

## Lancashire County Council

### West Lancashire Three Tier Forum

Wednesday, 4th March, 2015 at 7.30 pm in Cabinet and Committee room, West Lancashire Borough Council Offices, 52 Derby Street, Ormskirk

#### Agenda

- | No. | Item  |                 |
|-----|---|-----------------|
| 1.  | <b>Questions from members of the public (limited to 30 minutes)</b>   | (Pages 1 - 2)   |
|     | A copy of the agreed Protocol in relation to public participation at meetings of the Forum is attached for information.   |                 |
| 2.  | <b>Apologies</b>  |                 |
| 3.  | <b>Note of the meeting held on 10 December 2014</b>   | (Pages 3 - 8)   |
| 4.  | <b>Action sheet update from last meeting</b>  | (Pages 9 - 16)  |
| 5.  | <b>2014/15 Quarter 3 Environment Directorate Performance Dashboard</b>  | (Pages 17 - 18) |
|     | The attached Dashboard details the performance of the Environment Directorate between October and December 2014 in relation to the delivery of the approved West Lancashire Commissioning Plan for 2014/15. |                 |
| 6.  | <b>Environment Directorate Capital Programme 2015/16: Updated A, B and C Roads and Footway Schemes for consideration</b>  | (Pages 19 - 28) |
| 7.  | <b>Environment Directorate Capital Programme 2015/16 to 2017/18: Countywide New Starts Programme</b>  | (Pages 29 - 36) |
| 8.  | <b>Items raised by members of the Forum</b>   |                 |
|     | <b>(a) Moss Roads Update</b>  |                 |
|     | An oral update will be given on proposals to manage Moss Roads in West Lancashire (requested by Councillor Sumner on behalf of Halsall Parish Council)  |                 |

**(b) Parish Bus Scheme Update** (Pages 37 - 38)

Attached is an update on proposals to consider alternative local transport models in West Lancashire (requested by Councillor Sumner on behalf of Halsall Parish Council)

**(c) Alt/Crossens Catchment Flooding Issues** (Pages 39 - 44)

An update on the current position has been requested by Councillor Sumner on behalf of Scarisbrick Parish Council

**(d) Derby Street Bridge in Ormskirk**

An oral update will be given on future plans for the Bridge (requested by Councillor Pope)

**9. Themes for Future Meetings**

**10. Urgent Business**

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency.

**11. Date of Next Forum**

To be confirmed in due course.

I Young  
County Secretary and Solicitor

County Hall  
Preston

# Agenda Item 1

## **Protocol for Public Speaking at the West Lancashire Three Tier Forum**

For the purpose of this protocol, "members of the public" includes members of the press and parish and district councillors who are not members of the Forum. It does not include officers of county or district authorities who are in attendance to support and advise the meeting.

The Forum has agreed that members of the public can at the discretion of the chair raise any matters of interest or concern during a maximum 30 minute period prior to the start of a meeting. The public cannot speak once a meeting has started.

Public speaking must be on matters which are the functions of the County, District or Parish Council.

Whilst a member of the public is speaking, no interruption shall be allowed from either a member of the Forum or another member of the public.

However, the Chair of the meeting may intervene in the speech of a member of the public. This includes the right of the Chair to terminate a speech if it is felt appropriate to do so. The Chair's judgement will be informed by the following provision:

Members of the public must not

- Speak at a point in the meeting other than those specified
- Interrupt another speaker
- Speak for longer than 5 minutes
- Reveal personal information about another individual
- Make a personal complaint about a service provided by County, District or Town/Parish Councils in the area.
- Make individual or personal complaints against any member of the authority.
- Reveal information which they know or believe to be confidential.
- Use offensive, abusive or threatening language.
- Ignore the ruling of the Chair of the meeting.

Members of the public who breach these guidelines may, following a warning, be asked to leave the meeting. If a person refuses to leave the room, the Chair shall adjourn the meeting for a short period of time and if necessary to a later date.

Speeches by members of the public are not expected to be the subject of a debate, nor are any questions raised expected to be answered. The Chair may, at his or her discretion, invite a response or comment from an appropriate officer or Forum member, but it is anticipated that this will be the exception rather than the rule.

The contents of any speech by a member of the public will be noted by officers supporting the Forum and will be dealt with via the appropriate mechanism.



# Agenda Item 3

## West Lancashire Three Tier Forum

**Note of the Meeting held on Wednesday, 10th December, 2014 at 7.00 pm in Cabinet and Committee room, West Lancashire Borough Council Offices, 52 Derby Street, Ormskirk**

### Present:

#### Chair

Councillor Paul Greenall

#### Forum Members

County Councillor Terry Aldridge  
County Councillor Malcolm Barron  
County Councillor Cynthia Dereli  
County Councillor John Fillis  
County Councillor Julie Gibson  
County Councillor Nikki Hennessy  
County Councillor David O'Toole  
County Councillor David Westley  
Councillor Iain Ashcroft  
Councillor Rob Bailey  
Councillor Roger Bell  
Councillor Mrs May Blake  
Councillor Margaret Sumner

The meeting was chaired by Councillor Greenall (deputy chair) in the absence of Councillor Pope.

The following officers were also in attendance:

S Palmer, Localities Officer, Lancashire County Council  
C Mather, Democratic Services, Lancashire County Council  
G Concannon, Assistant Director Street Scene, West Lancashire Borough Council  
D Tilleray, chair of the West Lancashire Health and Wellbeing Partnership

#### **1. Questions from members of the public (limited to 30 minutes)**

No questions were raised but the County Council was thanked for the roundabout improvement works at the Pippin Street/A59 junction, Ormskirk.

#### **2. Apologies**

Apologies were received from Councillor E Pope and Councillor N Furey.

#### **3. Note of the meeting held on 15 September 2014**

The note of the meeting held on 15 September 2014 was presented and agreed.

#### **4. Action sheet update from last meeting**

Members received and noted an update on the action taken in response to issues raised at the previous meeting.

The Forum's attention was drawn to comments made at the previous meeting in relation to repair works on Dark Lane/Blythe lane, Ormskirk and on Lindley Drive that were perceived to be inadequate. It was noted that the 2015/16 Capital Programme did not include any proposals for further improvements to these roads and the Forum agreed that officers should be asked to give consideration to their addition to the Capital Programme.

Concerns were again expressed about the uneven rail timetable between Ormskirk and Preston.

#### **5. West Lancashire Health and Wellbeing Partnership**

The Forum received a presentation from Dave Tilleray, chair of the West Lancashire Health and Wellbeing Partnership, on the role, responsibilities and priorities of the Partnership. The links and relationships with the other major stakeholders and key documents e.g. Lancashire Health and Wellbeing Board, One West Lancashire Board, Lancashire Health and Wellbeing Strategy and the Lancashire Joint Needs Strategic Assessment were explained.

The Forum welcomed the informative presentation and in particular the key priorities for 2014/15. Members felt that other issues which needed to be addressed across the borough included loneliness, improved leisure provision, the need for transport services to link with health establishments and the ambulance service to be the first response particularly to emergencies involving vulnerable and elderly people. It was also felt that emergency services should relay any information which they may have about vulnerable and elderly people to health agencies so that appropriate support could be considered and given.

#### **6. 2014/15 Quarter 2 Environment Directorate Performance Dashboard**

The Environment Directorate's 'dashboard' performance for the second quarter of 2014/15 was presented:

The following comments were made:

- It was anticipated that the Ormskirk Town Centre project would be completed in mid 2015 and traffic regulation orders would then be introduced to reduce illegal parking.
- A number of options had been considered for the temporary relocation of the Ormskirk Town Centre market but a final decision had not yet been taken.
- It was hoped that the Ormskirk Town Centre project would help alleviate the long standing safety issues for people wishing to cross Stanley Street and St Helens Road. The Forum noted that plans to spend S.106 monies from Edge Hill

University on road safety improvements were nearing finalisation. Members of the Forum would be kept informed of developments.

- Members stressed the need to improve the flow of traffic through Ormskirk Town Centre and particularly around the bus station area. It was felt that the better synchronisation of traffic lights would assist in this respect.
- The Forum was informed that the Ormskirk Town Centre project would improve the environment for motorists and pedestrians alike.
- Members were asked to be vigilant and report any NHS related scams to Trading Standards or The Adult Social Care team.
- The improvements to the Bank Hall bridge were welcomed and it was noted that County Council officers were considering options to reduce speeds on that section of the A59.

## **7. Environment Directorate Capital Programme 2015/16**

The Forum received an update on the Environment Directorate's 2015/16 Capital Programme.

## **8. Large Housing Developments as Identified in the Local Plan**

The Forum discussed the problem of large scale housing developments. A number of concerns were expressed about the inconsiderate actions of some builders, as well as the failure to complete works on time and to a satisfactory standard. Members also reiterated the concerns which had been expressed at previous meetings about roads not being adopted.

Whilst enforcement action could be taken in respect of certain issues, this was often too late and after the event. It was suggested that builders should be requested to sign up to 'The Considerate Constructors Scheme, a national initiative to improve the image of the construction industry. Under the scheme construction sites and companies were monitored against a Code of Practice, designed to encourage best practice beyond statutory requirements. The Forum agreed that the Borough Council should be asked to consider how this suggestion might form part of the planning process and officers were requested to present a further report on this matter to the next meeting.

## **9. Highways Safety on Derestricted Roads and Potential to put 40mph limits in place**

Concerns were expressed about the problems caused by large vehicles including tractors using rural roads particularly as many of the roads did not have footpaths or adequate street lighting.

A blanket reduction in rural speed limits was not an option that could be supported by the County Council or the Police. Members of the Forum and Parish Councils were asked to bring any particular areas of concern to the attention of the County Council. A concern was raised about the speed of vehicles travelling through Halsall village, and Long Lane/Parrs Lane, Aughton.

Members also discussed the issue of temporary speed limit speed indicator devices outside schools failing to switch off which resulted in motorists ignoring the speed limit. Any such problems should be brought to the attention of the County Council.

