

## Lancashire County Council

### Burnley Three Tier Forum

Monday, 14th April, 2014 at 6.30 pm in Committee Rooms 2 and 3, Town Hall, Burnley

#### Agenda

No.	Item	
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| 1. | <b>Protocol on Public Speaking.</b><br>A copy of the agreed Protocol in relation to public participation at meetings of the Forum is attached for information.   | (Pages 1 - 2)   |
| 2. | <b>Apologies</b>   |                 |
| 3. | <b>Note of the Last Meeting.</b>   | (Pages 3 - 14)  |
| 4. | <b>Action Sheet update from the Last Meeting.</b>  | (Pages 15 - 22) |
| 5. | <b>Review of 3 Tier Forums</b><br>An update on the current position in relation to the review of 3 Tier Forums will be presented at the meeting.   | Oral report     |
| 6. | <b>2013/14 Quarter 3 Environment Directorate Performance Dashboard.</b><br>The Dashboard details the performance of the County Council's Environment Directorate between October and December, 2013, in relation to delivery of the approved Burnley Commissioning Plan for 2013/14.   | (Pages 23 - 24) |
| 7. | <b>2014/15 Environment Capital Programme.</b><br>A list of capital schemes to be delivered in Burnley District in 2014/15 is attached.   | (Pages 25 - 26) |
| 8. | <b>Tour de France.</b><br>The first two stages of the Tour-De-France will be held in the Pennine area of Yorkshire on Saturday 5 <sup>th</sup> and Sunday 6 <sup>th</sup> July, 2014. On both days the event will pass close to the Lancashire Boundary and the attached report outlines what the County Council is doing to manage traffic issues connected with the event. | (Pages 27 - 30) |

**No. Item**

**9. Minimum unit price for alcohol for Lancashire.** (Pages 31 - 36)

**10. 2014/15 Programme of Meetings.**

As this meeting is the last scheduled meeting of the Forum consideration has been given to potential dates for a programme of meetings for 2014/15. Using the existing programme as a starting point potential dates have been discussed with Officers in the Environment Directorate and at the Borough Council and the following dates are presented for consideration by the Forum.

Monday 1<sup>st</sup> September 2014  
Monday 17<sup>th</sup> November 2014  
Monday 13<sup>th</sup> April 2015

All meetings will be held at 6.30pm in Committee Rooms 2/3 at the Town Hall, Manchester Road, Burnley.

**11. Themes for future meetings**

Any suggestions for themes to be discussed at future meetings should be forwarded to the Chair and Harry Ballantyne, Localities Officer, Environment Directorate, Strategy and Policy, Lancashire County Council, Mobile 07717 423903 [harry.ballantyne@lancashire.gov.uk](mailto:harry.ballantyne@lancashire.gov.uk)

**12. Urgent Business**

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

**13. Date of Next Meeting**

Subject to the agreement of the Forum under an earlier item on the agenda the next meeting will be held at 6.30pm on Monday the 1<sup>st</sup> September 2014 in Committee Rooms 2 and 3 at the Town Hall, Manchester Road, Burnley.

I M Fisher  
County Secretary and Solicitor

County Hall  
Preston

# Agenda Item 1

## **Protocol for Public Speaking at the Burnley Three Tier Forum.**

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

Each Forum will agree at what points of the meeting members of the public will be entitled to speak. **On the 25<sup>th</sup> November 2013 the Forum agreed that members of the public would be allowed to speak during the discussion of each item on the agenda.**

Each Forum may also set a maximum length of time for any individual speech from a member of the public. **On the 25<sup>th</sup> November 2013 the Forum agreed that each speaker would have up to 3 minutes per person, to be managed by the Chair at their discretion.**

Public speaking must be on topics included on the agenda for the meeting.

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

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

Members of the public must not

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

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

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

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



# Agenda Item 3

## **Burnley Three Tier Forum**

**Note of the Meeting held on Monday, 25th November, 2013 at 6.30pm in Committee Rooms 2 and 3, Town Hall, Burnley**

### **Present:**

#### **Chair**

Councillor W Khan, Burnley Borough Council

#### **Forum Members**

County Councillor M Brindle, Lancashire County Council  
County Councillor Dr M Hassan, Lancashire County Council  
County Councillor M Johnstone, Lancashire County Council  
County Councillor T Martin, Lancashire County Council  
County Councillor J Sumner, Lancashire County Council  
Councillor J Cunningham, Burnley Borough Council  
Councillor G Frayling, Burnley Borough Council  
Councillor L Pate, Burnley Borough Council  
Councillor T Porter, Burnley Borough Council  
Councillor C Towneley, Burnley Borough Council  
Parish Councillor Ms G Smith - representing Parish and Town Councils.

