

12 August 2014

Dear Colleague

CHORLEY 3 TIER LIAISON - WEDNESDAY, 16TH JULY 2014

The following information was requested at the Chorley 3 Tier Liaison meeting.

If you have any further questions or requests for further information please contact the lead officers direct, rather than waiting until the next meeting to raise any questions or concerns.

This particularly applies to the school places information, as Lancashire County Council will be unable to field an officer to present this information or to answer follow up questions at the next meeting.

Agenda No Item

3b **A briefing note on school places** (Pages 3 - 4)

The **projected intake figures** are enclosed. For more information contact Lynn Mappin on lynn.mappin@lancashire.gov.uk

4 **Public Questions** (Pages 5 - 14)

The section of the LCC Highways maintenance plan relating to **Japanese Knotweed** is enclosed. For more information contact Ray Worthington on ray.worthington@lancashire.gov.uk

A copy of the Chorley Council **fly tipping** process is enclosed. For more information contact the Council on contact@chorley.gov.uk

Information relating to the query in relation to **Adlington Rail Service** is enclosed. For more information contact Paul Riley on paul.riley@lancashire.gov.uk

Information relating to the query in relation to **Parking Enforcement** in Adlington is enclosed. For more information contact Chris Anslow on chris.anslow@lancahire.gov.uk

8 **Items for future meetings** (Pages 15 - 18)

A guide on the County Council's **Transport Asset Management Plan** is enclosed. For more information contact Ray Worthington on ray.worthington@lancashire.gov.uk

Yours sincerely



County Councillor Steve Holgate
Chair of the Chorley 3 Tier Liaison

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If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

Planning Area	Primary Schools	NOR	Capacity	PAN	Projected Intakes to Reception		
					2015	2016	2017
Chorley Central							
Chorley Central	Chorley All Saints' CofE Primary School and Nursery Unit	201	210	30			
Chorley Central	Duke Street Primary School	283	367	50			
Chorley Central	Highfield Primary School	235	279	45			
Chorley Central	Chorley. The Parish of St Laurence CofE Primary School	203	210	30			
Chorley Central	Sacred Heart Catholic Primary School. Chorley	188	210	30			
Chorley Central	St George's Church of England Primary School. Chorley	248	237	35			
Chorley Central	Chorley St James' Church of England Primary School	193	209	30			
Chorley Central	St Joseph's Catholic Primary School. Chorley	186	210	30			
Chorley Central	Gillibrand Primary School	180	210	30			
Chorley Central	Chorley St Mary's Catholic Primary School	217	210	30			
Chorley Central	Chorley St Peter's Church of England Primary School	281	300	45			
Chorley Central	St Gregory's Catholic Primary School. Chorley	214	210	30			
Chorley Central	Buckshaw Primary School	189	210	30			
Total	Totals	2818	3072	445	472	457	433
Rivington and Adlington							
Rivington & Adlington	Rivington Foundation Primary School	107	105	15			
Rivington & Adlington	Adlington St Paul's Church of England Primary School	182	197	30			
Rivington & Adlington	Adlington Primary School	118	140	20			
Rivington & Adlington	Anderton St Joseph's Catholic Primary School	174	175	25			
Rivington & Adlington	Anderton Primary School	198	205	30			
Total	Totals	779	822	120	96	79	96
Chorley Rural North							
Chorley Rural North	St Joseph's Catholic Primary School, Withnell	74	84	12			
Chorley Rural North	Brindle St James' Church of England Primary School	69	70	10			
Chorley Rural North	Brindle Gregson Lane Primary School	202	210	30			
Chorley Rural North	St Joseph's Catholic Primary School. Brindle	97	120	21			
Chorley Rural North	St Chad's Catholic Primary School	138	157	20			
Chorley Rural North	Brinscall St John's Church of England/Methodist Primary School	212	210	30			
Chorley Rural North	Abbey Village Primary School	76	105	13			
Chorley Rural North	Withnell Fold Primary School	96	68	14			
Total	Totals	964	1024	150	111	97	119
Clayton le Woods							
Clayton-le-Woods	Lancaster Lane Community Primary School	208	210	30			
Clayton-le-Woods	Clayton-le-Woods Manor Road Primary School	246	240	35			
Clayton-le-Woods	Clayton-le-Woods Westwood Primary School	183	210	30			
Clayton-le-Woods	St Bede's Roman Catholic Primary School. Clayton Green	198	210	30			
Clayton-le-Woods	Clayton-le-Woods Church of England Primary School	170	240	35			
Clayton-le-Woods	Clayton Brook Primary School	158	209	30			
Clayton-le-Woods	Whittle-le-Woods Church of England Primary School	250	239	35			
Total	Totals	1413	1558	225	208	223	236
Chorley Rural West							
Chorley Rural West	Bretherton Endowed CofE Voluntary Aided Primary School	108	105	15			

