 20%) has the highest percentage of residents aged between 20 and 30 years living close, and Grange and Waverley Park have the highest proportion of residents aged between 5-15 living nearby, the package bid provides a great opportunity to encourage physical activity and improve Preston's Health profile.

Parks provision does not meet resident or FA conventionalities

- 2.15 The Central Lancashire Playing Pitch Strategy (PPS) Strategy Assessment (2019) identified that Preston has the least amount of community football pitches in Central Lancashire and has a significant shortfall in 3G pitch provision and grass pitch provision to meet current and future needs. This has been exacerbated further since the loss of UCLAN's pitches for community football use.
- 2.16 Preston's parks and open spaces are a key location of community/grassroots football but suffer in terms of pitch quality, particularly drainage issues. The 2019 assessment concluded that 36% of adult pitches, 58% of youth pitches, and 30% of junior pitches are 'poor' quality – the lowest ranking. In addition, ancillary football facilities, including changing facilities, were assessed to be 'poor' at Ashton and Moor Park, and 'standard' at Waverley. None were judged to be 'good'.
- 2.17 Building on the PPS assessment, the Preston Local Facilities Football Plan (LFFP) identifies Ashton, Moor and Waverley Park to be key locations of investment with dire need of upgrade.

¹⁹ Active Lancashire, Moving Communities, 2022

²⁰ Inactive people, Sport England, 2022

Ashton Park:

- Large key site underused due to quality
- Requires grass pitch improvements
- Closed changing facilities are being condemned
- Priority site to house full size 3G pitch given shortfalls in the area & potential importance of the site following improvements

Moor Park:

- Large key site in need of improvement to ensure it can continue to accommodate high levels of demand.
- Poor quality changing facilities

Waverley Park:

- Well-used site that is identified as overlapped in the PPS.
- Poor quality changing facilities

- 2.18 Alongside sport provisions, the 2019 Central Lancashire Open Space Assessment report found that 56% of respondents did not find the quality of Central Lancashire parks satisfactory. The quality of amenity greenspace at the Grange Park extension was the lowest scoring amenity greenspace site of all Central Lancashire amenity greenspace sites.

Heritage Assets are at risk

- 2.19 The Old Tram Bridge has a historical importance and contributes to Preston's heritage. The original bridge was built in 1802 by Lancaster Canal Company to link the towns of Kendal, Lancaster and Preston to the Leeds to Liverpool Canal at Wigan. The arrival of the railways led to the closure of the tramway in 1858 and in 1872, Preston Corporation acquired the bridge from the canal company. In 1935, the bridge was rebuilt with concrete supports to replicate the original timber and the timber deck was renewed. This timber deck was then replaced in 1966 with pre-stressed concrete beams and a new steel parapet was installed. The concrete bridge deck is now over 50 years old, and the supports are over 80 years old.
- 2.20 The County Council has carried out regular inspections of the bridge²¹ with the most recent suggesting that approximately two thirds of the 1960's pre-stressed concrete bridge beams have extensive horizontal cracking. This indicates that the beams are suffering distress due to the effects of loading and the cracks allow water to penetrate into the concrete, leaching out minerals from the concrete and corroding the steel pre-stressing wires. As 200 Structural defects were found and beams could fail due to weakening of the concrete and weakening of the pre-stressing wires, the bridge was closed in 2019.
- 2.21 More than 3,000 people have signed a petition calling on Preston City Council to bid for government funding to repair or replace the landmarks with support from campaigners 'Friends of the Old Tramroad Bridge'²². Replacement of the bridge will restore its heritage and emphasise

²¹ Summary of Principal Bridge Inspection Report, Old Tram Bridge- Preston, 2019

²² Old Tram Bridge: Thousands sign petition to save Preston Landmark, BBC News, 2022

Preston's connectivity. This will also enable the joining of heritage sites as the bridge will enable a further link into Avenham park, a Grade II Listed Historic Park.

- 2.22 Avenham Park (public park) was initially designed by Edward Milner and laid out in 1861 incorporating an existing riverside walk which had been laid out in 1847-9. The park currently retains all the essential elements of the 1861 design. The park underwent an extensive restoration project funded by the Heritage Lottery Fund (HLF) in early C21 to restore it back to its original design and to remove any incentive additions. This included the restoration and replacement, where lost, of the park railings, the refurbishment of the entrance lanterns, replacement of chestnut trees, the restoration of the Japanese Garden and Belvedere and the construction of a new pavilion.

Figure 2.6 Aerial View- Avenham Park



Source: Historic England Archive, 2022

- 2.23 Further Heritage assets exist within the Parks component of the package bid, with Moor Park also being a designated Grade II Listed Park²³. Originally named Preston Moor in 1632, the park has experienced key historical events such as the King's Commission of Array (1642) and the Battle of Preston (1648), WWI- where the park became the site of a hospital for the war wounded and WW2, where the park was the site of a prisoner of war camp²⁴.
- 2.24 During 2004, improvements were carried out to the drainage of Moor Park's football pitches and a new football pavilion was built, following a fire which had destroyed the old pavilion. Funding for these works, which cost over £0.5 million, came from a partnership between The Football Foundation, Preston City Council, Lancashire City Council and local schools. This enabled Radio One's big weekend to take place in May 2007 with over 35,000 people descending on the park.

