

RIBBLE VALLEY BOROUGH COUNCIL

REPORT TO PARISH COUNCILS' LIAISON COMMITTEE

Agenda Item No.

meeting date: 29 JANUARY 2015
title: MANAGEMENT OF EVENTS ON THE HIGHWAY
submitted by: DIRECTOR OF COMMUNITY SERVICES
principal author: ADRIAN HARPER - HEAD OF ENGINEERING SERVICES

1. PURPOSE

- 1.1 To inform members of the intended withdrawal of police support in providing traffic management for certain events that are staged, or encroach, upon the public highway.
- 1.2 To advise members of the subsequent intended development by Lancashire County Council of a policy for the management of events on the highway.
- 1.3 Relevance to the Council's ambitions and priorities
 - Corporate Priorities - To be a well managed Council, providing efficient services based on identified customer needs
 - To sustain a strong and prosperous Ribble Valley, encompassing our objective to encourage economic development throughout the borough with a specific focus on tourism.
 - Other considerations – To work in partnership with other bodies in pursuit of the Council's aims and objectives.

2 BACKGROUND

- 2.1 It has been established practice that the police have provided the necessary traffic management support for numerous charity and community type events such as parades, village fetes, civic processions and local celebrations, where the events have been staged either partly or wholly on the public highway etc. The events are generally small and are of a relatively short duration, i.e. up to one hour and they may be supported by one or two uniformed police officers who control the traffic around the event to minimise any conflict between patrons of the event and other road users.
- 2.2 The police have previously undertaken this work without charge to the charity or community event organiser on an informal basis, there being no formal traffic management order in place to support their direction of traffic.
- 2.3. Lancashire Constabulary have however recently adopted the Association of Chief Police Officers (ACPO) "National Guidance" which means that the police do not undertake any traffic management for an event on the highways, other than those events that are deemed by the police, to be of national importance, such as a Remembrance Day parades. The requirement for police attendance and action at public events will be principally based on the need for them to discharge their core responsibilities, which are:-

- Prevention and detection of crime
 - Prevention or stopping breaches of the peace
 - Action against a breach and subsequent investigation of a closure within the legal powers provided by statute for, a Road Closure Order (Town Police Clauses Act 1847) or a Traffic Regulation Order (Road Traffic Regulation Act 1984)
 - Activation of a contingency plan where there is an immediate threat to life and co-ordination of resultant emergency service activities.
- 2.4 The police had intended to withdraw their traffic management support of community type events from the 1 April 2014. Soon after this date the police re-considered their position and decided that they would continue to support the events that they had previously supported for a further period, until the 31 March 2015. Police support of events of national importance, such as remembrance events would continue beyond this date.
- 2.5 Event organisers would from thereon be responsible for the provision of appropriate traffic management measures that would enable their event to be undertaken in safe and proper manner. Technically event organisers have always been responsible for the traffic management that supports or facilitates their events but the historic intervention of the police has protected the organisers from this responsibility. The withdrawal of the police clearly places event organisers back in a position where they will carry the responsibilities for the safe operation of their event in terms of traffic management. This will be seen by event organisers as an additional burden.
- 2.6 It is the intention of Lancashire County Council as the Highway Authority for the area, to produce a policy that defines the respective responsibilities of parties involved in the staging of events on the highway and to also provide a set of procedures which collectively would lead to the delivery of events in a safe and proper manner. It was recognised that the development of these documents would take some time. They are currently being drafted by the County Council and following consultation will be proposed for adoption by the County Council, district councils and Lancashire Constabulary. A copy of the current LCC **“Events on the highway - Draft Policy and procedures for highway management – May 2014”** is attached as Appendix 1 to this report”. The **“Events on the highway INTERIM GUIDANCE – May 2014”** is also attached as Appendix 2.
- 2.7 It is intended that the County Council will disseminate this information to prospective event organisers.
- 2.8 Approximately 36 events which would have impinged upon the highway were either proposed or undertaken in the Ribble Valley area in the last 12 months

3 ISSUES

- 3.1 Event organisers are generally unaware of the technicalities and procedures in arranging both the legal necessities and the practical onsite management of traffic. Below is an overview of the implications of the withdrawal of the police support for certain events on the highway.
- 3.2 There are two potential options by which event organisers can provide the safe and proper traffic management to support or facilitate an event that encroaches on a highway, be that a walking procession or an event that is actually staged on or overflows onto a highway and would physically block or restrict the width of the road. The method selected will depend upon the location, the normal use of the highway,

and the type of the event and the impact of it on other road users. The potential options are explained below

3.3. Method 1:- Active Traffic Management

3.3.1 This is typically where traffic is briefly halted behind a procession that walks or travels on the highway, or traffic is guided around it. This direction of traffic can only be undertaken by an accredited Traffic Marshal or a uniformed police officer (see page 5 of Appendix 1, for the definition of a Traffic Marshal). It is important to note that no organiser of a charity or community event undertaken in the Ribble Valley area is known to be an “accredited Traffic Marshal”. If this control method is selected event organisers would therefore need to engage an accredited Traffic Marshal, the costs of which would unlikely to be less than £100 for the most modest of events

3.4 Method 2:- Temporary Full Closure Utilising Traffic Signage

3.4.1 This involves the actual closing of the highway to all traffic by means of appropriate and approved signage as described in a traffic management plan prepared by the event organiser (and agreed with LCC as the Highway Authority and the police), where the actual signage closes the road as opposed to the Traffic Marshal. More detail on this method is described in Appendix 2 page 3 onwards.