Chorley Rural West	Croston Trinity and St Michael's CofE / Methodist Primary School	213	210	30								
Chorley Rural West	Eccleston St Mary's Church of England Primary School	208	210	30								
Chorley Rural West	Heskin Pemberton's Church of England Primary School	64	105	15								
Chorley Rural West	Mawdesley St Peter's Church of England Primary School	93	90	15								
Chorley Rural West	SS Peter and Paul Catholic Primary School. Mawdesley	50	90	15								
Chorley Rural West	Eccleston Primary School	172	210	30								
Total	Totals	908	1020	150	131	130	120					
Coppull												
Coppull	Christ Church Charnock Richard Church of England Primary School	176	175	25								
Coppull	Coppull St John's Church of England Primary School	99	115	20								
Coppull	Coppull Parish Church of England Primary School	194	210	30								
Coppull	St Oswald's Catholic Primary School. Coppull	131	140	20								
Coppull	Coppull Primary School and Children's Centre	200	239	45								
Total		800	879	140	109	128	127					
Euxton												
Euxton	Euxton Church of England Voluntary Aided Primary School	213	210	30								
Euxton	Euxton St Mary's Catholic Primary School	217	210	30								
Euxton	Euxton Primrose Hill Primary School	204	192	30								
Euxton	Balshaw Lane Community Primary School	269	257	40								
Euxton	Trinity Church of England/Methodist Primary School	275	270	60								
Total		1178	1139	190	214	198	191					
Planning Area	Secondary Schools	NOR	Capacity	PAN	Projected Intakes to Year 7							
					2015	2016	2017	2018	2109	2020	2021	2022
Chorley	Southlands High School a Specialist Technology College	756	756	190								
	Holy Cross Catholic High Sch_A Specialist Science & Sports Coll	790	790	165								
	St Michael's Church of England High School	1116	1116	225								
	Bishop Rawstorne Church of England Academy	919	919	180								
	Albany Academy	549	549	135								
	Parklands Academy	1058	1058	220								
Total		5188	5188	1115	1156	1116	1173	1164	1177	1228	1139	1231

Key

NOR = Number on Roll

PAN = Published Admission Number

Additional Places Currently Commissioning

1 form of entry (30 places per year group) in Chorley Central

1 form of entry (30 places per year group) in Euxton

2 forms of entry (60 places per year group) in the secondary sector

Extract from LCC Highways Maintenance Plan – Section 5.6**5.6 Highway Verges, Landscaped Areas and Trees****5.6.1 Objectives for Maintenance of Highway Verges, Landscaped Areas and Trees**

5.6.1.1 To maintain safety for users of the highway, by reducing the risk of:

- Obstruction to visibility sight lines at junctions and bends;
- Obstruction to legibility of traffic signs;
- Root growth causing surface disruption;
- Trees or branches falling onto the highway;
- Vegetation or weed growth encroaching onto a carriageway, footway or cycle route such as would cause a danger or nuisance to users of the highway, in particular pedestrians, cyclists and buses that can be adversely affected by overhanging vegetation.