²³ Moor Park Entry, Historic England, 2022

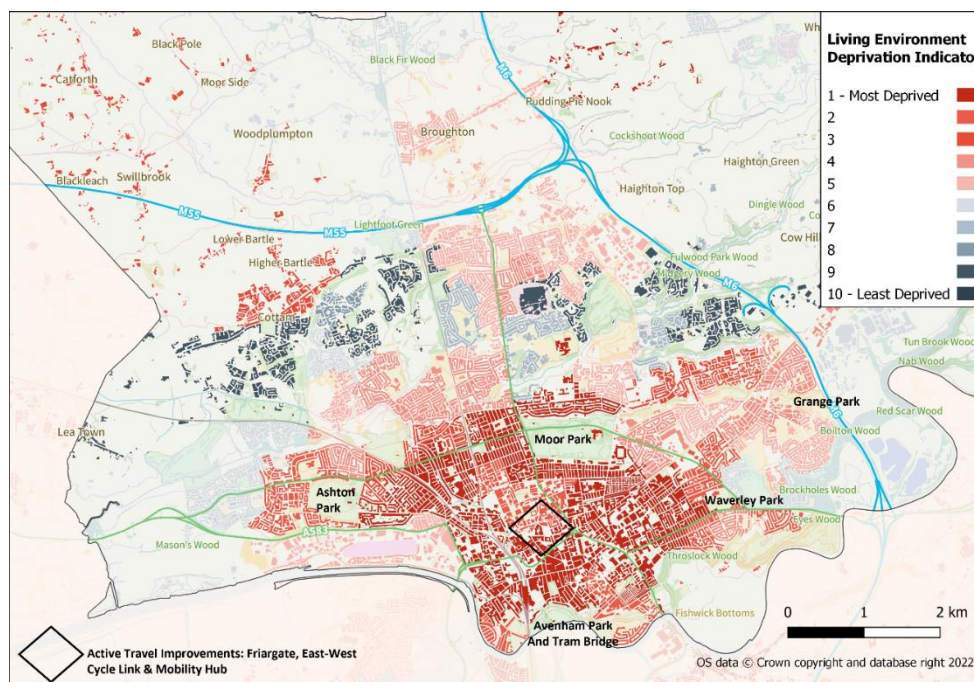
²⁴ Moor Park History, Visit Preston, 2022

- 2.25 More recently, works have been completed on the parks to maintain its heritage, with the Heritage Lottery restoration project taking place in 2016/2017. This was intended to be phase 1 of restoration works on Moor Park. The bid aims to restore the remaining heritage elements such as: restoring the Serpentine Lake environment and reinstating the historic bridge whilst increasing biodiversity and improving water quality.
- 2.26 Whilst there are listed sites of historic merit, these heritage assets are in disrepair, prohibiting them from serving their function of uniting the community and generating pride of place.

Greenspace access and quality

- 2.27 The Living Environment Deprivation Domain measures the quality of the local environment through the quality of housing, air quality and road traffic accidents. As shown in figure 2.7, pockets of this deprivation surround the city centre and Ashton.
- 2.28 Preston City Council have purposefully chosen improvements to Avenham, Ashton, Moor, Waverley and Grange parks within the LUF package bid due to their locations being in or adjacent to the high levels of deprivation across multiple domains.

Figure 2.7 Living Environment Deprivation Profile, Preston, 2019



Source: Index of Multiple Deprivation, Living Environment Deprivation Profile, 2019. 1= Most deprived 10% of UK LSOAs

- 2.29 As part of the 2019 Central Lancashire Open Space assessment report, an online survey was conducted to identify the quality and resident requirements of Open Spaces. 265 responses were received. It was found that 56% of respondents did not find the quality of Central Lancashire parks satisfactory. Analysis of the quality of Amenity greenspace further showed that Grange Park extension (adjacent to Grange Park) was the lowest scoring amenity greenspace site (49% score).
- 2.30 Improvements to lower scoring parks were noted within the question “What is important for open space provision?”. Responses are shown below in Table 2.2.

Answer	% of respondents
Attractiveness of the site, flowers, trees etc	46%
Maintenance and improvement of footpaths, seats, shelters etc	56%
Good access to spaces	21%
Cleanliness	49%
Community involvement	16%
Increasing the amount of open spaces	26%
New facilities at existing spaces	33%
Use of open spaces for events etc	23%
Good public information about spaces and events	26%
More natural wildlife environments	37%
To incorporate a feeling of safety through lighting, fencing etc	24%

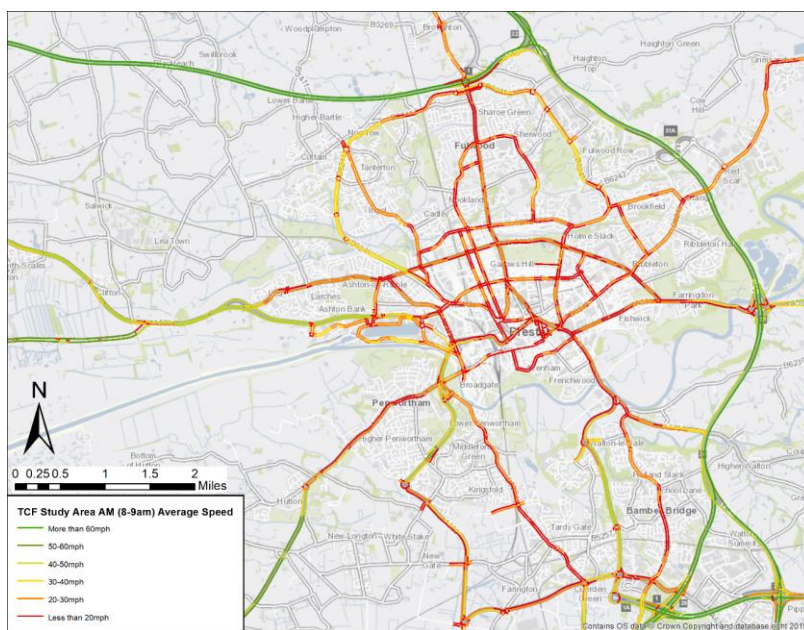
Source: Central Lancashire Open Space assessment report, 2019

- 2.31 Maintenance and improvement of footpaths, seats, shelters etc. (56%), Cleanliness (49%) and Attractiveness of the site, flowers, trees etc. (46%), made up the top three suggested improvements. These elements have been incorporated into the package bid whilst considering specific restoration needs of the parks as noted within the Preston Parks and Green Spaces strategy (2021-2031).

Transport and Connectivity

- 2.32 Preston acts as a large net importer of labour from Lancashire and elsewhere with a net inflow of around 23,000 commuting trips.
- 2.33 Private car is the main method of commuting exacerbated from the upgraded highway infrastructure but lack of investment in and under-provision of sustainable and active travel options.
- 2.34 The percentage of people driving to work by car (59%) and as a passenger (7%) is significantly larger than rail (1%), bus (11%) or walking and cycling (16%). These commuter movements take place in the context of a highway network that is reaching capacity in a number of places.
- 2.35 The limited capacity of the road network, together with the very high traffic demand, results in significant traffic congestion in and around Preston. Congestion is especially severe at peak commuting times, but these times are getting longer and spreading as more and more people change their travel arrangements to avoid the ‘rush hour’.

Figure 2.8 Morning peak hour traffic speeds



Source: Teletrac, 2018.