Also in attendance.

County Councillor D Borrow, Deputy Leader, Lancashire County Council.  
Mr G Graham, Deputy County Treasurer, Lancashire County Council.  
Mr M Cartledge, Director of Community Services, Burnley Borough Council.  
Ms H Straw, Transport Planning Manager, LCC Environment Directorate.  
Mr H Ballantyne, Locality Officer LCC Environment Directorate.  
Mr M Neville, Senior Committee Support Officer, LCC Office of the Chief Executive.

### **1. Appointment of Chair**

**Agreed:** That Councillor W Khan is appointed as Chair of the Burnley 3 Tier Forum.

### **2. Appointment of Deputy Chair**

**Agreed:** That Councillor J Cunningham is appointed as the Deputy Chair of the Burnley 3 Tier Forum.

### **3. Membership and Terms of Reference of the Forum**

Mr Neville informed the meeting that the Terms of Reference had been amended in order to enable public participation at meetings in accordance with the views expressed at the previous meeting in connection with the future development of the Forum. It was also noted that the Forum had no delegated decision making powers and would continue to make recommendations to the appropriate Cabinet Member at the County Council or Burnley Borough Council.

The proposed Protocol in relation to public speaking was presented and the Forum agreed that speaking at meetings would be permitted on the basis of during each agenda item, for up to 3 minutes per person, to be managed by the Chair at their discretion.

**Agreed:**

1. That the membership of the Forum, as set out below, is noted.

Lancashire County Council	Burnley Borough Council
County Councillor M Brindle	Councillor J Cunningham
County Councillor T Burns	Councillor G Frayling
County Councillor Dr M Hassan	Councillor W Khan
County Councillor M Johnstone	Councillor L Pate
County Councillor T Martin	Councillor T Porter
County Councillor J Sumner	Councillor C Towneley

The Parish and Town Councils representative - Councillor Gill Smith from Cliviger Parish Council.

2. That public speaking at the Burnley Three Tier Forum is permitted on the following basis – on each agenda item, for up to 3 minutes per person, to be managed by the Chair at their discretion and in accordance with the 'Protocol on Public Speaking' a copy of which is attached as an Annex to this Note.
3. That the decision set out at 2 above be incorporated into the Terms of Reference for the Burnley Three Tier Forum as set out below.
  - a) The Forum is a joint business meeting of County, District, and Town and Parish Councillors, open to the public.
  - b) The membership of the Forum will be all local County Councillors with an Electoral Division within the District and an equal number of District Councillors appointed by the District Council, and one Parish/Town Council representative nominated from the Parish Councils within the District area. District Councils and the Parish/Town Councils can nominate deputies or replacements in accordance with their own procedures. The officer(s) supporting the meeting must be notified of any changes prior to a meeting. Political balance rules do not apply to the Three Tier Forum, although districts may follow these for their nominations.
  - c) The Forum will discuss issues that are of joint interest across the three levels of local government in the area. Agenda items will focus on strategic issues relating to all local councils in the area.
  - d) Any member of the Forum can request that an item is considered at a future meeting of the Forum. The Chair is responsible for agreeing the agenda and deciding whether an issue raised by a member will appear on an agenda.

Where issues are raised that do not fall within the remit of the Forum these will be dealt with via the appropriate mechanism.

- e) *Public speaking is permitted on the following basis - on each agenda item up to 3 minutes per person at discretion of the Chair.*
- f) The Chair is responsible for managing the debate at the meeting. The Chair's ruling on any aspect of a member of the Forums right to speak will be final. Members who persistently ignore the ruling of the Chair may after being warned, be asked to leave the room for the duration of the meeting.
- g) Decisions of the Forum should be by consensus wherever possible. In the event that a consensus cannot be reached, decisions are by simple 'show of hands' majority with the Chair having a casting vote.
- h) The Forum is not a formal committee of County, District or Parish Councils, therefore Access to Information provisions do not apply. However, as they are public meetings, agendas and minutes will be available on the County Council's website and by request can be obtained in person at County Hall, Preston.
- i) The Chair and Deputy will be elected at the Annual Meeting from amongst the membership of the Forum. Should a vacancy arise during the year, a new Chair or Deputy will be elected. A Chair or Deputy may be removed from their position by a vote of the Forum.
- j) The Forum will meet 3 times a year, one of which will be the Annual Meeting. The Forum does not have the authority to establish sub groups or working groups. From April 2014, the Annual Meeting will be the first meeting of the Forum after the County Council's AGM.
- k) Urgent business is allowed, with the consent of the Chair. Any member wishing to raise a matter of urgent business should advise the Chair via the officer support for the Forum as soon as possible.
- l) The "Protocol on Public Speaking at Three Tier Forums" applies.