5.6.1.2 To maintain safety for pedestrians by providing a refuge where no footway exists.

5.6.1.3 To prevent trees which are the responsibility of the highway authority from causing damage or unlawful interference to private property and utilities apparatus.

5.6.1.4 To control weeds:

- To prevent damage to the structure of the highway;
- To prevent the growth and establishment of weeds as required by both the Weeds Act 1959 and the Wildlife and Countryside Act 1981 (Japanese Knotweed, Giant Hogweed, Curled Dock, Creeping Thistle, Spear Thistle, Wild Oats, Common Ragwort, Broad Leaved Dock).

5.6.1.5 To maintain Highway Verges, Landscaped Areas and Trees in a manner consistent with the principles of sustainability, in particular:

- To minimise damage to, or loss of, habitat;
- To prevent interruption of, or pollution to, watercourses;
- To encourage biodiversity.

5.6.2 Service Inspections for Highway Verges, Landscaped Areas and Trees

5.6.2.1 The UK CPHMM recommends that all highway trees should ideally have an arboricultural inspection every 5 years or more frequently where recommended by an arboriculturalist. The County Council has

started on a programme of tree inspections which began with the entire classified road network in 2008/9. Inspections on the unclassified road network will be completed, in stages, over the coming three years.

5.6.2.2 Badly damaged verges (where likely to be subject to pedestrian movements) are recorded under Highways Safety Inspections as are a number of defects relating to overgrown or unstable trees. However, Safety Inspections are not generally undertaken by inspectors competent to assess the condition and stability of trees and branches. Detailed inspections by an arboriculturalist will be undertaken on receipt of a defect report.

5.6.6 **Operational Policy and Standards for Weed Control**

5.6.6.1 **Definition of Activity**

The control and/or removal of weeds on the highway by chemical, mechanical or other means.

5.6.6.2 **Policies for Weed Control**

The weed control policy of the County Council fulfils three functions:

- i) Compliance with the statutory provisions of the Weeds Act 1959 to control the spread of Curled Dock, Broad Leafed Dock, Creeping Thistle, Spear Thistle and Ragwort and the specific requirements of the Wildlife and Countryside Act 1981 in relation to Giant Hogweed and Japanese Knotweed;
- ii) Where weed growth is seen to be physically damaging the fabric of the highway or presents a hazard, treatment should be carried out on these weeds only;
- iii) Where weed growth is having a detrimental effect on the safety of the highway.

5.6.6.3 **Operational Standards for Weed Control**

- The UK CPHMM does not specify prescriptive operational standards but suggests that weed treatment should be undertaken according to traffic and pedestrian usage and to a standard that takes account of local concerns. The County Council's Policy has been developed, having regard to limitations on maintenance resources, to meet its statutory duty but does not meet the UK CPHMM standards;
- Physical and chemical (pesticide) weed control methods will be used on highways where they are practical and cost effective. Innovative methods of weed control will be tested whenever

possible to determine their suitability for highway use and with the aim of undertaking an integrated weed treatment regime;

- Where possible weed treatment work will be integrated into a co-ordinated programme with the District Council's highway sweeping, to remove living and treated weeds from carriageways, cycleways and footways. Arrangements are specified in the County Council Residual Agreements with Districts.

5.6.6.4 Information on the control of Ragwort may be obtained from the Code of Practice on How to Prevent the Spread of Ragwort (DEFRA 2004).