3.5 In addition to the practical onsite management of the traffic it is a legal requirement to formally close the road to other users by way of a legal order. This formal process helps to ensure the safety of the event patrons, to manage the highway user's expectations (for example to quantify or minimise possible delays or identify diversion routes) and to provide a legal framework for the event to occur legitimately.

3.6 A formal “road closure” is required for both the active traffic management and the temporary traffic signage methods as described in 3.3 & 3.4 above. There are two main methods that can be used to close all or part of a highway for an event. The power is given to the district councils in Lancashire under the Town Police Clauses Act 1847 and to the county council under Section 16A-C of the Road Traffic Regulation Act 1984. These two methods are summarised below.

3.7 Town Police Clauses Act 1847 (TPCA)

3.7.1 This gives only the district councils the power or authority for “*preventing obstruction of the streets in times of public procession, rejoicing or illuminations and in any case where the streets are thronged or liable to be obstructed by persons*”. It may apply to special occasions when the ordinary day to day use of a street or highway is likely to be obstructed by substantial numbers of people, on foot, or in a vehicle, participating as spectators or otherwise involved in the occasion. This power is normally used for carnivals and processions where the closure is for a short duration and where traffic management requirements are not substantial. Note that it would not be appropriate to use the TPCA to facilitate, for example, a road cycle or running race where the route is neither congested with competitors or spectators for the duration of the closure.

3.7.2 The advantages of the TPCA method are that the order is simple to produce, the order does not need to be advertised in the local press and as a result there are no significant costs. The work can be undertaken relatively quickly provided that the organiser is specific about the sections of road to be closed etc. Note that whilst an order under the TPCA can only be processed or prepared by the district council it remains the responsibility of the highway authority (LCC) to agree suitable traffic management measures with the event organiser.

3.8 Road Traffic Regulation Act 1984 (RTRA)

3.8.1 This gives only the county council the power or authority to make an order to regulate traffic on a temporary basis to facilitate sporting events, social events or entertainment on the highway. Only one such restriction may be imposed on any particular section of road in a calendar year. The making of an order requires the proposal to be advertised in the local press and hence a substantial cost is involved, which is typically £800 per closure. A RTRA closure is typically used to support a road cycle or running event.

3.8.2 It follows that where possible the preferred method of closures is to use the Town Police Clauses Act 1847.

3.9 Cost Implications for the Council

3.9.1 The administrative cost to the Council of the preparation of a single road closure under the TPCA, provided that the task is limited to the staff time involved in the physical preparation and issue of the documentation, is unlikely to exceed £100. Again it is stressed that the responsibility to liaise with the event organiser to agree appropriate traffic management to enable the event to be safely staged lies firmly with the highway authority (LCC). The county council may involve the police in agreeing such matters with the event organisers. Ribble Valley Borough Council is able to recover the administrative costs in the preparation of the TPCA orders from the event organiser on whose behalf the order has been prepared. A decision on whether the Council is to recover the costs incurred in organising future events is to be considered when a firmer policy on the management of the events is available from the County Council as this is likely to affect the number of future events.

3.9.2 Road closures under the TPCA as prepared by this Council would have been appropriate to support 19 events staged in the Ribble Valley area in the last 12 months. These are largely regular events and it could have been expected that they will arise again in the next 12 months except that the withdrawal of the police support in providing the onsite traffic management for events and the implications of this on the event organisers must encourage organisers to reconsider the need to stage their events on the highway, as it will be the event organisers who will need to both prepare a Traffic Management Plan for the event and to arrange the necessary on site protection. These features will have implications to the event organisers, certainly in terms of resources and also very likely, financially

3.10 Implications for the Event Organiser

3.10.1 As explained above the intended withdrawal of the police will place a considerable burden on the organisers of community and charity type events. The key feature of the proposed LCC policy is that the county council seeks to establish an accredited training programme for traffic marshals which will be empowered to control traffic. This training would be provided under the Community Safety Accreditation Scheme (CSAS). The DCLG guidance on the CSAS is that individuals belonging to certain public, private and voluntary organisations may be suitable to become accredited marshals. This is explained on page 5 of the LCC draft policy (Appendix 1 to this report).

3.10.2 It was intended that this training to produce accredited Traffic Marshals was to be made available to representatives of the voluntary sector and hence would, when completed, have helped build within the community the capacity to enable them to safely prepare, manage and deliver aspects of their community orientated events, without the need to engage specialist support. Furthermore, the County Council have indicated that they may make available a stock of highway signs to support such

events, thereby further reducing the burden on the event organisers imposed as a result of the withdrawal of police support. (Appendix 2, Page 3)

3.10.3 These features (3.10 above) which would ease the burden on the event organisers have been explained to organisers who have attended meetings of the Ribble Valley Event Safety Advisory Group (chaired by RVBC). The features have also been explained and presented to the Ribble Valley 3 Tier Forum and to the Parish Council Liaison Committee.

3.10.4 It is important to note that since the previous meetings of the 3 Tier forum, and the Parish Council Liaison Committee, we have been informed by the county council that there are to be significant changes to their proposed policy. The interpretation by the ACPO of the DCLG guidance on the Community Safety Accreditation Scheme (CSAS) specifically excludes the inclusion of the "Voluntary Sector" as suitable recipients for accreditation under the CSAS. The resultant implications for event organisers is that if their event on the highway is unsuitable for management by temporary road closures (as outlined in 3.4 above) the organiser will have no option but to engage an external accredited Traffic Marshal.

3.11 It is in light of this recently gained information that the current LCC draft policy, which itself has been developed after considerable discussion between the county council and districts, will need further adjustment. This update is awaited.