2.36 This congestion results in:

- Lengthy travel times by bus and poor bus service reliability.
- Poor quality walking and cycling opportunities, environments and as a result, low levels of usage of sustainable modes
- Poor public realm, poor perceptions of safety and high level of severance for active modes
- Limited accessibility and restricted job horizons, especially for those reliant upon public transport
- Reductions in the effective labour market of the City and key employment sites
- Losses to the economy through travel delays and constraints on business growth.
- Frustration to motorists.
- Worsening of local air quality, including at several identified Air Quality Management Areas.

2.37 Whilst CO₂ emissions per capita in Preston have fallen, the drop has not been as fast as that of Lancashire or England over the last 15 years. Preston ranks amongst the 10 English cities with the highest per capita emissions in the UK. In addition, the city is also in the top 20% of UK cities by levels of transport related pollutants including Nitrogen Dioxide²⁵.

2.38 Preston has experienced historical falls in walking and cycling as motorised traffic has increased. The modal share of cycling in the 2011 Census was 1%, showing a decrease from 2% in the 2001 Census.

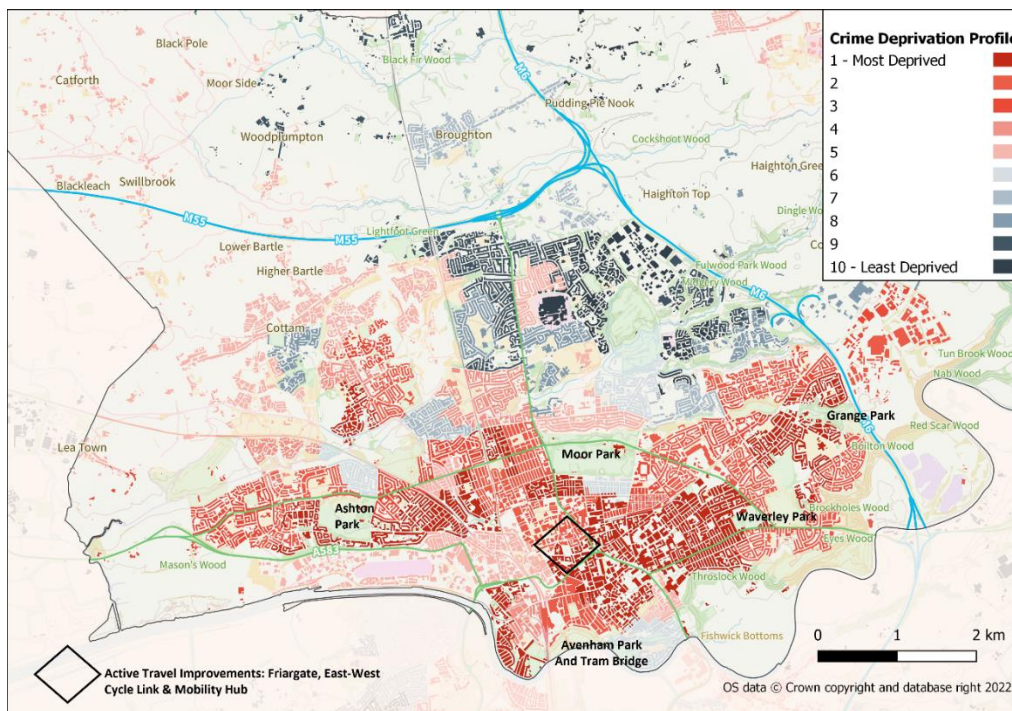
²⁵ Jacobs, 2022

- 2.39 Although the number of people walking is higher in Preston (16% in 2011 Census) there is still substantial scope for growth given 37% of journeys in Preston are under 2km. In terms of major destinations, approximately 10,000 people live within 2km of Preston City Centre and Lancashire Central.
- 2.40 The active travel network in the Preston City Region remains poorly interconnected, with missing links both in the Lostock Hall area in South Ribble and no dedicated cycling provision joining the Guild Wheel to Preston rail station and the City Centre despite their close proximity.
- 2.41 In addition, there is very limited provision between the Guild Wheel and City Centre on key arterial routes serving residential communities. This creates safety issues for cyclists using these corridors as they must share road space with motorised vehicles. Pedestrians are either entirely excluded from these routes or forced to poor quality crossing facilities, creating significant severance.
- 2.42 Preston's urban core has high levels of severance due to a dense road network of unattractive streets and significant arterial traffic routes including Ringway which splits the City Centre.

Crime & Anti-Social Behaviour

- 2.43 The Crime Deprivation domain measures the risk of personal and material victimisation at a local level. As shown below in Figure 2.9, many areas surrounding Preston's package bid sites are within the top 10% of Most Deprived UK LSOAs.

Figure 2.9 Crime Deprivation Profile, Preston, 2019



Source: Index of Multiple Deprivation, Crime Deprivation Profile, 2019. 1= Most deprived 10% of UK LSOAs

- 2.44 As of April 2022, Preston’s crime rate per 1,000 population, was 127.6 per 1,000 population²⁶. The latest publication from the Crime Survey for England and Wales²⁷ recognises that the crime rate in Preston is noticeably above the average for the Lancashire-14 (79.4 per 1,000 population), the North-West (87.1) and England on average (77.6)²⁸.
- 2.45 With Local police recorded crime data suggesting that Preston has had the second highest increase (21.25 per 1,000 population)²⁹ in total recorded offences over the past 12 months for all North-West Local Authorities, it is important that Preston City Council ensure interventions are taken.