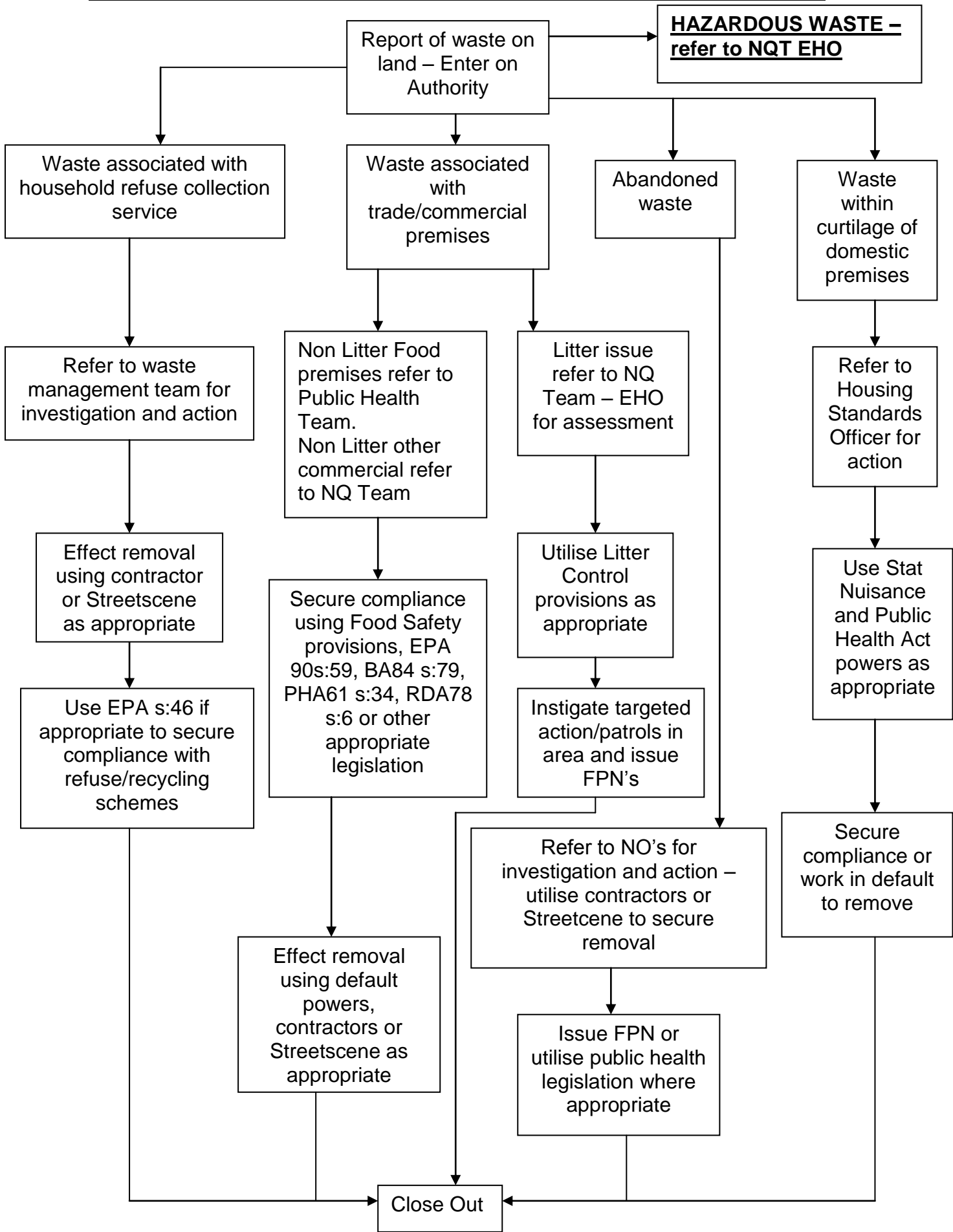
5.6.6.5 **Chemicals for Weed Control**

- All weed spraying should be carried out in accordance with the Control of Pesticides Regulations 1986. Only approved pesticides may be used, these are chemicals listed in the 'Blue Book' entitled *Pesticides Approved under the Control of Pesticides Regulation 1986*;
- For highway surface weed killing operations, a translocated non-residual contact herbicide should be used. Currently the only weed killer 'available' for use on the paved highway, which conforms with the Health and Safety Commission's Code of Practice and to the Environment Agency's requirements, is Glyphosate. Glyphosate has no residual qualities and will only affect plants where there is direct contact. This results in an increase in the number of applications necessary to obtain effective control. Glyphosate is only effective on actively growing plants, which restricts the time period over which the control can be achieved. New weed growth occurs in spring and autumn, so for effective weed control, there needs to be at least two applications with the possibility of a third application in mid-Summer;
- For the sterilisation of surfaces prior to construction work, an approved granular residual herbicide which contains 6.75% Dichlobenil as the active ingredient shall be spread at a rate of 175 kg per ha, or as directed by the manufacturer. The use of chemicals such as Dichlobenil is approved by the Environment Agency because, provided that they are used in accordance with the manufacturer's instructions, any subsequent run-off will not be detrimental to watercourses.

If you have any questions in relation to the above policy or require more information, please contact Ray Worthington (ray.worthington@lancashire.gov.uk or 01772 533718) in the first instance.

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 <p>Chorley Borough Council People and Places Directorate</p>	<p>Fly Tipping QISP9 Rev 0 Page 1 of 1</p>
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LCC Response to Adlington Rail Service Questions Raised at the Three Tier Liaison on 16.7.14

What is LCC's involvement in the renewal of the rail franchise covering the area? What is LCC's role?

The County Council is directly involved in Rail North. Rail North is a consortium representing all the local transport authorities in the North of England and which has submitted proposals to the Secretary of State for Transport for the devolution of rail services that are currently operated by the Northern and Trans-Pennine Express franchises. In November 2013, the Secretary of State for Transport and leaders of the Rail North authorities agreed on an initial partnership structure to take forward devolved decision making on rail services in the North.

The County Council is represented by the Cabinet member for Highways and Transport on the Rail North Leaders' Sub-Forum and at officer level on the Rail North Steering and Management Groups.

