

Overview and Scrutiny Committee

Thursday, 18th March 2021, 6.30 pm

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Agenda

Apologies

Minutes

- 1 **Minutes of meeting Thursday, 28 January 2021 of Overview and Scrutiny Committee**

(Pages 5 - 10)

- 2 **Minutes of Meeting, Thursday, 4 March of the Overview and Scrutiny Performance Panel**

- 3 **Declarations of Any Interests**

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

As this is a virtual meeting if a Member has a pecuniary interest they are requested to leave the call completely rather than just mute their microphone. The Member can re-join the call following the completion of the item in question.

- 4 **Public Questions**

Members of the public who have requested the opportunity to ask a question(s) on an item on the agenda will be asked to put their question(s) to the Committee. Each member of the public will be allowed to ask one supplementary question within his/her allocated 3 minutes.

Scrutiny of the Executive Cabinet

- 5 **Executive Cabinet Minutes**

To consider the Executive Cabinet minutes of the meeting held on 21 January and 25 February 2021 (enclosed)

- a **Minutes of Meeting Thursday, 21 January 2021 of Executive Cabinet**

(Pages 11 - 14)

To consider the Executive Cabinet minutes of the meeting held on 21 January 2021.

b Minutes of Meeting Thursday, 25 February 2021 of Executive Cabinet	(Pages 15 - 18)
To consider the Executive Cabinet minutes of the meeting held 25 February 2021	
6 Notice of Executive Decisions	(Pages 19 - 64)
To view the latest notice of Executive Decisions click here: .	
https://democracy.chorley.gov.uk/mgListPlanItems.aspx?PlanId=918&RP=115	
The document is also attached and correct as of 10 March 2021.	
7 Health Scrutiny	
Verbal Update to be provided at this meeting.	
8 Clean Air Strategy	(Pages 65 - 100)
To receive and consider the report of the Director of Communities.	
9 Overview and Scrutiny Task Group - Developing the Council's Green Agenda - Monitoring of Recommendations	
To receive and consider the report of the Deputy Chief Executive.	
10 Overview and Scrutiny Task Group - Quality of Housing Provided by Social Landlords - Monitoring of Recommendations	
Verbal Update to be provided at this meeting.	
11 Reports from the Task and Finish Groups	(Pages 101 - 126)
Overview and Scrutiny Sustainable Public Transport Task and Finish Group	
To receive and consider the final report	
12 Overview and Scrutiny Work Programme	(Pages 127 - 130)
To consider the Scrutiny Work Programme for 21/22.	
13 Any urgent business previously agreed with the Chair	

Gary Hall
Chief Executive

Electronic agendas sent to Members of the Overview and Scrutiny Committee Councillor John Walker (Chair), Councillor Roy Lees (Vice-Chair) and Councillors Peter Gabbott, Yvonne Hargreaves, Alex Hilton, Hasina Khan, Marion Lowe, Matthew Lynch, June Molyneaux, Steve Murfitt, Debra Platt, Gillian Sharples, Paul Sloan and Kim Snape.

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

[To view the procedure for public questions/ speaking click here and scroll to page 119](#)

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Minutes of	Overview and Scrutiny Committee
Meeting date	Thursday, 28 January 2021
Members present:	Councillor John Walker (Chair), Councillor Roy Lees (Vice-Chair) and Councillors Peter Gabbott, Yvonne Hargreaves, Alex Hilton, Hasina Khan, Marion Lowe, Matthew Lynch, June Molyneaux, Debra Platt, Gillian Sharples, Paul Sloan and Kim Snape
Officers:	Chris Sinnott (Deputy Chief Executive)), and Matthew Pawlyszyn (Democratic and Member Services Officer)
Apologies:	Councillor Alex Hilton
Other:	Councillor Peter Wilson (Executive Member (Resources)), Councillor Margaret France, Councillor Julia Berry, and Ray Bennett (Principal Officer, Highways and Transport at Lancashire County Council).

21.OS.1 Minutes of meeting Thursday, 1 October 2020 of Overview and Scrutiny Committee

Decision: That the minutes of the Overview and Scrutiny Committee held on 1 October be approved as a correct record for signature by the Chair.

21.OS.2 Declarations of Any Interests

There were no declarations.

21.OS.3 Public Questions

There were no public questions.

21.OS.4 Performance Panel Minutes

Decision: The minutes from the Overview and Scrutiny Performance Panel's held on 8 October and 19 November were noted.

21.OS.5 Executive Cabinet Minutes

Decision: The minutes from Executive Cabinet meetings held on 15 October, 12 November and 10 December were noted.

21.OS.6 Notice of Executive Decisions

Decision: The notice of Executive Decisions was noted.

21.OS.7 Adoption of Estates Update

The Overview and Scrutiny Committee welcomed Ray Bennett, Principal Officer, Highways and Transport at Lancashire County Council.

Ray Bennett defined 'Highway' as a road or street which may include a carriageway, a pedestrian or cycle route, or even a verge, in which the public had the right to pass without hinderance or obstruction.

'Adoption' was the process, procedure, or mechanism where the highway authority agreed to take on a street or streets and maintain them at public expense for perpetuity. This was managed and maintained by the County Council as the Highway Authority in Lancashire.

Ray Bennett briefly explained the history of the process of Adoption, recounting the legislation passed to create the current process, and explained that a street to be adopted had to serve at least six separate residential properties. Further information about how Lancashire County Council determined what could be adopted was in a County Council document entitled "Code of Practice on Highway Status and Adoption".

The Adoption Mechanism was highlighted in Section 38 of the Highways Act 1980. Section 38 was an agreement between the parties involved. The landowner had to agree to the adoption, and the highway Authority had to agree to take the highway and then maintain it.

The Highway Authority was unable to force a developer to enter into an agreement for streets on their private land to be adopted, and the developer cannot force the Highway Authority to adopt a road system through Section 38.

The process of the mechanism involved a developer to approach the County Council and declare that they wished for their roads, footways, and associated infrastructure to be adopted. This should occur before construction starts but is often not the case. For an agreement to take place, the Highway Authority required evidence including planning permission, full title to the land and streets which are to be built on, the highway layout and construction and highway drainage.

As part of the process, the Highway Authority would provide details of the information needed for adoption, such as technical requirements, documentation, and format required, legal advice and a draft Section 38 agreement and certification leading to final adoption.

The length of the process had no set time, but typically occurred 24 months from completion of the site work. Adoption was subject to a final inspection and placed on a 12-month maintenance period to highlight work to be completed by the developer prior to adoption. Large complex sites that have multiple phases took significantly longer to adopt.

There were several barriers that could prevent agreement and the process occurring in a timely manner, these could include:

- The design, layout or construction not complying with the County Council's design standards for adoption
- Full title cannot be demonstrated, some developers construct on land they do not have the title on
- Technical details required to enter into the Section 38 Agreement were not provided
- Confirmation not provided that linked agreements were established, e.g. with United Utilities to facilitate drainage of the site
- Inspection fee not being provided, and the site constructed without supervision, leading to uncertainty what had been laid down
- Legal documentation not returned
- Access obstructed or planted over
- Site failed to link to a highway maintainable at public expense

Section 37 of the Highways Act 1980 enabled owners of a road to serve notice on the Highway Authority to declare their intention to dedicate the street as a highway. All requirements for Section 37 mirrored Section 38. Though extremely rare, there have been attempts by developers to force inappropriate development onto the County Council through Section 37 in the past, and they were rejected through the Magistrate Court.

Section 228 of the Highways Act empowered the Highway Authority to adopt a private street after execution of street works. This is referred to as the Private Street Works Code. Section 228 is an aggressive form of adoption that removed land ownership rights and forced landowners to pay for streets to be at an adoptable standard.

For further insight into highway adoption, see "*Department for Transport (DfT) Advice Note on "Highway Adoption"*" April 2017.

Members asked if the online mapping system was kept up to date as there were examples where constituents had their estates adopted but were told by the contact centre that it was not the case. Ray advised they are updated as soon as the adoption passed.

The Chair enquired about the process if a development was finished and the developer ceased business operations. Ray explained that the process was to take the money from the developer before construction started but part of the highway's legislation was broken and building regulation was taken from the hands of the authority. There were plans for the legislation to be rectified but delayed due to Brexit and Covid-19.

Members queried what could be done about a large estate that was not adopted with several complaints. Ray explained residents would need to approach the developer and push for adoption, and it would be the developer's remit to approach the Council.

Members noted that there was not the communication in place for residents, District Council Members and departments. She asked if GDPR was a reason for difficulties in communication between residents and the Council after developers went into administration.

Ray believed that it was difficult as residents would be aware if the house they were purchasing was on an adopted street or not. It was up to the developer to seek

adoption, and he reiterated hopes that legislation would strengthen the position to seek payment prior to the start of construction. In terms of communication, he explained that there was a District Team in place to deal with enquiries from Parish Councils through to the parliamentary representative. Members highlighted issues with this and Ray undertook to raise it with the team.

A query was raised about the nature of adoption for properties that were leasehold. Ray felt that it was complicated but ultimately the developer had the title to the land they were built on and if they didn't own all of the land that was built upon, adoption could not occur. He noted that in Adlington, there was a small section of highway that was not owned and could not be adopted.

Decision: The report was noted

21.OS.8 Budget Scrutiny

The Overview and Scrutiny Committee welcomed Chris Sinnott, Deputy Chief Executive and Councillor Peter Wilson, Executive Member (Resources).

Councillor Wilson explained that the budget situation was challenging and reminded members that the Council's money came from Business Rates, Council Tax, New Homes Bonus, and grants, all of which was highlighted on page 86. The current challenge was not just to set the budget but to create a plan to balance the budget. There was outstanding uncertainty with business rates, as it was linked to the Fair Finding Review.

The report explained that there was a deficit of £908,000, increased from £302,000 due to the leisure centre service cost, in addition to the Covid-19 Pandemic. It was estimated that the deficit would increase to 3.2m next year and £4.3m the year after.

The report highlighted how the administration intended to balance the budget. First by explaining the saving made from the shared services arrangement, in addition to the income generated with Market Walk, Primrose Gardens, Strawberry Fields, and Logistic House. The deficit would reduce significantly to £107,000 going to 2m and then £2.9M, the year after.

It was proposed that council tax would be increased by 1.99%, with consideration given to increase parking charges without adversely impacting the high street.

The administration was considering investment sites and it was believed that future savings of £1m could be achieved by 2022-2023, with £1.3m the year after.

Councillor Wilson believed that it would be a considerable challenge to balance the books in light of the uncertainty with funding streams, but it was a testament to the hard work of Officers that allowed the administration to prioritise the Corporate Plan, and to ensure that money was correctly allocated.

In terms of reserves the general fund contained a committed £4M, and another £3.2m in reserves that covered Market Walk, and asset maintenance support for local businesses.

The Chair thanked Councillor Wilson, and to the officers that put the budget together. He enquired into the levels of money Chorley will receive from the Government

Finance Settlement. Chris Sinnott said that they received the one-year settlement as part of the Fair Funding Review, but there was only certainty for the coming financial year and it was around £500,000. The figure was slightly less than the previous year.

The Chair queried if the leisure centre was going to lose £600,000 and if that figure included funds made available by central government to cover the losses of leisure centres. It was confirmed that it included the funding, but there was optimism for a recovery in the next financial year.

The Chair asked about income generated and budget deficit of £170,000 caused by Strawberry Fields and if there was any indication that it would improve. It was hoped that it would perform better, but it was a long term investment for the Council to provide a source of revenue for 25-50 years. Although it was not producing revenue presently, interest and demand was growing despite the present situation, and the increase in working from home.

Members queried if there was a contingency for both Strawberry Fields and Digital House. Councillor Wilson confirmed that there were contingency plans, but they were focused on Plan A and believed that when things were up and running, interest would increase.

The Chair thanked both Councillor Wilson and Chris Sinnott for attending and presenting.

21.OS.9 Health Scrutiny

The Overview and Scrutiny Committee welcomed Councillor Margaret France to report on the Lancashire County Council's Health Scrutiny Meeting that took place in December 2020 and from the Lancashire Health and Wellbeing Report.

The situation had evolved from the middle of December to the end of January and she updated members of information covered which included test and trace, bed pressures on hospitals, and strategies employed to cope with winter bed pressures. The County was working with the military to deliver 6-week targeted surge programme of asymptomatic testing in the care, education, faith centres and large employers. A two-week extension was applied for. With Test and Trace in the region, due to the information passing hands, there was a period of 6 – 7 days before users were notified, but it was positive that the number of duplicated phone calls had decreased. It was stated that the test employed for Covid-19 carried a large number of false negatives, but there was no indication that there were false positives.

Transmission of Covid-19 in hospital was high, but the numbers slowly decreased when infection control measures were implemented, in addition to altercations? in testing and ward distribution of patients waiting a result.

For the weekend of 20 January, Chorley had a figure of 373 infections per 100,000, which was below the national average and rate of infection was slowing down. The highest numbers were in the age groups 16-19 and 30-44 which 10% of tested, were positive.

Bed occupancy was currently 100% in critical care and growing, the peak was not expected until the period of 3 February to 17 February, and the peak of deaths was expected from the 24 February to the start of March.

It was expected that the vaccination programme would not yield benefits until the end of March and into April, but more than 80% of the over 80's were vaccinated. There were rumors circulating in the ethnic minority communities that pork products were used in the production of the vaccine, but this was false, and faith groups have been working hard to dispel the rumor.

167 enforcement notices had been issued the week ending 20 January, highest levels of enforcement notices were to barbers, gyms, shops and gatherings of young people.

Selective routine surgeries have been stepped down, but critical patients prioritised.

In response to a question by Members, it was noted Covid-19 patients were being treated at both Chorley and Preston, in addition to the Manchester Nightingale hospital.

21.OS.10 Reports from the Task and Finish Groups

Councillor Kim Snape updated the Overview and Scrutiny Committee relating to the progress of the Sustainable Transport Task Group. She highlighted the organisations and individuals that have attended and contributed, and those that are outstanding to the Task Group.

The process was described as insightful and there was optimism that conclusions and recommendations would be found. The report is due to go to Cabinet in March and could feature at the next Overview and Scrutiny Committee. She thanked Alison Marland (Principal Planning Officer) and Matthew Pawlyszyn (Democratic and Member Services Officer) for their work.

21.OS.11 Overview and Scrutiny Work Programme

Decision: The Overview and Scrutiny Work Programme was noted.

Chair

Date



MINUTES OF	EXECUTIVE CABINET
MEETING DATE	Thursday, 21 January 2021
MEMBERS PRESENT:	Councillor Alistair Bradley (Chair), Councillor Peter Wilson (Vice-Chair) and Councillors Beverley Murray, Graham Dunn, Alistair Morwood and Adrian Lowe
OFFICERS:	Gary Hall (Chief Executive), Chris Sinnott (Deputy Chief Executive), Asim Khan (Director (Customer and Digital)), Chris Moister (Director (Governance)) and Lindsey Blackstock (Open Space Strategy Officer), Darren Cranshaw (Shared Services Lead – Democratic, Scrutiny & Electoral Services), Rebecca Aziz-Brook (Transformation Programme Co-Ordinator) and Nina Neisser (Democratic and Member Services Officer)
OTHER MEMBERS:	Councillors Mark Clifford, Gordon France, Tom Gray, John Walker, Alan Whittaker, Danny Gee, Roy Lees, Steve Holgate, June Molyneaux and Julia Berry

21.EC.1 Minutes of meeting Thursday, 10 December 2020 of Executive Cabinet

Decision: That the minutes of the Executive Cabinet meeting held on 10 December 2020 be confirmed as a correct record for signature by the Executive Leader.

21.EC.2 Declarations of Any Interests

There were no declarations of interest.

21.EC.3 Public Questions

There were no public questions.

21.EC.4 Chorley Open Space, Sports and Recreation Strategy Action Plan 2020-2036

Councillor Alistair Bradley, Executive Member (Economic Development and Public Service Reform), presented the report of the Deputy Chief Executive which seeks to grant approval to consult on the draft Open Space, Sports and Recreation Strategy (OSSR) Action Plan and where there are no significant amendments or additions, to grant adoption of the plan through Executive Member decision.

In order to support the preparation of the new Central Lancashire Local Plan, consultants Knight, Kavanagh and Page Ltd were commissioned by the three councils of Preston, South Ribble and Chorley to produce evidence detailing the need for open space, sports and recreation provision. The evidence will be used to inform future investment decisions including where developer contributions are required and how they should be used to meet future demand in the Borough through to 2036.

The consultants worked with many stakeholders including sports clubs, teams, parish councils, ward members, national governing bodies, and organisations to produce robust, accurate data which has been distilled into a Chorley Action Plan spanning from 2020-2036. It is proposed to reconsult with these key stakeholders and Members were encouraged to assist with this where links to the groups existed.

Members welcomed the report, in particular how it supported the green agenda through natural greenspaces, wildlife corridors, and woodland management.

Decision:

1. **To grant approval to consult on the Open Space, Sports and Recreation Strategy Action Plan at Appendix 1.**
2. **To delegate to the Executive Member for Economic Development and Public Service Reform formal adoption of the final version of the action plan subject to no significant alterations being made.**

Reasons for recommendation(s):

Consultation of the document will ensure that the action plan is robust and has the longevity needed to support the forthcoming Local Plan.

Alternative options considered and rejected:

To not refresh the Open Space, Sports and Recreation Strategy, which was rejected on the basis that it would not enable a plan-led approach to improving open spaces and would not support the Local Plan process.