#### **4. Apologies**

No apologies were presented at the meeting.

#### **5. Lancashire County Council Budget**

County Councillor Borrow presented a detailed report regarding the above and informed the meeting that in response to the financial challenges which the County Council faced over the next few years consideration was being given to a range of measures aimed at securing savings of around £300m. These measures included a review of planning assumptions/forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years, together with an additional £19.1m of efficiency savings

identified over the next two years and a review of the County Councils accommodation which would generate £5m of savings by 2017/18.

It was also reported that a significant element of the budget proposals related to the reshaping of services in Adult Social Care which were intended to help support people to remain living at home rather than having to move into costly residential care.

In considering the report the following issues were discussed by members of the Forum.

- In response to a query regarding potential legal challenges arising from some of the proposals Mr Graham reported that any costs associated with a legal challenge to a decision made by the County Council would be funded from reserves. He added that potential risks, including challenges, would be taken into account by the Cabinet when formulating the budget early in the New Year and the County Council operated a robust risk assessment and equality impact analysis of proposals which was intended to take account of potential risks.
- It was reported that a number of local authorities had expressed concerns regarding their ability to set future budgets and the necessity of making some hard choices regarding services. County Councillor Borrow reported that for Lancashire when considering budget proposals particular attention had been paid to services provided by the Adult Services, Health and Wellbeing Directorate and the Children and Young People's Directorate, both of which represented significant elements of the County Council's overall expenditure.
- The proposal to reduce costs by closing waste transfer stations and landfill sites on Bank Holidays was discussed and it was noted that the Borough Council was also looking at reducing some of its costs by streamlining its waste collection services.
- Concern was expressed about the impact of the budget proposals on mental health services and it was reported that the County Council was looking at ways of making better use of available resources to support people in their own homes. It was also noted that the transfer of public health responsibilities/funding to the County Council via the Health and Wellbeing Board presented an opportunity for closer working with partners in order to provide a more effective/efficient service.
- In response to a query from a member of the public County Councillor Borrow informed the meeting that the intention was for the County Council to agree a budget for 2014/15 and then focus attention on reshaping services in order to achieve more significant savings over the period up to 2017/18. Whilst it was acknowledged that there would be difficult decisions to be made over the next few years it was recognised that the County Council had established a clear direction in relation to securing significant savings, reorganising existing services and seeking to maintain a high standard of service.

It was noted that the comments of the Forum would be taken into consideration when developing further proposals to meet the remainder of the savings requirement in 2014/15 which would be presented to the County Councils Cabinet in December and January and would be the subject of further consultation.

**Agreed:** That the comments of the Forum are forwarded to the County Treasurer and presented to the County Council's Cabinet for consideration as part of the process of finalising the 2014/15 budget proposals.



## **6. Note of the last meeting**

**Agreed:** That the Note of the meeting held on the 2<sup>nd</sup> September 2013 is confirmed as an accurate record and signed by the Chair.

## **7. Action Sheet update from the Last Meeting**

The following points were raised during consideration of the updates set out in the Action Sheet.

- a) Mr Ballantyne informed the meeting that to date KFC had not responded to concerns regarding customer's headlights dazzling on coming vehicles on Trafalgar Street.
- b) The issue of unadopted roads was discussed and several members of the Forum reiterated their concerns from the previous meeting in relation to Kingsland Road in Burnley wood and the unnamed access to Hapton C of E Methodist Primary School off Manchester Road, Burnley.

Mr Ballantyne reported that unadopted roads were not the responsibility of the County Council and referred to the response from the Cabinet Member for Highways and Transportation which stated that consideration would only be given to adopting such roads if works were undertaken to bring the roads up to standard, the cost of which would be borne by the frontagers.