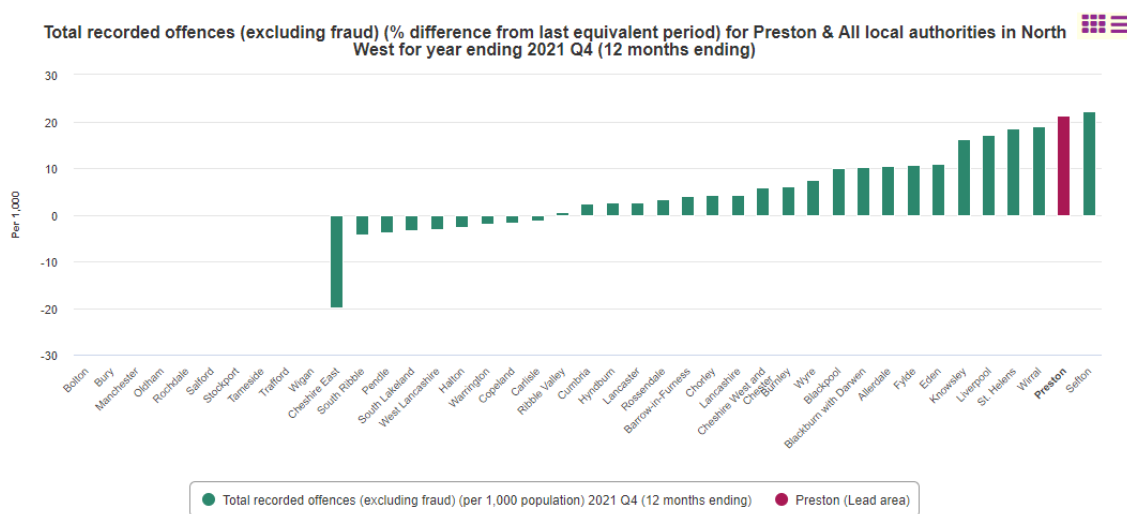
²⁶ Local area community safety statistics, Police.uk, 2022

²⁷ Crime in England and Wales: Statistical Bulletins, ONS, 2022

²⁸ Crime in Lancashire 2020/21: Key findings for Lancashire-14, Lancashire County Council, 2022

²⁹ Lancashire Insights - Area profile, Local Authority Profiles, 2022

Figure 2.10 Total recorded offences (excluding fraud) (offences per 1,000 population), 2021³⁰



Source: Local police recorded crime data, Office for National Statistics, 2021.

2.46 In response to this, and in preparation for the 2022-2025 strategic crime assessment³¹, a Living Lancashire survey was conducted, sending out 2,916 questionnaires to residents across Lancashire. Analysis of the 1,991 (68%) responses found that:

- A lack of police presence (14%) was the most significant reason why respondents felt unsafe in their local area.
- 53% felt that drug dealing was a problem in their area, with respondents age 25-29 years having the most concern.
- Less than half of respondents felt that the police and other local public services are dealing with crime and ASB successfully – this has been reducing in more recent surveys.
- Cleanliness of the streets (34%) and access to green areas (12%) were issues that had increase in dissatisfaction in local communities.

2.47 The strategic crime assessment suggests that well-designed communities and homes play a vital role in building safe communities. Everything from street layout, levels of lighting and the position of shrubs and trees can affect the levels of crime in an area. Alcohol is known to contribute to offending behaviour, particularly violence, anti-social behaviour and criminal damage. Residents in the authority are significantly worse than the national average for half of the alcohol indicators, according to the LAPE (Local Alcohol Profiles for England)³².

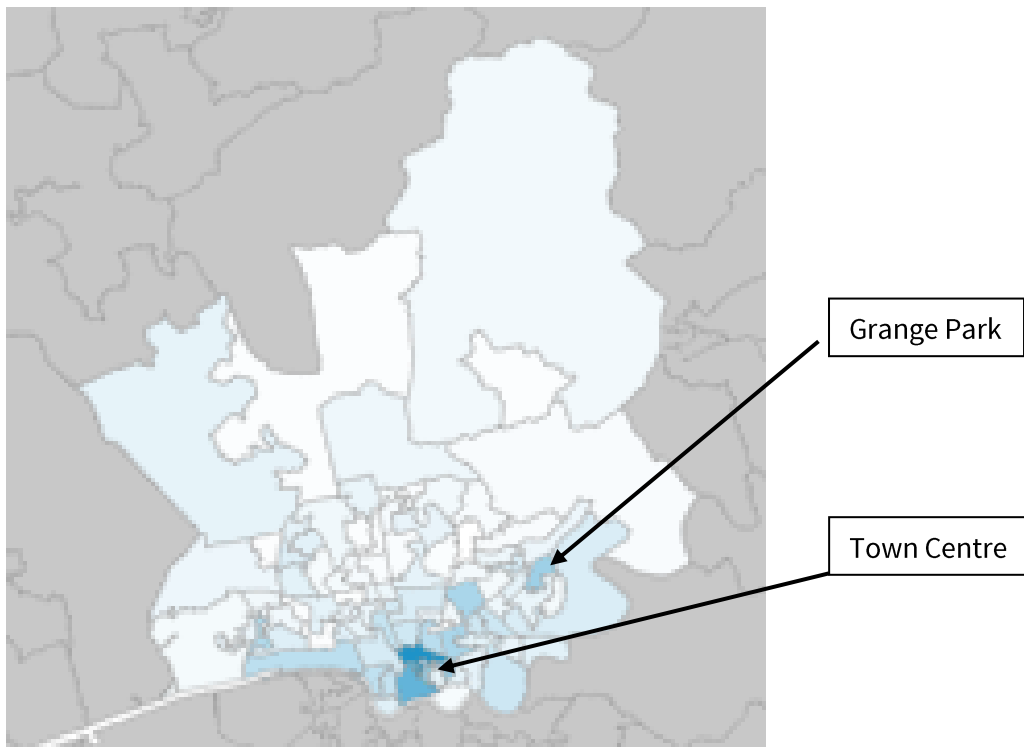
2.48 Improvements to the public realm and lighting improvements at Grange Park will therefore contribute to addressing this challenge, particularly anti-social behaviour, which is shown to be concentrated within pockets at the town centre and Grange Park (see Figure 2.11).

³⁰ Victim based crime (offences per 1,000 population) in Preston, LG inform, 2022

³¹ Lancashire Strategic Assessment, Lancashire County Council, 2022-2025

³² Local Alcohol Profiles for England, Fingertips Public health data, 2022

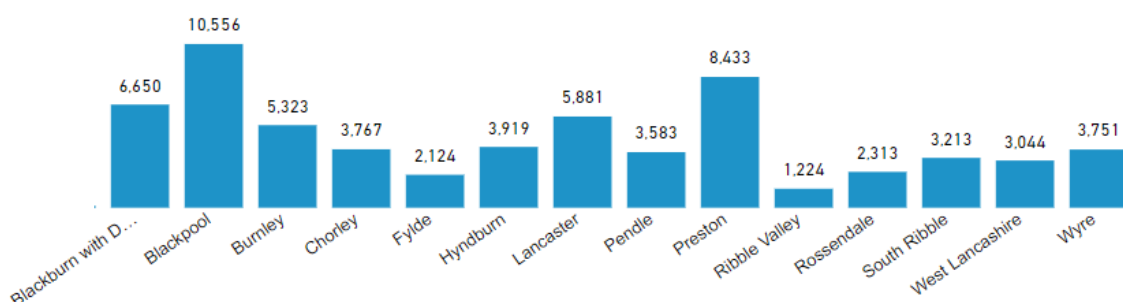
Figure 2.11 Anti-social Behaviour in Preston, by LSOA, 2022



Source: Community Safety Dashboard, Lancashire County Council, 2022. Darker areas imply greater concentrations of Anti-Social Behaviour offences.