21.EC.5 Draft Budget 2021 and Summary Position over the Medium Term

Councillor Peter Wilson, Executive Member (Resources) presented the report of the Deputy Director of Finance which sets out the budget position for 2021/22 including the forecast for the following 2 years to 2023/24 and also presents the relevant proposals in respect of the use of forecast resources identified in 2021/22 and the budget consultation.

Members noted the proposed Council Tax increase of 1.99% in 2022/23 and 2023/24. This would be revisited every year and would be dependent upon the outcome of the Government announcements regarding the Fair Funding Review and review of the business rates system. It was also noted that investment of approximately £1m would be continued to deliver corporate strategy priorities, alongside capital investments of over £56m in corporate priority projects and strategies to reduce the budget deficit in the medium term.

Members supported the proposed increase in Council Tax and discussed the support available to those who may struggle to pay their council tax because of the challenging circumstances they find themselves in. It was suggested that communications be released highlighting why the council propose the increase. Members also addressed

whether parking charges would need to increase in the future and considered the impact this would have on the Town Centre.

Decision:

That members agree the contents of this report in order to start the budget consultation process and note the following proposed budget items, in particular:

- A proposed 1.99% increase in council tax in 2021/22 with no proposed cuts to services
- The forecast balanced budget for 2021/22 and the forecast budget position in 2022/23 and 2023/24

Reasons for recommendation(s):

The council wishes to set out its budget proposals and consult on them with residents

Alternative options considered and rejected:

None, this is the draft budget and alternative budgets may be considered as part of the final budget proposal.

21.EC.6 Exclusion of the Public and Press

Decision: To exclude the press and public for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972.

21.EC.7 Approval for the Contract Award Procedure and Evaluation Criteria for ICT Hardware and Software

Councillor Peter Wilson, Executive Member (Resources) presented the confidential report of the Director of Customer and Digital which informs members of the proposed shared procurement for ICT hardware, software and support to seek agreement to the sharing of costs and assessment criteria.

Members supported the proposals within the report.

Decision:

1. To approve the contract award procedure for a number of joint procurements with South Ribble Council outlined at Appendix 1 for software, hardware and support services.
2. To approve the use of existing procurement frameworks such as Crown Commercial Services or similar.
3. To approve the evaluation criteria of 80% cost and 20% quality.
4. That the decision to award is delegated to the Executive Member of Resources at both Chorley and South Ribble Councils.

Reasons for recommendation(s)

1. By jointly procuring these contracts it ensures alignment of software and hardware across both Authorities supporting Shared Services.
2. It is anticipated that a joint procurement exercise will achieve greater efficiencies across both Councils.

Alternative options considered and rejected:

Each Council could procure software independently, but this would make it very difficult to align software or services in future.

Chair

Date



Minutes Of	Executive Cabinet
Meeting Date	Thursday, 25 February 2021
Members Present:	Councillor Alistair Bradley (Chair), Councillor Peter Wilson (Vice-Chair) and Councillors Beverley Murray, Graham Dunn, Alistair Morwood and Adrian Lowe
Officers:	Gary Hall (Chief Executive), Chris Sinnott (Deputy Chief Executive), Asim Khan (Director (Customer and Digital)), Dave Whelan (Shared Service Lead - Legal), Jennifer Mullin (Director of Communities), Jonathan Noad (Director of Planning and Development), Victoria Willett (Shared Service Lead – Transformation and Partnerships), Simon Forster (Open Space Strategy Officer), Darren Cranshaw (Shared Services Lead - Democratic, Scrutiny & Electoral Services), Gill Beaghan (Communications Officer) and Nina Neisser (Democratic and Member Services Officer)
Other Members:	Councillors Aaron Beaver, Julia Berry, Mark Clifford, Gordon France, Peter Gabbott, Danny Gee, Tom Gray, Yvonne Hargreaves, Steve Holgate, June Molyneaux and John Walker

21.EC.8 Minutes of meeting Thursday, 21 January 2021 of Executive Cabinet

Decision: That the minutes of the Executive Cabinet meeting held on 21 January 2021 be confirmed as a correct record for signature by the Executive Leader.

21.EC.9 Declarations of Any Interests

There were no declarations of interest.

21.EC.10 Public Questions

There were no public questions.

21.EC.11 Clean Air Strategy

Councillor Alistair Bradley, Executive Member (Economic Development and Public Service Reform), presented the report of the Director of Communities which seeks

approval to consult upon the proposed draft clean air strategy and secure approval to publish via an Executive Member Decision.

Upon establishment of a resource to deliver the strategy and completion of the options appraisal for a new method of collecting data on air quality, a Member Learning Session on air quality will be delivered.

Chorley Council declared a climate emergency on the 19th November 2019 with the overarching goal of “rendering the borough carbon neutral by the year 2030”, 20 years ahead of the UK target of 2050. To enable this target to be met a Clean Air Strategy for Chorley has been drafted. The Strategy sets out a clear picture of the current state of air quality and monitoring practices in Chorley, our legal obligations as a council in monitoring air quality and the legislation which governs this.

Members welcomed the Air Quality Strategy and recognised the importance of engagement via the consultation. Therefore, it was proposed that maximum communications be delivered on this to ensure the consultation be circulated as widely as possible.

Decision:

1. That the Executive Cabinet agree the proposal involving a clean air strategy and formal consultation.
2. That the Executive Member for Early Intervention be given delegated responsibility for approving the final proposal following the period of formal consultation, subject to there being no significant changes to those proposed within this report.

Reasons for recommendation(s):

As part of the Council's commitment to achieving carbon neutral status by 2030 the Council needs to consider how to achieve this goal. The adoption of the proposed Clean Air Strategy, which seeks to improve air quality across the borough, would be essential in achieving carbon neutrality, as well as improving health outcomes for the residents of Chorley.

Alternative options considered and rejected:

There are no alternatives to the proposal as this would not address the Council's commitment to look at the issue of air quality in more detail and demonstrate a commitment to improving air quality locally, the respiratory health of the residents of Chorley. In addition, the Council needs to adopt an Air Quality Strategy, to tie in with work at the national level.

21.EC.12 Revenue and Capital Budget Monitoring 2020/21

Councillor Peter Wilson, Executive Member (Resources), presented the report of the Chief Finance Officer which sets out the provisional revenue and capital outturn figures for the Council as compared against budgets and efficiency savings targets set for the financial year 2020/21.

In summary, the projected revenue outturn currently shows a forecast underspend of £13k compared to the budget for 2020/21 and the forecast of capital expenditure in 2020/21 is £14.587m. The Council's budget for 2020/21 includes a savings target of £150k from management of the staffing establishment. Members noted that the full savings of £150k have been achieved.

The Council's Medium-Term Financial Strategy reported that working balances are currently maintained at £4.0m due to the financial risks facing the Council and the forecast level of general fund balances at 31 March 2021 will be £4.013m.

Decision:

1. Note the full year forecast position for the 2020/21 revenue budget and capital investment programme.
2. Note the forecast position on the Council's reserves.
3. Approve the capital programme to be delivered in 2020/21 to 2022/23.

Reason for recommendation(s):

To ensure the Council's budgetary targets are achieved.

Alternative options considered and rejected:

None.

21.EC.13 Quarter Three Performance Report 2020/21

Councillor Peter Wilson, Executive Member (Resources), presented the report of the Deputy Chief Executive which sets out the performance against the delivery of the Corporate Strategy and key performance indicators during the third quarter of 2020/21, 1 October to 31 December 2020.

Overall, the performance of key projects is excellent with 85% of the projects rated as green and 15% currently rated as amber; there are two action plans for the amber projects. Those projects that are not yet complete will either be carried over for delivery through the 2020/21 Corporate Strategy as planned, are due to be completed in quarter four, or will continue to be delivered through business as usual activity.

Performance of the Corporate Strategy indicators and key service delivery measures is good with 67% of Corporate Strategy measures and 83% of key service delivery measures performing on or above target, or within the 5% threshold. Given the current challenges and environment the council is operating in, performance against agreed measures remains positive. Those indicators performing below target have action plans outlined with measures to improve performance.

Decision:

To note the report.

Reason for Recommendation(s):

To facilitate the on-going analysis and management of the Council's performance in delivering the Corporate Strategy.

Alternative options considered and rejected:

None.

21.EC.14 Exclusion of the Public and Press

Decision: To exclude the press and public for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972.

21.EC.15 King Georges Playing Fields Pavilion - Proposed Contract Award Procedure

Councillor Alistair Bradley, Executive Member (Economic Development and Public Service Reform), presented the report of the Director of Planning and Development which seeks approval for the procurement approach and evaluation criteria for the appointment of a contractor to deliver a new sports pavilion and associated infrastructure at St George V Playing Fields in Adlington.

Members supported the proposals in the report and requested that the green agenda be considered as part of the tender process.

Decision:

1. To approve the proposed procurement methodologies and evaluation criteria for the building contract comprising a single stage open tender with suitability questionnaire / quality element and the use of the JCT standard form of building contract.

Reasons for recommendation(s):

The use of an open tender process, with a quality element is the best way of delivering best value for the project within the budget.

Alternative options considered and rejected:

None.

21.EC.16 Astley Park Lighting - Proposed Contract Award Procedure

Councillor Alistair Bradley, Executive Member (Economic Development and Public Service Reform), presented the report of the Director of Planning and Development which seeks approval for the procurement approach and evaluation criteria for the appointment of a contractor to deliver Astley Park Lighting.

Members supported the proposals in the report and hoped the work would increase the popularity of the park further by making it more accessible.

Decision:

1. To approve the proposed procurement methodologies and evaluation criteria for the building contract comprising a single stage open tender with suitability questionnaire / quality element and the use of the NEC 3 Short building contract.

Reasons for recommendation(s):

The use of an open tender process, with a quality element is the best way of delivering best value for the project within the budget.

Alternative options considered and rejected:

None.

Chair

Date

Chorley Council – Notice of Executive Decisions

1. This document gives 28 days notice of 'key' and other major decisions which the Executive Cabinet and Executive Members expect to take. The document is updated as required and is available to the public on the Council's website at www.chorley.gov.uk or from the Town Hall, Market Street, Chorley, PR7 1DP.
2. A 'Key' Decision is defined as:
 - a) Any executive decision which is likely to result in the Council incurring significant expenditure or the making of savings where there is:
 - a change in service provision that impacts upon the service revenue budget by £100,000 or more; or
 - a contract worth £100,000 or more; or
 - a new or unprogrammed capital scheme of £100,000 or more.
 - b) Any executive decision which will have a significant impact in environmental, physical, social or economic terms on communities living or working in two or more electoral wards. This includes any plans or strategies which are not within the meaning of the Council's Policy Framework set out in Article 4 of the Council's Constitution.
 - c) Under the Access to Information Procedure Rules set out in the Council's Constitution, a 'Key' Decision may not be taken, unless 28 days notice have been given in this document;
 - d) The law and the Council's Constitution provide for urgent key decisions to be made, even though they have not been included in this document in accordance with General Exception and Special Urgency provisions.
3. The Executive Cabinet is made up of the Executive Leader, Deputy Leader and four Executive Members with the following portfolios:

Executive Leader and Executive Member (Economic Development and Public Service Reform)	Councillor Alistair Bradley
Deputy Executive Leader and Executive Member (Resources)	Councillor Peter Wilson
Executive Member (Early Intervention)	Councillor Beverley Murray
Executive Member (Homes and Housing)	Councillor Graham Dunn
Executive Member (Public Protection)	Councillor Alistair Morwood
Executive Member (Customer, Advice and Streetscene Services)	Councillor Adrian Lowe
4. Copies of the Council's Constitution and agenda and minutes for all meetings of the Council may be accessed on the Council's website: www.chorley.gov.uk. If there are any queries, including objections to items being considered in private, please contact the Council on 01257 515151 or email contact@chorley.gov.uk. Please note representations should be received 14 days before the date the decision is due to be taken.

Gary Hall, Chief Executive

Last updated: 10 March 2021

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Future meetings of the Executive Cabinet where there is an intention to hold part of a meeting in private: 25 March, 17 June, 29 July, 16 September, 14 October, 11 November, 9 December 2021, 20 January, 24 February and 24 March 2022							
March							
Overview and Scrutiny Task Group Sustainable Public Transport Report	Executive Cabinet	Executive Member (Economic Development and Public Service Reform)		25 Mar 2021		No	Report of the Director (Development and Place)
Chorley Council Transformation Strategy	Executive Cabinet	Executive Member (Resources)		25 Mar 2021	No	No	Report of the Deputy Chief Executive
Commissioning Procurement 2021-2023	Executive Cabinet	Executive Member (Early Intervention)	A change in service provision that impacts upon the service revenue budget by £100,000 or more	25 Mar 2021	No	No	Report of the Director (Communities)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Housing Assistance Policy 2021	Executive Cabinet	Executive Member (Homes and Housing)	A significant impact in environmental, social or physical terms in two or more wards	25 Mar 2021	No		Report of the Director (Communities)
Shared Services: Events Team Review	Executive Cabinet	Executive Member (Resources)		25 Mar 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Deputy Chief Executive
Future meetings							
King George V Playing Fields, Adlington	Executive Cabinet	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	17 Jun 2021	No	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Staff Car Lease Scheme	Executive Cabinet	Executive Member (Resources)	A contract worth £100,000 or more	17 Jun 2021	No	yes	Report of the Deputy Chief Executive
Bengal Street Feasibility Update	Executive Cabinet	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	17 Jun 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Queens Road Car Park Resurfacing - Contract award	Executive Cabinet	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	17 Jun 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Insurance Portfolio procurement proposals	Executive Cabinet	Executive Member (Resources)	A contract worth £100,000 or more	17 Jun 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Governance)
Approval of Tender Evaluation Criteria for Security/Concierge Services	Executive Cabinet	Executive Member (Resources)	A contract worth £100,000 or more	17 Jun 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Wigan Lane Playing Field Facility	Executive Cabinet	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	20 Jan 2022	No	No	Report of the Director (Development and Place)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Pod Development Site Pall Mall Chorley	Executive Cabinet	Executive Member (Resources)	A contract worth £100,000 or more		Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Leisure Contract Update	Executive Cabinet	Executive Member (Early Intervention)	A significant impact in environmental, social or physical terms in two or more wards		Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Deputy Chief Executive

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Executive Member Decisions							
Executive Leader and Executive Member (Economic Development and Public Services Reform)							
Strawberry Fields Grant Programme Amendment	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		July 2020	No	No	Report of the Director (Commercial Services)
Milestone Meadow Play Area, Euxton	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		July 2020	No	Open Space, Sport & Recreation Strategy Summary and Action Plan - https://democracy.chorley.gov.uk/mglIssueHistoryHome.aspx?Id=71337&PlanId=909&RPID=7050336	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Lancashire Woodland Connect	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		August 2020	No	No	Report of the Deputy Chief Executive
Mawdesley Millenium Green Play Area S106 transfer	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		November 2020	No	Play, Open Space and Playing Pitches – Financial Transfers of S106 to Parish Councils and Organisations for Project Delivery - https://democracy.chorley.gov.uk/documents/s96662/Report.pdf	Report of the Deputy Chief Executive
Contract Award for Lead Design Services at Wigan Lane Playing Pitches	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		March 2021	No	No	Report of the Director (Development and Place)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Cripplegate Lane Pond	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		November 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Deputy Chief Executive
Westway Operator Procurement	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Alker Lane Bridge	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A change in service provision that impacts upon the service revenue budget by £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Alker Lane Development - Appointment of PM/EA/QS Support	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		January 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	To follow	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
BAE Agreement - Alker Lane Bridge	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		December 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	To follow	Report of the Director (Commercial Services)
Network Rail Agreement - Alker Lane Bridge	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		December 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	To follow	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Agreement GA Pet Foods - Alker Lane Bridge	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		17 Dec 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	To follow	Report of the Director (Commercial Services)
Contractor Appointment - Alker Lane Development	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	21 Jan 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	To follow	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Approval to Agree Steelwork Modification on Market Walk Extension	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Tatton Second Stage Fee Expenditure	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	19 Nov 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Westway Football Foundation Submission	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Commercial Acquisition Opportunities	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A new or unprogrammed capital scheme of £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Rent Relief for Council Commercial Tenants	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A change in service provision that impacts upon the service revenue budget by £100,000 or more	January 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Astley Park Lighting	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		24 Jan 2021	No	No	Report of the Director (Development and Place)
Climate Change Update and Approval of Expenditure	Leader and Deputy Leader/Director Briefing Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)	A significant impact in environmental, social or physical terms in two or more wards	16 Feb 2021	No	No	Report of the Director (Development and Place)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Contract Award for Carr Brook Natural Flood Management Wetland construction	Executive Member (Economic Development and Public Service Reform)	Executive Member (Economic Development and Public Service Reform)		March 2021	No	No	Report of the Director (Development and Place)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Deputy Executive Leader and Executive Member (Resources)							
Appointment of the Chief Executive	Executive Member (Resources)	Executive Member (Resources)		January 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Deputy Chief Executive
Approval for the contact award procedure for the procurement of asset management software for streetscene services	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Customer and Digital)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Procurement of Electrical Contractor to undertake planned and reactive maintenance	Executive Member (Resources)	Councillor Peter Wilson	A contract worth £100,000 or more	March 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Approval for the contract award for trade waste collections from Council buildings and Market Walk	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	15 Feb 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	https://democracy.chorley.gov.uk/documents/s117559/Approval%20for%20the%20contract%20award%20procedure%20and%20evaluation%20criteria%20for%20trade%20waste%20from%20council%20build.pdf	Report of the Director (Customer and Digital)
Applications to waive Council Tax Long-Term Empty Premium	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Customer and Digital)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Application to Waive Council Tax Long Term Empty Premium - Andertons School House	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Customer and Digital)
Harrisons Farm Adlington - Notification of United Utilities Works under S159 of the Water Industry Act 1991	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Commercial Services)
Approval For Car Park Barrier Bengal Street	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Commercial Services)
IHRA Definition of Antisemitism	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Governance)
HR Policy Framework	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Deputy Chief Executive