At present, the specification for each of the new franchises is being developed collaboratively by the Department for Transport and Rail North. In addition, there is a consultation on-going at the moment and which closes on 18th August 2014 and is open to all to respond. The County Council will be responding formally to this consultation.

What specifically are LCC doing to put pressure on Rail providers to provide extra services in the area following electrification?

The franchise specification is due to be finalised by the end of October 2014 and is due to be issued to the franchise bidders on the 19th December 2014 and it is against this that bids will be formulated. At present the funding envelope for the new franchises has not been settled by the Treasury. The County Council is not specifically pushing for the funding of extra services on the Chorley route as it seems highly unlikely that they will be affordable in the present financial climate. The County Council is looking to ensure that the overall service levels in Lancashire remain broadly the same as at present.

Please contact Chris Anslow (chris.anslow@lancashire.gov.uk) to discuss further.

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Parking Enforcement in Adlington

As part of its budget savings strategy, the county council recently reduced the number of enforcement hours it undertakes, but offset this reduction by implementing the more effective targeting of enforcement resources to those areas where parking offences have the greatest potential to adversely affect the safe and efficient functioning of the highway. This inevitably means that the targeted hours are now largely concentrated on the main urban areas and at peak times, where parking offences cause the greatest disruption and delay to the travelling public.

In taking this decision, it was recognised that the deployment of enforcement officers to schools or remote locations, where parking transgressions are often too occasional or fleeting to warrant the issuing of penalty charge notices, will be reduced. It should also be recognised that there are circumstances where vehicles are entitled to park on double yellow lines, for example where there are vehicles loading / unloading or vehicles that are displaying a valid blue badge. Therefore there is often a perceived view that there is a parking offence being committed, where that is not always the case.

Notwithstanding the prioritisation of enforcement resources set out above, patrols take place in Adlington and this approach is considered appropriate in considering the volume and nature of restrictions in the area. Furthermore, when a specific issue is raised in an area where parking restrictions are in place, officers are deployed to assess the problem and a decision is then taken whether to include that area in the regular beat of the enforcement officer.

The approach to enforcement in Adlington was examined recently in a complaint considered by the County Council Complaints Committee, and the Committee was satisfied that Adlington receives an appropriate level of service.

