

**Shevington Parish Council**  
**Clerk's Report to the Council Meeting of 25 May 2017**

**Bench IMO Eddie Evans**

Peter Hollinrake of Greenspaces has provided a quote which covers the costs of installing the plinth for the bench, but he has not been able to price up a bench identical to the ones in the Memorial Garden, as these benches were discontinued in 2006. Consequently, the Parish Council will need to agree on an alternative design. This will be on the agenda for next week's Committee meeting. The Evans family will then need to agree the design.

**Map of Locations of Wigan Council Bins in the Parish**

This is still a work in progress.

**Drainage Issues in the Vicinity of Shevington Scout Hut**

I have not received any news about progress with this issue. However, I have received a letter of complaint from the Scouts about the mess created in their car park by Wigan Council's delivery operative when he dropped off the soil for the new raised beds. It seems that some of the soil spilt onto the scout hut car park and has caused the drain outside the car park to become even more blocked. The vehicle they used has also, it seems, caused more damage to the kerbstones.

**New Raised Beds**

The new raised beds look very smart. They have been filled with soil and are in the process of being planted up. Too much soil was delivered by Wigan Council and the tenants of the old raised beds, the allotment tenants and other people who would like some good soil are being encouraged to help themselves to the remaining unwanted soil.

**May Newsletter**

The latest newsletter has been printed and is now in the process of being distributed.

**Vicarage Lane Fields Update**

Steve Bates has reported on 13 May that the pre-start meeting with the contractor and the project managers had taken place and a provisional start date of this week had been agreed. This was subject to a few more criteria being met.

On 18 May Steve confirmed that works would commence on the pitches this week, as he had finally received the green light from Wigan Council's Planning Department that night and from Sport England earlier in the week. The contractor would be erecting heras fencing and setting up the site on the Monday.

The details of the car park are still being discussed internally at Wigan and permission is still awaited from Taylor Wimpey with respect to the unadopted road issue.

The existing ditch will now drain into the new field drain and into the Mill Brook tributary - this will alleviate the flooding that occurs during heavy rain. This has been agreed with Wigan

TGMS are acting as the project managers and will oversee the works.

**Rail Services Campaign Update**

Alan Fantom has written the following:

The campaign team (OPSTA/SRTF) had its latest working group meeting with Northern and Rail North on May 8th. With Northern having just commenced its industry level consultation on the major timetable changes planned for May 2018, it was a full agenda. The discussions were constructive with a number of positives coming out of it but serious concerns too and we still have a long way to go.

The rail industry's idea of 'consultation' is not for a public engagement but for a train operator to circulate its plans to transport authorities and community rail partnerships which all but keeps it in-house. Northern realised from our position this would not wash here and invited us to conduct our own passenger consultation on the understanding we would compile a single response. We have agreed to do this by June 8th and you will soon receive something from me on this.

Northern had already developed and proposed a solution for May 2018 using its current resources which provides direct Monday-Saturday services from Wigan (North Western) and Bolton to Manchester Piccadilly, but west of Wigan this will only extend to two inbound commuter trains to the south side of Manchester in the morning and two back in the early evening. We now know from the draft timetable these trains will depart Southport at 6.17 and 7.17 and depart Piccadilly at 17.15 and 18.15. It is uncertain whether these services will call at Manchester Deansgate.

The plan is based on the bi mode Class 319 Flex train presently in development and would effectively give us an electric train.

While this is progress from where we started from it clearly does not satisfy the requirement for a full direct service all day, every day of the week. Northern has committed to working with the passenger groups on the development of a business case for the early delivery of 2 additional Class 319 Flex units that would allow them to offer more direct services to Piccadilly for the full line-of-route (ie from Southport). If authorised, Northern consider this would be feasible from October '18 so there would be a break in service provision; in the interim all services would be routed to Manchester Victoria.

Disappointingly this will not deliver a Sunday service which Northern stated was a consequence of how the Franchise Train Service Requirement was specified. Moreover, both Northern and Rail North were less accepting it was required. We will conduct some further passenger surveys and data analysis to prove this.

We know there is a strong benefit case (revenue and economic) to be made for the full 7 day service and given the Class 319 Flex trains will displace diesel units on the Southport to Manchester routes, the incremental cost is limited.

### **Missing Street Light Between Gorsey Brow and Cressell Park**

This light standard has disappeared. Street Lighting have advised that it was an old model and will not be replaced because the passageway does not belong to Wigan Council.

**K.M.P. 24.05.17**