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
HR Policy Framework	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Deputy Chief Executive
HR Policy Framework	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Deputy Chief Executive
Alker Lane - Appointment of ecological consultants	Executive Member (Resources)	Executive Member (Resources)		June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Alker and Tatton Funding	Executive Member (Resources)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	30 Sep 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	Chorley Council Corporate Strategy 2019/20-2021/22 - https://democracy.chorley.gov.uk/documents/s105131/Chorley%20Council%20Corporate%20Strategy%20201920-202122.pdf	Report of the Director (Commercial Services)
Croft Lodge, Lodge Bank, Brinscall - Fishing Lease	Executive Member (Resources)	Executive Member (Resources)		June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Common Bank Lane Disposal	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Disposal of 3 Parking Spaces at Farrington Street Car Park Chorley	Executive Member (Resources)	Executive Member (Resources)		June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Land Rear of 50 and 52 Fairview Drive Adlington	Executive Member (Resources)	Executive Member (Resources)		June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Approval to Agree Heads of Terms for Unit 2, Market Walk Extension	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Approval to Agree Heads of Terms for Unit 3, Market Walk Extension	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Approval to Agree Heads of Terms for Unit 4, Market Walk Extension	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Approval to Agree Heads of Terms for Unit 5, Market Walk Extension	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Approval to Acquire Individual Homes for Affordable Rent	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	December 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Buzz Bingo	Executive Member (Resources)	Executive Member (Resources)		28 Aug 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Grant of a Lease - 37 New Market Street - First Floor Above Iceland - Market Walk	Executive Member (Resources)	Executive Member (Resources)		June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Lease Renewal - Approval of Terms for New Lease - Unit 6 Flat Iron Parade	Executive Member (Resources)	Executive Member (Resources)		28 Aug 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 2	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 3	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 4	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services), Director (Commercial Services)
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 5	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 10	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 14	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 15	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 18	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 20	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Strawberry Fields Digital Office Hub - Grant of a Lease - Office No 27	Executive Member (Resources)	Executive Member (Resources)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Grant of a Lease - Cafe - Primrose Gardens	Executive Member (Resources)	Executive Member (Resources)		August 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Exlusec Security Contract for Strawberry Fields Digital Office Park	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	February 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
UPDATE - Kiosk/Cafe Coronation Recreation Ground Chorley	Executive Member (Resources)	Executive Member (Resources)		4 Sep 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Letting Arrangements - Hair Salon - Primrose Gardens	Executive Member (Resources)	Executive Member (Resources)		August 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Business Grant Programme Budgets	Executive Member (Resources)	Executive Member (Resources)		June 2020	No	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Business Financial Support Budget Approval	Executive Member (Resources)	Executive Member (Economic Development and Public Service Reform)		July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Lease of Cafe Coach House Astley Park	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	September 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Proposed Wayleave Agreement: Harrisons Farm, Old School Lane, Adlington	Executive Member (Resources)	Executive Member (Resources)		September 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Shop Front Grant	Executive Member (Resources)	Executive Member (Resources)		December 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	Vacant Property and Shop Front Grants - Programme Evaluation - https://democracy.chorley.gov.uk/mgIssueHistoryHome.aspx?Id=44900	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Shop Front Grant - 8 Chapel Street	Executive Member (Resources)	Councillor Peter Wilson, Executive Member (Resources)		17 Sep 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	Vacant Property and Shop Front Grants - Programme Evaluation - https://democracy.chorley.gov.uk/mglIssueHistoryHome.aspx?Id=44900	Report of the Director (Commercial Services)
Shop Front Grant - 1-3 Cleveland Street, Tea Shack Ltd.	Executive Member (Resources)	Executive Member (Resources), Councillor Peter Wilson		4 Nov 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Shop Front Grant - 56 Market Street (Bugle Inn Landlord application for RBS)	Executive Member (Resources)	Councillor Peter Wilson		1 Jan 2021	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Maidens Ladieswear Ltd - Chorley BIG Grant	Executive Member (Resources)	Executive Member (Resources)		3 Dec 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Whittle Surgery Procurement	Executive Member (Resources)	Executive Member (Resources)	A new or unprogrammed capital scheme of £100,000 or more	June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Whittle GP Surgery Contractor Procurement	Executive Member (Resources)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Whittle Surgery HoT's	Executive Member (Resources)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Council Tax Long-Term Empty Premium	Executive Member (Resources)	Executive Member (Resources)		August 2020	Paragraph 1: Information relating to any individual.	No	Report of the Director (Customer and Digital)
Request to release restrictive covenant	Executive Member (Resources)	Executive Member (Resources)		August 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Covid 19 Measures	Executive Member (Resources)	Executive Member (Resources)		August 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
COVID-19 Local Restrictions Support Grant	Executive Member (Resources)	Executive Member (Resources)		October 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Mutual Agreement	Executive Member (Resources)	Executive Member (Resources)		August 2020	Paragraph 1: Information relating to any individual.	No	Report of the Deputy Chief Executive

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Town Hall Boiler Replacement	Executive Member (Resources)	Executive Member (Resources)		June 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)
Queens Road Car Park Resurfacing - Procurement of Main Contractor	Executive Member (Resources)	Executive Member (Economic Development and Public Service Reform)	A contract worth £100,000 or more	August 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Commercial Services)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Website Review Contract Award	Executive Member (Resources)	Executive Member (Resources)	A contract worth £100,000 or more	September 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Customer and Digital)
Insurance Portfolio contract award	Executive Member (Resources)	Executive Member (Resources)		September 2021		No	Report of the Director (Governance)
Delivery of Social Value Through Procurement	Executive Member (Resources)	Executive Member (Resources)		Before 12 Mar 2021	No	To follow	Report of the Deputy Chief Executive
Executive Member (Early Intervention)							
Review of Neighbourhood Working following the Boundary Review	Executive Member (Early Intervention)	Executive Member (Early Intervention)		June 2020	No	Details can be found here: https://democracy.chorley.gov.uk/ieListDocuments.aspx?CId=117&MId=8153	Report of the Director (Early Intervention and Support)

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Investment and improvements at Duxbury Park Community Facilities	Executive Member (Early Intervention)	Executive Member (Early Intervention)	A new or unprogrammed capital scheme of £100,000 or more	July 2020	Paragraph 3: Information relating to the financial or business affairs of any particular person (including the authority holding that information).	No	Report of the Director (Early Intervention and Support)
Allocation of Small Community Grant Funding 20/21	Executive Member (Early Intervention)	Executive Member (Early Intervention)		October 2020	No	Small Community Grant Funding - processhttps://democracy.chorley.gov.uk/mglsueHistoryHome.aspx?Id=41824&Opt=0	Report of the Director (Early Intervention and Support)
Approval for the scope of development projects at Leisure Centres	Executive Member (Early Intervention)	Executive Member (Early Intervention)	A contract worth £100,000 or more	January 2021		To Follow	Report of the Deputy Chief Executive

Details of the Decision to be taken	Decision to be taken by	Relevant Portfolio Holder	Reason the decision is key	Earliest Date decision can be taken	Will the public be excluded?	Are there any background papers?	Documents to be considered by Decision taker
Commissioning Grant Award Approval	Executive Member (Early Intervention)	Executive Member (Early Intervention)	A contract worth £100,000 or more	6 May 2021	No	No	Report of the Director (Communities)
Chorley Digital Freedom - Digital Inclusion Scheme	Executive Member (Early Intervention)	Councillor Beverley Murray		18 Mar 2021	No	No	Report of the Director (Communities)
Executive Member (Customer, Advice and Streetscene)							
Recycling Strategy	Executive Member (Customer, Advice and Streetscene Services)	Executive Member (Customer, Advice and Streetscene Services)		July 2020	No	No	Report of the Director (Customer and Digital)
Executive Member (Homes and Housing)							
Tatton Assisted Living Allocations Policy	Executive Member (Homes and Housing)	Executive Member (Economic Development and Public Service Reform)		January 2021	No	To follow	Report of the Director (Commercial Services)

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Report of	Meeting	Date
Director (Communities) Introduced by the Executive Member (Economic Development and Public Service Reform))	Executive Cabinet	25 February 2021

Chorley Clean Air Strategy

Purpose of the report

1. To seek approval from the Executive Cabinet to consult upon the proposed draft clean air strategy and secure approval to publish via delegated decision.
2. Upon establishment of a resource to deliver the strategy and in the first instance, complete the options appraisal for a new method of collecting data on air quality, a Member Learning Session on air quality will be delivered.

Recommendation(s)

3. That the Executive Cabinet agree the proposal involving a clean air strategy and formal consultation.
4. That the Executive Member for Early Intervention be given delegated responsibility for approving the final proposal following the period of formal consultation, subject to there being no significant changes to those proposed within this report.

Executive summary of report

5. Chorley Council declared a climate emergency on the 19th November 2019 with the overarching goal of “rendering the borough carbon neutral by the year 2030”, 20 years ahead of the UK target of 2050. This goal means the borough shall produce no net carbon emissions by this date, taking account of actions that have the effect of removing carbon from the environment.
6. To enable this target to be met, the Council need to consider the changes which can be made now to reduce our carbon emissions and to look at improving our business practices and consider the range of help and support we can provide to local business and communities wishing to become greener. The council also need to consider how they can lead by example and what changes can be made quickly to assist in delivering this target.

7. An area we can make change now which will assist in delivering a move towards carbon neutrality is through improving the quality of air across the borough and to help make this happen, a Clean Air Strategy for Chorley has been drafted.
8. The council currently monitor air quality across several different sites in Chorley. The 'Air Quality Status Report (ASR)', is produced annually, this is a requirement of the existing legislative framework set out in the Environment Act 1995.
9. The principle pollutants of concern within Chorley are those mainly associated with traffic, these being Nitrogen Dioxide, and Particulate Matter. The Council monitors Nitrogen Dioxide emissions via a network of passive diffusion tubes against National Air Quality Objectives. Currently there are no Air Quality Management Areas declared within the borough as the Air Quality Objectives are being met.
10. The current national targets are set out below. These are subject to change, and the implementation of the Environment Bill is expected to place more stringent requirements on air quality monitoring, including a need to start monitoring PM 2.5 at significantly lower levels than at present in line with the requirements proposed by the WHO.
 - **PM2.5** 20ug/m³ ambient air concentration (annual) by 2020 – this has been achieved – commitments to reduce this further by 2020 and 2030
 - **Ammonia** – reduce emissions (from 2005 baseline) by 8 % by 2020 and 16% by 2030
 - **NOx** – aim to reduce NOx (from 2005 baseline) by 55% by 2020 and 73% by 2030. Currently the UK is not meeting the NO₂ objective
 - **Sulphur Dioxide** – Currently UK meet the legal daily & hourly SO₂ in ambient air. Aim to reduce emissions (from 2005 baseline) by 59% by 2020 and 88% by 2030
 - **Non-methane volatile organic compounds (NMVOCs)**- We must reduce emissions of NMVOCs (from 2005 baseline) by 32% by 2020 and 39% by 2030.
11. To look at the issue of air quality in more detail and demonstrate a commitment to improving air quality, the Council should adopt an Air Quality Strategy, to tie in with work at the national level. The aim of this document is to identify where the key areas for intervention are which could help to improve air quality locally and raise awareness to residents and business of their role in improving air quality.
12. The Chorley Clean Air Strategy sets out a clear picture of the current state of air quality and monitoring practices in Chorley, our legal obligations as a council in monitoring air quality and the legislation which governs this. It also highlights what actions we are currently taking to improve air quality and what changes in monitoring practice could be introduced to provide greater understanding of the pollutants influencing our air quality to enable the Council and partners to take effective action to improve the situation.
13. The strategy is to be delivered through a series of proposed actions. The actions identified in the draft strategy are split into 4 broad areas and will require cross service support. The actions are also broken down into short, medium and long-term delivery, with a directorate lead identified for each action identified to ensure they are taken forward and delivered. The focus areas are:

- i. Chorley Council internal actions – these cover a range of changes which could be implemented across the directorates.
- ii. Revision of policy and guidance documents – this cover a range of areas where improvements could be achieved
- iii. Communication, education and engagement – this section covers a wide range of work that the council can look to implement, key to this will be the development of a communication and engagement strategy which will be the mechanism for delivering change; and finally
- iv. Research projects – this section lists the work the council can look to fund to gain a better understanding of the impacts of air quality and what needs to be done to deliver change

Confidential report Please bold as appropriate	Yes	No
----------------------------------------------------------	-----	-----------

Key Decision? Please bold as appropriate	Yes	No
----------------------------------------------------	-----	----

Reason Please bold as appropriate	1, a change in service provision that impacts upon the service revenue budget by £100,000 or more	2, a contract worth £100,000 or more
	3, a new or unprogrammed capital scheme of £100,000 or more	4, Significant impact in environmental, social or physical terms in two or more wards

Reasons for recommendation(s)

(If the recommendations are accepted)

14. As part of the Council's commitment to achieving carbon neutral status by 2030 the Council needs to consider how to achieve this goal. The adoption of the proposed Clean Air Strategy, which seeks to improve air quality across the borough, would be essential in achieving carbon neutrality, as well as improving health outcomes for the residents of Chorley

Alternative options considered and rejected

15. There are no alternatives to the proposal as this would not address the Council's commitment to look at the issue of air quality in more detail and demonstrate a commitment to improving air quality locally, the respiratory health of the residents of Chorley. In addition, the Council needs to adopt an Air Quality Strategy, to tie in with work at the national level.

Corporate priorities

16. This report relates to the following Strategic Objectives:

Involving residents in improving their local area and equality of access for all		A strong local economy	
Clean, safe and healthy homes and communities	X	An ambitious council that does more to meet the needs of residents and the local area	X

Background

17. Air Quality has been identified as a Corporate Priority for the Council and in order to deliver change in this area, this has to be an area in which all directorates play a role by looking at the way they deliver their services or through the strategies/plans they are responsible for producing.
18. The Chorley Clean Air Strategy sets out a clear picture of the current state of air quality and monitoring practices in Chorley, our legal obligations as a council in monitoring air quality and the legislation which governs this. It also highlights what actions we are currently taking to improve air quality and what changes in monitoring practice could be introduced to provide greater understanding of the pollutants influencing our air quality to enable the Council and partners to take effective action to improve the situation.
19. The strategy is to be delivered through a series of proposed actions. The actions identified in the draft strategy are split into 4 broad areas and will require cross service support. The actions are also broken down into short, medium and long-term delivery, with a directorate lead identified for each action identified to ensure they are taken forward and delivered. The focus areas are:
- (i) Chorley Council internal actions – these cover a range of changes which could be implemented across the directorates.
 - (ii) Revision of policy and guidance documents – this covers a range of areas where improvements could be achieved
 - (iii) Communication, education and engagement – this section covers a wide range of work that the council can look to implement, key to this will be the development of a communication and engagement strategy which will be the mechanism for delivering change; and finally
 - (iv) Research projects – this section lists the work the council can look to fund to gain a better understanding of the impacts of air quality and what needs to be done to deliver change.
20. The first proposed action (i) identifies actions which the Council can take and deliver on through the introduction of the Chorley Clean Air Strategy. One of the key aspects of the actions identified here is through introducing a wider programme of monitoring, looking at a broader range of pollutants than currently monitored which in turn will give us better data on the state of air quality across the Borough and identify what actions need to be taken to improve air quality overall. The increased monitoring will enable a better understanding of the main pollutants affecting the area and allow the council to target action more appropriately to tackle the causes of air pollution locally.

21. Public Protection have already been considering changes that can be made in what pollutants the Council monitor (and where) and the type of equipment we use. A review into the range of options for monitoring AQ was undertaken during summer 2020, and this work will now be driven forward to put in place a new monitoring regime for Chorley.
22. The options for monitoring require the purchase of new equipment and training for staff in the use of it. Depending on the options taken forward, it will also require officers to undertake the monitoring themselves, as well as dealing with the subsequent technical analysis of the data, rather than just relying on the passive diffusion tubes currently used. The results of this work will help support further actions in the overall strategy including future monitoring options and to support the work of planning in developing new policy and in determining planning applications. The changes proposed are therefore expected to require a specific resource allocation for air quality to ensure this happens.
23. The Clean Air Strategy advocates that the Council leads by example and looks at implementing measures affecting the way we operate our business that can have a direct impact on air quality, such as moving council fleet vehicles to electric and promoting use of sustainable travel by employees as well as looking at how we can make our buildings more energy efficient.
24. The Strategy will also look at ways to promote more sustainable development and incorporate air quality requirements into policy development for the council through the new Local Plan, as well as working with partners to identify how to ensure infrastructure requirements promote sustainable travel.
25. The strategy has a number of actions (ii) looking at changes we can make through revision and/or development of new policy and guidance around air quality to ensure that teams are working to deliver national requirements and have systems which assist officers in undertaking their role and delivering service improvements which can directly impact on air quality. Actions proposed include guidance on code of practice for construction and demolition practices, where changes can have an impact of reducing particulates (dust) from this area of working for example.
26. Other actions look at role of officers in monitoring buildings for compliance with energy efficiency standards, as well as considering what measures we can take to encourage greener vehicles for private hire transport options.
27. The third area (iii) of focus is through the development of a communication and engagement strategy to help delivery changes in air quality. This document will require resources from across the council to deliver support to local business and communities, as well as engaging with our schools and reaching out to communities.
28. The purpose of the communication strategy is to identify how we can effectively engage with residents and businesses, raising awareness and better educating people how to reduce air pollution and in what way small actions can have a big impact. The level of detail to be included will depend on the amount of resource available from each directorate to implement it. Without support across all service areas, the strategy would not be able to deliver all its aspirations.

