

## Pendle Three Tier Forum: Action Sheet

**Meeting Date:** 24/09/13 revised 17/10/2013

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p>Information about pothole complaints – the Cabinet Member for Highways and Transport will shortly be signing off a report following which a briefing note would be circulated to the Forum.</p>	<p>Harry Ballantyne Localities Officer</p>	<p>The Cabinet Member for Highways and Transport has now signed off a report regarding potholes which will form a briefing note that will be circulated to the Forum as soon as possible.</p>
<p>Salterforth Lane – It was suggested that the surface had been neglected to the extent that it was now dangerous. The cost of repair work had previously been estimated as £40- £50k, however it was now proposed that repairs be carried out to improve the surface to make it suitable for use by pedestrians, horse riders etc, with vehicular access blocked, which could be achieved at a cost of approximately £16k. It was suggested that the relevant landowner who had objected to a DMMO be approached and persuaded to accept this proposal. It was agreed that Alan Capstick be asked to take this forward.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>The section of Salterforth Lane under discussion is recorded as being maintainable at the public's expense. However, the level to which it should be maintained is not clear but it is unlikely to be a highway for mechanically propelled vehicular use. The County Council has made a modification order to record this section of the lane as a bridleway which has raised one objection. This Order will be considered by the Secretary of State in due course.</p> <p>We are aware of our responsibilities and an officer from the County's Local Network Management team has assessed the lane and considers that a budget estimate of £30,000 would be required for works that would create a surface that would make it safer for pedestrian use at least.</p> <p>This project has been included in a list of schemes which is to be considered for the 2014/15 Commissioning Plan. It may be that the decision by the Secretary of State on the bridleway Order will assist to clarify the status of the route.</p>

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<p>Adopted highways shown on MARIO – It was accepted that some inaccuracies were inevitable and, as such, staff in the customer contact centre should be sensitive to this possibility in their response to enquiries from the public. An update on work currently underway to fill in the gaps regarding the adoption status of highways was requested by the Forum.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>We are working on updating MARIO to ensure that it is as up to date as possible and includes information provided by Pendle BC. However, there may still be some anomalies in adoption records. We are working with our call centre staff and have made them aware of the issues in Pendle. Where there is any doubt about the status of a highway staff are being requested to use their discretion and are checking with highways colleagues before issuing a final response to customers. This may lead to a short delay in responding but our priority is to ensure that the information provided is accurate.</p>
<p>Potholes – There was particular concern about the poor state of:</p> <ul style="list-style-type: none"> <li>• Waterside Road, Colne - Harry Ballantyne agreed to investigate and email Councillor Smith with an update about the current position.</li> <li>• Ghyll Lane, Barnoldswick – it was acknowledged that this road was not well used by traffic, however it led to the cemetery and the potholes impacted on hearses, which was considered to be unacceptable. The surface was reported as so poor that it was possible it could break up entirely over the winter. It was suggested that it should be re-classified as a footway in order to achieve an appropriate priority status.</li> </ul>	<p>Alan Capstick Public Realm Manager</p>	<p>Officers have visited Waterside Road and only temporary repairs have been previously carried out by us. It has been placed in our programme for permanent repairs.</p> <p>It is accepted that Ghyll Lane is in a poor condition and would benefit from resurfacing over most of its length. Ghyll Lane was inspected a few months ago, which prompted the repair to several potholes, and we will continue to repair any potholes we consider to be dangerous. It was inspected again week commencing 23<sup>rd</sup> September and some minor repairs have been ordered.</p> <p>Should any potholes cause particular concern to a resident they can report these to us direct either by ringing our contact centre on 0845 053 0011 or via e-mail on <a href="mailto:highways@lancashire.gov.uk">highways@lancashire.gov.uk</a> .</p> <p>The resurfacing of Ghyll Lane has been included in the list of Members priorities for inclusion in the 2014/15 draft commissioning plan with an indicative figure of £15,000. The scheme will be assessed against other schemes to determine its relative priority and until such time as the final commissioning plan has been agreed it would be premature to say that the work will be carried out.</p>