2.49 Across 2021-2022, Preston had the second highest number of offences (8,433) in Anti-social behaviour compared to the Lancashire-14 (See Figure 2.1). Notably, the LSOAs which the parks sit within experienced 1,375 Anti-social behaviour crimes over the same time period, making up 16% of ASB offences. This reiterates the need for targeted improvements in mitigating further offences.

Figure 2.12 Anti-social Behaviour, No. of offences, 2021-2022



Source: Community Safety Dashboard, Lancashire County Council, 2022.

3. Local, Regional and National Policy/Strategy Context

Local Context

Table 3.1 Local policy and Objectives

Policy Document		Aligned objectives	How the bid will contribute
Overarching Plans			
Preston Investment 2020-2035	City Plan,	<ul style="list-style-type: none"> • Deliver distinctive, diverse and innovative arts, cultural and leisure facilities and activities • Reduce deprivation and improve the health and wellbeing of all of their communities • Create a well-connected and accessible city that supports low carbon journeys and green travel with excellent walking, cycling, public transport (bus, rail and HS2) and digital infrastructure. • Safeguard and enhance Preston's historic fabric and heritage assets, while maximising the quality and use of the city's parks and open spaces. • Tackle the impacts of climate change and support the shift to a sustainable and low carbon economy. 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the Old Tram Bridge to connect to existing walking and cycling infrastructure • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure • Protection of park heritage elements • Drainage and water quality improvements
Preston 2012-26	Local Plan	<p>The Preston Local Plan seeks to achieve the vision for growth as set out in the Central Lancashire Core Strategy and to identify key local issues, providing a set of policies to manage change. Relevant objectives to which policies fall under include:</p> <ul style="list-style-type: none"> • Delivering infrastructure • Catering for Sustainable Travel • Protecting and enhancing the built and natural environment • Protecting Health and Wellbeing • Tackling Climate Change 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the 'Old Tram Bridge • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure • Drainage and water quality improvements • Increased biodiversity • New/Improved sport facilities
Preston Plan, 2016	City Centre	<p>The Preston City Centre Plan seeks to address key issues built around Securing Economic Vitality, creating a Sense of Place, and Enhancing Accessibility & Movement. Objectives within the plan address city centre issues and align to the objectives of the Central Lancashire Core Strategy. Aligned objectives include:</p> <ul style="list-style-type: none"> • Revitalising the Leisure & Culture Offer 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the 'Old Tram Bridge • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p>

	<ul style="list-style-type: none"> • Responding Positively to Townscape & Heritage • Creating an Attractive & Accessible environment • Delivering sustainable development 	<ul style="list-style-type: none"> • Improved walking and cycling infrastructure • Protection of Park heritage elements
Transport Plans		
Preston City Transport Plan, 2019	<ul style="list-style-type: none"> • Responding to a growing economy in a sustainable manner, thereby maximising efficiency. • Rebalancing the transport mix, to provide a more rounded mobility offer. • Creating a healthy place, for both people and the environment, responding to significant issues in health across the city. • Continuing the physical transformation by creating great streets and spaces. 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the Old Tram Bridge to connect to existing walking and cycling infrastructure • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure • New and improved sport facilities
Culture and heritage Plans		
Preston City Council Parks and Green Spaces Strategy, 2021-2031	<p>The strategy vision is to provide high quality, sustainable green spaces which are safe, enjoyable, and accessible for all.</p> <p>Strategy objectives that the LUF bid aligns to are:</p> <ul style="list-style-type: none"> • Continue to improve and maintain all sites across the city through approved masterplans, with the aspiration of maximising use at each respective site. • List a range of achievable measures which will contribute to the biodiversity and environmental sustainability of Preston, resulting in a balance between protecting habitats and supporting economic growth. • Identify potential funding opportunities to enable project delivery. • Review the management and maintenance of Preston’s allotments, trees and Play areas within the City. <p>Specific Park improvements are noted within the plan:</p> <p><u>Ashton Park</u></p> <ul style="list-style-type: none"> • Restore features of historical importance • Develop facilities which generate: a focus on sport, support charitable groups, and increase community participation. • Upgrade the southern play area • Refurbish the bowls pavilion • Increase tree cover and planting • Improve the Park’s wayfinding and signage 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the ‘Old Tram Bridge • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure • Drainage and water quality improvements • Increased biodiversity • New/Improved sport facilities

	<p><u>Moor Park</u></p> <ul style="list-style-type: none"> • Reinststate the Serpentine Lake • Upgrade the play area near the Serpentine Lake • Increase tree stock • Restore Southeast historic entrance • Improve the Southeast historic entrance and stone flag paving • Improve main play area for better inclusivity • Upgrade the events stage area • Reinforced grass parking • Remove and grass over the informal footpaths known locally as the ‘tank tracks’ • Restore the historically significant 1867 Thomas Cooke refractor telescope <p><u>Waverley Park</u></p> <ul style="list-style-type: none"> • Enhance the Park’s security by implementing boundary and entrance improvements • Upgrade and relocate facilities which would better enhance sport, play and community participation. • Establish an area for small community events • Upgrade the play area • Create a central decorative garden using the site of the redundant bowling greens • Increase tree cover and planting to improve its visual appearance and enhance biodiversity. • Improve its wayfinding and signage • Include community artwork elements within it <p><u>Grange Park</u></p> <ul style="list-style-type: none"> • Refurbish features within the footprint of Ribbleton Hall • Develop links with local community groups • Create a recreational sport opportunity • Introduce lighting to the main route • Increase tree cover and planting • Improve wayfinding and signage • Include additional community artwork elements within the Park 	
<p>Preston Tree and Woodlands Strategy (In development), Dec 2022</p>	<ul style="list-style-type: none"> • Addressing climate change and biological threats • Increasing tree numbers, ensuring there is a year-on-year net gain • Diversifying tree stock • Protecting existing trees for future generations • Working with partners to identify where tree planting brings benefit to local communities 	<p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Drainage and water quality improvements • Increased biodiversity