29. The last area (iv) of emphasis is on research. To understand how certain sectors work and what can be done to improve emissions, more needs to be understood about what the levels are, and what may be needed to improve the current situation. A key area of focus is farming and as an area which has significant investment in agriculture, this is an issue we need to understand better. Farming communities are willing to make changes to support the climate change agenda, but need support in doing so, be it through identifying grants to enable greener working practices, to linking them up with environmental groups to encourage biodiversity improvements on their land which in turn help promote cleaner air.
30. Research in this and other sectors will help us understand more the issues facing business and what the impact of these sectors are on the ability of Chorley in delivering on the target of carbon neutrality by 2030 and ensure improvement in air quality in rural as well as urban environments.
31. Updates on the delivery of the Clean Air Strategy will be reported regularly to the Climate Change Working Group.

Implications of report

32. This report has implications in the following areas and the relevant Directors' comments are included:
 If the Council did not move forward and adopt a Clean Air Strategy the commitment made of achieving carbon neutral status by 2030 may not be met. These risks are addressed within the body of the report

Finance	X	Customer Services	
Human Resources	X	Equality and Diversity	
Legal		Integrated Impact Assessment required?	
No significant implications in this area		Policy and Communications	

Risk

A risk register has been completed	Yes	No
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Comments of the Statutory Finance Officer

33. The direct financial implications of any decisions impacted by this strategy will be detailed within the relevant reports as they come forward.

Comments of the Monitoring Officer

34. No comments.

Jennifer Mullin
Director of Communities

Report Author	Ext	Date
Stuart Oakley	5727	10/02/21

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Chorley's Clean Air Strategy

2021



Executive Summary

The quality of the air we breathe plays a big part in the health of our local communities. It is our vision that people who live in, work in and visit Chorley should be able to enjoy an environment which is clean and safe with air quality which is not harmful to their health.

The current legal limits on ambient air quality in Chorley are currently being met, however it is important that we fully understand the levels of pollutants across the borough and ensure that the situation does not deteriorate.

The strategy set's out Chorley Council's aspirations for improving and maintaining healthy air quality across the borough. The strategy is a living document and will be reviewed on a regular basis to enable updated actions to be included as technology and understanding improves

This document forms part of Chorley Council's wider Green Agenda, which aims to improve the borough's environment and contributing to the Council's evolving commitment to developing a strong and environmentally sustainable economy for future generations.

Improving and maintaining Air Quality is a priority for Chorley Council as it is an important factor in preserving and enhancing health and wellbeing and reducing harm to health.

We are delighted to endorse this strategy to improve air quality in Chorley, and the benefits it will deliver to the health of our residents' and people who visit and work in our borough.



Councillor Alistair Bradley,
(Executive Leader)



Councillor Alistair Morwood
(Executive Member Public Protection)

The Council's Vision

The Council has a vision to act

"A proactive community leader, supporting the borough and all its residents, whether in rural or urban areas, to reach their full potential through working in partnership to deliver services that achieve the best outcomes for local people and protect vulnerable people."

Through this Clean air strategy, the Council has a vision that

"all Chorley residents and visitors will have clean air that allows them to lead healthy and fulfilling lives."

The Council will strive to understand the full extent of poor air quality across the borough and identify the impacts this is having on our residents and visitors, particularly those who are vulnerable.

The strategy will identify actions and partner organisations who can assist in reducing the adverse impact of air pollution on the borough.

Helping to achieve the Council's overall vision and to protect and improve/maintain the lives of those who live and work within the borough.

Aims

1. To strive to maintain compliance with the national air quality standards.
2. To reduce average concentrations of NOx and particulate matter across the Borough.
3. To reduce the estimated proportion of disease and deaths attributed to air pollution.

Objectives

1. To engage residents and businesses in the improvement of air quality initiatives
2. Enable the shift to zero and low emission transport to reduce emissions by providing the necessary infrastructure
3. Reduce, minimise and prevent emissions from industrial, commercial, agricultural and domestic sources and activities
4. Ensure all Council decisions have regard to the impact upon air quality

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1. Introduction

- 1.1. Air Quality is a priority for Chorley Council in addition to the Council's legal responsibilities, ensuring good air quality is an important factor in preserving and improving health and wellbeing and reducing harm to health.
- 1.2. The good news is that the monitoring and modelling data over the last few decades demonstrates that the air pollution levels in Chorley are below the current national air quality objectives. These are detailed in Appendix 1.
- 1.3. However, any level of air pollution can have a negative impact on the health and welfare of the population and there is always more that can be done to improve the quality of the air that we breathe.
- 1.4. Poor air quality contributes to both mortality and ill health in the population, with poor air quality leading to an estimated 36,000 premature deaths each year across the UK and accounting for 4.2%¹ of all mortality in Chorley, the 4th highest in Lancashire.
- 1.5. In order to tackle poor air quality within the borough the Council has committed a capital budget of £200,000 to both implement a more detailed monitoring programme of key air quality pollutants, across the borough to help inform our future actions, and to progress many of the identified actions which will contribute to air quality improvements.
- 1.6. The Chorley Clean Air Strategy will help to identify the key areas for intervention, promote a partnership approach to air quality with health colleagues and provide a mechanism for engagement with key stakeholders
- 1.7. The most important element of the strategy will be publicity and communications, to educate, inform and motivate the public to effect behavioural change, as this is the key to long term improvements in air quality. The development of a communications strategy will be a primary consideration and action for the Authority to support its endeavours to improve air quality.

¹ <https://fingertips.phe.org.uk/indicator-list/view/uWvxADQhNU#page/0/gid/1/pat/302/par/E10000017/ati/301/are/E07000118/iid/30101/age/230/sex/4/cid/4/tbm/1/page-options/ovw-do-0>

Scale of the problem

It is estimated that **long-term exposure to man-made air pollution in the UK** has an annual effect equivalent to:



**28,000 to
36,000
deaths**

Over the following 18 years a **1 µg/m³ reduction in fine particulate air pollution in England** could prevent around:



50,900 cases
of coronary heart disease



16,500 strokes
9,300 cases of asthma
4,200 lung cancers

2. What is Air Quality

- 2.1. Air pollution can be defined as 'contaminant or pollutant substances in the air at a concentration that interferes with human health or welfare or produces other harmful environmental effects' [REF European Environment Agency].
- 2.2. Most outdoor air pollution in urban areas is man-made. Sources of air pollution chiefly comprise those involving combustion processes, and examples are:
 - Transport, particularly road traffic
 - Industrial, commercial sources and
 - Domestic sources
 - Agricultural sources
 - Energy generation
 - Background and trans-boundary pollution (unavoidably brought into the area via weather systems).
- 2.3. Nine key pollutants have been identified which contribute towards poor air quality. These are:
 - Nitrogen Dioxide
 - Particulate Matter
 - Sulphur Dioxide
 - Carbon Monoxide
 - Benzene
 - 1,3, Butadiene
 - Lead
 - Ozone
 - Water Vapour
- 2.4. The principle pollutants of concern across the UK are currently Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10} & $\text{PM}_{2.5}$).
- 2.5. Nitrogen Dioxide are produced as a by-product of burning fossil fuels, particularly from vehicle exhausts, but also from boilers and some industrial processes.
- 2.6. Particulate Matter is made up of a collection of solid and/or liquid materials of various sizes that range from a few nanometres in diameter (about the size of a virus) to around 100 micrometres (100 μm , about the thickness of a human hair).
- 2.7. The size of the particle is directly linked to their potential for causing health problems. particles that are 10 micro meters in diameter or smaller generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the

heart and lungs and cause serious health effects. Within the air quality field these are known as PM₁₀ and concern is growing over the impact of even smaller particles PM_{2.5} (particles less than 2.5 micro meters).

- 2.8. Air pollution is associated with a number of adverse health impacts. Air pollution impacts on everyone's lives, increasing the risk of many diseases including cardiovascular disease, respiratory diseases like asthma and there is growing evidence that it can also increase the risk of dementia, low birth rates and diabetes. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas.
- 2.9. According to the Department for Environment, Food & Rural Affairs (DEFRA), poor air quality is the largest environmental risk to our health. There is increasing evidence that poor air quality is a significant contributor to preventable illnesses and early deaths. Whilst legal limits of air pollutant levels are in place, there is no 'safe level' and health effects can be seen below these limits. Indeed, a recent annual report from the Chief Medical Officer clearly stresses that 'addressing pollution is...disease prevention.'

Understanding the problem

Source of air pollution

Need for a strong evidence based



3. Statutory Requirements

Legal Requirements

- 3.1. Section 82 of the Environment Act 1995 provides that every local authority shall review the air quality within its area, both at the present time and the likely future air quality. In two-tier local government areas such as Chorley, this duty sits with the District and Borough Councils.
- 3.2. This review takes the form of an Annual Status Report (ASR), which is submitted to DEFRA each year. The latest report can be view on the Council's website at https://chorley.gov.uk/media/850/Annual-Status-Report-ASR-/pdf/ASR_Chorley_2020_v2_1.pdf?m=637475053264000000
- 3.3. Section 83 requires local authorities to designate an Air Quality Management Area (AQMA) where air quality objectives are not being achieved (or are not likely to be achieved) as set out in the Air Quality (England) Regulations 2000. Once designated, Section 84 requires the local authority to develop an Action Plan detailing remedial measures to tackle the problem within the AQMA.

- 3.4. There are obligations placed on the County Council however – detailed in the 2016 Defra Local Air Quality Management guidance.² In summary, the district/borough councils are accountable for monitoring air quality, designating AQMAs, preparing the annual reports and Action Plans. However, the Secretary of State expects county councils to actively engage at all stages of review, assessment and action planning, and ensure that all necessary measures to address air pollution in their local area are included.

² <https://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>

National Policy and Guidance

- 3.5. The recent publication of the Government's Clean Air Strategy³ sets out how the government will work to implement its 25-year environment plan, alongside its clean growth proposals. The cross-government plan is published by the Departments for Business, Energy and Industrial Strategy, Environment, Food and Rural Affairs, Transport, the Health and Social Care, the Treasury, and the Ministry of Housing, Communities and Local Government. Officers believe that this is a clear indication that poor air quality can only be tackled across services, departments and disciplines.
- 3.6. The Government Clean Air Strategy details a raft of new powers for local authorities and sets out a number of options which could be included in the Draft Environment (Principles and Governance) Bill 2018, although it is (at the time of writing) unclear who these duties would fall on within councils, nor how they would be funded. The Clean Air Strategy focusses on the importance of facilitating the sharing of best practice and knowledge between local authorities.
- 3.7. February 2019 saw the publication of the National Institute for Clinical Excellence (NICE) Quality Standard for outdoor air pollution and health, describing high-quality actions in priority areas for improvement. The standard is endorsed by The Department of Health and Social Care as required by the Health and Social Care Act (2012) builds on the 2017 publication of NICE air pollution guidance NG70⁴.
- 3.8. Public Health England published a review of interventions to improve outdoor air quality and public health in March 2019⁵, and was unequivocal in stating that the evidence for effective air quality interventions is developing all the time and can face challenges and limitations. This Strategy and Implementation Plan is mindful of this and recognises that ambition is of equal importance as setting out a public strategy that is achievable. The PHE review sets out a number of clear principles, which will further guide the development of the Implementation Plan, including:

³ <https://www.gov.uk/government/publications/clean-air-strategy-2019>

⁴ <https://www.nice.org.uk/guidance/ng70>

⁵

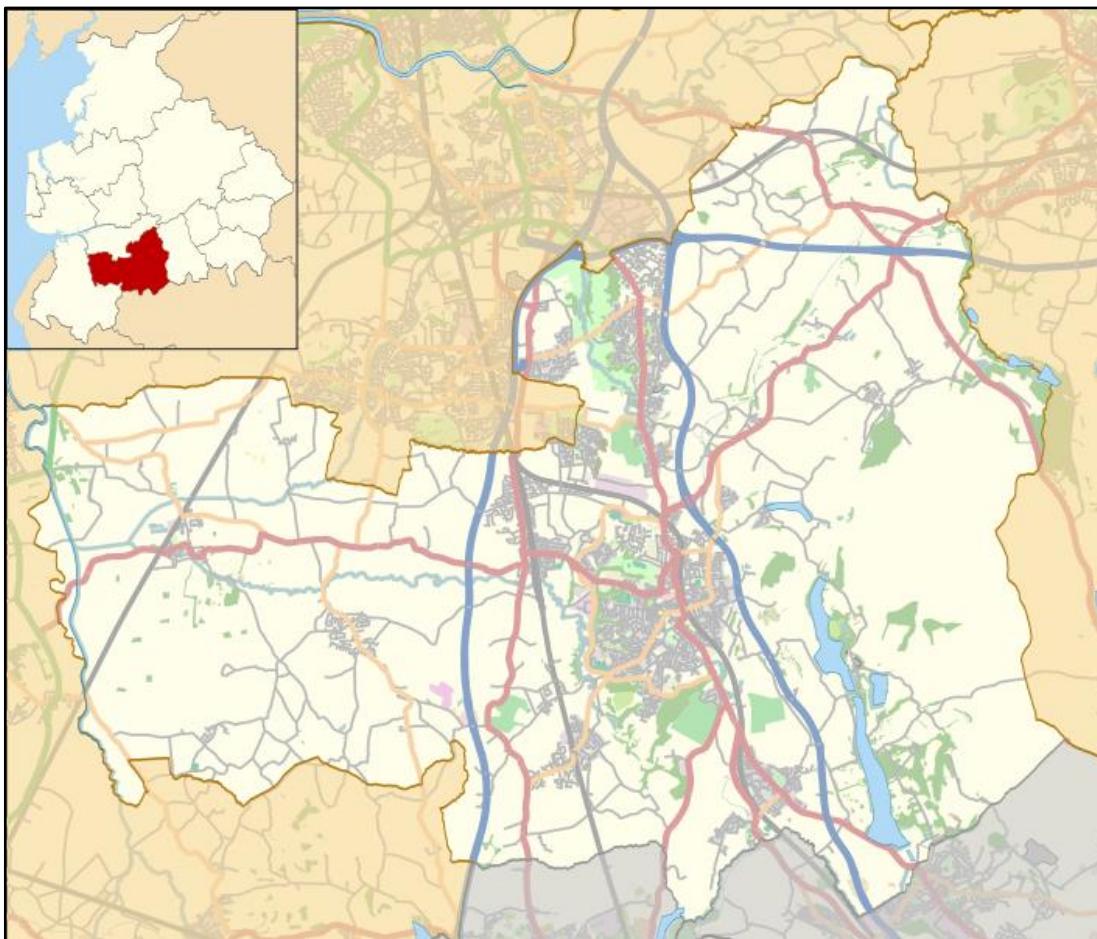
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784055/Review_of_interventions_to_improve_air_quality.pdf

- Local authorities need to work together
- Effective Strategies require a coherent approach
- Everyone has a role to play
- It is better to reduce air pollution at source than to mitigate the consequences
- Improving air quality can go hand in hand with economic growth
- As action is taken some groups may need particular support

4. Air Quality in Chorley Council

Chorley Council Area

- 4.1. The borough of Chorley lies in the Northwest of England at the heart of Lancashire. It covers an area of 78.3 square miles with a population of ~118,500.



- 4.2. The borough has several busy motorways running through it including parts of the M6, M61 and M65, along with several nation trunk roads. The main west coast mainline also runs through the borough along with the east Lancashire line.
- 4.3. At the time of writing the Council currently monitors Nitrogen Dioxide emissions via a network of passive diffusion tubes at 21 strategic sites across the borough, where there is a potential exposure to identified receptor groups.
- 4.4. This sampling programme is being revised and it is anticipated that the monitoring network will be extended to more locations, potentially doubling the current level of monitoring.

- 4.5. In addition, the Council has committed to enhancing the monitoring programme to utilise real-time particulate monitoring at strategic locations close to receptor groups.
- 4.6. This extension of the monitoring programme will provide valuable information and insight into the wider pollutant levels across the borough, allowing a great understanding of the air quality across the area and more targeted approach for future actions to tackle poor air quality.
- 4.7. Current monitoring across the borough has identified no areas of concern above the national objective values, with a generally downward trend over the years at all monitoring locations.
- 4.8. Currently there are no Air Quality Management Areas declared within the borough as consequently the Council has not been required to produce an Air Quality Action Plan.

5. What the Council are currently doing regarding air quality improvements

Air Quality Monitoring

- 5.1. A strong evidence base is essential to the understanding of the current air quality within the borough, not only to identify areas of concern but to assist developing actions for improvement and for ensuring areas do not deteriorate.
- 5.2. Council currently monitors Nitrogen Dioxide emissions from traffic sources using Passive Diffusion Tubes across the borough, which provide data on the level of Nitrogen Dioxide emissions at a number of sites and an indication of particulate levels.
- 5.3. This monitoring programme is currently under review and some of the identified £200,000 funding will be utilised to purchase continuous monitors which will be used in the areas of greatest concern to establish a more detailed evidence base.