#### **10. Communication with Parish and Town Councils**

A concern was expressed about two incidents where the County Council had arranged works on non-highway land without the knowledge of the local Parish Council. County officers had investigated both incidents and it would appear that there had been some confusion over land ownership. It was acknowledged that the proposed works should ideally have been brought to the attention of the local Parish Council. The Forum was informed that steps were being taken to improve communications with Parish Councils, for example, a Parish Council would receive notification of proposed highway works at the same time as members of the County Council. The Parish Council would be informed when the works had been completed and the Parish Council would also be invited to provide feedback to the County Council.

The Forum was informed that the County Council would be working directly with Parish Councils on the prioritisation of improvement works on moss roads.

Members were also informed that the County Council had appointed consultants to draw up a model for improved and better co-ordinated transport services. Parish Councils would be consulted on the proposals in due course.

#### **11. Themes for Future Meetings**

It was suggested that the Forum might wish to consider the issue of parking outside Appley Bridge railway station. The Forum noted that a meeting had already been arranged to discuss this matter and an update would be provided to members in due course.

Members of the Forum were asked to submit any other items for the next West Lancashire 3 Tier forum to the Chair and Sarah Palmer, Localities Officer, Adult Services, Health and Wellbeing, Lancashire County Council [sarah.palmer@lancashire.gov.uk](mailto:sarah.palmer@lancashire.gov.uk)

#### **12. Urgent Business**

None.

#### **13. Date of Next Forum**

It was noted that the next meeting of the Forum would be held at 7.30pm on Wednesday 4 March 2015 at the Borough Council offices, Ormskirk.



I Young  
County Secretary and Solicitor

County Hall  
Preston



## West Lancashire Three Tier Forum: Action Sheet

**Meeting Date:** 10 December 2014

| Item / Action  | Lead Officer(s) | Action/Update on the action   | Target Date for Completion |
|--|-----------------|---|----------------------------|
| <p><b>Action sheet from the September meeting</b></p> <ul style="list-style-type: none"> <li>• Dark Lane / Blythe Lane</li> <li>• Lindley Drive</li> </ul> | Andrew Burrows  | <p>Action: Officers requested to give consideration to road improvements in the 2015/2016.</p> <p>Update: Dark Lane/Blythe Lane have been proposed for inclusion in the 15/16 programme. A final decision on the programme will be made by the Cabinet Member on 5 March 2015</p>   | Ongoing                    |
| <p><b>Q2 Dashboard</b></p> <ul style="list-style-type: none"> <li>• Temporary relocation of Ormskirk market</li> </ul>                                     | Andrew Burrows  | <p>Action: Officers were requested to inform Members once a decision has been made about the temporary relocation of the market.</p> <p>Update: LCC understand that WLBC have moved some of the market from Moor Street into the bus station car park nearby. Some stalls have been relocated to the section of Moor Street between Moorgate and Railway Road, as well as Aughton Street.</p> | Ongoing                    |
| <ul style="list-style-type: none"> <li>• Safety issue people crossing Stanley Street &amp; St. Helen's Road</li> </ul>                                     | John Gatherall  | <p>Action: Officers were requested to keep Members of the Forum up to date regarding decisions re spending s106 monies</p>  | Ongoing                    |

|   |   |   |                                |
|---|---|---|--------------------------------|
| <ul style="list-style-type: none"> <li>• Synchronisation for Lights - Ormskirk Town Centre and particularly around the bus station area</li> <li>• NHS related scams</li> </ul> | <p>Andrew Burrows</p> <p>Amanda Maxim</p> | <p>Update: An update has been requested and will be provided as soon as possible.</p> <p>Action: Members requested officers to look at synchronisation of the lights</p> <p>Update: Traffic signals section recently undertook repair work in the area.</p> <p>Action: A query was raised regarding reporting of NHS related scams.</p> <p>Update: Members can send any scam emails through to <a href="mailto:tsscams@lancashire.gov.uk">tsscams@lancashire.gov.uk</a></p>   | <p>Complete</p> <p>Ongoing</p> |
| <p><b>Large Housing Developments as developed in the Local Plan</b></p>   | <p>G Concannon - WLBC</p>                 | <p>Action: The Borough Council were requested to consider how the suggestion of requiring builders to sign up to the Consideration Construction Scheme could be built into the planning process.</p> <p>Update: The Council wishes to promote good neighbourliness when large housing sites are under construction and as such, it is proposed to add the following NOTE to all major housing schemes (more than 10 dwellings): “Applicants and developers are advised to promote good neighbourliness by reference to the Considerate Constructors Scheme (CCS). This is an independent organisation set up by the construction industry, which promotes a voluntary code, to promote good neighbourliness when large housing sites are under construction. If a developer has signed up to the code, they are required to display this on the site and members of the</p> | <p>Complete</p>                |

|   |  |   |  |
|---|--|---|--|
|   |  | public can report any alleged breaches of the code to the CCS. Details of the scheme can be found on the following website <a href="http://www.ccscheme.org.uk">www.ccscheme.org.uk</a> “   |  |
| <ul style="list-style-type: none"> <li>Highway Safety on Restricted Roads and potential to put 40 mph limits in place</li> </ul>  | <p>Wrightington Parish Council</p> <p>Andrew Burrows</p> | <p>Action: Members of the Forum were requested to bring any particular items regarding speed limit on restricted roads to the attention of <a href="mailto:highways@lancashire.gov.uk">highways@lancashire.gov.uk</a> or 0300 123 6701</p> <p>Update: Andrew Burrows has emailed Carl Elliott for an update.</p>  | <p>Ongoing</p> <p>Ongoing</p>                      |
| <p><b>Themes for Future Meetings Which Have Been Dealt with Outside the Meeting:</b></p> <p>Parking outside Appley Bridge Railway Station</p> <p>Cycling along the Towpath of the Leeds-Liverpool Canal</p> <p>DIY Rubbish at Recycling Centres</p> |  | <p>An agenda item request was made suggesting that the Forum might wish to consider the issue of parking outside Appley Bridge railway station. The Forum noted that a meeting had already been arranged to discuss this matter. An update has been requested and will be provided to members of the Forum as soon as possible.</p> <p>A written update is provided at Appendix A to this Action Sheet.</p> <p>A written update is provided at Appendix B to this Action Sheet.</p> | <p>Ongoing</p> <p>Appendix A</p> <p>Appendix B</p> |



**Cycling along the Towpath of the Leeds-Liverpool Canal - (Requested by Councillor Pope)**

The canal towpath is the responsibility of Canals and Rivers Trust. The Canals and River Trust allow cycling on all towpaths but promote a code of conduct to cyclists. <https://canalrivertrust.org.uk/see-and-do/cycling>

As part of the Local Sustainable Transport Project the canal towpath between Burscough and New Lane was improved with a 2m wide stone surface being laid. The canal towpath was signed as a Pier to Pier Cycle Route from Wigan to Southport.

Use of the towpath by cyclists and pedestrians helps supports canal-side businesses. It is possible that use of the canal towpath by cyclists north of Maghull has increased due to improvements to the canal towpath in Sefton and Liverpool

The wider the towpath the easier it is for cyclists and pedestrians to pass. The towpath between Parbold and Burscough is quite narrow in places. As part of the project LCC would have liked to have improved the canal towpath on this section, although there was not sufficient budget to do this.

Improvements to the canal towpath generally lead to an increase in walkers as well as cyclists using the towpath, so there are likely to be more people using the towpath in total. A wider towpath means two pedestrians can walk side by side. An improved surface means that they do not need hiking boots or wellingtons in winter

Where towpaths have been improved elsewhere LCC receive few complaints - as people tend to get used to the new arrangements fairly quickly. However, if there is a particular problem 'hotspot' this should be reported to the Canals and Rivers Trust [enquiries.northwest@canalrivertrust.org.uk](mailto:enquiries.northwest@canalrivertrust.org.uk) in the first instance. However, please also let Alistair Simpson know as there may also be scope for LCC to work alongside the Canals and Rivers Trust to promote considerate cycling on the canal.

Alasdair Simpson  
Senior Cycling Officer  
Sustainable Travel  
Lancashire County Council  
Phone 01772 534609  
Mobile 07500 884052  
[www.lancashire.gov.uk](http://www.lancashire.gov.uk)





**DIY Rubbish at Recycling Centres (Suggested by Dalton Parish Council)**

I acknowledge your objection to our policy to limit the quantity of certain types of DIY waste accepted at the HWRCs but wanted to take the opportunity to explain a few important points about the policy.

Firstly I would mention that the policy doesn't relate to all waste from DIY activities but specifically the waste that we collect in our soil and rubble containers. These also take things like ceramic sinks, toilets and tiles for example but not all aspects of what could be classed as 'DIY' waste. There has been some confusion over the extent of the policy and as such we intend to make this clear in future communications.

The policy is intended only to limit the amount of this waste that householders can take to the HWRCs. In the majority of cases the limit - 10 bags or items per year - will be more than sufficient for what householders need. The only inconvenience is that householders will need to obtain a permit in advance of their visit. The permit is **free** but needs to be obtained in advance.

The option for householders to pay is purely to provide additional flexibility for those who either haven't got a permit, or who want to deliver more than the 10 bags or items. We felt that rather than turn these people away - which would be the greatest risk of encouraging fly tipping - if they had the option to pay for their waste on the day it would be better than not being able to use the facility at all.

In basic terms therefore the majority of householders generating reasonable quantities of soil/rubble etc. will be able to continue to use the facilities free of charge. As an example, if a householder was renovating their bathroom they could take a sink, a pedestal, a toilet and two 25kg bags of tiles/rubble and still be able to visit with 5 more bags/items during the year. For the majority of households this will be more than enough and if a householder is producing more than this amount - **which equates to a quarter of a tonne per household per year** - they really shouldn't be using the HWRCs but be disposing of the waste privately.