4 CONCLUSIONS

- The withdrawal of police in providing traffic management support for charity and community type events will have significant implications for the event organisers.
- The policy and procedures for events on the Highway that are been prepared by the County Council need further development
- The County Council is to disseminate the updated information to the known event organisers.
- Timing is critical as the police intend withdrawing their support for events which they have previously supported, from the 31 March 2015.
- Police support for events of National importance, such as remembrance events, will continue. The police do not provide traffic management for commercial events or those which can generate funds to provide their own traffic management
- The updated policy and procedure to be presented to a later meeting of this committee.

ADRIAN HARPER
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DIRECTOR OF COMMUNITY SERVICES

List of Background papers – Draft LCC reports as included as Appendices 1 & 2 to this report

For further information please ask for Adrian Harper, extension 4523.

Ref: AD/EL290115/PCLC

Appendix 1

Events on the highway

Draft Policy and procedures for highway management

Peter Bell
May 2014

Events on the highway

Executive Summary

It is recommended that the police, county and district councils adopt this document as the protocol and outline for the management of road closures for events, parades and other activities that affect the highway network.

It is recommended that the district council is the primary point of contact for applicants, with the police and county council providing input on their areas of responsibility with published lists of traffic management providers being kept up to date by Lancashire County Council. Furthermore, it is outlined in this report that the use of the Town Police Clauses Act to facilitate the closure is the preferred, first choice, piece of legislation where appropriate with the County council responsible for the approving the traffic management plan for the closure.

It is also recommended that Lancashire County Council seeks to create an accredited training programme for marshals to allow county and district employees to be empowered to control traffic when required to do so, if it is deemed appropriate by the authority.

Background

In recent years there has been a significant increase in the number of requests to hold events which affect the highway. This increase is partly due to a number of national events such as the Olympic Torch Relay, The Queen's Diamond Jubilee and the Big Lunch. These special events have been over and above the numerous parades, village fetes, civic processions and events that happen every year within Lancashire.

Each time the highway is used for an event it is necessary to close it to other users. This process helps to ensure the safety of the event patrons, manages highway users' expectations (for example possible delays or diversion routes) and provides a legal framework for the event to occur legitimately.

Road closure powers

There are two main methods that can be used to close, part or all, of a highway for an event. The power is given to the district councils of Lancashire under the Town Police Clauses Act 1847 and to the county council under Section 16A-C of the Road Traffic Regulation Act 1984.

Town Police Clauses Act 1847 (TPCA)

This gives to the district council's powers for preventing obstruction of the streets in times of public procession, rejoicing, or illuminations, and in any case when the streets are thronged or liable to be obstructed.

It may apply to a special occasion when the ordinary day to day use of a street or highway is likely to be obstructed by substantial numbers of people, on foot or in a vehicle, participating as spectators or otherwise in the occasion.

Not all orders under this power need take the form of a full closure, i.e. rolling closure are also covered as part of this process.

This power is normally used for carnivals and processions where the closure is for a short duration and / or traffic management requirements are not substantial.

It is recommended that the TPCA is used as the preferred method of processing requests to close the highway for events and parades. The advantages of this method are that the order is simple to produce, there are no significant costs and the work can be undertaken fairly quickly, in many cases. To process a TPCA closure, the district council would consult with the police and the county council and where all approve, generate a site notice (Laminated A4 sheet) giving the road closure legitimacy. The only cost for this closure would be the administrative time.

Road Traffic Regulation Act 1984 (RTRA)

This gives the county council the power to make an order to regulate traffic on a temporary basis to facilitate sporting events, social events or entertainment on the highway.

The restrictions may be imposed for a maximum of three days and only one such set of restrictions may be imposed on any particular section of road in a calendar year. Consent to extend the length of time beyond three days and increase the number of events held within a calendar year must be sought from the Secretary of State.

A RTRA closure would follow the same general procedure of consultation; however, it is processed by the county council. The county council as part of the ordering making process will place a notice in the local press over and above the site notice. This will result in an advertisement cost being associated with the order; the amount would be dependent on the newspaper involved.

Furthermore, the permitted frequency of the order means that for events which occur in a local area and potentially use the same sections of highway there is a possibility that subsequent events occurring in the same calendar year would not be able to close the road. For a second closure to be facilitated on a section of highway under

the RTRA in a calendar year the county council would need to seek secretary of state approval, on a case by case basis.

Police and the policing of events.

Lancashire Constabulary have recently adopted the Association of Chief Police Officers' (ACPO) 'National Guidance' which means that the police do not undertake any traffic management for an event on the highway other than those events that are deemed, by the police, to be of national importance (such as a Remembrance Day parade).

The requirement for police attendance and action at public events will be principally based on the need for them to discharge their core responsibilities:

- Prevention and detection of crime;
- Preventing or stopping breaches of the peace;
- Action against a breach and subsequent investigation of a closure within the legal powers provided by statute for, a Road Closure Order (Town Police Clauses Act 1847) or a Traffic Regulation Order (Road Traffic Regulation Act 1984);
- Activation of a contingency plan where there is an immediate threat to life and co-ordination of resultant emergency service activities.

It is noted that whilst the police retain discretion to attend and take action at public events in order to discharge their core duties, the ownership for stewarding and marshalling remains with the event organiser

As a result it is the event organiser's responsibility to liaise with the highway authority about how the event will be traffic managed and to ensure robust traffic management plans are in place with a suitable number of marshals to enforce it. No event which involves stopping or directing traffic (other than that of a road closure by means of full chapter 8 signage) would be supported by the Police unless the marshals were correctly accredited.

The police recommend that, in the first instance, enquiries with regard to the planning of public events should be directed to the local authority's Event Safety Advisory Group (ESAG) (discussed later in this report), or they recommend for further information for organisers to visit the Health & Safety Executive website 'Guidance on Running Events Safely' (<http://www.hse.gov.uk/event-safety/index.htm>).