Reporting on Air quality

- 5.4. Chorley Council produce an Annual Status Report (ASR) which is submitted to DEFRA for approval and published on the Council's website, in line with its statutory requirements. This report provides an annual update on air pollution monitoring results and trends, updating on the progress of measures being implemented across the borough to improve air quality, not just by Chorley Council, but partners and outside agencies.

Planning and development

- 5.5. Chorley Council requests air quality assessments for planning applications where the development may impact on air quality or where the development is close to an existing source of air pollution. The assessments are required to identify if there are any potential impacts on air quality resulting from development in that location. It is recognised that the standard methodology used across the country is not fit for purpose and does little to prevent a gradual decrease in air quality and nothing to improve it.

- 5.6. A Lancashire wide draft policy document on how air quality impacts should be considered by developers has been produced. This policy will address some of the issues in the current modelling system.

Greener vehicles

- 5.7. Chorley Council introduced a Taxi policy in 2017 to require the updating of the fleet to less-polluting vehicles by 2021. This is not a static policy and we will continue to demand better performing and greener vehicles from the trade as new technology emerges.
- 5.8. In addition, Chorley Council have introduced greener vehicles within their own fleet, with a range of electric vehicles and the installation of charging points at the depot.

Reducing staff transport and encouraging active travel

- 5.9. Chorley and South Ribble Borough Council has opened an account with Northern rail to offer staff the opportunity to spread the cost of an annual rail season ticket over 12 months. The annual rail season ticket is charged at a regulated fare. The advantage to Chorley Council employees is to spread the cost of the season ticket over 12 months, through monthly salary deductions.
- 5.10. Chorley Council offer participation in a cycle to work scheme, allowing staff to spread the cost of a bicycle over 12 months.

Central Lancashire Local Plan

- 5.11. A key action for Chorley Council and the neighbouring local authorities of South Ribble Borough Council and Preston City Council is the revision and updating of the Central Lancashire Local Plan. This plan is being prepared in partnership with all 3 Councils and Lancashire County Council are also involved through their role in updating the Central Lancashire Transport Masterplan.
- 5.12. The production of the new Central Lancashire Local Plan is an immensely important factor in shaping our communities for the future and ensuring sustainable development.

- 5.13. Officers from all three authorities have been providing input and expertise in relation to air quality, with a particular focus on sustainable development, energy generation and conservation, alternative transport options and the infrastructure inclusions necessary to encourage behavioural change while still delivering economic growth.
- 5.14. This ambitious plan will then support the individual authorities to implement planning guidance that seeks to minimise any negative impact of development on air quality and strive to improve air quality.

Partnership working with Public Health Lancashire

- 5.15. Chorley Council works closely with Public Health colleagues at Lancashire County Council. Working with district councils, Lancashire County Council has an important role to play in taking action to reduce these health impacts of air pollution. Responsible for education, transport planning, network management, highway maintenance, public health and procuring local vehicle fleets, there are many ways Lancashire County Council supports local and county wide efforts to improve air quality.

6. Proposed Actions

- 6.1. The actions identified by this strategy fall within several distinct themes and can also be categorised as meeting short, medium and long-term delivery goals. In the interests of working with partner Council's within Central Lancashire these themes have been identified are in line with those used within our neighbouring authority of South Ribble, with whom Chorley Council already have several shared services and a shared management team.
- 6.2. The identified themes are:
 - Planning Development
 - Infrastructure & Transport
 - Internal Actions to address Air Quality
 - Engagement
- 6.3. This strategy is a living document and therefore the key identified actions will continue to be monitored and evolve as we progress, and technological and scientific understanding and development occurs.
- 6.4. The identified actions are included within the table in Appendix 2.
- 6.5. The strategy and air quality actions will be reviewed every 12 months to update it with the progress made to the identified actions and to detail any improvements or changes identified.
- 6.6. The actions proposed are ambitious but realistic, although they will depend on a commitment of resources and funding to ensure delivery to meet our overriding vision of improving air quality within Chorley.
- 6.7. One of the key actions is to develop a communications and engagement strategy. Alongside policy changes, improved monitoring and working with partners to develop infrastructure and access to green technologies, behavioural change is fundamental. This modal shift by society to embrace active travel and alternatives to our current transport use and energy generation requires a commitment from individuals as well as support for sustainable infrastructure. But the benefits are significant.

Potential barriers to implementing the Strategy's actions

6.8. There may be several barriers and difficulties to overcome in order to meet our goal:

- Apathy from the public needs to be addressed by providing more information and engaging with different groups of people to encourage behavioural change. There is a need to develop a sophisticated communications strategy alongside and in support of Chorley's Clean Air Strategy.
- Inaccurate data resulting in unclear or alarmist messages that may ultimately detract from the overall aims of the strategy. Data and communications need to be properly managed.
- Financial constraints that restrict our ability to implement change or gather accurate data and evidence to support our proposals. Identify funding options and research the most cost effective but appropriate tools to support our strategy. The Council has committed £200,000 towards the air quality agenda.
- The fear that sustainable development policies will have a negative impact on the local economy, discouraging investment in Chorley.
- Diversion of staff, particularly in partner organisations, away from general public health work (inc. air quality) to deal with the pandemic.
- The necessary steps required to implement new policy to ensure compliance with the democratic and legal process may be barrier to expedient delivery of some actions.

Appendix 1 – National Objective Values

Pollutant	Objective	Averaging Period
Nitrogen Dioxide - NO ₂	200 µg/m ³ not to be exceeded more than 18 times/year	1-hour mean
	40 µg/m ³	Annual mean
Particles - PM ₁₀	50 µg/m ³ not to be exceeded more than 35 times/ year	24-hour mean
	40 µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	266 µg/m ³ not to be exceeded more than 35 times/year	15 minute mean
	350 µg/m ³ not to be exceeded more than 24 times/year	1 hour mean
	125 µg/m ³ not to be exceeded more than 3 times/year	24 hour mean
Benzene ⁴⁷	16.25 µg/m ³	Running annual mean
	5.00 µg/m ³	Annual mean
1,3-butadiene	2.25 µg/m ³	Running annual mean
Carbon Monoxide	10.00 mg/m ³	Maximum daily running 8-hour mean
Lead	0.5 µg/m ³	Annual mean
	0.25 µg/m ³	Annual mean

Appendix 2 - Proposed Air Quality Actions

The actions identified by this strategy fall within a few distinct themes and we will also identify which actions will fall within short (0-12 months), medium (12-36 months) and long (+36 Months)-term delivery goals

TABLE 1: CHORLEY CLEAN AIR STRATEGY ACTION PLAN

No	Objective	Description	Lead Officer /Team	Senior Officer	Start Date	Target Date	Comments/ Progress	Completion Date
Engagement								
1.	Develop an engagement strategy to support the AQ agenda across the borough	Develop a communications and engagement strategy to raise awareness of air quality across the borough and to help achieve identified actions under the strategy.	Public Protection/ Comms/ Spatial Planning	TBD	Jan 21	Jul 21	Consider joint engagement strategy with Climate change agenda. Involve all sectors of the borough inc. businesses, schools, voluntary groups	
Planning								
2.	Ensure all new development	Publish the draft Lancashire Air Quality	Service Lead Planning	Shared Director of		Dec 2021	Revise the draft Lancashire	

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No	Objective	Description	Lead Officer /Team	Senior Officer	Start Date	Target Date	Comments/ Progress	Completion Date
	contributes to delivering Clean Air Strategy	Low Emission developer guidance document air quality. Start to role this out now and embed the guidance as part of the review of the Local Plan.	Services / Public Protection	Planning and Development			guidance for Chorley and start to implement now. Embed the guidance with the Local Plan which is in the progress of being developed.	
	Work with County on the review and update on the Lancashire Local Transport Plan and Central Local Plan team on measures to be introduced locally on transport options	Liaise with Policy makers on development of transport policy at both County and Local Plan level. Ensure policies support move to sustainable and active travel and a move away from reliance of road transport. This will also	LCC Transport planners/ Central Lancs Local Plan Team	Chris Sinnott	Dec 20	Dec 23	Ongoing process through the Local Plan and wider engagement on County Transport planning and the Central Lancashire Transport Masterplan	

No	Objective	Description	Lead Officer /Team	Senior Officer	Start Date	Target Date	Comments/ Progress	Completion Date
		need to include review of road layout and traffic light sequencing to improve traffic flows.						
Internal Actions								
3.	Review the Air Quality Monitoring programme across the borough.	Revise and increase the level of air quality monitoring across the borough. Investigate the potential for a continuous analyser.	Team Leader Public Protection	Shared Director of Communities	Apr 21	Ongoing		
4.	All council decisions include an assessment of Air Quality impacts	Council report templates to require an assessment of the impact of any proposal on Air Quality in the borough.	Service Lead Democratic Services	Director of Governance	Dec 2020	Jan 2021	Quick amendment to existing reports to update in line with corporate policies	
5.	Promote flexible and	Review working from	HR Manager	Service Lead	Apr 21	Sept 21	Changes may have	

No	Objective	Description	Lead Officer /Team	Senior Officer	Start Date	Target Date	Comments/ Progress	Completion Date
	home-working to reduce commuting and avoidable travel by staff	home policy		for Transformation and Partnerships			implications for staff working arrangements and CLT need to be involved in any discussions on this.	
4. .	Promote Active Travel for staff	Look at staff policies to encourage active travel to work and support this through the provision of secure bike storage and changing/shower facilities for staff as part of the building improvement and maintenance programme	Property Services/ Human Resources	Hollie Walmsley/ David Taylor	Apr 21	Sept 21	Changes may have implications for staff working arrangements and CLT need to be involved in any discussions on this.	
Infrastructure and Transport								
5.	Promote Active Travel	Develop strategies and	Spatial	Zoe Whiteside	Jan 21	Dec 22	Need to consider	

No	Objective	Description	Lead Officer /Team	Senior Officer	Start Date	Target Date	Comments/ Progress	Completion Date
	across the borough	promote movement away from the reliance on the car as a primary mode of transport	Planning				improvements required on cycle networks and increased safety on PRoW	
	Increase the provision of EV Charging Points across the borough	Investigate the potential locations for on and off street EV charging	Public Protection		Apr 21	Sept 21		
6.	Review Taxi Policy	Investigate changes to the current policy to insensitive the uptake of low and zero emission vehicles	Enforcement Team	Asim Khan	Dec 20	Dec 21	The current Chorley Taxi Policy is due to be reviewed in 2020. Lancashire EPG – air quality group have a template for introduction across Lancashire, backed by PHL.	
7.	Improved access to	Review car park	Commercial	Mark Lester/	Apr 21	Oct 21		

No	Objective	Description	Lead Officer /Team	Senior Officer	Start Date	Target Date	Comments/ Progress	Completion Date
	Electric vehicles Charging options	charging policy relating to EV's and consult with public on measures to incentivise alternative travel Look at ways to provide better access to EV on and off-street parking	Services	Shared Director (Commercial)				
8. .	Electric Vehicles Charging Points	Source funding to implement additional installation.	Public Protection		Jun 21	On-going		

Glossary

Abbreviations	Description
AQAP	Air Quality Action Plan – a detailed description of measures, outcomes, achievement dates showing how the local authority intends to achieve air quality limits.
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives.
ASR	Annual Status Report
DEFRA	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
LCC	Lancashire County Council
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM10	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

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Overview and Scrutiny Task Group

Sustainable Public Transport

March 2021

Introduction

From the Chair of the Sustainable Public Transport Task Group, Councillor Kim Snape

Over the past number of years what has been clear is that public transport is not what it was.

As a local authority it was recognised that whilst a lot of these issues are not our direct responsibility but that we have both a moral and civic duty to try and influence these issues for our residents to come.

I would like to thank everyone that has contributed to the task group both members, officers and those stakeholders that we interviewed.

We hope that this is merely the start of the process that in years to come we will look back and say that we turned the tide on public transport and began to make transport sustainable for all of our residents leaving no one behind.



Summary Recommendations

Sustainable public transport offers alternative modes of transport to the private motor car. Public transport, including buses, trains, and taxis, can relieve traffic congestion and reduce air pollution from road transport. Sustainable public transport achieves better integration of the economy while respecting the environment, improving health, urban-rural linkages and reducing loneliness and social isolation in the community. Public transport should form part of a wider integrated sustainable transport strategy. However, the cost and convenience of use of public transport needs to be lowered to encourage people to use this as an alternative to personal vehicles.

The recommendations in this report are informed by the views and ideas of the diverse groups of stakeholders engaged through the inquiry. The recommendations seek to drive forward our local commitment to improve sustainable public transport in the borough whilst identifying what the council can influence and understand the resources that will be needed to address this.

The recommendations focus on the objectives the task group were asked to investigate:

- The difficulty the council has enforcing on public transport particularly bus and train
 - To examine all public transport routes and any changes required due to demographic needs
 - To tackle social isolation (public transport) in all areas of the borough
 - The opportunities for sustainable funding for buses
 - To engage with different stakeholders to understand what steps they are taking to provide sustainable public transport and understand how the council can help them.
- 1) Chorley Council to proactively lobby and engage with Lancashire County Council to encourage a greater role on bus route tendering, service enhancement and communication between all parties.
 - 2) Chorley Council to lobby Ministers and the government in cooperation with our Member of Parliament to raise regulation of the buses to obtain local delegated powers.
 - 3) Spatial Planning to invite Lancashire County Council to participate in a Member Learning session on the Central Lancashire Highways and Transport Masterplan draft proposals.
 - 4) Routine consultation with Northern Rail and Lancashire County Council be requested with Chorley Council over changes or reductions in rail service.
 - 5) To publicise all the railway stations through communications including "Check out Chorley" and its immediate area to get more people into the borough for social and economic activities and to use the train service.
 - 6) Undertake regular communications activity to educate residents about the bus services, bus routes and ticketing options in the borough to encourage increased bus usage when it is safe to do so. The Council undertakes a borough wide public transport survey using social media & other technology to engage with residents, businesses and employers about bus services and public transport.
 - 7) The Council engage with Greater Manchester Combined Authority /Lancashire County Council on cross boundary routes should the Greater Manchester Combined Authorities instigate franchising and request to be consulted on how bus services are run across cross boundary routes and be included in their integrated ticketing scheme.

- 8) Chorley Council will engage with all bus operators to determine and recommend which bus routes are viably operable.
- 9) The Council continues to progress discussions with Lancashire County Council to take over the Chorley Interchange.
- 10) The Climate Change Working Group to further investigate bus routes for new developments in conjunction with the preparation of the Central Lancashire Local Plan.
- 11) The Council (Spatial planning) will use reasonable endeavours to safeguard a site for the reopening of the Coppull rail station in the Central Lancashire Local Plan, include the project in the Central Lancashire Highways and Transport Masterplan and engage with Lancashire County Council and relevant partners to bring this forward.
- 12) The Council to lobby for improved railway services across the borough at stations such as Adlington.
- 13) The Council to lobby to improve our rail connections to the airport at stations in addition to Chorley
- 14)
 - a. Undertake communications activity to highlight the work of Dial-a-Ride including the community car scheme, how it can assist the community and dispel the myth the service is just for the elderly and publicise their need for volunteers.
 - b. Dial-a-Ride be invited to attend a Chorley Liaison meeting to raise awareness of the service for both users and volunteers.
 - c. Dial-a-Ride be invited to make contact with the Parish Council clerks as there was significant interest from Members to have a Dial-a-Ride service in their Wards and Parishes. This should include regular articles IntheBoro and IntheKnow and notice board communications.
 - d. In addition to funding the Council explores how it can work with Dial-a- Ride to develop its offer to residents by working with local VCFS partners and the health community e.g. hospital appointments, vaccination appointments etc.
- 15) Chorley Council to lobby Lancashire County Council to create a Public Transport Task Group to scrutinise transport routes and opportunities across Lancashire
- 16) The Council should explore the feasibility of attracting a community car share club to the borough.
- 17) When appropriate, the Council to actively promote car sharing for staff at both Town Hall and Union Street, using methods including but not limited to IntheKnow, IntheBoro, and Lancashire Shared Wheels
- 18) The Council will work with all transport partners to improve accessibility, timetable and facility provision across the borough including an Oyster card for all journeys.
- 19) Chorley Council to work with Lancashire County Council, the Canal and River Trust and other organisations to identify cycle opportunities, and plan for the implementation of cycle routes and cycle hubs.
- 20) Establish a Cycle Task Group to look at cycle opportunities, and cycle routes in the borough.

- 21) The Council should explore the possibility of electric charging points on council buildings to allow people to charge their electric bikes.
- 22) The Executive Cabinet should agree the recommendations set out in this report.

There are no financial implications to the recommendations only officers time. The resourcing of the actions will be assessed as the recommendations if accepted will require capacity for delivery.

Membership of the Task Group

Councillor Kim Snape (Chair)
 Councillor Julia Berry
 Councillor Val Caunce
 Councillor Mark Clifford
 Councillor Gordon France
 Councillor Tom Gray
 Councillor Laura Lennox
 Councillor June Molyneaux
 Councillor Yvonne Hargreaves
 Councillor Martin Boardman

Officer Support

Alison Marland, Principal Planning Officer
 Matthew Pawlyszyn, Democratic and Member Services Officer
 Ruth Rimmington, Democratic Services Team Leader

Approach of the task group

The task group acknowledged the severe impact of Covid-19 has had on operators of public transport and the route and timetable changes that are occurring and the ongoing Central Government subsidies provided to operators. Therefore, the scope has focused on establishing a recovery position as a starting point to develop recommendations.