We have evidence that some site users deliver significantly in excess of the amount that could be reasonably expected to be from a domestic property. Some visit almost daily for example. It is highly likely that this is commercial waste but is extremely difficult to prove one way or the other. The important thing however is that if it is commercial waste it is being deposited at tax payers' expense. Furthermore, it is being deposited illegally and the Council, and its contractor through its waste management licence, has a legal duty to take measures to prevent this; which the policy will do.

Many other Council's across the UK already limit the amount of inert soil/rubble type waste they accept at HWRCs and Councils have no obligation to provide facilities for it as it is not formally considered to be household waste (it is classed as construction and demolition waste). But naturally we do recognise that many householders benefit from access to facilities for inert waste and as such we do provide them through the HWRCs and want to continue to do so. However, we do feel that being able to dispose of a quarter of a tonne per household per year should be more than sufficient.

Any more than this really is outside of the scope of what it is reasonable to expect to be able to deliver to a HWRC, but even then we will still provide facilities for it; it is simply that the householder would have to pay for the excess amount. Importantly though, the charges mean it will be more viable for the more frequent users who deposit large quantities to source private facilities (such as hiring a skip) thereby reducing the burden on tax payers and potentially helping to prevent the illegal deposit of commercial waste.

Whilst there is always a risk that some people will act irresponsibly and fly tip waste we consider that the potential for fly tipping will be vastly reduced by providing enough 'free' access to satisfy the majority of householders needs and then the added flexibility to pay for amounts in excess of the limit. We will of course monitor the impacts of the policy and work with the district councils to take action against those who do so.

Lancashire County Council is in a position where it is forced to cut the amount it spends on services by over £200m over the next two years. Dealing with soil/rubble type waste through the HWRCs costs the Council in excess of £750,000 a year. We have to reduce this cost and stop those site users who are exploiting the service by delivering unreasonable quantities of the waste. The policy to limit its free disposal is a reasonable compromise in making savings whilst ensuring that the Council is still able to provide a service for genuine householders to dispose of small quantities. The saving made will mean that other essential services can continue to be provided that may otherwise be affected.

**CAPITAL PROGRAMME UPDATE**

8 out of 12 capital schemes, due for delivery in quarter 3, have either been completed or are progressing as planned, and are detailed below. For details of the remaining scheme, please see the 'Progress not as expected' section.

**PROGRESS AS EXPECTED**

**2014/15 Capital schemes programmed for delivery in quarter 3**

**Urban Unclassified**

- **Cedar Grove (Skelmersdale West)** – carriageway microasphalt work has been completed.

**Rural Unclassified**

- **Meadow Lane from Bleak Lane to Prescott Bridge (West Lancashire East)** – carriageway re-tread work has been completed.
- **Straight Up Lane from Wyke Lane to New Lane (West Lancashire North)** – carriageway re-profiling work has been completed.
- **Hunters Lane from Blackgate Lane to Legh Lane (West Lancashire North)** – carriageway re-tread work has been completed.

**Traffic Signals**

- **Liverpool Road, Ormskirk (West Lancashire South)** – work to refurbish the traffic signal equipment in the area has been completed.

**Capital schemes carried over from previous quarters now ongoing**

**Bridges**

- **Tarleton, Liverpool Road (West Lancashire North)** – the repointing work is substantially complete with only minor works outstanding. Traditionally the exterior and underside of the bridge would have been accessed using a vehicle mounted underbridge unit stationed on the highway during a lane closure. Given the critical sensitivity of the A59 at this bridge, where daytime lane closures cause severe traffic delays, the work was conducted using access equipment mounted on a pontoon in the river. This method enabled access to most of the bridge except the areas above the cutwaters. The intention is to return to the bridge to conclude this work using vehicle mounted access equipment in summer 2015, when longer daylight hours will enable the works to be executed during Sunday morning lane closures, which should eliminate traffic delays.

During the recent work, a vehicle collided with the north parapet wall causing extensive damage. The damage was repaired promptly but there were inevitable traffic delays because of the need to deploy temporary safety barriers in the highway.

- **Claytons Farm on Lord Sefton Way (West Lancashire South)** – renewal works to the bridge have commenced. The progress of works has been delayed slightly due to traffic now being allowed to use Lord Sefton Way. A progress update on the scheme will be sought at the end of quarter 4 2014/15.

**Flood Risk Management and Drainage**

- **Skelmersdale Subways – upgrade drainage (various divisions)** – CCTV surveys and investigations have been undertaken and are being reviewed to identify which subways require works to be carried out. A programme of works is being established and is anticipated to commence during quarter 4 2014/15.

**PROGRESS NOT AS EXPECTED**

**Capital schemes programmed for delivery in quarter 3 which have now been delayed**

**Footways**

- **Footway improvement works at the following locations have commenced and are due for completion during quarter 4 2014/15.** Completion has been delayed due to other works in the district taking longer than expected as a result of poor weather conditions not permitting various treatments to be carried out:

- Marlborough, full length (Skelmersdale West)
- Trusscott Road, Hesketh Road, Furnival Drive, Pickles Drive, Alexandra Road (West Lancashire West)
- Ellerbrook Drive estate (West Lancashire West)
- Weaver Avenue/Trent Close (West Lancashire West)

**Trading Standards**

**Food Safety**

Letters have been sent out to all caterers and all manufacturers regarding the new food information regulations, offering advice, guidance and assistance in complying with the new regulations.

2 premises in West Lancashire were visited in the run up to Christmas where complaints had been received about substitution of vodka for a cheaper brand. One sample was found to have been substituted; the matter is currently being investigated.

**Environment and Community Projects**

**VISIT Project:** Wildlife surveys and community consultation on the works have been completed. The majority of the funding has been secured, in preparation for the towpath upgrading along the Rufford Branch Canal between the Rufford marinas and Sparks Lane. This part of the VISIT project will enable safer walking and cycling along the towpath. The project is managed by the Canal and River Trust.

**Ormskirk Bus Station Refurbishment**

Plans for a new bus station have been considered and discussed with the borough council. Lancashire County Council has clearly indicated that proposals that included a bus station as a minor part of a larger, mixed use development are not acceptable. Plans have been prepared for a small bus station and these have previously been shared with the borough council. The borough council have recently indicated that they would be willing to consider meeting appropriate revenue costs for the smaller bus station.

**Skelmersdale Rail Link Feasibility Study**

The feasibility study for the Skelmersdale Rail Link commissioned from Network Rail by the County Council and its partners Merseytravel and West Lancashire Borough Council has now been completed. The County Council also commissioned its framework consultants Jacobs UK Limited to undertake an assessment of the likely value for money and wider economic benefits of the proposal. The work undertaken to date has demonstrated that it is technically feasible to construct a heavy rail link into Skelmersdale town centre in the corridor identified in the adopted West Lancashire Highways and Transport Masterplan, and that the project could deliver value for money. The County Council is currently establishing appropriate governance and working group arrangements to oversee the future development of the project once a formal commitment to fund the next stage is made. This will include preparation of a Strategic Outline Business Case for submission to the Lancashire Enterprise Partnership together with the next stages in Network Rail's Guide to Rail Investment Process (GRIP) covering option selection and single option development. A further update will be provided at the end of Quarter 4 2014/15.

**SERVICE UPDATE**

**Road and Street Maintenance**

- = Progress as expected
- = Progress not as expected
- = Issues identified
- = Information

| 2014/15  | Apr | May | Jun | Jul  | Aug  | Sep  | Oct | Nov  | 14/15 Overall (Apr - Nov) | 14/15 Target |
|--|-----|-----|-----|------|------|------|-----|------|---------------------------|--------------|
| <b>West Lancashire</b>                         |     |     |     |      |      |      |     |      |                           |              |
| Monthly % of potholes filled within 20 days    | 84% | 96% | 99% | 100% | 100% | 100% | 99% | 100% | 96%                       | 90%          |
| Cumulative % of potholes filled within 20 days |     | 90% | 93% | 95%  | 96%  | 97%  | 97% | 97%  | Found 4977 Fixed 4773     |              |
| <b>Lancashire</b>                              |     |     |     |      |      |      |     |      |                           |              |
| Cumulative % of potholes filled within 20 days | 94% | 95% | 98% | 99%  | 99%  | 99%  | 99% | 99%  | 97%                       | 90%          |
|  |     |     |     |      |      |      |     |      | Found 45981 Fixed 44791   |              |

Between April and November 2014/15, a total of 4,977 highway defects were identified by regular Highway Safety Inspections (HSI) or reported by the public in West Lancashire. 4,773 (96%) of these defects were repaired within 20 working days between April to November.

**Ormskirk Town Centre**

United Utilities completed their works on Moor Street as programmed in November 2014. Detailed design of the works are now completed and procurement of materials and sub-contractors is underway for an anticipated start on site in February 2015. The works will take up to six months to complete, and throughout this period, traffic will be prevented from accessing Moor Street. Officers are currently working on publicity and communications for the project.

**Road Safety**

The Cottage Lane Residents' Association in Ormskirk have reluctantly had to cease deploying their own SpID due to lack of suitable volunteers. SpID's are a useful and effective tool for speed management Lancashire. The local Neighbourhood Police Team who helped the residents set up the scheme did not want to see this resource lost so have asked that several of their team be trained by LCC to deploy the SpID in the area. By supplying this two hour training session SpID deployment can continue at no cost to LCC.



**Environment Directorate Capital Programme 2015-16**  
**A, B & C Roads and Footway schemes for consideration**  
**- West Lancashire**

## **The current position for the 2015/16 capital programme**

The Environment Directorate is currently preparing its capital programme for 2015/16 and we have now been notified of the final settlements from central government. The proposed maintenance allocations were approved by Full Council on the 12 February 15. Officers are currently finalising the scheme lists for each of the 2015/16 maintenance programmes. The maintenance of assets and road safety programmes are scheduled to be approved by County Councillor Fillis in March 2015.

Members will recall that the county council has adopted a Transport Asset Management Plan (TAMP), which sets out priorities for funding over a 15 year period.