Additional information requested following Chorley Three Tier Liaison meeting in July 2014:

Further to the Chorley Three Tier Liaison meeting on 16 July 2014 officers were asked to provide more information on the number of visits over the last 12 months and penalties issued. This information is set out in the table below:

Year	No. of Visits	Vehicle Registration Numbers	Penalty Charge Notices Issued
2013	153	12	5
2014 (to date)	28	5	3

For more information please contact Paul Riley (paul.riley@lancashire.gov.uk)

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Guide for Members on the County Council's Transport Asset Management Plan (TAMP)

What is the TAMP?

- It is the County Council's approved Transport Asset Management Plan and investment strategy that identifies the key strategic priorities of Lancashire County Council as highway authority during the period 2015-2030.
- It is a fundamental change from tackling, 'worst first' to one aligned to the Department for Transport's philosophy that, 'prevention is better than cure'. It recommends that resources are used to reduce key maintenance backlogs through preventative methods.
- It sets out the principles and approach that the County Council will use to determine the priorities for allocating capital resources to highways and transport assets.

What does the TAMP say?

- The analysis indicates that the County Council requires approximately £35m per annum to maintain all its transport assets at their 2013 levels. The direct allocation likely to be received from central government, via the Department for Transport is £25m per annum. This funding shortfall provides a real challenge to do more, or even the same, with less.
- In the last few years we have experienced a number of severe weather events (long, very cold winters and flood events) which have had an impact on the network and accelerated the deterioration of our assets.
- Preventative intervention works are proposed to reduce our maintenance backlogs. Such works involve treatments that are generally carried out at an earlier critical stage in an asset's life-cycle and are usually less expensive and less intrusive.
- Key maintenance backlogs will be reduced over a ten to fifteen year period, the effect of which will be that the level of available funding broadly matches the amount we need to maintain all our assets.
- It is not possible within the amount of resources that are likely to be available in future years to improve the condition of all transport asset types at the same time. A phased approach, based on the County Council's priorities and affordability is therefore required.
- The A, B and C roads and the footway network will be prioritised. The intention during this period is to maintain other transport assets as close to their 2013 condition as resources will allow.
- In respect of those assets scheduled for later phases the primary focus will be to slow down their rate of deterioration as far as possible.

So what will change?

- Assets will be managed on a holistic, county wide basis and funding will be prioritised between different parts of the transport asset network, based on need, as measured by engineering analysis.
- Service standards for each asset grouping will be used to set priorities and guide investment levels to reduce maintenance backlogs, make the best use of available resources, and ensure transparency and accountability.
- Investment in each district will be targeted to priority needs in each district annually. Surface dressing will be the main treatment used for preventative maintenance.
- Preventative intervention at the right point will reduce the cost of treatment overall by a factor of 3.
- The public's expectation is that the highway network should be maintained to the highest standard. However, given the current financial constraints the county council will have to prioritise its resources to maximise their effectiveness. We will have to explain this new approach and help the public understand the rationale behind it.
- The TAMP provides a better defence against claims.

Timescales and Priorities

- The TAMP covers the period 2015-2030.
- The efficiency of highway maintenance programmes will only be increased if planned resources are invested for at least a 5 year period. Therefore, it contains three implementation periods of 5 years, with a phased approach to funding priorities:
 - 2015-2020 AB and C roads and footways
 - 2021-2025 rural unclassified and residential roads
 - 2026-2030 priority structures and street lighting

Phase 1

- £8m p.a. for AB and C roads. This comprises;
 - £4m of structural patching to bring red and amber roads up to a condition that they can be surface dressed (approx 47km roads)
 - £4m of surface dressing (approx 200km roads)
- £3m p.a. for footways to tackle defects and reduce claims
- There is some funding for rural unclassified and residential roads in phase 1. Adopting the same structural patching and surface dressing approach will address 100km a year
- Other assets will be supported at 2013/14 levels where possible