Holding an event on the highway

The steps that have to be taken to hold an event on the highway need to be clearly defined in a process that is able to be followed by the applicant, irrespective of the legislation used to close the road. An outline flow chart of the proposed process is included in the appendix.

It is recommended that the district council is used as the initial point of contact for the organiser and the district council passes the information to the police and the county council to consider the traffic management plan.

Once the application has been received by the district council, the police, the county council and any other key stakeholder will need to be consulted. A recommended mechanism for processing this consultation process is a local Event Safety Advisory Group (ESAG). A number of these exist in the county and it is recommended that an ESAG for each district area is created.

After the ESAG has reviewed the application the district council would then process the TPCA order and notice allowing the legal closure of the road.

ESAG meetings do not need to be held on a regular basis. The meetings are convened as and when they are required.

A requirement of any application for an event will be an effective traffic management plan including the actions that will be taken to ensure the safety of those taking part and other highway users. By requiring the County Council and the Police to approve the traffic management plan the issues around co-ordination with road works and other third party issues affecting the highway are noted.

With the new ACPO policy being adopted nationally by the police traffic management now falls to the event organiser. Traffic management can range from sign only schemes such as "road closed", diversion routes etc, through to accredited event marshals.

Event Marshals



Under the Community Safety Accreditation Scheme (CSAS) it is possible for individuals belonging to larger organisations to become accredited marshals.

The powers that can be granted to a marshal in the area of event management are:

- The power to require giving of name and address;
- The power to control traffic for purposes other than escorting a load of exceptional dimensions.

Other powers are available under CSAS and a link is provided at the end of this document to the complete list of powers and the legislation that provides it.

Within Lancashire there is only currently the AA who has accredited marshals available. These were used at the Open Golf Tournament 2012 in Fylde. The AA also has an accreditation course (accredited by the police) allowing them to train other marshals.

Kays traffic management and Stadium TM are, at the time of this report, looking to train a number of their staff with the AA to become marshals.

The cost of training a marshal with the AA is £450 per person, with the police charging £80 per person for admin and vetting. A total cost of £530.

It would be possible for Lancashire County Council to create a training course which could be accredited to allow us to train our own staff, and possibly the staff of the districts, potentially at a lower cost.

It is recommended that the county council looks at creating an accreditation course to allow us to control the training that marshals receive, ready for them to work on our highway. The powers are also not restricted to just events, so could also apply to instances where emergency traffic management is required where the police are not available (e.g. where there is a failure at a major traffic signal junction).

The police have indicated that they would not support the rolling closure of a road under either TPCA or RTRA if the traffic management plan did not include accredited marshals. Full closures are different as they could be implemented by sign only.