The directorate presented a draft programme of work to the last 3 Tier Forum in line with the principles set out in the TAMP for ABC's and Footways. The ABC list has been further developed and more accurate estimates have been established for the carriageway and inlay schemes. The ABC and footways scheme lists are overleaf for your information.

### **2015/16 A, B and C Road Programme**

The draft countywide ABC programme is listed on pages 3-8. The schemes planned for delivery in your district next year are highlighted in grey. A summary of the schemes being proposed for funding in your district is provided on page 9.

The TAMP promotes a preventative approach to maintenance and recommends the use of surface dressing to prolong the life of the asset. Many of the ABC schemes in the draft programme have been identified for surface dressing in 2015/16. These roads have been pre patched in 2014/15 in preparation for surface dressing, and will be inspected shortly before the start of the surface dressing programme to ensure the sites remain suitable for the treatment. In addition the programme includes a number of sites which require more significant and costly treatments, such as resurfacing, due to deterioration of the road surface beyond a condition which will allow surface dressing. These schemes will be addressing the parts of the network in the poorest condition.

### **2015/16 Footway Schemes**

The footways programme on page 10 comprises those sites which are considered a priority for treatment in your district in 2015/16. They form the second year of a three year programme intended to significantly reduce the numbers of safety defects in the footway network. Further condition information relating to the footway network is continuing to be gathered by video survey, and this information will form the basis of future programmes.

The proposed footway programme has been developed on a district by district basis, by assigning a condition rating for the road, using a 1 – 6 condition rating framework. Local technical engineers have then used their local knowledge and experience to determine the priority of those classed as 6 (poorest condition requiring extensive major work). Other considerations include the number of reported defects, the number of enquiries complaints received, and input from Members.

**Countywide A, B & C Road schemes as prioritised by the TAMP**

| Ranking | District        | Project Name                                 | Project description                       | Location of Scheme                                      | Total Cost |
|---------|-----------------|--|---|---|------------|
| 1       | West Lancashire | A5209 Parbold Hill/Crow Orchard Road         | Surface Dressing and significant patching | Lancaster Lane to Moss Lane                             | £62,832    |
| 1       | Ribble Valley   | A59 Longsite Road                            | Surface Dressing                          | Ribchester Road to New resurfacing at A666 roundabout   | £101,473   |
| 1       | Chorley         | A673 Bolton Road, Anderton                   | Surface Dressing                          | Scholes Bank to 675m West                               | £17,537    |
| 1       | Lancaster       | Anyon Lane                                   | Surface Dressing (Pre-patch)              | C447 Hollins Lane to Chipping Lane                      | £32,477    |
| 1       | Chorley         | Back Lane                                    | Surface Dressing                          | Flag Lane - South Road                                  | £17,988    |
| 1       | Wyre            | Back Lane                                    | Surface Dressing                          | Grange Lane - Park Lane                                 | £25,925    |
| 1       | Rossendale      | Bacup Road                                   | Surface Dressing (Pre-patch)              | Burnley Road East to Booth Road                         | £71,040    |
| 1       | Preston         | Barton Lane                                  | Surface Dressing (Pre-patch)              | Jepps Lane to Langley Lane                              | £32,696    |
| 1       | South Ribble    | Bee Lane                                     | Surface Dressing                          | Leyland Road - Lords Lane                               | £6,250     |
| 1       | Fylde           | Beech Road                                   | Surface Dressing (Pre-patch)              | From B5269 Thistleton Road to C309 High Street          | £13,199    |
| 1       | Burnley         | Belvedere Road                               | Surface Dressing (Pre-patch)              | Yorkshire Street to Eastern Avenue                      | £61,109    |
| 1       | West Lancashire | Ben Lane                                     | Surface Dressing (Pre-patch)              | Coach Road Slack House                                  | £7,197     |
| 1       | Hyndburn        | Blackburn Road                               | Surface Dressing (Pre-patch)              | Dunkenhalgh Way to Whalley Road                         | £28,388    |
| 1       | Preston         | Blackpool Rd                                 | Prepatch and Surface Dress                | Tulketh Brow to Pedders Lane                            | £20,233    |
| 1       | Pendle          | Bleara Road                                  | Surface Dressing (Pre-patch)              | U40006 Chapel Street to boundary                        | £56,276    |
| 1       | Wyre            | Bleasdale Lane                               | Surface Dressing                          | Gonder Lane - Delph Lane                                | £27,313    |
| 1       | Lancaster       | Borwick Road                                 | Surface Dressing (Pre-patch)              | B6254 Kirby Lonsdale Road to junction with Melling road | £73,566    |
| 1       | Rossendale      | Bury Road/Burnley Road                       | Surface Dressing (Pre-patch)              | LC 27 to East Street                                    | £28,693    |
| 1       | Wyre            | Butt Hill Lane                               | Surface Dressing (Pre-patch)              | Smithy Lane to Butt Hill                                | £29,930    |
| 1       | South Ribble    | C256 Leyland Lane                            | Patch and surface dress                   | Dunkirk Lane to Junction with Golden Hill Lane          | £25,076    |
| 1       | Wyre            | C400 Bull park lane/Whin Lane                | Surface Dressing                          | A588 Shard Road to C403 Chapel Lane                     | £87,351    |
| 1       | Lancaster       | C470 Regent Road                             | Prepatch and Surface dress                | Westcliffe to Marine Road West                          | £27,153    |
| 1       | Ribble Valley   | C553 Sabden Rd/Padiham Rd Simonstone/ Sabden | surface Dress                             | Simonstone Road to Whins Lane                           | £53,908    |
| 1       | Burnley         | C650 Manchester Road                         | Surface Dressing (Pre-patch)              | Green Lane to A56                                       | £100,881   |
| 1       | Pendle          | C658 Halifax Rd                              | Surface Dressing                          | Chapel House Road U20123 to Boundary                    | £44,572    |

| Ranking | District        | Project Name                           | Project description          | Location of Scheme  | Total Cost |
|---------|-----------------|--|------------------------------|---|------------|
| 1       | West Lancashire | Chorley Road                           | Surface Dressing (Pre-patch) | Robin Lane to Bentley Lane  | £44,525    |
| 1       | Rossendale      | Church Street/High Street/Hud Rake     | Surface Dressing (Pre-patch) | Regent Street to Blackburn Road, Haslingden                                 | £22,286    |
| 1       | Ribble Valley   | Clitheroe Bypass                       | Surface Dressing (Pre-patch) | Sawley Road to Sawley Old Road  | £77,093    |
| 1       | South Ribble    | Cocker Lane                            | Surface Dressing             | Birchwood - Adoption Point  | £2,280     |
| 1       | Burnley         | Cog Lane                               | Surface Dressing (Pre-patch) | Accrington Road to Rossendale Road  | £44,280    |
| 1       | South Ribble    | Croston Road                           | Surface Dressing             | Watkin Lane to Church Lane (miss middle section)                            | £23,654    |
| 1       | Burnley         | Crown Point Road                       | Surface Dressing (Pre-patch) | Manchester Road to Second Cattle Grid                                       | £55,432    |
| 1       | Chorley         | Dawbers Lane                           | Surface Dressing (Pre-patch) | A49 to Lydiate Lane   | £66,283    |
| 1       | South Ribble    | Dawson Lane                            | Surface Dressing (Pre-patch) | Junction of Wigan Road to Boundary except from roundabout to Central Avenue | £20,132    |
| 1       | Fylde           | Division Lane                          | Surface Dressing             | Midgeland Road - Northhouses Lane   | £4,564     |
| 1       | Fylde           | Division Lane                          | Surface Dressing             | 590m West - Queensway   | £10,925    |
| 1       | Fylde           | Division Lane                          | Surface Dressing             | Midgeland Road for 590m West  | £8,980     |
| 1       | Wyre            | Ducketts Lane                          | Surface Dressing (Pre-patch) | New Lane to Bilsborrow Lane   | £48,647    |
| 1       | Wyre            | Eidisforth Lane                        | Surface Dressing             | Delph Lane - Burns Farm   | £14,850    |
| 1       | Chorley         | Euxton Lane                            | Surface Dressing (Pre-patch) | Hospital Traffic Lights to Westway Roundabout                               | £30,803    |
| 1       | Chorley         | Eyes Lane                              | Surface Dressing             | Back Lane - River Douglas   | £18,270    |
| 1       | Ribble Valley   | Fell Road                              | Surface Dressing (Pre-patch) | Waddington Fell Quarry to Back Lane North West                              | £74,738    |
| 1       | Preston         | Garstang Road                          | Surface Dressing (Pre-patch) | From outside 218 to Lightfoot Lane  | £79,384    |
| 1       | Wyre            | Garstang Road                          | Surface Dressing (Pre-patch) | Boundary to Joe Lane  | £94,299    |
| 1       | West Lancashire | Gorsuch Lane/Delph Lane/Mairsough Lane | Surface Dressing (Pre-patch) | A570 to Sefton boundary   | £173,578   |
| 1       | Preston         | Haighton Green Lane                    | Surface Dressing (Pre-patch) | Brabiner lane to Eastway  | £79,195    |
| 1       | Fylde           | High Street, Elswick                   | Surface Dressing (Pre-patch) | Thistleton Road to entrance to Ash Road                                     | £48,260    |
| 1       | Wyre            | Higher Lane                            | Surface Dressing             | Keepers Lane - Brewers Lane   | £8,750     |
| 1       | Wyre            | Higher Lane                            | Surface Dressing             | Eidisforth Lane - Brewers Lane  | £11,075    |
| 1       | Wyre            | Highgate Lane                          | Surface Dressing             | Staynall Lane - Grange Lane   | £12,890    |