<p>Preston Local Facilities Football Plan,2020</p>	<p>Opportunities for improvement:</p> <ul style="list-style-type: none"> • 3G Football Turf Pitches (FTPS) • Improved Grass Pitches • Changing Room Pavilions/clubhouses • Small Sided Facilities <p>Relevant investment priorities identified in the Local Facilities Football Plan in order of priority:</p> <ul style="list-style-type: none"> • Ashton Park: Large key site, underused due to its quality. Grass pitches are in need of improvement, whilst changing facilities are now closed after being condemned. In addition, the site is deemed a priority site to house a full size 3G pitch given current shortfalls in the area and given the potential importance of the site following improvements. Furthermore, the site is also considered the preferred location for new small-sided provision in the form of an order Futsal court, which the council is keen to pilot. • Moor Park: Large, key site in need of improvement to ensure it can continue to accommodate high levels of demand. Changing facilities are also poor quality. The exterior was recently renovated but the interior remains in a poor dated state. • Waverley Park: Well-used site that is recorded as being overplayed in the Playing Pitch strategy. Improvements can alleviate this. Changing facilities are also poor quality. 	<p><u>Park Components:</u></p> <p><u>Ashton Park:</u></p> <ul style="list-style-type: none"> • Construction of building to serve as joint pavilion, community, and charity accommodation. • 8x Grass pitches • Park access and car park improvements <p><u>Moor Park:</u></p> <ul style="list-style-type: none"> • Park access and car park improvements • Football pavilion refurbishment <p><u>Waverley Park:</u></p> <ul style="list-style-type: none"> • Demolish and rebuild football pavilion • Upgrade the multi-use games area, play area and skatepark • Drain sports pitches and provide additional grass pitch.
<p>Community Wealth Building 2.0, Leading resilience and recovery in Preston, 2021</p>	<p>The Community Wealth Building agenda outlines PCC's commitment to use existing assets to deliver social and environmental benefits. Relevant themes to the Package bid include:</p> <ul style="list-style-type: none"> • A commitment to social value • Using Council's assets for social and environmental benefit. Including managing council parks and woodland to increase carbon capture and improve local environment. • Place leadership- prioritise an inclusive and resilient COVID recovery focussed on social and green infrastructure and low carbon jobs. 	<p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Preston City Council Park improvements • Drainage and water quality improvements • Increased biodiversity

Regional context

Table 3.2 Regional policy context

Policy Document	Aligned objectives	How the bid will contribute
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Overarching Plans		
Central Lancashire Core Strategy, 2012-2027	<p>The Core Strategy sets out its strategic vision for Central Lancashire by the year 2026. Within this context, it explains that Preston will attract investors and visitors taking advantage of retail, heritage, education and a high-quality city centre.</p> <p><u>Key strategy Policies:</u></p> <ul style="list-style-type: none"> • Policy 23: Health • Policy 24: Sport and Recreation • Policy 25: Community Facilities <p><u>Relevant core strategies:</u></p> <ul style="list-style-type: none"> • SO18: To improve the health and wellbeing of all Preston’s residents and reduce the health inequalities that affect more deprived urban areas, particularly Inner East Preston. • SO19: To improve access to health care, sport and recreation, open green spaces, culture, entertainment, and community facility services, including healthy food. • SO20: To create environments in Preston that help to reduce crime, disorder and the fear of crime, especially in the more deprived areas which often experience higher levels of crime. <p>Health and wellbeing is identified as one of the Core Strategy’s main cross cutting themes and sets out a number of proposals to promote health and wellbeing including the provision and protection of sport and recreation facilities and community facilities.</p> <p>In total, there are over 200 parks and green spaces totalling over 700 hectares. Preservation and enhancement of historic parks and gardens should be the main goals of development. The following are designated Historic parks and Gardens.</p> <ul style="list-style-type: none"> • Avenham Park • Avenham Walk • Harris Knowledge Park • Haslam Park • Miller Park • Moor Park • Preston Cemetery • The Willows, Ashton <p>Eight strategic parks have been highlighted in this strategy so that the parks can reach their full potential in the next ten years. These are:</p> <ul style="list-style-type: none"> • Ashton Park 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improvements and restoration of Ashton, Waverley and Moor Park. • Improved walking and cycling infrastructure • Drainage and water quality improvements • Increased biodiversity

	<ul style="list-style-type: none"> • Avenham and Miller Parks • Grange Park and Grange Valley • Haslam Park and Local Nature Reserve • London Road Recreation Ground and Fishwick Local Nature Reserve • Moor Park • Ribbleton (Waverley Park) • Winckley Square Gardens 	
Transport Plans		
<p>Lancashire County Council Cycling and Walking strategy, 2022</p>	<p>Help promote the cycling connections between the parks, the cycle network, the Preston Guild wheel.</p> <p>Target 1: To double the number of people cycling by 2028</p> <p>Target 2: To increase the number of people walking by 10% in 2028</p> <p>Target 3: To bring levels of physical inactivity in every district below the national average by 2028.</p>	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the Old Tram Bridge to connect to existing walking and cycling infrastructure • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure
<p>Strategic Transport Plan, Transport for the North, 2019</p>	<p>Vision: world class transport for the north, supporting sustainable economic growth, excellent quality of life and improved opportunities for all.</p> <p><u>Main aim that the package bid addresses:</u></p> <ul style="list-style-type: none"> • Connecting people – improving access to leisure and tourism assets and work opportunities, whilst widening the labour market for businesses. <p><u>Priority Actions for Transport for the North:</u></p> <ul style="list-style-type: none"> • Work to identify and deliver interventions which improve sustainable transport access to the North’s key public transport hubs, including better walking and cycling provision and improved local bus access. • Support partners to promote measures that improve local sustainable travel options, such as strategic cycle networks, and encourage their use to make best use of the North’s existing and future strategic transport networks. <p><u>Pan-Northern transport objectives:</u></p> <ul style="list-style-type: none"> • Support the UK in meeting commitments under the Climate Change Act 2008 by collaborating with partners and stakeholders to deliver on Government’s commitment of a net zero transport network by 2050. 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • Replacement of the Old Tram Bridge to connect to existing walking and cycling infrastructure • New Cycling and Walking Infrastructure • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure


	<ul style="list-style-type: none"> • Ensure that transport interventions that TfN is promoting or supporting enhance the North's natural, historic and built environment to deliver a net gain in biodiversity. • Work with partners to identify transport interventions that deliver inclusive economic growth by improving access to employment and skills opportunities for all, as well as interventions that deliver health benefits. • Explore options for reducing the impact of road-based travel on the environment, air quality and carbon emissions. 	
Cultural and Heritage Plans		
<p>Remade: A Cultural Investment Strategy for Lancashire, 2020</p>	<p>The Culture Investment Strategy provides a considered perspective on the impact of focused and sustained investment into the county's cultural offer as part of a wider approach to stimulate economic growth across Lancashire.</p> <p>Overseen by a Cultural Investment Board, these outcomes will be delivered through a Cultural Investment plan, built around the four priority action areas. Aligned priority actions include:</p> <ul style="list-style-type: none"> • Fit for purpose infrastructure: Projects will support more resilient and sustainable local economies and contribute to the regeneration and revitalisation of urban centres for the benefit of residents, visitors and growth of Lancashire's wider economy. • Scaling-Up Events and Festivals: Scaling up the county's increasingly popular portfolio of festivals and events will better connect its cultural offer, increase, reach and visibility, boost the visitor economy and enrich the lives of residents by enabling them to access world class experiences on their doorstep. 	<p><u>Active Travel components:</u></p> <ul style="list-style-type: none"> • New Cycling and Walking Infrastructure to support links to cultural events • Mobility Hub <p><u>Park Components:</u></p> <ul style="list-style-type: none"> • Improved walking and cycling infrastructure • Ashton Park – construction of a building to serve as a joint pavilion, community & charity accommodation • Moor Park- Upgrading the events stage area • Moor Park- Football Pavilion refurbishment
<p>Central Lancashire Playing Pitch and Open Spaces Strategy, 2019-2036</p>	<p>The Central Lancashire Playing Pitch and Open Spaces Strategy aims to:</p> <ul style="list-style-type: none"> • Protect the existing supply of playing pitches where it is needed for meeting current and future needs. • Enhance playing fields, pitches and ancillary facilities through improving quality and management of sites • To provide new playing pitches where there is current or future demand to do so. <p><u>Relevant objectives :</u></p> <ul style="list-style-type: none"> • Ensure that all valuable facilities are protected for the long-term benefit of sport. 	<p><u>Park Components:</u></p> <p><u>Ashton Park:</u></p> <ul style="list-style-type: none"> • 3x full size grass football pitch • 2x large grass junior football pitch • 3x small grass Junior football pitches <p><u>Waverley Park:</u></p> <ul style="list-style-type: none"> • Upgrade the multi-use games area

	<ul style="list-style-type: none"> • Promote a sustainable approach to the provision of playing pitches and management of sports clubs. • Ensure that there are enough facilities in the right place to meet current and projected future demand. • Ensure that all clubs have access to facilities of appropriate quality to meet current needs and longer-term aspirations. 	<ul style="list-style-type: none"> • Drained sport pitches and additional grass pitch
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National Context

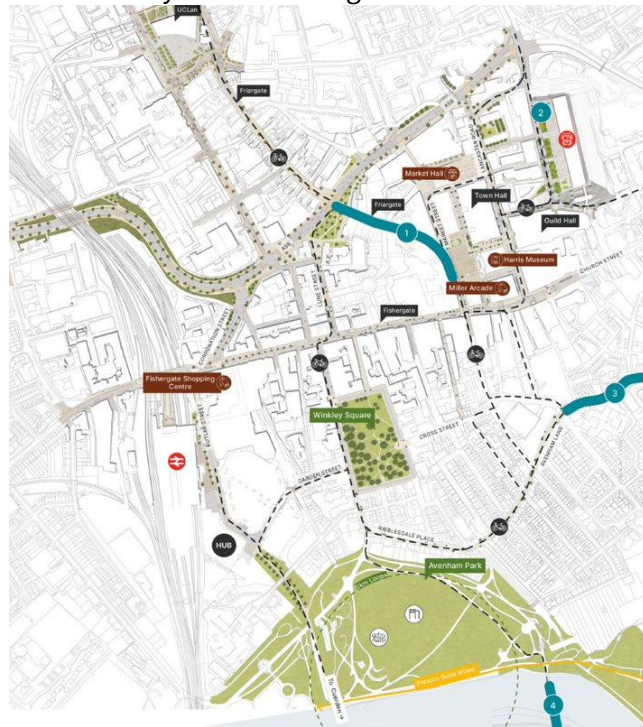
- 3.1 The Package bid aligns to the 3 themes within the **2022 Levelling Up White Paper** and supports the UK target in achieving **Net Zero carbon emissions by 2050:**

Table 3.3 2022 Levelling Up White Paper Theme Alignment

Themes	Bid Alignment
Cultural	<p><u>Active travel Component:</u> The Old Tram Bridge has a historical importance and contributes to Preston’s heritage. The original bridge was built in 1802 to link the towns of Kendal, Lancaster and Preston to the Leeds to Liverpool Canal at Wigan. Replacement of the bridge will restore its heritage and emphasise Preston’s connectivity.</p>  <p><u>Park Component:</u></p> <ul style="list-style-type: none"> - Moor Park Restoration of Serpentine Lake to Milner 1867 design (Original Park Designer) - Reinstation of Moor Park Historic Bridge - Upgrading of Moor Park events stage area


Regeneration & Town Centre

Both components of the bid enable improvements in and around the Town centre. The maps below (and in Appendix A) detail the locations of Active travel and Park improvements and how they link to existing town centre infrastructure.