- c) In response to a request for the provision of a grit bin on Manchester Road in Burnley Mr Ballantyne reported that whilst the County Council would not provide such a facility on an unadopted road it was possible for the adjacent school to be put in contact with suppliers of grit via the Public Realm Manager.
- d) The results of traffic counts on Brunshaw Avenue and Morse Street were reported and it was suggested that as Brunshaw Avenue in particular saw speeds higher than the 20mph limit further action should be taken with regard to enforcement.
- e) With regard to the existing traffic calming in the Daneshouse area it was suggested that the chicane in the vicinity of the Community Centre be altered at in order to provide better access, especially for buses. It was also suggested that traffic conditions around the new knowledge quarter needed to be reassessed as conditions had changed since the existing measures were put in place.
- f) The update regarding plans for Northern Rail to acquire an additional 2 car diesel unit for use on the Todmorden Curve route was noted, though there was concern regarding the quality of any existing diesel units which would become available following the electrification of lines in the North West.

### **Agreed:**

- 1. That the comments of the Forum as set out above be noted and where appropriate further information/updates provided via the Action Sheet.

2. That the Forum register its disappointment at the lack of progress and unsatisfactory situation regarding a number of unadopted roads within the Borough as discussed at the previous meeting.
3. That the Public Realm Manager be requested to investigate the need to alter the chicane in the vicinity of the Community Centre in Daneshouse in order to provide better access for buses.

## **8. Draft East Lancashire Highways and Transport Master Plan - consultation.**

Ms H Straw, Transport Planning Manager, from the County Councils Environment Directorate gave a detailed presentation in connection with the consultation on the draft East Lancashire Highways and Transport Masterplan.

In considering the draft members of the Forum made the following comments.

- With regard to the introduction of a 'Community Infrastructure Levy' (CIL) on new developments in order to provide funding for infrastructure works it was reported that the Borough Council, as planning authority, would first need to agree a local plan before considering introducing a CIL.
- The relationship between the Highways Agency and the County Council in respect of responsibility for sections of the M65 and M66 was discussed and it was suggested that improved partnership working in the future would assist in relieving some of the current traffic congestion issues.

It was further reported that the Highways Agency had commissioned a route based strategy for Lancashire which would help identify any issues on the highway network for which they were responsible and would in turn help inform decisions taken by the County Council regarding its network.

- Several members of the Forum were concerned regarding the current policy that street lighting on certain sections of highway/junctions be either dimmed or turned off completely at particular times in order to reduce costs. It was suggested that as the replacement of sodium street lights with the new LED lights had reduced running costs, the need for regular maintenance and extended the life of street lighting and that the Cabinet Member for Highways and Transportation should be asked to reconsider the current policy.
- With regard to cycling it was noted that one of the budget proposals which had been presented earlier in the meeting related to the withdrawal of adult cycle training. It was noted that whilst cycling had grown in popularity over recent years in future attention would focus of the provision and maintenance of cycle routes rather than on the provision of training.
- Proposals regarding the future development of the M65/66 and the A59 corridors were discussed and it was noted that a number of small improvements on arterial roads to proposed growth areas were planned which would assist traffic flow and reduce congestion.

**Agreed:** That the comments of the Burnley 3 Tier Forum as set out above are referred to the Cabinet Member for Highways and Transportation and taken into account when consideration is given to finalising the East Lancashire Highways and Transport Masterplan.

## **9. 2013/14 Quarter 2 Environment Directorate Performance Dashboard**

In considering the Dashboard the following matters were discussed by the members of the Forum.

- With regard to the performance figures for pothole repairs it was reported that in future the information would be presented in terms of absolute numbers of potholes that were reported/fixed within a given period and not just those which had been identified as the result of Highways Safety Inspections.
- It was noted that work had commenced on the Brun Valley Greenway.
- Concern was expressed regarding the cost of creating a new community garden at Rome Avenue and it was suggested that careful consideration be given to designing the scheme to ensure it was sustainable. It was also suggested that once completed the scheme be monitored in order to ensure it was not subject to vandalism.

**Agreed:** That the comments set out above are noted and, where appropriate, responses provided to the members of the Forum outside of the meeting.

## **10. 2014/15 Environment Directorate Commissioning Plan for Burnley**

The following points were raised by members of the Forum in relation to the list of suggested schemes for the 2014/15 capital programme which would be funded from the Local Priorities Response Fund.