Scoping of the review

The objectives were to use the period of the task group to investigate:

- The difficulty the council has enforcing on public transport particularly bus and train.
- To examine all public transport routes and any changes required due to demographic needs.
- To tackle social isolation (public transport) in all areas of the borough.
- The opportunities for sustainable funding for buses.
- To engage with different stakeholders to understand what steps they are taking to provide sustainable public transport and understand how the council can help them.

The desired outcomes were:

- An understanding of our current position – the obstacles and the opportunities.
- To encourage more people to use public transport.
- Understanding of what others are doing and recognise areas of best practice.
- Identification of what the council can influence, how the council can set an example and the resources we might need to achieve that.
- To utilise this information for the Local Plan and progressing Chorley's Transport Strategy.
- Recommendations to Executive Cabinet on how the council can develop its sustainable public transport agenda.

Terms of Reference

1. To review existing sustainable public transport activity and recognise the work that is already being done.
2. To investigate areas of best practice and examples from other councils and if/how these could be implemented at Chorley and in partnership with Lancashire County Council.
3. To identify what the council can influence and understand the resources that will be needed to address this.
4. To develop recommendations and priorities to Executive Cabinet on how the council can develop its sustainable public transport agenda and make a real and tangible difference.

Witnesses

The following witnesses met with the task group and shared information:

External Partners

County Councillor Keith Iddon and Andrew Varley, Public Transport Manager, Lancashire County Council relating to public transport.

Matt Davies, Regional Managing Director, James Mellor, Regional Commercial Director and Nick Small, Head of Strategic Development and the Built Environment, Stagecoach.

Tracy Keating, Manager at Central Lancashire Dial-a-Ride

Owain Roberts, Regional Stakeholder Manager at Northern Trains Limited

RT Hon Sir Lindsay Hoyle MP Speaker of the House of Commons

Greater Manchester Combined Authority were approached about the franchising and bus consultation and declined to contribute to the inquiry.

Tyrers Coaches were approached and declined to contribute to the inquiry.

Arriva Click were approached and declined to contribute to the inquiry.

Chorley Council Officers

Alison Marland, Principal Planning Officer

Chris Sinnott, Deputy Chief Executive

Jonathan Noad Director of Planning and Development

Zoe Whiteside Spatial team Leader

James Hoskinson, Central Lancashire Local Plan Technical Officer

[A summary of discussion at the above meetings can be found here](#)

Evidence Submitted

Parish Councils within the Chorley District were approached for comments through the Council's IntheBoro monthly newsletter in addition to the item being raised at the meeting of Chorley Liaison by Chair of the Task Group that took place 18 November 2020, The task group received a detailed response and report by Adlington Town Council.

- Adlington Town Council discussed its concerns and suggestions at meetings that took place 7 December 2020 and 15 December 2021. Investment in infrastructure was said to not be keeping pace with the growth of the town. Local services and facilities were showing wear and without improvement they would not support any further substantial development. The Huyton Fields development of 300+ properties represented a 10% increase in households in Adlington. Other developments included a change from office space to 56 one and two bedroom residential apartments. Outline planning consent for 25 new homes at Carrington Road is currently being considered. All will add a burden on the local infrastructure, and there is a risk that Adlington was turning into a dormitory town where residents must travel elsewhere to work.
- The Stage 1 Public Consultation on the Central Lancashire Local Plan referred to supporting documents on sustainable transport and overall sustainability. No recent evidence of ideas or potential improvements were seen for Adlington. For example, a useful

bus service to/from Lower Adlington to link with local centres of employment, shopping and commercial facilities in both upper Adlington and Chorley Town Centre.

- The disruption to passengers due to the electrification of the Manchester to Blackpool North Line had so far materialised no improvements for Adlington Station to centres of employment in Preston, Chorley, Bolton and Manchester. The latest Northern Train Service Timetable was forwarded to the Town Council but there was no capacity for local stakeholders to be consulted.
- Adlington Town Council received regular complaints from residents due to congested streets with parked cars blocking pavements which reduced pedestrian safety and caused a nuisance to other drivers. Prior to Covid-19, the Adlington Station Park and Ride had been unable to cope with demand and residents of Grove Farm Drive complained in late 2019 and early 2020 to the Town Council about the impact on drivers and pedestrians when commuters parked thoughtlessly.
- Adlington Town Council felt that they needed an overall plan to consider all aspects of future development to avoid a continual piecemeal approach. For roads, it was accepted that new residents would likely commute elsewhere for work which would add traffic to the roads that were already overloaded at peak times.
- Lower Adlington does not have an acceptable bus service, the 125 at the top of Adlington was an excellent service but it was not accessible for most residents in the lower half of Adlington. During the day, the buses on the 125 were hardly full and scheduled every 10 minutes, and it was believed that some buses should be redirected from Horwich to the A6 at Blackrod and then along to Adlington linking to the existing route at Skew Bridge.
- There was room for improvement with the existing rail service timetable as many commuters have little or no confidence with the service. The reliability needed to be drastically improved, car parking was an issue and more needed to meet current requirements. The rail service was overloaded at peak times and so unreliable that it was not advised to be used for important journeys.
- There was no evidence of proposed improvements to facilitate cycling to and from Adlington, but the Town Council would welcome discussion of potential opportunities to plan in provision.
- The Town Council was interested to find out more and assess residents interest in Community Transport due to the public transport in place not providing a service that met the needs of residents, which encouraged more people to buy and use their own personal car.

Members of the public were approached for their comments and views through Chorley Liaison and through the Council's social media pages on Facebook and Twitter. 12 responses were received and can be viewed in Appendix 1. Views included:

- The price of bus tickets being too high
- Buses should accept contactless and card payments
- Routes that do not run buses into the evening were not friendly towards workers, especially in winter
- Buses were a lifeline older people, ensuring that they can maintain their independence
- Two buses an hour was ideal
- The Chorley Circular was remembered fondly
- The reinstated 119 service did not go where most residents want to go
- Chorley Council needed to pressure the County Council for greater input into bus route tendering
- 24A service was useful for residents of all ages and its removal would increase loneliness and social isolation

- Poor, inadequate and or irregular services increased social isolation, particularly for the elder members of society
- Lower Adlington was poorly served by the 8A route
- It was a preference to drive to Buckshaw for cheaper tickets than to get a train at Chorley.
- Concern that new developments had advertised non-existent routes.
- Cycling should be at the heart of transport policy with more dedicated space on trains and buses

Background

In July 2020, it was agreed that a Task Group be established to look at Sustainable Public Transport in the borough commencing in September 2020 with Councillor Kim Snape as the Chair.

Chorley's Position

Climate Change Emergency

Members recognised that Councils across the world are responding to the issues of climate change by declaring a 'Climate Emergency' and making a commitment to address this crisis.

As a result, Chorley Council declared a climate emergency at the Full Council meeting on 19 November 2019 and pledged to become carbon neutral by 2030.

[The Council's decision to declare a climate emergency can be viewed here.](#)

Corporate Strategy

Members approved the Council's Corporate Strategy for 2020/21 and it reflects the commitment of the council to work with our partners to deliver sustainable public services.

The Council's Green Agenda

In February 2020, to achieve the Climate Change goals, an Overview and Scrutiny Task Group made a series of recommendations, and the Council committed to 20 actions across all sectors and areas. [The Green Agenda recommendations were approved](#), and 3 recommendations for the Council remain relevant to this Task Group:

Green operations

- a) Through the council's role as a Licensing Authority, investigate and develop an action plan for electric or hybrid Hackney Carriage and Private Hire vehicles

The Council currently has licensed 10 hybrid Hackney Carriages, and only vehicles with Euro 5 Emissions are granted licenses. Further work is being completed to ensure there are enough charging points in the area for electric vehicles. The government will be issuing additional requirements on taxi licensing this year and the action plan will be developed during this period.

Housing, planning and development

- b) Adopt a clear set of principles for our approach to planning policy in relation to the green agenda and apply this throughout the development of the local plan including public transport, green spaces and sustainable development
- c) Establish a dialogue with Lancashire County Council to consider the opportunity for sustainable transport schemes including commercial models

The Council's Climate Change Officer will proactively pursue such initiatives. As a matter of urgency, the Council will look to adopt interim policies to bridge the gap between now and the Local Plan being adopted.

The Council is working jointly with Preston City and South Ribble Councils to prepare a Central Lancashire Local Plan which will replace the current Central Lancashire Core Strategy and each authority's Local Plan. The Local Plan needs to be based on relevant and up to date evidence, including evidence relating to transport. The Council is working with their consultants Tetra Tech to prepare a Highways and Transport Strategy for Chorley and this will involve:

- assessment of the impact of preferred development sites in the Local Plan on the transport network.
- highway stress test modelling to identify congestion/capacity issues arising from the anticipated future growth in the borough.
- identification of highways, public transport and cycling and walking schemes/requirements to support the delivery of the proposed development sites in the Local Plan and maximise sustainable travel, along with an indicative cost of each scheme.

A Report will be published to assist in the final selection of preferred sites for development in the Local Plan. The Highways and Transport Strategy will also identify detailed schemes required to meet future transport needs and maximise sustainable travel along with detailed costings and funding opportunities. It will also provide a prioritisation and phasing plan for the delivery of the schemes over the Local Plan period.

Climate Change Working Group

The Council have set up a Climate Change Working Group to bring forward work on the Council's Green Agenda recommendations in conjunction with the Climate Change Officer.

Learning from Other Authorities

Background research was conducted on what other District, Borough and City Councils have disclosed, attempted, or successfully implemented.

Newport City Council incorporated sustainable travel plans in new developments, they believed that individuals were more likely to change their travel habits after a significant change to their lifestyle such as starting a new job or moving home. Several District, Borough and City councils explored ways that they could reduce traffic congestion and to work with public transport companies to improve information available relating to times and tickets. There was an emphasis on safe and efficient cycle and pedestrian pathways, looking to boost the personal and economic benefit for individuals and the community, relieve congestion, and encourage healthier lifestyles for residents. Consideration had been given for an increased number of electric charging points, with incentives for green vehicles which include, but not limited to discount parking permits and free parking.

Reading Borough Council completed a large-scale transport survey with 3000 responses. 93% were in favour of public transport to be faster and more reliable, 92% were in favour of better-connected walking and cycling routes. 75% were in favour of reallocation of road space for sustainable modes of transportation. 78% were in favour of limiting cars from sensitive areas, for instance, schools and town centres. 86% believed that an improvement of electric vehicles would increase uptake.

The "Role of Buses Webseminar: Local Government Association 2020" showed in relation to bus services the Areas for Action are:

Service reliability

- Punctuality and reliability (excess waiting time for frequent service) key to instil confidence among users & near-market potential users
- Top 3 causes of late running: traffic congestion, slow boarding, roadworks.

Passenger experience

- The whole journey approach, door to door including information
- Appeal to near-market potential users, including former bus users

Relative cost

- Cost of bus use: quality, fares & patronage
- Cost of motoring: parking charges, and congestion charges

Findings and recommendations

Between September 2020 and February 2021, the task group undertook a vast amount of investigation.

The findings are grouped into several categories and recommendations and are likely to result in short, medium, and longer term actions.

The difficulty the Council has enforcing on public transport particularly bus and train.

Bus

The Department for Transport (DfT) is responsible for the bus policy framework, ad hoc capital funding to local authorities and operators, and legislation. It provides information to support MHCLG, in determining the overall funding for local government. In September 2019, the Department announced that it would develop the first National Strategy for bus services across England and a long-term funding commitment.

Deregulation in 1986 shifted control over bus routes and passenger fares from local authorities to bus operators running commercial routes. Over time, the Department has tried to give a degree of control back to local authorities, by allowing various types of formal local partnerships with operators.

To improve partnership working across the country, the Department introduced the Bus Services 2017 Act which aimed to:

- strengthen arrangements for local authority–operator partnership working, introducing new [Advanced Quality Partnership Schemes](#) and [Enhanced Partnership Schemes](#).

In April 2020 the first Enhanced Bus Partnership using the 2017 Bus Services Act was agreed between Hertfordshire County Council and more than 20 local bus operators. Under the Partnership they will work more closely together aiming to improve services and infrastructure in the county. Transport for West Midlands has developed plans for an Enhanced Partnership as part of its strategic vision for bus and began a consultation in June 2020.

- introduce bus franchising powers to replace Quality Contract Schemes. [Franchising powers](#), similar to those in London, are only available automatically to mayoral combined authorities.

Other authorities can request franchising powers but need the consent of the Secretary of State and secondary legislation to obtain them and must demonstrate their capability to deliver.

Franchising is a more ambitious approach, involving local authorities taking on some of the financial risks and rewards of running local bus services and allowing them to set route frequencies and running hours of bus services, subject to conditions. Currently, Greater Manchester Combined Authority has made the most progress in considering whether to introduce franchising. It has been consulting on a proposed franchising scheme for the entire Greater Manchester area following a report on the potential impact of the COVID-19 pandemic.

The Department of Transport's guidance to local authorities emphasises that it is for authorities to work with operators to decide which arrangements will best improve local services, and underlines the importance of: good local authority-operator relationships; consensus on what needs to be done; and trust that partners will deliver "their part of the bargain".

Lancashire County Council

Lancashire County Council can only fund concessionary fares and tender for services that private operators do not provide or stop servicing.

This has led to the dominance of the larger bus operators at the expense of the smaller operators leading to:

- limited competition
- higher fares
- different ticketing systems
- limited control over the service the bus company provides and
- the loss of services when they are not viable

There are 5 operators within the borough Stagecoach, Arriva North West, Tyrers Coaches, Holmeswood Coaches Ltd and The Blackburn Bus Company (Transdev Bus).

The Task Group heard that commercial bus operators approach Lancashire County Council to inform them of their routes, and they also register them with the traffic commissioner. Where operators run is outside the control of the local authority. Where services are not viable for a commercial operation the authority is able to issue a tender (subject to available funding) and operators can bid for the work. There was an accepted difficulty related to routes in rural areas, and the balance for the County Council to support these routes is around £5 a passenger.

90% of all bus routes are commercially operated. The County Council hold a statutory role to support the English National Concession Scheme for elderly and disabled passengers in addition to school transport for eligible students.

Responsibilities for Bus Provision within Chorley

Area	Responsible Body
Services (Commercial)	Stagecoach & Arriva (main operators)
Services (Subsidised)	Chorley Council (2020/21 Services 24A, 117, 118, & 119 contracted by Lancashire County Council)
Shelters	Chorley Council, Lancashire County Council & Parish Councils
Bus Priority	Lancashire County Council
Information	Lancashire County Council

RT Hon Sir Lindsay Hoyle MP Speaker of the House of Commons was interviewed and explained that the biggest issue for sustainable public transport was who controlled and oversaw public transport in the area. Compared to Greater Manchester, Chorley was poor in relation to travel. Greater Manchester was cheaper with a wider variety of routes. It was desired for Chorley to have a circular route and better provision, but it was not currently possible. The way forward would be for more delegated powers to enable local issues to be addressed in the local area, or for a system of devolved powers to form a North West Travel Areas. The train service needed to be expanded, Chorley was lucky that there were mainlines through and near, but there were not the active stations to provide the advantage to residents.

Sir Lindsay Hoyle explained it was widely recognised that it was more efficient to have a nationalised train and bus service. There was no evidence that private enterprise was more efficient but acknowledged that the past was often viewed with rose tinted glasses. He explained that when the Local Authority were running the buses, the aim was to meet the needs of the people rather than profit. He highlighted the issue of multiple train operators which can cause users

confusion and inconvenience as certain tickets could only be used at certain times on certain routes.

Sir Lindsay Hoyle believed to ensure Chorley has more sustainable public transport, a good starting point would be for Chorley Council to seek a greater voice and push for greater control at the local level. Bus and taxi operators should be incentivised to convert to electric and cleaner fuels, and stressed that it was important for the council to cooperate and work closely to ensure good delivery, and felt that a 'lead by example' approach could work with the implementation of electric charging taxi ranks.

Sir Lindsay Hoyle felt that the County Council should be having regular meetings with the District, Town and Parish Councils to ensure all are better informed and that there was a free flow of dialogue and exchange of information.

Recommendations

1. Chorley Council to proactively lobby and engage with Lancashire County Council to encourage a greater role on bus route tendering, service enhancement and communication between all parties.
2. Chorley Council to lobby Ministers and the government in cooperation with our Member of Parliament to raise regulation of the buses to obtain local delegated powers.
3. Spatial Planning to invite Lancashire County Council to participate in a Member Learning session on the Central Lancashire Highways and Transport Masterplan draft proposals.

Train

There are three railway lines through the borough with stations at Adlington, Chorley, Buckshaw Parkway on the Blackpool-Preston-Manchester line; Croston on the Preston–Ormskirk-Liverpool line and Euxton Balshaw on the West Coast main line.

The County Council has no control over rail transport, and the operation is the responsibility of individual rail companies, although the County Council is consulted over changes or reduction in services. The responsible bodies are shown below

Responsibilities for Train Provision within Chorley

Area	Responsible Body
Track	Network Rail
Station Buildings	Northern
Services	Northern

Northern Rail's focus during the COVID-19 pandemic has been to remain on protecting punctuality across the network to provide the stability their customers deserve and demand. To protect reliability, they have introduced timetables that will reduce services on some lines. Their driver training programme which, in time, will help them return to a fuller service, has been paused because of social distancing rules.