| Ranking | District        | Project Name        | Project description          | Location of Scheme   | Total Cost |
|---------|-----------------|---------------------|------------------------------|--|------------|
| 1       | Rossendale      | Holcombe Road       | Surface Dressing             | Grane Road to Free Lane                                      | £54,299    |
| 1       | Wyre            | Hollins Lane        | Surface Dressing (Pre-patch) | Lancaster Boundary to A6 Lancaster Road                      | £45,768    |
| 1       | West Lancashire | Hunters Lane        | Surface Dressing             | Blackgate Lane - Legh Lane                                   | £11,775    |
| 1       | Wyre            | Keepers Lane        | Surface Dressing             | Delph Lane - Higher Lane                                     | £17,375    |
| 1       | Pendle          | Keighley Road       | Surface Dressing (Pre-patch) | A56 Skipton Rd to A6068 Byron Road                           | £28,340    |
| 1       | Pendle          | Keighly Road        | Surface Dressing (Pre-patch) | B6250 Cotton Tree Lane to X2791 Spring Grove                 | £42,786    |
| 1       | Lancaster       | Kirby Lonsdale Road | Surface Dressing (Pre-patch) | Rabbit Lane to Main Street                                   | £135,216   |
| 1       | Ribble Valley   | Knowles Brow        | Surface Dressing (Pre-patch) | Whalley Road to Birdy Brow                                   | £68,725    |
| 1       | Chorley         | Leyland Lane        | Surface Dressing (Pre-patch) | South Ribble Boundary to A581                                | £32,315    |
| 1       | South Ribble    | Leyland Lane        | Surface Dressing (Pre-patch) | Boundary to Schleswig Way Roundabout                         | £29,276    |
| 1       | Wyre            | Longhouses Lane     | Surface Dressing             | Delph Lane - End   | £8,750     |
| 1       | Preston         | Longridge Road      | Surface Dressing (Pre-patch) | Roundabout at Bluebell Way B6242 to Ribblesdale Drive U12319 | £77,063    |
| 1       | Fylde           | Lytham Road         | Surface Dressing (Pre-patch) | Approximately 250m west of Lodge Lane                        | £71,839    |
| 1       | Hyndburn        | Manchester Road     | Surface Dressing (Pre-patch) | Boundary at Baxenden to Grange Lane                          | £79,288    |
| 1       | Rossendale      | Manchester Road     | Surface Dressing (Pre-patch) | Regent Street to Tesco Roundabouts                           | £58,451    |
| 1       | Lancaster       | Marine Road East    | Surface Dressing (Pre-patch) | Lord Street to Broadway                                      | £37,019    |
| 1       | South Ribble    | Marsh Lane          | Surface Dressing             | Greystones to End  | £4,250     |
| 1       | West Lancashire | Meadow Lane         | Surface Dressing             | Bleak Lane - Prescott Bridge                                 | £24,638    |
| 1       | Lancaster       | Melling Road        | Surface Dressing (Pre-patch) | Holly Bank to U49044 Vicar Lane                              | £13,442    |
| 1       | Ribble Valley   | Mitton Road         | Surface Dressing (Pre-patch) | Clitheroe Road to Birdy Brow                                 | £32,546    |
| 1       | Burnley         | Nelson Road         | Surface Dressing (Pre-patch) | Boundary to Burnley Road                                     | £13,210    |
| 1       | Hyndburn        | New Lane            | Surface Dressing (Pre-patch) | Haslingden Old Road to Union Road                            | £40,082    |
| 1       | Chorley         | Odd House Lane      | Surface Dressing             | Back Lane - End  | £1,328     |
| 1       | West Lancashire | Old Moss Lane       | Surface Dressing             | School Lane - Sefton Boundary                                | £63,275    |
| 1       | South Ribble    | Old Pope Lane       | Surface Dressing             | Full Length  | £2,250     |
| 1       | West Lancashire | Ormskirk Road       | Surface Dressing (Pre-patch) | Lathom Road to Scarth Hill Lane                              | £46,104    |
| 1       | Wyre            | Park Lane           | Surface Dressing (Pre-patch) | Snapewood Bridge to Ratcliffe Wharfe Lane                    | £64,920    |

| Ranking | District        | Project Name                          | Project description          | Location of Scheme  | Total Cost |
|---------|-----------------|---------------------------------------|------------------------------|---|------------|
| 1       | Preston         | Plungington Road                      | Surface Dressing (Pre-patch) | Lytham Road to Blackpool Road                             | £8,456     |
| 1       | Fylde           | Preston New Road                      | Surface Dressing (Pre-patch) | Freckleton Bypass Roundabout to Clifton Business park     | £113,219   |
| 1       | Fylde           | Preston New Road                      | Surface Dressing (Pre-patch) | where the old HRA is starting to go to                    | £83,576    |
| 1       | Hyndburn        | Queens Road/Pennyhouse Lane           | Surface Dressing (Pre-patch) | Whalley Road to Burnley Road                              | £18,762    |
| 1       | Chorley         | Railway Road                          | Surface Dressing             | Church Street to Chorley Road                             | £11,828    |
| 1       | West Lancashire | Red Cat Lane/Fish Lane/Tarlsough Lane | Surface Dressing (Pre-patch) | A59 to B5246  | £120,459   |
| 1       | Pendle          | Red Lane                              | Surface Dressing (Pre-patch) | U20907 Barnoldswick road to U20850 Langroyd Road          | £49,212    |
| 1       | Chorley         | Red Lane                              | Surface Dressing             | Bradley Lane - Alder Hall                                 | £8,338     |
| 1       | Burnley         | Red Lees Road                         | Surface Dressing (Pre-patch) | Ridge Avenue to Junction of Hill Crest Avenue             | £44,080    |
| 1       | West Lancashire | Renacres Lane                         | Surface Dressing             | New Cut Lane - Heathey Lane                               | £14,700    |
| 1       | Ribble Valley   | Ribchester Road                       | Surface Dressing (Pre-patch) | Longsight road A59 to Hollow Head Lane C544/Wilpshire     | £54,903    |
| 1       | Chorley         | Ridley Lane                           | Surface Dressing             | Moor Road - River Lostock                                 | £4,750     |
| 1       | Pendle          | Skipton Road                          | Surface Dressing (Pre-patch) | Gisburn Road B6252 to Boundary                            | £57,198    |
| 1       | Chorley         | Southport Road                        | Surface Dressing (Pre-patch) | Southport Road Roundabout to Park Road                    | £39,678    |
| 1       | West Lancashire | Southport Road                        | Surface Dressing (Pre-patch) | Scarisbrick Bridge to Snape Green                         | £82,149    |
| 1       | West Lancashire | Square House Lane                     | Surface Dressing             | Full Length   | £4,485     |
| 1       | West Lancashire | Straight Up Lane                      | Surface Dressing             | Wyke Lane - New Lane                                      | £13,710    |
| 1       | Burnley         | The Long Causeway                     | Surface Dressing (Pre-patch) | Full Length   | £113,232   |
| 1       | South Ribble    | Todd Lane North                       | Surface Dressing (Pre-patch) | Brownedge road to just past Lyndale Avenue                | £18,224    |
| 1       | Rosendale       | Todmorden Road                        | Surface Dressing (Pre-patch) | Todmorden Road  | £68,235    |
| 1       | Chorley         | Town Lane                             | Surface Dressing             | Wood Lane - Barmskin Lane                                 | £4,000     |
| 1       | Ribble Valley   | Trough Road                           | Surface Dressing (Pre-patch) | Dunsop To Sykes Farm                                      | £56,051    |
| 1       | Lancaster       | Tunstall Road                         | Surface Dressing (Pre-patch) | Greta Bridge to Cant Bridge                               | £24,141    |
| 1       | Rosendale       | Turnpike                              | Surface Dressing (Pre-patch) | Church Street/Turnpike. Priory Close to Burnley Road East | £28,458    |

| Ranking | District        | Project Name               | Project description          | Location of Scheme  | Total Cost |
|---------|-----------------|----------------------------|------------------------------|---|------------|
| 1       | Chorley         | Ulmes Walton Lane          | Surface Dressing (Pre-patch) | Southport Road to South Ribble Boundary   | £62,123    |
| 1       | Preston         | Walker Lane/Bleasdale Lane | Surface Dressing (Pre-patch) | Boundary to Boundary  | £26,465    |
| 1       | Pendle          | Walverden Road/Hibson Road | Surface Dressing (Pre-patch) | Bentley Street U20059 to Halifax Rd U19670  | £24,166    |
| 1       | Chorley         | Westway                    | Surface Dressing (Pre-patch) | Euxton Lane Roundabout to Southport road Roundabout   | £41,370    |
| 1       | Hyndburn        | Whalley Road               | Surface Dressing (Pre-patch) | From Hyndburn Bridge to Boundary  | £63,811    |
| 1       | Hyndburn        | Whalley Road               | Surface Dressing (Pre-patch) | Queens Road to Sparth Road  | £50,341    |
| 1       | Hyndburn        | Whinney Hill Road          | Surface Dressing (Pre-patch) | Lower Gate Road for a distance of 1740 metres in a westerly direction.                            | £16,387    |
| 1       | Chorley         | Whinney Lane               | Surface Dressing             | Washington Lane - Euxton St   | £8,125     |
| 1       | Fylde           | Whitehill Road             | Prepatch and Surface Dress   | Full Length   | £23,252    |
| 1       | Chorley         | Wigan Road                 | Surface Dressing (Pre-patch) | Runshaw Lane to New Surfacing at the roundabout with Balshaw Lane                                 | £27,325    |
| 1       | West Lancs      | Woodmoss Lane              | Surface Dressing             | Various sections No 45 - Wyke Cop Rd  | £19,250    |
| 1       | West Lancs      | Wyke Cop Road              | Surface Dressing             | Pool Hey Lane - Woodmoss Lane   | £9,375     |
| 2       | Wyre            | C386 Queens Terrace        | Carriageway Resurfacing      | Bold Street to Lower Lighthouse   | £87,444    |
| 3       | South Ribble    | C256 Croston Road          | Inlay                        | Farington Road to St Pauls Park   | £78,051    |
| 4       | Fylde           | C282 Church Road           | Inlay                        | Seafield Rd to market Square (incl Market Square & Park St, red asphalt area) - conservation area | £123,309   |
| 5       | Ribble Valley   | C571 Birdy Brow            | Carriageway Resurfacing      | C573 Clitheroe Road to C574 Clitheroe Road  | £51,112    |
| 6       | Lancaster       | A589 Middleton Way         | Inlay                        | From Heysham Rd to Old Middleton Rd   | £92,091    |
| 7       | Burnley         | A682 Colne Road            | Inlay                        | From Casterton Avenue to Disraeli Street  | £191,763   |
| 8       | Pendle          | A56 Leeds Road             | Inlay                        | Reedyford Road to Burnley Road  | £141,599   |
| 9       | Rossendale      | A671 Burnley Road          | Carriageway Resurfacing      | Burnley Road, Bacup   | £240,472   |
| 10      | West Lancashire | C157 Chequer Lane          | Carriageway Resurfacing      | Ravenhead Way to 103  | £77,978    |
| 11      | Lancaster       | A588 Ashton Road           | Carriageway Resurfacing      | A588 Ashton Road  | £141,900   |
| 12      | Hyndburn        | C639 Blackburn Road        | Inlay                        | Willows Lane to A679 Blackburn Road   | £225,542   |