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<p>Highway contractors – it was suggested that contractors appeared to be deciding themselves on the order of work and that highways engineers had little control. The Chair requested that a report to clarify the process, including rationale for the timing of works, be provided to the Forum.</p>	<p>Ray Worthington Head of Asset Management and Procurement</p>	<p>Delivery of highways resurfacing and treatments is planned on a strategic basis to ensure that the schemes recommended by officers are those that will make the best use of limited resources.</p> <p>The A, B and C roads are surveyed annually using a laser scanner vehicle which provides us with around 20 measurements of the road surface every 10 metres. This data is analysed using specialist software that predicts the deterioration of our roads and determines the schemes that will deliver the most additional life for the investment. This technique, known as deterioration modelling, does often recommend schemes on roads that are not the worst condition but can have their life extended by a low cost surface treatment. In addition the skid resistance is measured on our main roads using a specialist vehicle and the results are used to determine where treatment is needed to ensure safety. Where resurfacing requires planing off the existing surface core samples will be taken to determine the depth and materials of the existing construction. Minor roads and footways are visually surveyed and similar techniques are being introduced to get better value for those assets.</p> <p>Once a draft programme of scheme proposals are prepared they are checked on site by our engineers to confirm that schemes are consistent with the strategy and determine any local issues that will affect the scheme and to determine the exact start and finish of the works. Estimates are refined taking into account the local factors such as drainage issues and kerbing works which need a local input. Programmes of schemes are then prepared as part of the commissioning process, works are grouped together to deliver efficient programmes of work, minimising travelling between schemes. The timing of different treatments is also important, surface dressing is only practical in the summer months; resurfacing works have a wider</p>

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		<p>window for delivery but must avoid the coldest weather. Once these constraints have been taken on board, draft priorities are assigned and the proposals are presented at the three tier forum meetings and following this the proposals and the views of the forum are considered by the Cabinet Member for Highways and a decision taken on the final programme. Following the approval of the programme, changes are sometimes required to deal with urgent schemes where there is sudden deterioration in a carriageway that requires urgent attention, these changes are subject to the can be made with the approval of the Cabinet Member for Highways</p> <p>The delivery of schemes is largely delivered by in house teams within Lancashire Highway Services. Some specialist works are undertaken by external contractors and these work to a detailed specification and report to highways engineers from Lancashire Highways Services.</p>
<p>Road safety measures, specifically on Colne Road, which was sometimes used as a 'rat run' by speeding vehicles (although it has a low accident threshold), Birtwistle Avenue, Vernon Street and Coulton Street.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>With regard to Colne Road the public realm manager and police have met with CC Ali on site and the issue is being progressed.</p> <p>The public realm manager is aware of the issues at Birtwistle Avenue, and there is an on-going dialogue to discuss potential solutions. At Members request it has also been included as a suggested scheme for the 2014/15 commissioning plan.</p>
<p>Cllr Smith referred to certain roads (Vernon Street/Carlton Street/Ashford Street) that had been in the commissioning plan and were taken out. He asked for reason why these roads were removed form the scheme list.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>Vernon Street and Carlton Street were placed in the long list of schemes for consideration in the 2013/14 programme but as work is prioritised on the streets in the poorest state of repair and these two had been identified as a low priority. With regard to Ashford Street officers will inspect it but unless it has deteriorated substantially in the last 12 months this road may not be considered. Vernon Street and Carlton Street can be include as reserve schemes for the 2014/15 programme</p>

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		but it unlikely that they will be surfaced in 2014/15 unless additional funding is made available.
3TF asked for clarification as to what months were the best for carrying out highway work in the Pendle area.	Alan Capstick Public Realm Manager	Surface dressing is restricted to the months of May to September but this is dependent on weather conditions. Other carriageway surfacing work is ideally carried out between April and October but it can take place at other times of the year as long as the temperature is not too low. Footway work can be carried out all year round subject to the ground conditions.

**Actions raised by Parish & Town Councils which have been deal with outside of the meeting**

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None were received		