Example process

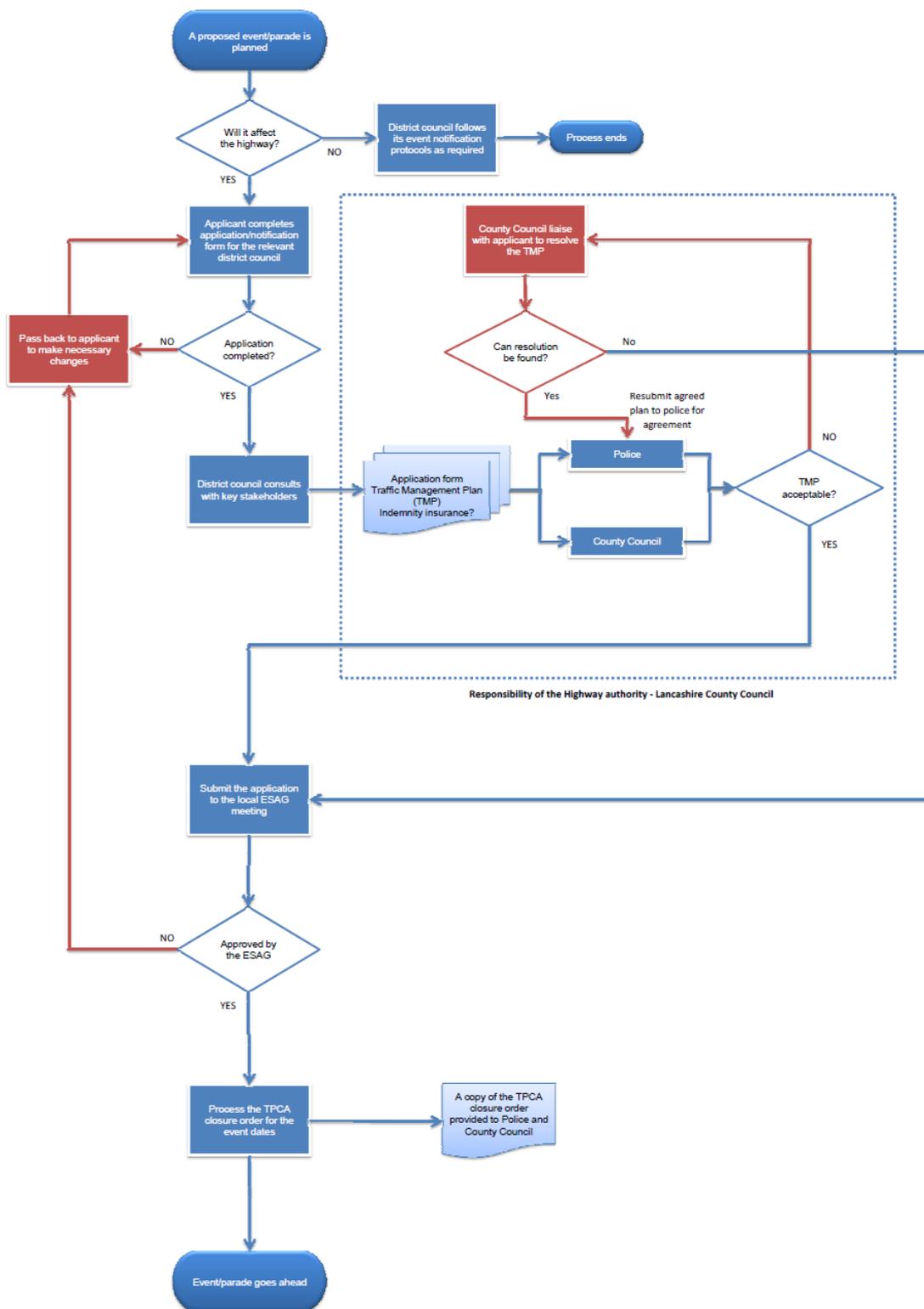


Figure 1 – Sample process for an event on the highway.

As a district delivered process this flow chart outlines an example process. District partners may follow slightly different procedures. However the basic outline of this flow chart would remain the same.

Example documentation

The police have provided the following notes that could accompany any application for a temporary road closure. It would be with agreement with the district councils how the timescales and fees are covered. However it would be advisable to try to agree a countywide consistent set of notes. Flexibility within the items will allow districts to place their own interpretation on certain items, for example "may charge a fee" etc

- The District / County Council(s) may charge a fee for the administration of a closure under either piece of legislation.
- A minimum number of weeks' notice is required for the processing of a road closure order. Your local district will be able to advise you further on these timescales.
- Under the terms of the legislation, the County Council must be satisfied that it is necessary to close the road in order to facilitate the event.
- The Police / County Council / District Council and other key stakeholders will be asked to comment on the application and attached plans.
- If a road closure is necessary the event organiser will be recommended to contact a traffic management company to prepare a traffic management plan of :- (if necessary)
 - a plan showing positions of the road closure/route diversion signs/barriers;
 - * a description of wording/size/colour of the road closure/ diversion/ signs/barriers; and
 - details of accredited stewards/marshals.

*All signs must conform to The Traffic Signs Manual Chapter 8.

- The event organiser must consult with all residents and businesses which may be affected by the closure.
- Access for emergency vehicles and residents/businesses must be maintained at all times during the closure period.
- Evidence of public liability insurance cover for £5 million must be provided with the application.
- All litter, signs, public notices etc must be removed as soon as possible after the event.

Further information

For further information you can contact Peter Bell (peter.bell@lancashire.gov.uk) or you can refer to the online information below.

Links:

Article on the AA accreditation for the open:

<http://nationaltraffic.co.uk/viewtopic.php?f=2&t=6161>

List of powers available under the CSAS scheme:

<https://www.gov.uk/government/publications/community-safety-accreditation-scheme-powers>

Example website from Preston City Council:

<http://www.preston.gov.uk/yourservices/events/planning-an-event-in-preston/process/>

Example form used by Fylde Borough Council:

https://www.fylde.gov.uk/forms/showform.asp?fm_fid=800

Appendix 2

Events on the highway INTERIM GUIDANCE

Peter Bell
May 2014

Events on the highway – INTERIM GUIDANCE

Executive Summary

It will take time to implement a new policy and procedure for managing events on the highway. This is because of a legal requirement to develop an accredited marshal training programme to ensure marshals are able to direct traffic and safely manage events across the county. The county council's road safety team is supporting the implementation of an accredited marshal training scheme and timescales will be defined as soon as possible.

This document sets out the arrangements that are to be put in place by the county council and the police to facilitate events in the county on a temporary basis to enable parades and events to occur in the interim period.

In general all events and parades should where it is reasonably possible seek to carry out a full closure rather than a rolling closure. Where this is not possible it is important that discussions with the County Council and the Police are entered into as soon as possible to seek possible solutions

Definitions

Marshal – A marshal for the purposes of this document is considered to be a person who has been accredited under a Community Safety Accreditation Scheme program. As a result they are empowered with the police constable powers of legally directing traffic when a road closure order is in place.

Steward – A steward for the purposes of this document is a person who has received basic training on traffic management but is not accredited and holds no legal powers for directing traffic. An example of the deployment of a Steward would be alongside a road closure sign/barrier to offer public advice and information (i.e. the sign/barrier facilitates the closure not the person).

Background

A policy and procedure for managing events on the highway is currently being drafted and following consultation it will be proposed for adoption by the county council, district councils and Lancashire Constabulary.

The main driver for a new policy is the withdrawal of the police from providing traffic management at events (primarily rolling closures which enable parades to be safely managed). To resolve this, there is a need for an accredited training scheme under the framework of the Community Safety Accreditation Scheme (CSAS) which allows the recipients of the training to act with the powers of a police constable for directing traffic.

The CSAS was introduced under the Police Reform Act 2002 and allows police forces across the UK to confer powers to approved persons who have received the necessary training.

For a parade or event to occur on the highway it is necessary for a legal road closure to be in place. This provides the legal framework for barriers (in a full closure) or the accredited marshals in a rolling closure.

This interim guidance will consider what steps need to be taken to facilitate parades and events on the highway until such time that the accredited marshals are available and a new policy can be adopted.

Interim guidance

It is recommended that the currently proposed parade and event process, recently presented at Scrutiny Committee is adopted by the county and district councils and Lancashire Constabulary. The application will be through the district council and an event or parade traffic management plan will be approved by the police and county council. The only variation to the policy as it is currently proposed is the actual detail of the traffic management that will be accepted for a parade. Until accredited marshals are available for rolling closures this interim guidance outlines the options available to event organisers for traffic management.