Transport

Components of the package bid include new and updated walking and cycling infrastructures and a new bridge for Preston (see Appendix A). This will improve low-carbon

	<p>transport connectivity within the town centre and Preston’s surrounding areas.</p> 
<p>Net Zero</p>	<p>Active travel measures and blue & green infrastructure improvements as part of the package bid will encourage low/zero carbon transport and directly support decarbonisation through carbon capture.</p> <p>PCC will have a clear delivery plan that mitigates negative environmental impacts through construction and operational phases of the package. This will ensure that the environment is not detrimentally affected or restored.</p> <p>Active travel Component:</p> <ul style="list-style-type: none"> • East-West Cycle Link, Mobility Hub and Friargate improvements to support Active Travel <p>Parks Component:</p> <ul style="list-style-type: none"> • Water fountains within Serpentine Lake and the refurbished drain network will improve water quality and reduce flooding risks • De-silting Serpentine Lake and improving the existing tree stock around the Lake area • Increasing tree cover and planting, and creating wildflower meadows to enhance biodiversity • Tree works to existing trees • Drainage improvements in Ashton and Waverley Park • Restoration of the Loggia Structure and Environment.

3.2 Specifically, the bid supports the following LUF missions:

- **Transport Infrastructure:** Improved access to the town centre and surrounding areas of Preston, lengthened cycle paths, a new cycle mobility hub, and a new walking and cycling bridge.
- **Health & Wellbeing:** Increased usage of walking and cycling routes will directly improve the health and wellbeing profile of Preston. This will be supported by increased sport and general park usage resulting from the park improvements as the second component of the package bid.
- **Pride in Place:** The bid will restore elements of Preston’s heritage, in particular at Moor Park and through the new tram bridge. However, all improvements within the bid aim to improve residents’ perceptions of Preston and improve Preston’s standard of living.

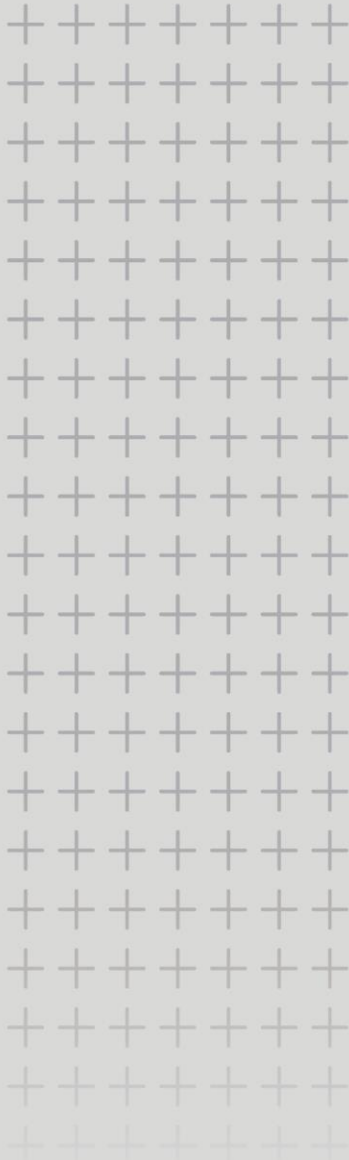
- **Crime:** Additional site lighting at Grange and Ashton Park aims to deter existing levels of anti-social behaviour

3.3 These themes and missions are intertwined within further UK Government policy objectives and legal and statutory commitments. As such, the Package bid also aligns to the below:

Document	Related LUF Themes & Missions	Aligned Objectives
Build Back Better, 2021	<ul style="list-style-type: none"> • Regeneration & Town centres • Transport • Net Zero • Transport Infrastructure • Pride in Place 	<ul style="list-style-type: none"> • Level up the UK • Support transition to net zero • Infrastructure pillar of growth: invest in new/upgraded transport and urban infrastructure; and green infrastructure
National Planning Policy Framework, 2021	<ul style="list-style-type: none"> • Culture • Regeneration & Town centres • Transport • Net Zero • Transport Infrastructure • Health and Wellbeing • Pride in Place • Crime 	<ul style="list-style-type: none"> • Ensure sustainable development • Economic objective: identifying and coordinating the provision of infrastructure. • Social objective: accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing. • Environmental Objective: protecting and enhancing the natural, built and historic environment, helping to improve biodiversity, minimising waste and pollution, and mitigating and adapting to climate change
National Infrastructure Strategy, 2020	<ul style="list-style-type: none"> • Regeneration & Town centres • Transport • Net Zero • Transport Infrastructure 	<ul style="list-style-type: none"> • Transform UK infrastructure • Net Zero emissions by 2050 • Increasing local roads maintenance • Climate-oriented reform to transport, nature-based solutions, and flood risk management
Decarbonising Transport, A Better, Greener Britain, 2021	<ul style="list-style-type: none"> • Transport • Net Zero • Transport Infrastructure 	<ul style="list-style-type: none"> • Decarbonise all forms of transport • Increase walking and cycling – half of all journeys in towns and

		<p>cities to be cycled or walked by 2030</p> <ul style="list-style-type: none"> • Zero emission buses and coaches • Deliver decarbonisation through places
Net Zero Strategy: Build Back Greener, 2021	<ul style="list-style-type: none"> • Net Zero • Transport Infrastructure 	<ul style="list-style-type: none"> • Green economic recovery from Covid-19 • Decarbonisation & Net zero by 2050 • Increasing the share of journeys taken by public transport, cycling and walking
Ten Point plan for a Green Industrial Revolution, 2020	<ul style="list-style-type: none"> • Net Zero • Transport • Health • Wellbeing • Pride in Place 	<ul style="list-style-type: none"> • Creating 250,000 Green jobs in the UK • Point 4: Accelerating the shift to zero emission vehicles • Point 5 Objective: Green Public Transport, Cycling and Walking. • Point 9: Protecting the natural environment.
Clean Air strategy, 2019	<ul style="list-style-type: none"> • Net Zero • Transport • Health • Wellbeing • Transport 	<ul style="list-style-type: none"> • Protect the nation's health • Protect the environment • Reduce emissions from transport
25 Year environmental Plan, 2018	<ul style="list-style-type: none"> • Cultural • Net Zero • Health • Wellbeing • Pride in Place 	<ul style="list-style-type: none"> • Protecting the natural environment • Clean air • Thriving plants and wildlife • Using resources from nature more sustainably and efficiently. • Enhanced beauty, heritage and engagement with the natural environment. • Connecting people with the environment to improve health and wellbeing • Recovering nature and enhancing the beauty of landscapes.
Clean Growth Strategy, 2017	<ul style="list-style-type: none"> • Transport • Net Zero • Transport Infrastructure • Pride in Place 	<ul style="list-style-type: none"> • Accelerating clean growth • Affordable the shift to low carbon transport • Enhancing the benefits and Value of natural resources.

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