| Ranking | District      | Project Name               | Project description     | Location of Scheme  | Total Cost |
|---------|---------------|----------------------------|-------------------------|---|------------|
| 13      | Chorley       | C197 Runshaw Lane          | Inlay                   | A49 to M6 Bridge  | £73,035    |
| 14      | Ribble Valley | A682 Burnley Road, Gisburn | Carriageway Resurfacing | A59 to Blind Lane   | £44,433    |
| 15      | Preston       | B5269 Whittingham Lane     | Inlay                   | Between the Methodist Church and the 30mph signs as you are entering the village of Goosnargh from Broughton. | £62,398    |

## 2015/16 A, B &amp; C Roads Schemes for West Lancashire

| Ranking   | Divison               | Project Name                             | Project Description     | Location of Treatment                  | Estimate        |
|---|-----------------------|--|-------------------------|--|-----------------|
| <b>Surface Dressing schemes that were retread in 2014/15</b>            |                       |  |                         |  |                 |
| 1   | West Lancashire East  | Meadow Lane                              | Surface Dressing        | Bleak Lane - Prescott Bridge           | £24,638         |
| 1   | West Lancashire North | Straight Up Lane                         | Surface Dressing        | Wyke Lane - New Lane                   | £13,710         |
| 1   | West Lancashire North | Hunters Lane                             | Surface Dressing        | Blackgate Lane - Legh Lane             | £11,775         |
| 1   | West Lancashire West  | Wyke Cop Road                            | Surface Dressing        | Pool Hey Lane - Woodmoss Lane          | £9,375          |
| 1   | West Lancashire West  | Woodmoss Lane                            | Surface Dressing        | Various sections No 45 - Wyke Cop Road | £19,250         |
| 1   | West Lancashire South | Old Moss Lane                            | Surface Dressing        | School Lane - Sefton Boundary          | £63,275         |
| 1   | West Lancashire South | Renacres Lane                            | Surface Dressing        | New Cut Lane - Heathey Lane            | £14,700         |
| 1   | West Lancashire North | Square House Lane                        | Surface Dressing        | Full length                            | £4,485          |
| <b>Surface Dressing schemes that were retread in 2014/15 total:</b>     |                       |  |                         |  | <b>£161,208</b> |
| <b>Surface Dressing schemes that were pre patched in 2014/15</b>        |                       |  |                         |  |                 |
| 1   | West Lancashire South | Ben Lane                                 | Surface Dressing        | Coach Road Slack House                 | £7,197          |
| 1   | West Lancashire East  | Chorley Road                             | Surface Dressing        | Robin Lane to Bentley Lane             | £44,525         |
| 1   | West Lancashire South | Gorsuch Lane/Delph Lane/ Mairscough Lane | Surface Dressing        | A570 to Sefton boundary                | £173,578        |
| 1   | West Lancashire South | Ormskirk Road                            | Surface Dressing        | Lathom Road to Scarth Hill Lane        | £46,104         |
| 1   | West Lancashire West  | Red Cat Lane/Fish Lane/ Tarlscough Lane  | Surface Dressing        | A59 to B5246                           | £120,459        |
| 1   | West Lancashire West  | Southport Road                           | Surface Dressing        | Scarisbrick Bridge to Snape Green      | £82,149         |
| 1   | Skelmersdale East     | A5209 Parbold Hill/Crow Orchard Road     | Surface Dressing        | Lancaster Lane to Moss Lane            | £62,832         |
| <b>Surface Dressing schemes that were pre patched in 2014/15 total:</b> |                       |  |                         |  | <b>£536,844</b> |
| <b>Carriageway Inlay Programme</b>                                      |                       |  |                         |  |                 |
| 10  | Skelmersdale East     | C157 Chequer Lane                        | Carriageway Resurfacing | Ravenhead Way to 103                   | £77,978         |
| <b>Carriageway Inlay Total:</b>   |                       |  |                         |  | <b>£77,978</b>  |
| <b>Pre Patching Programme</b>   |                       |  |                         |  |                 |
| Programme of works to be determined                                     |                       |  |                         |  |                 |

## 2015/16 Footway Schemes for West Lancashire

| Ranking                                    | Divison               | Project Name                | Project Description | Location of Treatment             | Estimate |
|--|-----------------------|-----------------------------|---------------------|-----------------------------------|----------|
| 1  | Skelmersdale West     | Wilcove, Skelmersdale       | Footway Resurfacing | Full Length                       | £15,274  |
| 2  | West Lancashire West  | Mill Dam Lane, Burscough    | Footway Resurfacing | Western Footway Full Length       | £24,023  |
| 3  | West Lancashire South | Beaumont Cres, Aughton      | Footway Resurfacing | Full Length                       | £17,561  |
| 4  | West Lancashire South | Carmel Close, Aughton       | Footway Resurfacing | Full Length                       | £4,780   |
| 5  | West Lancashire South | Aughton Park Drive, Aughton | Footway Resurfacing | Full Length                       | £14,700  |
| 6  | West Lancashire South | Wigan Road, Westhead        | Footway Resurfacing | Plough Lane to Lyelake Lane       | £52,296  |
| 7  | West Lancashire South | Wigan Road, Westhead        | Footway Slurry Seal | Plough Lane to Dicks Lane         | £14,195  |
| 8  | Skelmersdale East     | Dean Close, Up Holland      | Footway Resurfacing | Full Length                       | £6,067   |
| 9  | Skelmersdale West     | F726 Uppingham              | Footway Resurfacing | Rear of 15a Whitham Road to No.42 | £5,866   |
| 10   | Skelmersdale West     | F743 Waverley               | Footway Resurfacing | Rear of No.11 Westgate to No.18   | £8,134   |
| 11   | Skelmersdale West     | F787/F4868 Tintagel         | Footway Resurfacing | No.1 to No.90                     | £12,503  |
| 12   | Skelmersdale West     | U549 Tongbarn               | Footway Resurfacing | Outside No.1                      | £18,341  |
| 13   | Skelmersdale West     | F1146 Templemartin          | Footway Resurfacing | No.1 to No.5                      | £7,459   |
| 14   | Skelmersdale Central  | F1577 Windrows              | Footway Resurfacing | No.118 to No.140                  | £34,649  |
| 15   | Skelmersdale Central  | F1444 Willow Hey            | Footway Resurfacing | Wigan Road to No.8                | £7,684   |
| 16   | Skelmersdale West     | F1694 Melbreck              | Footway Resurfacing | No.4 to Rear of No.13 Merewood    | £14,618  |
| 17   | Skelmersdale West     | F1678 Manfield              | Footway Resurfacing | Marland to No.72                  | £7,389   |
| 18   | Skelmersdale West     | F1990 Lambourne             | Footway Resurfacing | No.1 to No.88                     | £14,882  |
| 19   | Skelmersdale Central  | F1748 Inglewhite            | Footway Resurfacing | Northway to No.7                  | £28,089  |
| <b>Estimated Cost of Schemes: £308,510</b> |                       |                             |                     |                                   |          |

## Environment - New Starts Programme 2015/16 to 2017/18

|                              | Total         | Projected Spend in |               |               |
|------------------------------|---------------|--------------------|---------------|---------------|
|                              |               | 2015/16            | 2016/17       | 2017/18       |
|                              | £m            | £m                 | £m            | £m            |
| 2015/16 New Starts Programme | 39.850        | 30.425             | 4.875         | 4.550         |
| 2016/17 New Starts Programme | 25.024        | 0.000              | 24.024        | 1.000         |
| 2017/18 New Starts Programme | 22.284        | 0.000              | 0.000         | 22.284        |
| <b>Totals</b>                | <b>87.158</b> | <b>30.425</b>      | <b>28.899</b> | <b>27.834</b> |