Full closures

The county council will manufacture plastic traffic signs that can be attached to street furniture to facilitate closures or diversions. A stock of generic signs will be loaned to event or parade organisers.

Collection and return could be facilitated for example by district councils, or county council area offices to aide access to event organisers. A refundable deposit will be levied to encourage the return of the signs. In the future it could be possible for event organisers to purchase (at cost) a stock of signs for their annual events.

The temporary sign stock will include:



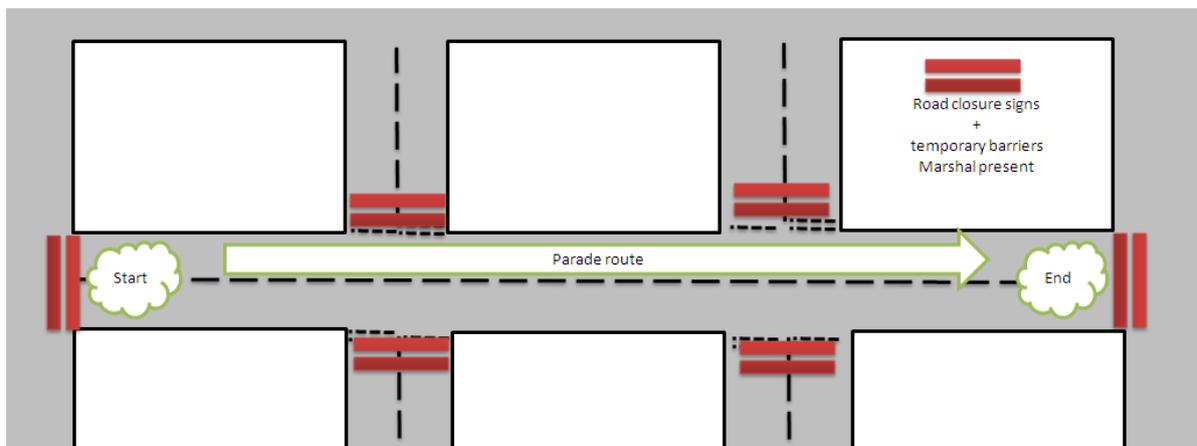
The nature of a road closure will remain the responsibility of the event organiser to propose with the use of barriers being one option. Organisers will also be encouraged to have a steward at closure points to provide advice to traffic of the diversion route and to answer any other questions. As the closure is facilitated by the barriers and signs the steward does not need to be accredited; however, the use of high visibility clothing is recommended.

Rolling closures

In the proposed policy and procedure document rolling closures will require accredited marshals to control traffic. Until these marshals are available, it is necessary to create temporary arrangements for parade related road closures to proceed safely and effectively.

Short parades

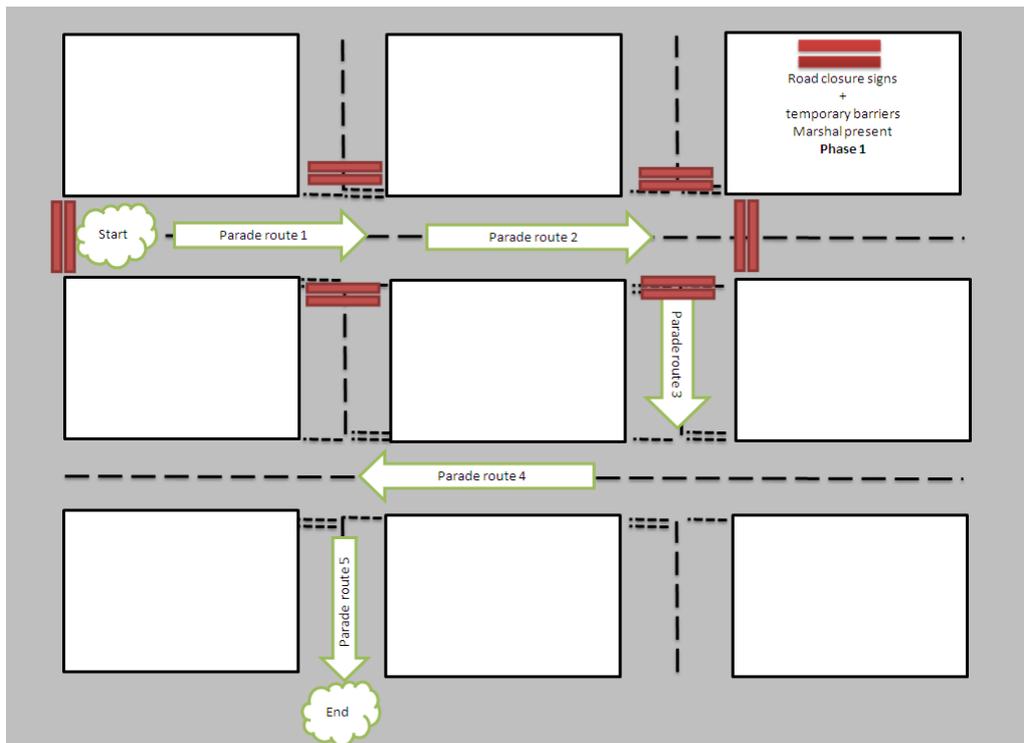
For short parades, involving a few streets over a short timescale, it is recommended that a short term, full closure is implemented. A signed diversion route will not necessarily be possible in the current timescales and stewards should advise motorists of the duration of the closure and possible diversions available in the meantime.