- The speed limit on Princess Way was discussed and several members of the Forum expressed their concern that motorists were unclear as to the 30mph speed limit. Whilst it was recognised that given the system of street lighting and the absence of signing to the contrary motorists should assume a 30mph speed limit it was suggested that the dual carriageway caused many motorists to believe that a higher speed limit was in operation.
- It was noted that a scheme to clarify the 30mph limit had been put forward for consideration though this would cost in the region of £42,000. In view of the cost and the limited funding available it was suggested that Officers be asked to consider any minor improvements which could be introduced at a reduced cost, including use of the informal signing which was sometimes used to remind motorists of the speed limit in the vicinity of schools.
- The proposal to provide a layby on Glen View Road in Burnley was discussed and it was suggested that the scheme was not needed merely on an amenity basis but also as a result of social need and should therefore be reconsidered on that basis.

- Clarification was requested regarding the location of proposed repairs to the carriageway of the A646 Burnley Road as any road works would be likely to have an impact on the development of a wind farm in the area. In response Mr Ballantyne undertook to investigate the issue and report back via the Action Sheet.

**Agreed:** That the following recommendations from the Burnley 3 Tier Forum are forwarded to the Cabinet Member for Highways and Transportation for consideration in relation to the 2014/15 capital programme.

1. That the carriageway repairs on Richmond Avenue in the Worstorne and Cliviger area and the following footway repair schemes are considered as top priorities for funding from the Local Priorities Response Fund.

Worsthorn/Cliviger – Lindsay Park.  
Whittlefield area, Hunters Drive.  
Whittlefield area – Hargrove Avenue.

2. That the proposed scheme for a layby on Glen View Road in Burnley be reassessed on the basis of social need with a view to it being considered for inclusion in a future programme.
3. That further consideration be given to low cost improvements on Princess Way in Burnley in order to make motorists more aware of the existing 30mph speed limit in the short term.
4. That the highway improvement scheme at the Braugham Street junction be extended to include measures aimed at clarifying the existing 30mph speed limit on Princess Way in the longer term. The final scheme to be put forward for consideration in relation to the main capital programme for 2014/15.

## **11. Items raised by members of the Forum.**

### **a) Primary/Secondary School places in Burnley.**

The Forum was presented with figures regarding the current numbers of children on roll in primary/secondary schools across the Borough together with the predicted figures for 2018. In considering the information presented it was noted that the secondary school population was expected to reach its lowest level in 2016 before rising again towards 2018.

Mr Ballantyne also confirmed that whilst the impact of the UTC on the figures was not currently known it was anticipated that they would see an increase over the period.

**Agreed:** That the information presented is noted.

### **b) Details of the number of local children who attend faith schools outside the Borough.**

Mr Ballantyne informed the meeting that the figures set out in the report represented the intake in Year 7 in September 2012 only and not the total number of pupils in each school.

In considering the figures members of the Forum asked for further information to be provided which would reflect the total number of pupils attending each school between years 7 and 11. With regard to those pupils who were registered to attend Sir John Thursby School but did not start in September 2013 it was reported that the County Councils School Attendance Officer and the Children Missing Education Team would investigate whether the pupils were attending another (possibly private) school or were not in education at all.

A request was also made for the projected pupil figures for a special school in Burnley which was currently consulting on proposals to expand though it was unclear as to the expected level of demand in the future.

**Agreed:**

1. That a further report be presented to the next meeting with a more detailed analysis of the school population between years 7 and 11 across all schools in the Borough including, where possible, privately run schools.
2. That a member of the Children Missing Education Team be invited to attend the next meeting to advise the Forum on the action taken to identify what happens to pupils who do not attend school as expected.
3. That information regarding projected pupil figures is made available to members of the Forum in order to clarify whether proposals to expand a special school in Burnley would accommodate the expected level of demand in the future.

**c) Services provided by the Children and Young People/Adult and Community Services Directorates**

Members of the Forum were asked to indicate any specific issues which they wanted to be investigated in relation to the above. The movement of children from other parts of the country into care facilities within Lancashire was discussed and there were a number of concerns of the impact this would have on resources.

Clarification was also sought in relation to the apparent closure of Moorland View Residential Care facility in Dunnockshaw.