Recommendations

4. Routine consultation with Northern Rail and Lancashire County Council be requested with Chorley Council over changes or reductions in rail service.
5. To publicise all the railway stations through communications including "Check out Chorley" and its immediate area to get more people into the borough for social and economic activities and to use the train service.

To examine all public transport routes and any changes required due to demographic needs

Bus

The main bus operators in Chorley are Stagecoach and Arriva. Between them they provide services throughout the district, and between Chorley and neighbouring towns such as Preston, Blackburn and Bolton. Tyrers Coaches, Holmeswood Coaches Ltd and The Blackburn Bus Company (Transdev Bus) provide specific routes.

The County Council has indicated that no one bus operator will service one route. Following tendering processes there may be a couple of operators servicing a bus route i.e. one in the day and one in the evenings and weekends.

During 2020/2021 there have been changes to bus services and the latest timetable for bus routes is at [Bus timetables - Lancashire County Council](#)

Under the 2017 Act, the Department Transport has created a prototype [Bus Open Data Service which aims to provide national fare and journey times](#). By 31 December 2020, operators should have provided bus timetable data; by 7 January 2021 they should provide vehicle location, basic fares and tickets data; and by 7 January 2023, all fares and ticket data.

The Chorley Interchange provides 15 bus stands with seating and covered waiting facilities, a ticket office, toilets and a cafe

The Stagecoach 125 is the 'gold' service, operating at least every ten minutes between Bolton and Preston via Chorley and provides a link north-south through the district. It is the busiest route in the area and has recently been extended to the Royal Preston Hospital. Together with other services in place, it ensures that the A6 forms a high frequency bus corridor, along the north-south spine through the district.

Away from this corridor however, service provision is less frequent, particularly for east-west trips. There is also limited interchange between bus and train services away from Chorley Interchange, with neither Buckshaw Parkway or Croston Station served directly by bus, and very limited service provision to either Adlington or Euxton Balshaw Lane Stations.

There are no bus priority measures in place across the district. The lack of dedicated bus lanes means that buses have no advantage over general traffic on the highway network.

Stagecoach informed the Task Group that for a commercial operator to operate a route it must be viable. When bus routes were no longer viable, the bus company would give notice, and the County Council, would do its best to seek the funds required to maintain the route. It was highlighted that a route that had been removed was difficult to reinstate. The lack of bus routes and services affect the old and the young, in addition to those with health and social mobility issues.

Primarily, routes are focused on car routes that link key places. When Stagecoach provides a change to a major route and frequency it gives 70 days' notice, and consultation occurs with customers and the Local Authority.

Stagecoach indicated to establish a new route was difficult and there are few examples from around the county of a new route being established successfully. Usually, a route is extended after thorough market assessments and research. Each bus required £100,000 a year revenue to break even. New routes that were likely to be created would be with assistance from Section 106 funding. Stagecoach explained that bus routes work the best when they are simplest. If a route was to be split, with a single bus or two per hour detoured, it would cause an imbalance in the frequency of the bus route, it would increase the journey time, and it would be difficult to prove the increased time and change to the schedule would meet the required revenue and patronage.

Stagecoach indicated a new service required revenue and mass housing to justify an extra bus on the network. For a bus to be added to the network, 1500-1600 houses with a clear route was needed. New developments should ideally be placed near or on high frequency corridors and allow

people to take advantage of an in-place bus route from day one. Stagecoach suggested houses should be planned according to bus routes, and not expect routes to be made according to houses. New settlements will have greater difficulty obtaining a bus service that was sustainable and viable.

Stagecoach indicated the new Local plan should start on the difficult journey of restructuring the built environment not only for the bus, but for other sustainable modes of transportation. The aim should be to focus on the long term, looking 15 to 20 years ahead. The planning history of Chorley reflected the basic shape of decisions that were made in 1973, designs were made to accommodate the growing use of the car. For the last 20 years, there have been a priority on previously developed land, new developments with curving and looping roads which were difficult for bus routes to be incorporated.

It is apparent the attractiveness of bus use needs to be enhanced through improvements to service provision, routing, frequency, timings and punctuality, whilst the overall passenger experience would also benefit from improvements to waiting facilities, information provision and ticketing.

Recommendations

6. Undertake regular communications activity to educate residents about the bus services, bus routes and ticketing options in the borough to encourage increased bus usage when it is safe to do so. The Council undertakes a borough wide public transport survey using social media & other technology to engage with residents, businesses and employers about bus services and public transport.
7. The Council engage with Greater Manchester Combined Authority /Lancashire County Council on cross boundary routes should the Greater Manchester Combined Authorities instigate franchising and request to be consulted on how bus services are run across cross boundary routes and be included in their integrated ticketing scheme.
8. Chorley Council will engage with all bus operators to determine and recommend which bus routes are viably operable.
9. The Council continues to progress discussions with Lancashire County Council to take over the Chorley Interchange.
10. The Climate Change Working Group to further investigate bus routes for new developments in conjunction with the preparation of the Central Lancashire Local Plan.

Train

[The northern rail timetable is available here.](#)

The patronage of the 5 railway stations is shown below between the period 2011/12 and 2019/2020 and shows an increase in 2019/20 particularly after closures in 2018/19 due to electrification works between Preston and Manchester.

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Comments reflected to 2019/2020
Adlington	109,978	109,400	109,672	110,902	115,786	122,514	114,488	102,646	134,180	Hourly services reinstated in May 2019 timetable
Buckshaw Parkway	n/a	225,250	273,856	290,266	303,892	353,688	350,390	366,486	455,016	Services reinstated after closures in 2018/19 due to electrification works between Preston and Manchester

Chorley	836,494	841,912	843,744	720,130	650,346	695,340	662,510	567,494	698,696	Services reinstated after closures in 2018/19 due to electrification works.
Croston	44,802	46,306	47,814	45,228	46,322	47,870	48,582	35,598	47,318	Preston – Ormskirk services were increased to hourly all day in May 2018 (apart from Sundays). Very badly affected by disruption in 2018.
Euxton Balshaw Lane	61,342	58,158	58,582	64,792	72,726	77,156	78,918	62,740	77,936	Services reinstated after closures in 2018-19 due to electrification works between Preston and Manchester
Total	1,052,616	1,281,026	1,333,668	1,231,318	1,189,072	1,296,568	1,254,888	1,134,964	1,413,146	

Source: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage/>

Northern Rail indicated there has been significant investment made to the Bolton corridor trainline, which runs through Chorley. Electrification occurred in February 2018. Tracks had been relayed on the West Coast Main Line which increased top speeds from 75mph to 100mph.

Various stations across the region have been refurbished and their capacity increased, and technology installed to provide greater customer information. Lifts at Chorley station have been awarded funding and the project will start once Northern Rail has scheduled this into their timetabling of works.

Northern Rail indicated a significant challenge faced in the North West was the congested rail networks. The network is at full capacity and this limited flexibility and the potential to add stations.

North West Manchester Rail Study.

Consultants AECOM have been appointed to carry out a study concerning the railway network across Lancashire and parts of Greater Manchester, known as the North West Manchester Rail Study. This work is being conducted on behalf of Transport for Greater Manchester (TfGM), Blackpool Council, Blackburn with Darwen Borough Council and Lancashire County Council

The network being considered covers the following corridors:

- Manchester - Wigan – Southport/Kirkby
- Manchester – Preston – Blackpool N / Lancaster
- Preston – Ormskirk
- Manchester – Blackburn – Clitheroe
- Blackpool N/S – Preston – Colne/Burnley MCR Rd
- Lancaster – Morecambe/Heysham Port

The first stage of the study will seek to develop an in-depth understanding of the rail market in the study area by drawing together the evidence across various relevant studies, analysis pieces and policy documents that exist, and then combining this with new supporting analysis.

The second part of the study will develop and assess a number of service concepts at a relatively high level for the development of a strategy for the study area rail network. The strategy output will include analysis of demand patterns and infrastructure requirements, including an assessment of the deliverability of each of the concepts. This new analysis, along with the other evidence gathered, will be used to inform a recommendation of which concepts have the potential to improve service provision on the network. These concepts can then be prioritised by the rail industry for more detailed consideration in the future.

A key stage of the evidence gathering process is the input from different stakeholders including, rail industry bodies (TOC's, Network Rail etc), Community Rail Groups, and District Councils. AECOM intend to reach out to the individual districts including the Council within Lancashire to ensure they capture any thoughts on issues or aspirations for rail services in the study area.

The study is to focus on how we can make the best use of the existing railway routes across the region, to greater benefit than today. The study will not be considering solutions for local station issues such as accessibility, staffing, maintenance etc. The scope will consider:

- Connectivity
- Frequency
- Journey times
- Train capacity / crowding issues
- Future service aspirations

Reopening of Coppull Station

Chorley Council has an aspiration to reopen Coppull Station working in partnership with the County Council, Network Rail and Northern Rail. The Central Lancashire and West Lancashire Rail Study 2020 for the authorities investigated potential rail improvements on a number of lines including the Preston to Ormskirk line.

Coppull Station is looked at with 3 potential locations. For any station to be delivered here, significant work is required to improve the West Coast Main Line (WCML) which has previously ruled out reopening this station. Improvements to the WCML will be required to deliver HS2 and this could offer the opportunity to develop a station on a spur away from the main track as is the case at Euxton Balshaw Lane. The track in this area could only extend to 3 tracks not 4, so any station serving Coppull would be a single platform station with an island configuration. However, Coppull alone would not support the costs needed to develop this line, it would either need the investment from HS2, or if it is not provided by the rail industry, justification for development would come from demand for higher passenger numbers from surrounding areas such as Charnock and Standish resulting from increased housing delivery in this area. A park and ride facility may also assist in attracting higher number as has been the case on Buckshaw Village aided by an increase in local housing delivery.

Recommendation

11. The Council (Spatial planning) will use reasonable endeavours to safeguard a site for the reopening of the Coppull rail station in the Central Lancashire Local Plan, include the project in the Central Lancashire Highways and Transport Masterplan and engage with Lancashire County Council and relevant partners to bring this forward.
12. The Council to lobby for improved railway services across the borough at stations such as Adlington.
13. The Council to lobby to improve our rail connections to the airport at stations in addition to Chorley

To tackle social isolation (public transport) in all areas of the borough

Access to public transport is key to enable residents to travel beyond their immediate neighbourhood to amenities. Good access to public transport helps to reduce the reliance on private cars. The distances that people are prepared to walk from their homes to reach public transport is determined by the various factors including the quality of the public transport, the safety of the area and the length of the journey. It is generally assumed that people would be prepared to walk further to a railway station, up to 10 minutes than they are a bus stop, 5 minutes.

The importance of the issue was understood by the County Council and all stakeholders who gave their time to the Task Group.

The County Council consider buses are the key to tackling social isolation. The bus allowed those to gain access to health care, education, and employment. However, buses need to be sustainable and the costs of operating needed to be covered.

Stagecoach currently operate a 'Back On-Board' scheme, which includes half price tickets to job seekers. Driver and customer assistants have undergone training to help people with disabilities, and to understand their needs and provide the right service.

Central Lancashire Dial-a-Ride provides a community, door to door transport service and had been operating since 1982. The fleet consists of six minibuses, three were used daily. The service covers certain areas on specific days and times, with customers required to book 24 to 48 hours in advance.

To use Dial-a-Ride, users had to be members. There was no age limit in place and the only requirement was for the user to be unable to access other means of public transport.

The Community Car Service is a volunteer car scheme with six volunteers and volunteers used their own vehicles to take passengers to their destinations, usually appointments or shops. There was difficulty in finding volunteers.

Prior to the Covid-19 pandemic, 30,500 trips were made a year, with 29,000 through Dial-a-Ride and 1500 through Community Cars.

Dial-a Ride's funding has seen a 30% reduction in the previous 5 years from Lancashire County Council. Chorley Council has provided funding since 2020 for three years, but Dial-a Ride indicates it does not cover the whole service and cutbacks have been made. Other sources of funding have been explored including the Big Lottery, and funding bids for environmentally friendly minibuses.

Recommendation

14.

- a. Undertake communications activity to highlight the work of Dial-a-Ride including the community car scheme, how it can assist the community and dispel the myth the service is just for the elderly and publicise their need for volunteers.
- b. Dial-a-Ride be invited to attend a Chorley Liaison meeting to raise awareness of the service for both users and volunteers.
- c. Dial-a-Ride be invited to make contact with the Parish Council clerks as there was significant interest from Members to have a Dial-a-Ride service in their Wards and Parishes. This should include regular articles IntheBoro and IntheKnow and notice board communications.
- d. In addition to funding the Council explores how it can work with Dial-a- Ride to develop its offer to residents by working with local VCFS partners and the health community e.g. hospital appointments, vaccination appointments etc.

The Opportunities for sustainable funding for buses

Funding from Lancashire County Council

The County Council's budget for support for public transport in January 2020 was £3 million with a further allocation of £1.5 million for 2020/21.

The Department of Transport, early 2020 provided one off funding to the County Council to encourage public transport use over private car use. Due to Covid-19, there had been a disruption to both funding and passengers.

The funding ties in with the County Council's 2020 budget commitment to invest additional money into bus services over the coming years and will be aimed at continuing to deliver a tendered bus service network that complements and supports the commercial bus service network.

The County Council has continued with their identified priorities to sustainably link communities, particularly in rural areas where many people rely on public transport services, and to increase the frequency of a number of services where there is most demand, developing more sustainable and attractive services for the future.

The County Council recognise sustainably funding every conceivable public transport need is not possible, therefore providing better services in accordance with the identified priorities will be a key element of any funding commitments going forward.

The DfT funding submission was based on improving and extending current supported bus services, restoring lost services and supporting new bus services. The funding for Chorley and South Ribble strengthens and extends the existing Monday to Saturday daytime Service 119 between Chorley and Astley Village extending the service through to Leyland and restore links for the unserved parts of Buckshaw Village as well as reconnecting a direct bus service to Chorley Hospital from throughout the whole extended route.

Additional funding opportunities are limited. The Department of Transport may provide further funding in the future but this is unknown.

Comparisons were made between the operation of public transport in Lancashire and the Combined Authority of Greater Manchester. The benefits were significantly greater, which also included larger awards of funding due to the influence and accountability of an elected mayor.

The County Council indicated there were proposals to have an integrated smart travel project to provide the best prices across the north with an Oyster style scheme, but an agreement with the commercial partners could not be agreed.

There was also the creation of a local data hub to link into journey planners, but Lancashire County Council were not currently using this due to cost.

Recommendation

15. Chorley Council to lobby Lancashire County Council to create a Public Transport Task Group to scrutinise transport routes and opportunities across Lancashire

Funding from Chorley Council

Large parts of Chorley are reliant upon subsidised bus services. Only Chorley Council itself currently provides a contribution re-assessed yearly towards any bus service in the County. This contribution helps to provide certain evening and Sunday services in Chorley that the County Council would not normally subsidise:

Daytime: Service 117: Chorley – Weld Bank

Service 118: Chorley – Collingwood – Lower Burgh

Service 119: Chorley – Astley Village – Buckshaw Village – Leyland – Preston
restoring the link via the Hospital and areas of Buckshaw Village away from Central Avenue.

Sunday and Evening

Service 117: Chorley – Well Bank

Service 24A: Blackburn via Lower Wheelton, Abbey Village, Feniscowles

Service 118: Chorley – Collingwood – Lower Burgh

Service 119: Chorley – Astley Village – Buckshaw Village – Leyland – Preston

No Parish Council in the borough provides any funding to bus services.

Funding for environmental facilities

The County Council are limited in the ways it can influence bus services to be environmentally friendly, but there are opportunities for bus companies to bid for funding from the Department for Transport to use cleaner vehicles, when opportunities arise

The County Council has indicated there is currently a trial underway with the use of hydrogen and electric buses, but until the trial was completed it could not be elaborated on. There was uncertainty to the enthusiasm of public transport providers to use electric or hydrogen vehicles without funding in place because of the additional costs associated with these types of vehicle at the current time.

Stagecoach has indicated their newest buses in the fleet used basic diesel, but were Euro 6, being cleaner than a Euro 6 car. Whilst one bus can get 75 cars off the road. Prior to Covid-19, Stagecoach pledged that after 2024, they will not purchase any new emission producing vehicles. It was hoped that the pledge could be maintained. A bus is expected to last for 15 years and a single deck bus costs £180,000, and a double £250,000. An electric single deck bus cost between £380,000 and £400,000, and hydrogen cost £550,000. In addition to the cost of the bus, there were also infrastructure expenditure required. A new substation would be needed at every depot with electric buses. Hydrogen buses would require substantially modified workshops.

Stagecoach indicated the process to procure funding was competitive. Funding is offered through De Minimis, Transforming Cities, Clean Bus Technology Fund (CBTF), Electric Bus Town and Metro Bus Networks.

Planning obligations

Where the scale of development justifies the needs for a bus service a planning obligation (S106) can provide funding for a bus service and bus stops. However, issues may arise once the funding comes to an end if the service is not viable. When this occurs the bus company will give notice, and the County Council will then do their best to seek the funds required to maintain the route. If this is not possible the route will cease.

CIL funds

The Council's Infrastructure Funding Statement 2020 indicates what Strategic infrastructure schemes could be considered for CIL funding and this is updated regularly subject to member approval.