Phase 2

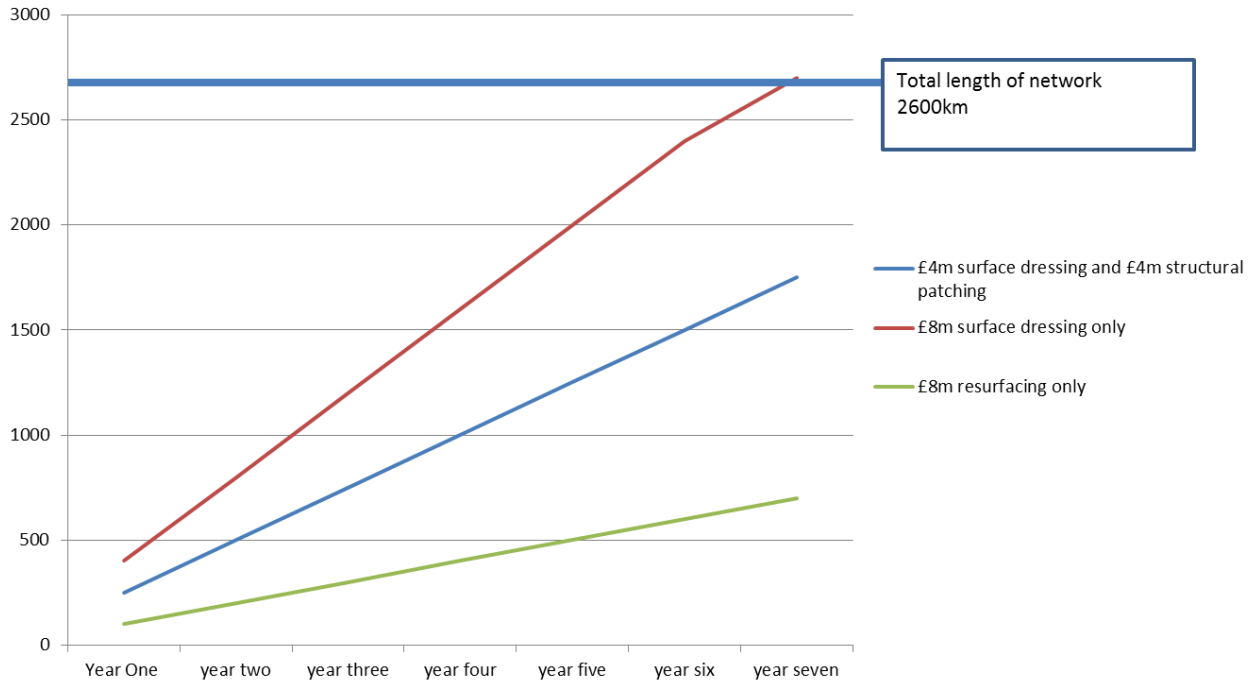
- Priority to residential and rural unclassified £5m pa
- Structural patching (starts the year before in anticipation of surface dressing)
- ABC roads and footways still funded to a level to manage annual deterioration