**Agreed:** That members of the Forum are provided with the following information.

1. The number of children from outside of Lancashire who are currently in care within Burnley together with the number of Burnley children who are placed in care outside of the County.
2. The educational attainment of children who are in care in Lancashire.
3. The arrangements in place in order to help young people who leave care in Lancashire with housing and employment.
4. An update regarding the status of Moorland View Residential Care facility in Dunnockshaw.

## **12. Themes for future meetings**

The following themes were suggested for discussion at future meetings.

- School places in Burnley/Padiham and Hapton – as discussed earlier in the meeting.
- The transfer of funding for public health from the NHS into the County Council via the Lancashire Health and Wellbeing Board and it was suggested that the Director of Public Health be invited to attend the meeting and address the Forum.
- Adult social care and the care of young people.
- Road safety.
- Modernising of services.

With regard to the final three suggestions the Chair asked that members of the Forum contact the Locality Officer outside of the meeting in order to identify any specific issues/concerns which may then form the basis of debate.

**Agreed:** That the above suggestions for items of business at future meetings be considered by the Chair and Locality Officer.

## **13. Urgent Business**

There were no items of urgent business for discussion at the meeting.

## **14. Date of Next Meeting**

It was noted that the next scheduled meeting would be held at 6.30pm on the 14<sup>th</sup> April 2014 in Committee Rooms 2 and 3 at the Town Hall, Manchester Road, Burnley.

Ian Fisher  
County Secretary and Solicitor

County Hall  
Preston

**ANNEX**

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Each Forum may also set a maximum length of time for any individual speech from a member of the public. **On the 25<sup>th</sup> November 2013 the Forum agreed that each speaker would have up to 3 minutes per person, to be managed by the Chair at their discretion.**

Public speaking must be on topics included on the agenda for the meeting.