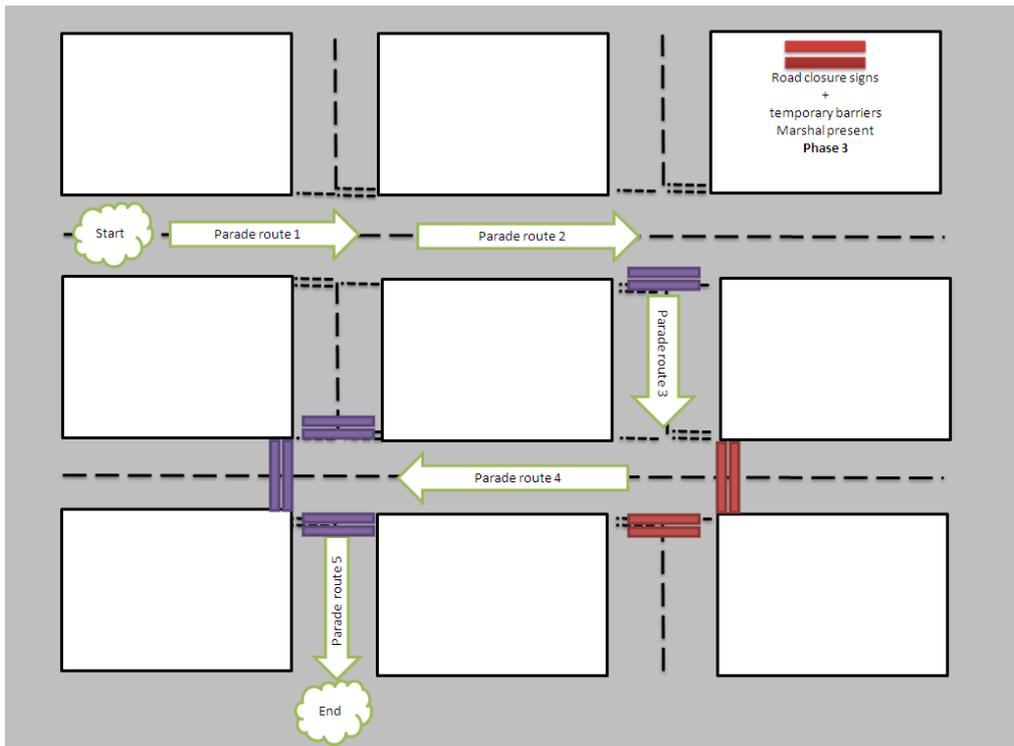
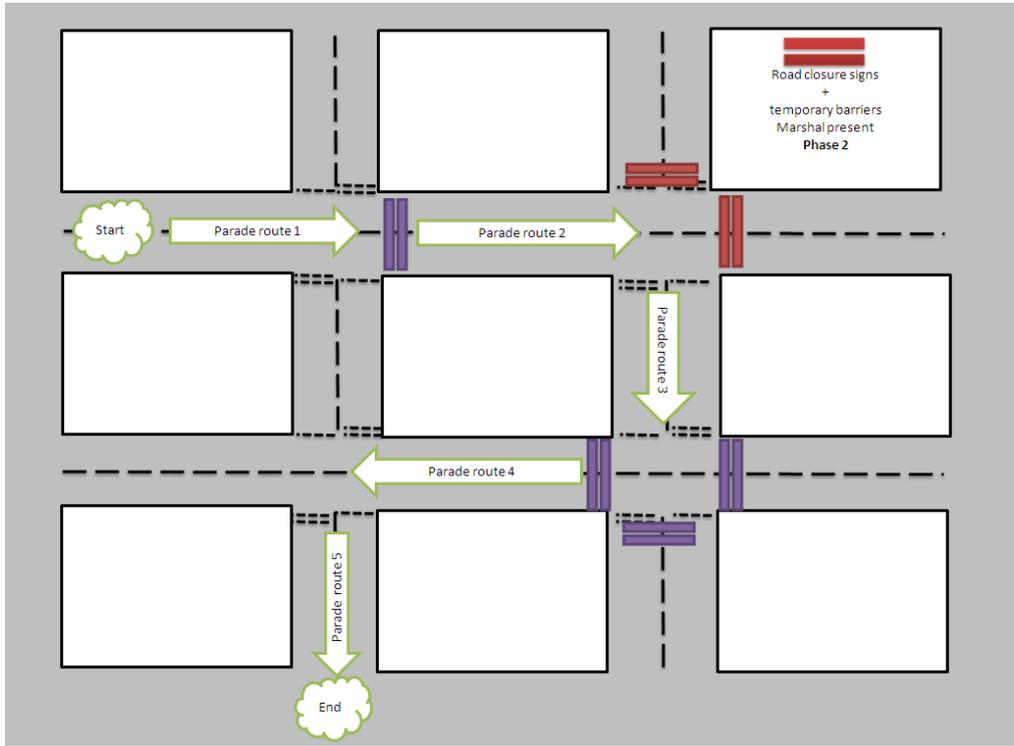