Phase 3

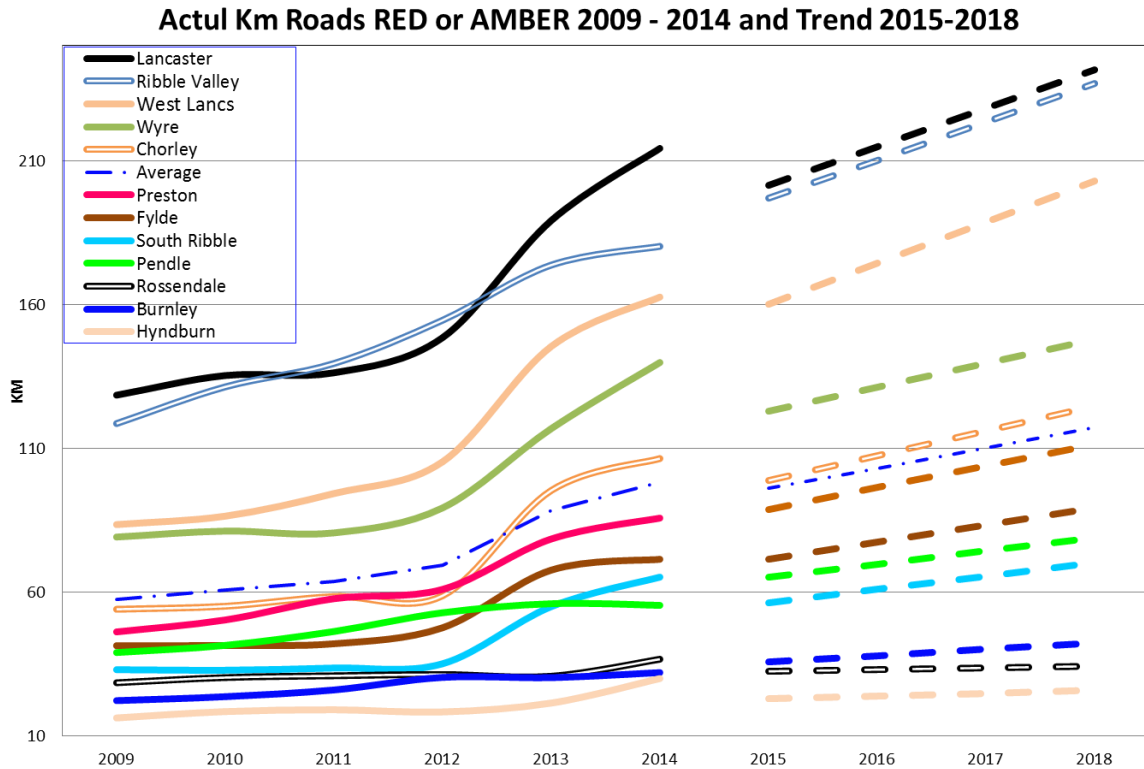
- Our bridge structures are in excellent condition and deteriorate at a very slow rate. For that reason investment in the bridge stock is identified as happening in phase 3 (£6m). This does not mean that we won't be dealing with "at risk" structures and will continue to manage the stock.

- We will also continue a programme of replacing the street lighting that is at the highest risk of failure on a programmed basis (£4m).

Resurfacing v structural patching - how much does £8m buy?



Highway condition by district



Where we are and where we want to be

The table below shows the current condition of each asset type covered by the plan and the overall target that has been set to the end of 2029/30, together with interim 5-year targets.

Anticipated Asset Condition to 2029/30				
Asset Category	Condition Now 2013-14	5 Year Target 2015/16 to 2019/20	10 Year Target 2020/21 to 2024/25	15 Year Target 2025/26 to 2029/30
A Roads	FAIR	GOOD	GOOD	GOOD
B Roads	ACCEPTABLE			
C Roads	POOR			
Residential Unclassified Roads	ACCEPTABLE	ACCEPTABLE	GOOD	GOOD
Rural Unclassified Roads	ACCEPTABLE	ACCEPTABLE	GOOD	GOOD
Footways	ACCEPTABLE	EXCELLENT	EXCELLENT	EXCELLENT
Bridges and Similar Structures	GOOD	GOOD	GOOD	GOOD
Street Lighting	FAIR	ACCEPTABLE	ACCEPTABLE	ACCEPTABLE
Traffic Signals	ACCEPTABLE	ACCEPTABLE	FAIR	GOOD

In practical terms what does it mean for Councillors/your area?

- It depends on the types of assets in your area.
- Instead of focusing on 'worst first' resources will be used to reduce key maintenance backlogs through preventative methods.
- Investment will be priority driven to address the most pressing requirements for maintenance each year. As a result the precise pattern of investment will vary year on year. The priorities in each area will be addressed as resources allow.

An electronic version of the Transport Asset Management Plan can be found on the C-First website.