Parish CIL funds are provided through the Neighbourhood Portion – The CIL regulations require the CIL charging authority to pass 15% of CIL receipts collected within the neighbourhood area in which the development takes place, to the Local Council.

Other Funding Initiatives

A Workplace Parking Levy (WPL) is a charge on employers who provide workplace parking, a type of congestion charging scheme. Nottingham City Council has introduced a WPL to tackle problems associated with traffic congestion, by both providing funding for major transport infrastructure initiatives and by acting as an incentive for employers to manage their workplace parking provision.

Money raised from the WPL has helped to fund the extensions to the existing tram system, the redevelopment of Nottingham Station and also supports a link bus network in the city.

Employers, rather than employees, are responsible for paying any WPL charge, although employers can choose to reclaim part or all of the cost of the WPL from their employees. The charge for the existing WPL licensing period is £428.

Car Sharing

Shared Wheels is Lancashire Liftshare which offers the opportunity to share a car ride and split the cost. It is free to join and by entering a journey details the matching database shows everyone

else going to the same place and you can start to share a journey.

Car sharing is also becoming an increasingly popular way of using vehicles for short period of time. Whether a driver needs a car for a few hours or several days, car sharing is an affordable alternative for quick access to vehicles. Car sharing services, more commonly known as car clubs, operate in communities across the UK and serve hundreds of thousands of drivers each year. In addition to convenience, car sharing is an affordable alternative to car ownership or traditional car rentals for occasional drivers. They are also environmentally friendly, offering low carbon transport solutions, and help to reduce the number of cars and congestion.

A car club offers affordable access to shared vehicles 24 hours a day, seven days a week. Members book a vehicle and pick it up from designated car parks. A vehicle can be reserved online or by phone with as much or as little notice as needed. Cars can be booked for an hour or several days. Car club members are generally provided with a swipe card, which is used to obtain keys from the vehicle. Once a member has finished using the car, they return it to the same location. Payment is then calculated and charged to a member's account based on how long the vehicle was used.

Recommendations

16. The Council should explore the feasibility of attracting a community car share club to the borough.
17. When appropriate, the Council to actively promote car sharing for staff at both Town Hall and Union Street, using methods including but not limited to IntheKnow, IntheBoro, and Lancashire Shared Wheels

To engage with different stakeholders to understand what steps they are taking to provide sustainable public transport and understand how the council can help them.

The County Council informed the Task Group that bus companies have invested significantly to upgrade their fleets, with new buses that are capable of contactless payment, featured Wi-Fi, were more comfortable, and included enabled device charging and on-board screens.

Stagecoach have three initiatives for Sustainable Public Transport, bus priority, integrated ticketing, and digital information.

- Bus priority**
Dedicated bus lanes in town and city centres improve bus journey times, and thus increases the attractiveness of the bus as an option for transportation. Chorley has no dedicated bus priority routes.
- Integrated Ticketing**
Tickets can be purchased that were valid on all buses. These tickets were aimed towards younger users and can be paid contactless, or through the app.
- Digital Information**
The app can show where all the buses are, and journeys can be planned more efficiently.

Northern Rail has improved their flexible tickets and introduced season tickets which can be paid for and displayed on their phones.

There is a new mobility scooter scheme in place, the updated trains have greater allowances for more mobility scooters although the service requires pre-booking to ensure compatibility. However Northern Rail did indicate some stations were not accessible for the mobility scooter scheme e.g. Adlington Station.

Recommendation

18. The Council will work with all transport partners to improve accessibility, timetable and facility provision across the borough including an Oyster card for all journeys.

Cycling

Lancashire County Council is the local transport authority and responsible for the management and maintenance of the local highway network and the promotion of sustainable forms of transport including walking, cycling and bus use.

The Council is working with consultants Tetra Tech to prepare a Highways and Transport Strategy for Chorley and this will involve the identification of cycling and walking schemes/requirements to support the delivery of the proposed development sites in the Local Plan and maximise sustainable travel, along with an indicative cost of each scheme.

The schemes will provide the ability to increase both commuter cycling and cycling for leisure which in turn will lead to a change in cycling culture. The consultants will focus on missing links in the network, junction treatments through which to improve safety, and other infrastructure improvements through which to make cycling a safe and attractive alternative to the car.

Recommendations

19. Chorley Council to work with Lancashire County Council, the Canal and River Trust and other organisations to identify cycle opportunities, and plan for the implementation of cycle routes and cycle hubs.
20. Establish a Cycle Task Group to look at cycle opportunities, and cycle routes in the borough.
21. The Council should explore the possibility of electric charging points on council buildings to allow people to charge their electric bikes.

Appendix 1 – Resident Feedback

“I am a regular (now becoming an irregular) user of the current busses.

I’m 23 and I have lived in Charnock Richard all my life and have a full time job in Chorley Town Centre.

I use these buses daily, I am a young adult who relies on this service to get to work but recently the service changed from Preston Bus to the current company and since then I have experienced numerous problems and it has started to make life more inconvenient.

During the current COVID-19 pandemic I very rarely carry cash as most places will now only accept card but unfortunately this bus will not accept card and they also don’t carry change so you either have to pay the exact amount of cash or pay so much extra than usual for a ticket because they don’t have change vouchers. This is so difficult because we live in modern times where most people don’t carry cash anymore. If given this current bus company so much more money than I should have just because I didn’t have the right amount of change and they’ve had to keep it.

Another issue I have is the times, the last bus is at 6pm which for people like me who work past that time it means I have to walk home which usually takes over an hour. I’m not saying the service needs to run until a ridiculous time of night but maybe an extra 2 and a half hours just so that people who work throughout the day have the chance to catch the bus instead of battling these harsh winter walks home. This brings me to my last thought and I know this is a difficult one as I know you need availability from the drivers and obviously the bus it’s self but I think it would be nice if the bus came every 30 mins because I understand that traffic may be bad which will cause the bus to be late but if we had more busses running people wouldn’t have to worry about that because in another 30 mins another bus will come and people like myself won’t be late for work.

For the past 4 weeks now I no longer catch the bus from my home village, instead I walk to Coppull so I can use another service which accepts card payment and comes every 10 minutes. I would rather make the journey on foot to another village rather than use the service in Charnock Richard and it’s a real shame because it’s taking time out of my day and the bus is losing a regular passenger.”

“Just a quick note that I use the bus from Charnock Richard to Chorley pretty regular at various times of the day. Also use it to get to and from Eccleston.”

“I live in Charnock Richard and we have a bus every hour - the 337 or the 347. Holmswood are the current provider of the service and are reliable, friendly and safe. For me personally the bus is a lifeline. My husband passed away in 2018 and as a nondriver the bus gives me independence. I know this view is shared by many in the villages who rely on this service. I use the bus two or three times a week to shop, go to the bank or post office. I hope this feedback is helpful.”

“I would like to comment as a parish and district councillor covering Astley Village. Astley Village was built with 10 bus stops and a 15 minute bus service into Chorley. Those living here today still want that service. However we would be happy with two buses an hour because that would enable residents to routinely and reliably connect with other routes to travel further. An hourly service is only really of use to those without deadlines to meet and therefore restricts the number of users and leads to the service being less viable. The old Chorley circular is remembered with affection. It was well used and reliable and connected with both bus and rail services. It also enabled residents to travel to other parts of Chorley. The reinstated service 119 does not go where most residents want to.

Chorley Council need to pressure LCC for greater input into bus route tendering.”

Whilst the Covid epidemic is with us, the numbers using this service have been low because people are not going out and socialising the same, and are advised to avoid public transport.

However, under normal circumstances, the 24A is a very useful travel option for many, from students going into town for casual evening work, for adults wanting an evening out in Chorley without having to drive, and for other situations.

We have residents who for medical reasons can't drive, be it visual impairment, epilepsy recovering from surgery. For some people the bus is the only option and removing the 24A would increase their loneliness and social isolation - for instance the old people's accommodation at Ryecroft and Ryefield Wheelton and Woodland View Chorley, all of which have a bus stop right outside."

"Look at the big picture, include cycles, e-scooters rather than just public transport and private car use. Bus fares are expensive and the last time I travelled by bus, I was the only one that paid as all other passengers used bus passes through subsidised travel. Do not build cycle ways as cyclists prefer to use the roads."

"I would like the council to recommend to LCC and central Government that transport policy be logical and joined up, especially with regard to multi modal transport with cycling at the heart of any policy.

I have noted on the new CAF EMU trains that there is now no specific green sticker band or dedicated area for cycling. Only Disabled Access. On one hand we see in the press that all bodies are promoting cycling but when we arrive at the station there is no actual dedicated carriage space. Checking the Northern Rail website we see cycles are accepted and everything is at the discretion of the train manager. It's all a bit ifish ifish if you get my drift. Cycling services need defining on local train transport.

There are never enough cycle spaces on Pendalino and other types of Inter City trains. You have to book in advance and not all booking apps and sites have a method of booking cycles on board. This should be included as a condition of any contract award. I would suggest spaces be made in areas that could have flip up seats with cyclists and wheelchair access users being given priority in these areas. I would suggest looking at the German model for cycle transportation on trains.

Whilst buses accept my Brompton folding cycle none accept full size cycles. In 2018 I was involved in a cycle accident where I skidded on gravel on Red Bank above Grasmere in the Lakes and injured my leg with a fair amount of bleeding from the calf and a sore left shoulder. I managed to descend to Grasmere but the bus driver refused access, after radioing his line manager. I had to cycle over Dunmail Rise to Keswick, bleeding, to the ambulance station there whilst feeling nauseous and light headed .

"In terms of public transport feedback I would just like to contribute that the lower Adlington bus service (8A) is not frequent enough thank you"

"PERSONAL DETAILS & PREAMBLE

I am a 68 year old male living in Brindle, nr. Chorley

I have a Lancashire NOW Card ('Bus Pas') but cannot use it as there are no buses through my village – I would have to walk 1.5 miles along an unlit road with hardly any pavements to catch a bus at Clayton Green to go to Chorley, Preston or Leyland; similarly to Riley Green (at Hoghton) if I

wish to catch a bus to Blackburn or Preston. A bus service from Blackburn to Leyland (three to four times a day but none at weekends) was withdrawn by Lancashire County Council in May 2016.

I submit comments based on my location, experiences and personal (rather than any political) agenda...

RAIL TRAVEL

Firstly may I advise that I saw a draft of the Chorley Local Plan and it states that there were three railway lines in the Chorley Council area (the Preston to Bolton line, the WCML serving Euxton Balshaw Lane Station and Croston on the Preston to Ormskirk line) – actually there is a fourth. It is the line from Blackburn to Preston, which runs through Hoghton and Brindle.

With the upgrade of the line through Chorley clearly the town and subsequent communities such as Buckshaw Village and Adlington are well served. If I go to Manchester (City Centre) by train I would drive to Buckshaw Village rather than Chorley or even to Horwich Parkway where it is even cheaper [as it is in the Greater Manchester catchment / subsidised train travel area]; I would be reluctant to pay to park at Chorley Station.

Up to 1960 there was a station at Hoghton which was closed because “nobody used it” as it was quite remote and ‘served’ a small static population in the villages of Hoghton, Brindle and Gregson Lane (the latter now in South Ribble Borough Council). However, there is an hourly bus service (152) between Blackburn and Preston that goes along the main road through Hoghton – fine if you wish to go to those places but not if you wish to go to Chorley. I would not consider or support a ‘Park & Ride’ facility on the line at Hoghton as it would encroach into the Green Belt, there is no obvious or convenient location (the former Station site is now residential development) and I perceive there is no demand for same, now or in the next decade.

BUS TRAVEL

As previously stated, I do not have access to any bus services “on my doorstep” and like many local residents rely on private car to get around, especially if I wish to visit Chorley for any reason. The demographic of Brindle area is mainly a mature population with a growing number becoming isolated because of their location and lack of access to public transport.

Before Lancashire County Council withdrew the bus ‘service’ (Blackburn to Leyland) through the village, they trialled a route from Hoghton via Brindle and Withnell Fold to Chorley but only on a Tuesday (Market Day in Chorley). The times were not convenient nor practical, the journey time was long (because it went around the country lanes) and the price was astronomical for those without a Bus Pass. It was poorly promoted / advertised and therefore was hardly used; naturally LCC withdrew their support / subsidy for it.

I feel that it is now worth investigating a bus services again but don’t think anybody wants to go to Blackburn or Leyland, just to Preston and Chorley directly without having to change. Ideally a route from Preston to Chorley via Gregson Lane (they had their bus service withdrawn, too), Hoghton, Brindle, Clayton Green (Asda) and the A6 (for the new Surgery at Whittle-le-Woods and for Chorley Hospital).

“Having been a public transport user all my life, my main bug bear is buses currently. When I lived near Chorley bus station it wasn’t so bad but then I moved down Eaves Green/Lower Burgh towards the new estates and the service was very minimal. It made it impossible, especially trying to get to jobs that required 2 buses due to timings/frequency and cost.

I ended up moving to Coppull for a better bus service. On the whole the 362 service is very good. My problem is when I need to go beyond the bus station and the cost of getting separate bus

tickets. When I want to go to Leyland for a medical appointment it costs over £10 return. I once seen a flight to Barcelona cheaper!

I'm currently a keyworker doing 2 separate jobs, one of which is admin for the NHS. It costs nearly £9 per day just to get to Chorley Hospital. That's the first hour of my wages wiped out for a start each day.

So my vision for the future would be to scrap all the different ticketing systems for different companies and be able to purchase a ticket that is valid for Lancashire or the North West at sensible prices. People would use public transport more if it was more affordable. It certainly seems cheaper in Greater Manchester."

"I have seen your post on Facebook regarding the above. I live down The Common in Adlington. The public transport is non-existent!

Number 8a bus around twice a day with the last one being mid afternoon! How are people from lower Adlington supposed to get around - go to Chorley for a night out etc.

The train situation is even more dire! Before moving to Adlington four years ago we were regular visitors to Manchester or Burscough for an evening out. We haven't been once since moving here. One train every 2 hours! How is that a service?

I have tried to get to Manchester for work meetings during the day - the trains did not arrive. It's a disgrace.

Lower Adlington needs a regular bus service - into the evening. Trains need to be at least every half an hour. Trains also need to go to Wigan.

Wigan is the main station for travel to London and Edinburgh - in normal times I need to get to both places a couple of times a month. Now I have to drive to Wigan and pay £12 per day to park. What is the reason trains don't go to Wigan - given this is the main interchange?

Let's just say - we will not be staying in Adlington. I regret the day we moved here."

"We live down Coppull Moor Lane and we have no buses whatsoever coming down here. There are many elderly people living in Bogburn Lane and Coppull Moor Lane and our nearest bus stop to Wigan or Chorley is on Preston Road and it is a very long walk down that lane for these people. There is no bus service whatsoever around the Old Parish. Three huge housing estates have been built now down there and when the estate at the Waggon and Horses was being built it was advertised as having a local bus service!

Even if we could have one little bus like the ones than run around the Coppull village estates say every hour into Chorley/Wigan it would be brilliant. There are many children on these new housing estates down Chapel Lane and quite a number will attend St Johns School on Coppull Moor. There is no bus service that they can catch and in the winter time especially Coppull Moor Lane footpath can be treacherous. The Old Parish and we on Coppull Moor always seem to be the forgotten ones as we have no amenities, bus service, hanging baskets, road sweeper or salter in the winter and yet our rates are still the same if not higher than the village.

It would be nice if some consideration could be given to some kind of bus service around the Old Parish and once it got established am sure would be greatly used by both young and old alike"

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OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME 2020/21

To be considered:	2 Jul	1 Oct	8 Oct	19 Nov	28 Jan	4 Mar	18 Mar	TBC
	OSC	OSC	OSPP	OSPP	OSC	OSPP	OSC	OSPP
Panel Meeting (OSPP) to consider Council and related performance in addition to scrutiny of key service areas			*	*		*		*Early Intervention and Support
Customer and Digital			Customer and Digital	Policy and Governance		Commercial Services		
Performance Report / Business Plans			Quarter Four	Quarter Two		Business Plans		Business Plans
Overview and Scrutiny Performance Panel minutes	*	*			*		*	
Executive Cabinet Minutes	*	*			*		*	
Notice of Executive Decisions	*	*			*		*	
Health Scrutiny		*			*		*	
Overview and Scrutiny Work Programme	*	*			*		*	
Annual Reporting Back	*							
Budget Scrutiny					*			
Air Quality		*					*	
Indoor Leisure Contract		*						
Adoption of Estates					*			
Waste Management Contract								
Gypsy and Traveller Temporary Encampments								
Subsidised Bus Services								
Neighbourhood Working and Neighbourhood Area Meetings (following the Electoral Review)								
Scrutiny Reviews								
Sustainable Public Transport		S	C				FR	
Developing the Council's Green Agenda	R						M1	
Quality of housing provided by social landlords							M1	
Roll out of Superfast Broadband by BT	M3							
Child Sexual Exploitation	M3							
Crime and Disorder Scrutiny								
Focus for this year?								
Community Action Plan								
Potential topics for future reviews								
Air quality								
Public Transport								
Neighbourhood Working								

Key:**Task Group Reviews:**

S	Scoping of the review	R	Feedback/response from the Exec Cab
C	Collecting and considering the evidence	M	Monitoring Reports, 1 2 and 3 (if required)
FR	Final report of the review	V	Verbal update from the Chair

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OVERVIEW AND SCUTINY COMMITTEE WORK PROGRAMME 2020/21

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