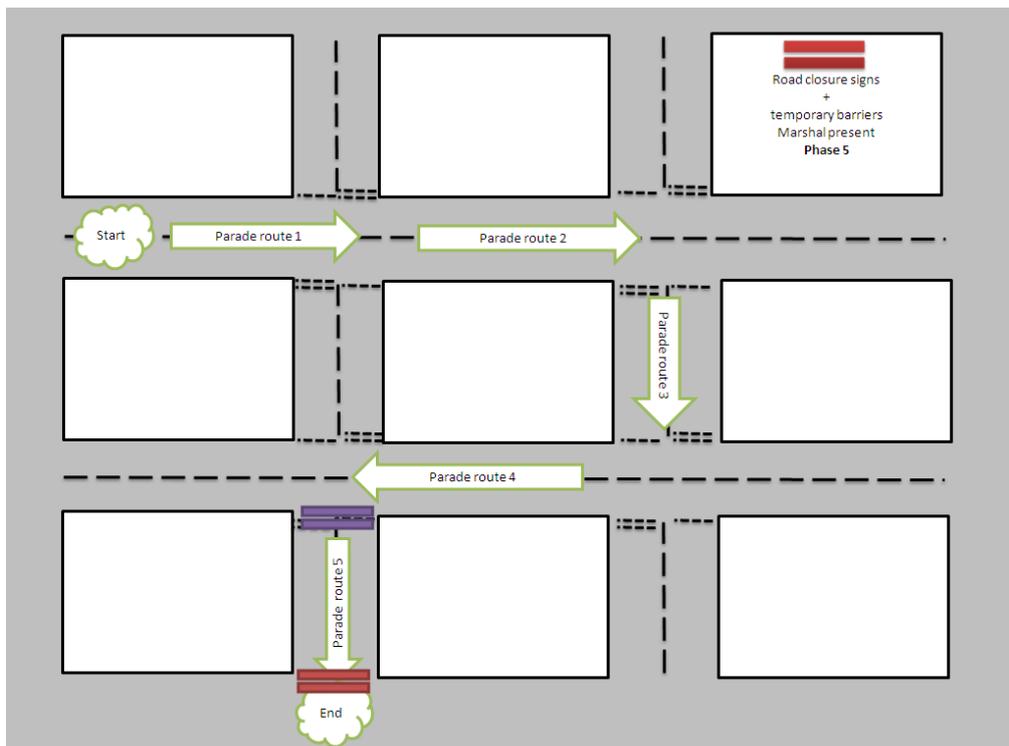
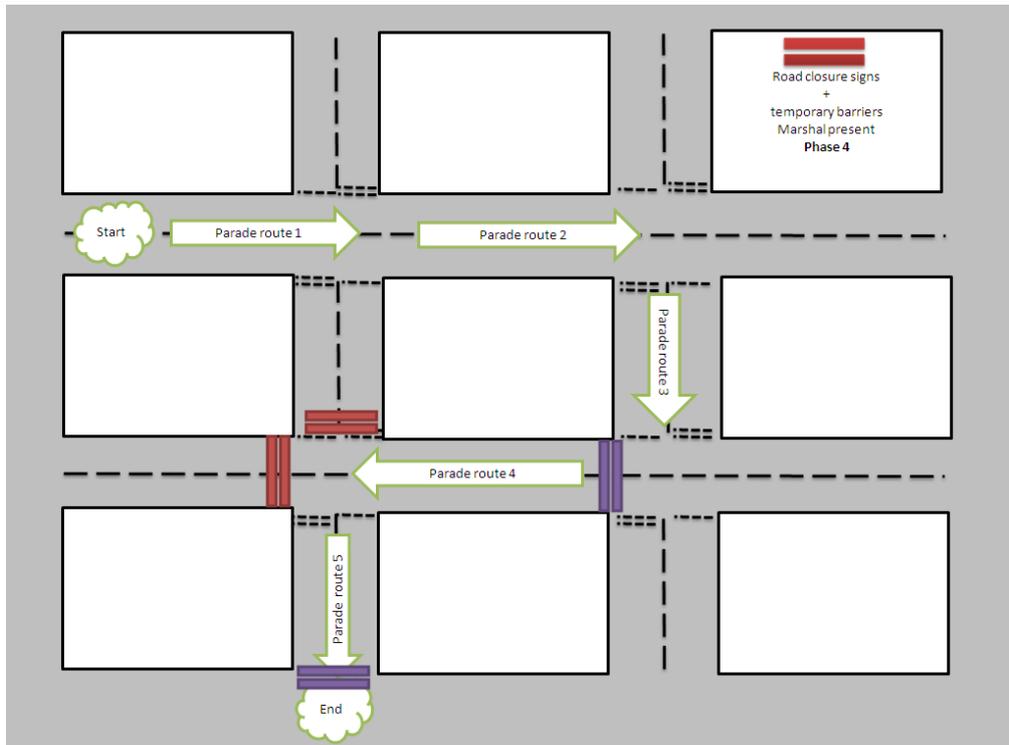
Longer parades

For longer parades, covering multiple streets, the proposed method of facilitating this is to implement a rolling set of static closures. In simple terms, the parade occurs on a fully closed road and as it moves, the closure moves with it. In the example below, a maximum of six closure points at any one time is required.

The police will normally be present at all parades to cover their other duties but would be able to intervene if a situation arose that required their support.







It is appreciated that a rolling static closure would require a higher level of co-ordination and will not suit many situations. It is therefore important that organisers make contact with the County Council and Police as early as possible to help resolve any issues that may present themselves.

It is possible that on low-flow, residential streets a full barrier closure will not be needed and a road closed sign and a steward would suffice. A closure, as shown below, could easily be carried to the next location required as the parade moves. This would allow the swift movement of the stewards to the next point when their closure is ready to move.



Interim training

Until such a time that an accredited training scheme is in place, advice and guidance will be provided to event organisers on the roles and responsibilities of interim stewards.

This could take the form of a half day session with the volunteers to discuss the best way to implement closures, the law that supports them (i.e. the closure order), the support that the police will be able to provide and any other issues.

This training would be provided by representatives of the county council and Lancashire constabulary's traffic police as required.

Support and advice on individual traffic management plans is also available as part of the parades and events procedure.