## Environment - New Starts Programme 2015/16 to 2017/18

|   | Total | Projected Spend in |         |         |
|---|-------|--------------------|---------|---------|
|   |       | 2015/16            | 2016/17 | 2017/18 |
|   | £m    | £m                 | £m      | £m      |
| <b>2015/16 New Starts Programme</b>                     |       |                    |         |         |
| <b>Maintenance of Assets</b>                            |       |                    |         |         |
| A, B and C Roads  | 8.000 | 8.000              |         |         |
| Footways  | 3.000 | 3.000              |         |         |
| Bridges   | 3.000 | 3.000              |         |         |
| Street Lighting   | 1.000 | 1.000              |         |         |
| Drainage  | 1.000 | 1.000              |         |         |
| Rural/ Unclassified (includes pre patching)             | 1.340 | 1.340              |         |         |
| Residential/ Urban Unclassified (includes pre patching) | 1.775 | 1.775              |         |         |
| Traffic Signals   | 0.100 | 0.100              |         |         |
| M65 Crash Barriers (Additional Resource)                | 1.660 | 1.660              |         |         |
| Structural Defects                                      | 2.000 | 2.000              |         |         |
| <b>Transport/Highway Improvements</b>                   |       |                    |         |         |
| Burnley Town Centre                                     | 1.450 | 0.200              | 0.700   | 0.550   |
| Transport Heritage Improvements - Bacup                 | 0.100 | 0.100              |         |         |
| Transport Heritage Improvements - Accrington            | 0.200 | 0.200              |         |         |
| Clitheroe to Manchester Road Corridor                   | 0.100 | 0.100              |         |         |
| Contribution to City Deal                               | 7.500 | 2.500              | 2.500   | 2.500   |
| Bus Stop Compliance                                     | 0.020 | 0.020              |         |         |
| Pennine Reach - Final Contribution                      | 0.230 | 0.230              |         |         |
| Blackpool Tramway - Final Contribution                  | 2.000 | 2.000              |         |         |
| East Lancs Strategic Cycle Network                      | 1.400 | 0.100              | 0.800   | 0.500   |



## Environment - New Starts Programme 2015/16 to 2017/18

|  | Total         | Projected Spend in |              |              |
|--|---------------|--------------------|--------------|--------------|
|  |               | 2015/16            | 2016/17      | 2017/18      |
|  | £m            | £m                 | £m           | £m           |
| <b>East Lancs Masterplan</b>                                     |               |                    |              |              |
| Colne Foulridge Bypass/North Valley Road                         | 1.700         | 0.700              | 0.500        | 0.500        |
| <b>West Lancashire Masterplan</b>                                |               |                    |              |              |
| Ormskirk Town Centre /A570 Congestion Relief                     | 1.025         | 0.150              | 0.375        | 0.500        |
| <b>Improving the Safety of our Streets for Vulnerable People</b> |               |                    |              |              |
| Road Safety Projects   | 0.500         | 0.500              |              |              |
| Cycling Safety   | 0.500         | 0.500              |              |              |
| <b>Other</b>   |               |                    |              |              |
| Public Rights of Way   | 0.250         | 0.250              |              |              |
|  | <u>39.850</u> | <u>30.425</u>      | <u>4.875</u> | <u>4.550</u> |

## Environment - New Starts Programme 2015/16 to 2017/18

|   | Total | Projected Spend in |         |         |
|---|-------|--------------------|---------|---------|
|   |       | 2015/16            | 2016/17 | 2017/18 |
|   | £m    | £m                 | £m      | £m      |
| <b>2016/17 New Starts Programme</b>                     |       |                    |         |         |
| <b>Maintenance of Assets</b>                            |       |                    |         |         |
| A, B and C Roads  | 8.000 |                    | 8.000   |         |
| Footways  | 3.000 |                    | 3.000   |         |
| Bridges   | 3.000 |                    | 3.000   |         |
| Street Lighting   | 1.000 |                    | 1.000   |         |
| Drainage  | 1.000 |                    | 1.000   |         |
| Rural/ Unclassified (includes pre patching)             | 1.050 |                    | 1.050   |         |
| Residential/ Urban Unclassified (includes pre patching) | 1.304 |                    | 1.304   |         |
| Traffic Signals   | 0.100 |                    | 0.100   |         |
| Structural Defects                                      | 2.000 |                    | 2.000   |         |
| <b>Transport/Highway Improvements</b>                   |       |                    |         |         |
| Bus Stop Compliance                                     | 0.020 |                    | 0.020   |         |
| <b>Lancaster Masterplan</b>                             |       |                    |         |         |
| Hala Road Junction Lancaster                            | 0.700 |                    | 0.700   |         |
| Heysham to Lancaster Cycle Loop                         | 0.400 |                    | 0.400   |         |
| Morecambe placemaking                                   | 0.200 |                    | 0.200   |         |
| <b>West Lancashire Masterplan</b>                       |       |                    |         |         |
| Skelmersdale Rail Link                                  | 1.000 |                    | 0.500   | 0.500   |

## Environment - New Starts Programme 2015/16 to 2017/18

|  | Total         | Projected Spend in |               |              |
|--|---------------|--------------------|---------------|--------------|
|  |               | 2015/16            | 2016/17       | 2017/18      |
|  | £m            | £m                 | £m            | £m           |
| <b>East Lancashire Masterplan</b>                                |               |                    |               |              |
| Ribble Valley Growth Corridor                                    | 1.000         |                    | 0.500         | 0.500        |
| <b>Improving the Safety of our Streets for Vulnerable People</b> |               |                    |               |              |
| Road Safety Projects   | 0.500         |                    | 0.500         |              |
| Cycling Safety   | 0.500         |                    | 0.500         |              |
| <b>Other</b>   |               |                    |               |              |
| Public Rights of Way   | 0.250         |                    | 0.250         |              |
|  | <u>25.024</u> | <u>0.000</u>       | <u>24.024</u> | <u>1.000</u> |

## Environment - New Starts Programme 2015/16 to 2017/18

|   | Total | Projected Spend in |         |         |
|---|-------|--------------------|---------|---------|
|   |       | 2015/16            | 2016/17 | 2017/18 |
|   | £m    | £m                 | £m      | £m      |
| <b>2017/18 New Starts Programme</b>                     |       |                    |         |         |
| <b>Maintenance of Assets</b>                            |       |                    |         |         |
| A, B and C Roads  | 8.000 |                    |         | 8.000   |
| Footways  | 3.000 |                    |         | 3.000   |
| Bridges   | 2.500 |                    |         | 2.500   |
| Street Lighting   | 1.000 |                    |         | 1.000   |
| Drainage  | 1.000 |                    |         | 1.000   |
| Rural/ Unclassified (includes pre patching)             | 1.050 |                    |         | 1.050   |
| Residential/ Urban Unclassified (includes pre patching) | 1.314 |                    |         | 1.314   |
| Traffic Signals   | 0.100 |                    |         | 0.100   |
| Structural Defects                                      | 2.000 |                    |         | 2.000   |
| <b>Transport/Highway Improvements</b>                   |       |                    |         |         |
| Bus Stop Compliance                                     | 0.020 |                    |         | 0.020   |
| <b>Lancaster Masterplan</b>                             |       |                    |         |         |
| Lancaster City Centre Congestion Relief                 | 0.250 |                    |         | 0.250   |
| <b>West Lancashire Masterplan</b>                       |       |                    |         |         |
| Skelmersdale Public Realm and Highway Improvements      | 0.300 |                    |         | 0.300   |

## Environment - New Starts Programme 2015/16 to 2017/18

|  | Total         | Projected Spend in |              |               |
|--|---------------|--------------------|--------------|---------------|
|  |               | 2015/16            | 2016/17      | 2017/18       |
|  | £m            | £m                 | £m           | £m            |
| <b>Improving the Safety of our Streets for Vulnerable People</b> |               |                    |              |               |
| Road Safety Projects   | 0.500         |                    |              | 0.500         |
| Cycling Safety   | 0.500         |                    |              | 0.500         |
| <b>Highway Improvements</b>                                      |               |                    |              |               |
| Tarleton Bridge (Support to a Growth Deal bid)                   | 0.500         |                    |              | 0.500         |
| <b>Other</b>   |               |                    |              |               |
| Public Rights of Way   | 0.250         |                    |              | 0.250         |
|  | <u>22.284</u> | <u>0.000</u>       | <u>0.000</u> | <u>22.284</u> |



## Item 8b - Update on Parish Bus Scheme

Lancashire County Council (LCC) is currently considering the introduction of a policy which would see the provision of capital funding for the purchase/lease of minibuses or similar vehicles and their operation by Parish Councils to provide passenger transport services to their local communities. LCC would maintain the vehicles whilst the Parish Councils would cover the operating costs such as drivers, fuel and management of operations.

This policy would complement a review of all supported bus services within the county which is being undertaken separately, the outcome of which may be a reduction in the provision of subsidised bus services in certain locations where they are unsustainable.

LCC is currently developing the following areas of work in order to inform its decision;

- Development of a policy for Parish based passenger transport services, including purchase/lease/operation/maintenance of vehicles and the potential costs associated with such a policy.
- A SWOT analysis of providing such vehicles.
- The economic model for a parish council operating on this basis
- Provide a guidance document for Parish Councils of what would be required of them to operate such a scheme
- How LCC would ensure the most effective and efficient use of vehicles under such a policy.
- How Parish based passenger transport services would support, interface or be part of the County Council's community transport provision.
- How Parish based passenger transport services would interface with the commercial and subsidised bus network.
- What licences could Parish based passenger transport services be operated under and an outline of the advantages and disadvantages.
- Compare examples of good practise from elsewhere in the UK and in Europe.
- How Parishes could develop communications plans to inform their citizens of these services.
- Provide advice regarding alternative solutions for Parish based sustainable transport with examples of existing schemes.

It is anticipated this initial piece of work will be completed by end-March 2015.





## **Future Arrangements for Land Drainage Management – Alt Crossens**

The Government Department for Environment, Food and Rural Affairs (DEFRA) has set policy that requires Environment Agency (EA) resources and investment to be focused on the protection of life and property from flood risk, rather than the sort of discretionary land drainage activity in the Alt Crossens catchment of West Lancashire that has traditionally benefited from EA funding. As a result the EA are keen to find alternative arrangements for meeting the cost of, and managing land drainage arrangements in the catchment, and have been working with relevant partner organisations and risk management authorities, in the form of an advisory body, to investigate options.

As a result of the work of the advisory board, it has been determined that the most appropriate governance arrangement for this activity, and that preferred by the majority of the partner organisations for the future management of land drainage throughout the catchment, would be an Internal Drainage Board (IDB). However, IDB's are reliant for a significant element of their funding on a levy to be raised by the appropriate district or unitary authorities, as detailed later in this report.

This requirement is a cause for concern for West Lancashire Borough Council (WLBC) in particular, and a report on the Alt Crossens issues was taken to a WLBC meeting on 18 December 2013 at which the following resolutions were made.

- A. That the EA be asked to reconsider its position and to continue to meet the obligations it has taken on over many years in relation to the Alt Crossens catchment, rather than transferring responsibility for funding these obligations to other parts of the public/private sector.
- B. That the Managing Directors write to Rosie Cooper MP and Lorraine Fulbrook MP seeking support for the Council's position.
- C. That the Managing Directors write to the Leader and Interim Chief Executive of Lancashire County Council seeking support for the Council's position.
- D. That the Managing Directors write to the Department for Communities and Local Government (DCLG) and the Department for Environment, Food and Rural Affairs (DEFRA) seeking a meeting with relevant Ministers to discuss the Council's position in this matter.
- E. That the EA be advised that this Council is not currently persuaded that the case has been made for the creation of an Internal Drainage Board.
- F. That concern for the Council Tax payers of West Lancashire be placed on record if a special levy were to be introduced, particularly at a time of financial austerity.

A delegation including representatives of the National Farmers Union, County Land Owners Association, Rosie Cooper MP, United Utilities, Environment Agency, Lancashire County Council, and Sefton and West Lancashire Borough Councils, met with Dan Rogerson, Minister for DEFRA, in July 2014. The purpose of the meeting was to raise the awareness of the problems facing the Alt Crossens catchment and explore any possible assistance the government may be able to offer in supporting ongoing land drainage activities whilst protecting and enhancing the rural economy.

The outcome of the meeting was that the Minister confirmed there would be no additional funds from central government, and that the establishment of an IDB would be an appropriate solution, but which would need to operate under the long established funding formula.

An Appendix to this report details the options and associated funding mechanisms in operating alternative IDB solutions, ranging from an IDB covering the entire Alt Crossens catchment, to a scaled down boundary option (excluding watercourse maintenance) which covers specific localised areas of land served by 6 fixed pumps within the administrative boundary of the West Lancashire district.

This latter, scaled down boundary version of the IDB is the most affordable option at an estimated total cost of £182K per year, which would need to be funded through the raising of a special levy by West Lancashire Borough Council (£49K), Sefton MBC (£22K), and drainage rates from local landowners (£111K). All costs are estimates at this stage.

Under this option the watercourse maintenance would be the responsibility of the riparian owner of the land through which the drainage channel flows. Currently there is a pilot scheme in operation supported by the EA within the Alt Crossens catchment which is encouraging local landowners to move fully towards this riparian approach of maintenance, on main rivers. There are however some reservations as to whether this option would deliver sufficiently reliable maintenance.

The Environment Agency have confirmed they will continue to operate the two main Crossens and Altmouth pumping stations which pump out the drainage systems to the sea, because these are large strategic pumping stations which provide reduced flood risk to residential properties throughout the area.

The county council has offered a contribution of £15K per year for the first 2 years of any IDB operation, in order to assist WLBC who would need to raise a special levy payment for the remainder (currently estimated at 34k per year).

The offer is dependent on WLBC agreeing to meet the remaining £34K per year over the first two years, and the full £49k annual cost thereafter. WLBC however continues to have concerns over the accuracy of the current estimated operating figures for an IDB, particularly as the creation of an IDB places a statutory obligation on WLBC to meet the Special Levy precept.

WLBC also do not believe that the case for an IDB has been fully made, and are awaiting the outcome of economic assessment work which the EA is undertaking.

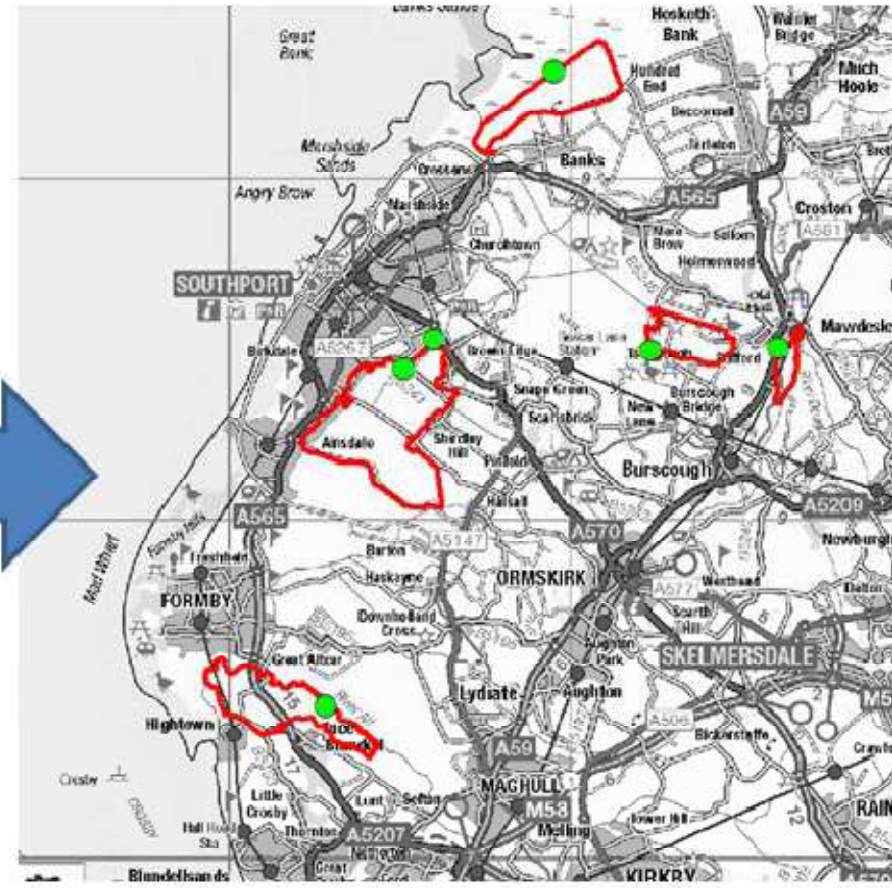
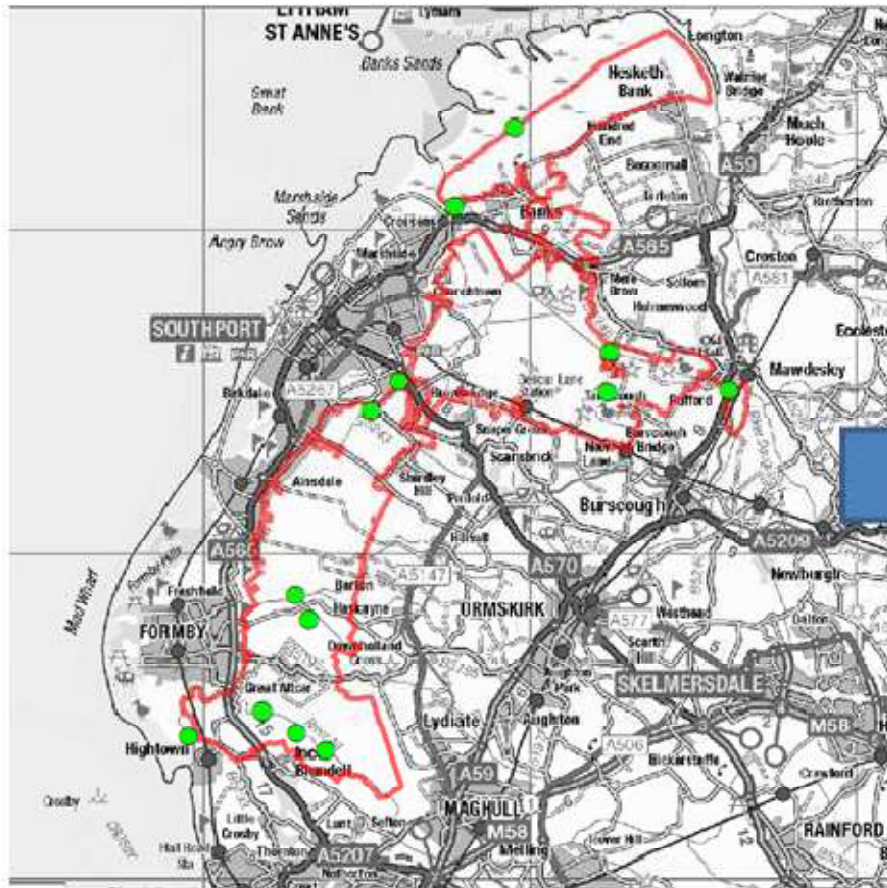
This includes modelling work to demonstrate anticipated flooding extents and their effects on surrounding property and infrastructure, should each of the pumps be switched off.

The EA attended the LCC Scrutiny Committee on 13<sup>th</sup> February 2015 and provided an update on possible timescales and any handover arrangements that could be agreed prior to serving notice on those pumps in the catchment that the EA cannot justify operating in the future. The recommendations from the Scrutiny Committee are awaited, but the Committee raised major concerns regarding negative impacts from the proposal on the rural economy of this area of West Lancashire, if the pumps were to be decommissioned.



# Water Level Management Board

## Appendix



- 11 pumping stations
- 235km of watercourse to maintain
- 258 properties within boundary
- 9100 hectares in area
- Annual cost - £870k per year

- 6 pumping stations
- 64km of watercourse to maintain
- 63 properties within boundary
- 2500 hectares in area

# Water Level Management Board Appendix

## Original boundary (with watercourse maintenance)

- Total Cost = £870k
- Special Levy = £374k  
(West Lancs = £346k, Sefton = £28k)
- Drainage Rates = £495k  
(£61 per hectare / £25 per acre)
- Special Levy / Drainage Rate % split = 43/57

## Scaled-down boundary (without watercourse maintenance)

- Total Cost = £182k
- Special Levy = £72k  
(West Lancs = £49k, Sefton = £22k)
- Drainage Rates = £111k  
(£50 per hectare / £20 per acre)
- Special Levy / Drainage Rate % split = 39/61