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

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

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

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

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

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





Burnley Three Tier Forum: Action Sheet

Meeting Date: 25/11/13


Action	Lead Officer	Lead Officer Comments (Including Action Taken)
KFC had not responded to concerns regarding customer's headlights dazzling on coming vehicles on Trafalgar Street.	Dave Bloomer	We have received a telephone response from KFC. Since they are only tenants they are not able to do anything but they have passed the letter on to the landlord
<p>The issue of unadopted roads was discussed and several members of the Forum reiterated their concerns from the previous meeting in relation to Kingsland Road in Burnley wood and the unnamed access to Hapton C of E Methodist Primary School off Manchester Road, Burnley.</p> <p>That the Forum register its disappointment at the lack of progress and unsatisfactory situation regarding a number of unadopted roads within the Borough as discussed at the previous meeting.</p>	Phil Barratt	Lancashire County Council is in receipt of many requests to carry out improvements on unadopted roads. We would only consider adopting these roads if works were carried out to bring these roads up to adoptable standards. The cost of this work ought to be met by the owner or owners of the land. The Cabinet Member for Highways and Transport, County Councillor John Fillis, has restated that it would be inappropriate for him to agree to use highway maintenance money to carry out any work on March Street or any other unadopted road.
The results of traffic counts on Brunshaw Avenue and Morse Street were reported and it was suggested that as Brunshaw Avenue in particular saw speeds higher than the 20mph limit further action should be taken with regard to enforcement.	Paul Binks	<p>Following on from SpID deployment on both Morse Street and Brunshaw Avenue we programmed Brunshaw Primary School to receive 20mph engagement. 20's key messages were shared with the school and resources such as wheelie bin stickers, car stickers and posters are being sent to the school in order for the children to take these resources home to share in the community. We have also received artwork from the school in order to produce two '20s plenty banners' to be attached to their school gates.</p> <p>We will order further speed surveys and will re-programme both roads to received SpIDs in the new year. Additionally, as we have now made links with the</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		school and with the police in the area we can see about setting up a school road watch to further embed the limit.
<p>With regard to the existing traffic calming in the Daneshouse area it was suggested that the chicane in the vicinity of the Community Centre be altered in order to provide better access, especially for buses. It was also suggested that traffic conditions around the new knowledge quarter needed to be reassessed as conditions had changed since the existing measures were put in place.</p> <p>That the Public Realm Manager be requested to investigate the need to alter the chicane in the vicinity of the Community Centre in Daneshouse in order to provide better access for buses</p>	Alan Capstick	The Public Realm Manager for Burnley and Pendle, Alan Capstick, is seeking to arrange a site meeting with the divisional County Councillor and the Cabinet Member, John Fillis, early in the New Year to discuss the matter.
The update regarding plans for Northern Rail to acquire an additional 2 car diesel unit for use on the Todmorden Curve route was noted, though there was concern regarding the quality of any existing diesel units which would become available following the electrification of lines in the North West.	Richard Watts	<p><b>Restoration of the Todmorden West Curve</b> The physical works to restore the Todmorden West Curve are proceeding well and the infrastructure should be completed and commissioned by April 2014. This work is being funded by Burnley Borough Council through the Regional Growth Fund it was successful in obtaining.</p> <p><b>New rail service between Manchester Victoria and Blackburn via Burnley Manchester Rd &amp; Accrington</b> The new rail service had originally been planned to start with the May 2014 timetable as an extension of the Todmorden terminating service from Wigan Wallgate via Manchester Victoria.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		<p>However, due to changes forced on Northern Rail by the diversion of the TPE (Trans Pennine Express) Scotland/Barrow/Windermere services away from the Chorley/Bolton corridor to the newly electrified Chat Moss line in Dec 2013 has meant that additional capacity has had to be found to boost the remaining, largely Northern, services between Bolton and Manchester. This means there are now no spare units available to provide the additional diesel unit required to extend the Todmorden service to Burnley and Blackburn from May 2014.</p> <p>Northern Rail has done a national trawl to see if it could spot hire a unit for 7 months from another train operating company (TOC). Unfortunately no unit could be spared for so long a period by any TOC which confirms the generally recognised situation that the diesel multiple unit fleet is fully committed with little or no flexibility in the event of heavy overhaul or accidents.</p> <p>As a result of the NW electrification programme diesel units will be progressively released as services transfer to electric operation. For Northern the first conversion takes place in December 2014 when the Manchester to Liverpool service becomes electric. One of the diesel units released by this will be used to provide the extra resource required to enable passenger services to be extended from Todmorden to Burnley and Blackburn. On this basis the service should start on Sunday 7<sup>th</sup> December, 2014.</p> <p>For information the planned service will be hourly 7 days a week and will call at Accrington, Rose Grove and Burnley Manchester Rd in Lancashire and additionally at Church &amp; Oswaldtwistle on Sundays. Trains will depart Blackburn at 19 minutes past the hour and Manchester at 56 minutes past the hour.</p> <p>Commercial discussions are currently taking place between the County Council and Northern Rail/DfT on the funding arrangements for the new service. It is</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		<p>hoped these discussions will be completed early in 2014.</p> <p><b>Burnley Manchester Rd station</b> The new station should be completed by April 2014 with the booking and information office opening to the public during April/May 2014.</p>
<p>Several members of the Forum were concerned regarding the current policy that street lighting on certain sections of highway/junctions be either dimmed or turned off completely at particular times in order to reduce costs. It was suggested that as the replacement of sodium street lights with the new LED lights had reduced running costs, the need for regular maintenance and extended the life of street lighting and that the Cabinet Member for Highways and Transportation should be asked to reconsider the current policy.</p>	<p>Martin Dunwell</p>	<p>The lighting on the main carriageway of the M65 was dimmed between 12 midnight and 5 am for a year and then turned off between 12 midnight and 5 am since September 2011. The County Council and the police do however have an override facility which enables the lighting to be switched back on in the event of adverse weather conditions or an accident/incident.</p> <p>Dimming of Street Lighting was agreed by the Highways and Transportation committee in 1996 and the first dimming installations date from this time. The Carbon Reduction Programme increased the rate at which dimming schemes were installed in Lancashire with schemes being reported formerly through Lancashire Locals and latterly through Commissioning plans. At the current time over 58,000 lamps are on a dimming regime out of 148,000 lighting units. These units mostly dim between 10pm and 6.30am.</p> <p>There are 4343 dimming units in Burnley.</p> <p>No lighting is proposed for switch off at the present time, but switch off is an option included in the 10% challenge.</p>
<p>Concern was expressed regarding the cost of creating a new community garden at Rome Avenue and it was suggested that careful consideration be given to designing the scheme to ensure it was sustainable. It was also suggested that once completed the scheme</p>	<p>Jackie Flynn</p>	<p>The funding for the Rome Avenue project has come from Calico and the Lancashire Environment Fund.</p> <p>The site has a long history of fly tipping. A local residents group , ROSE (Residents of Stoops Estate) asked to take on part of the site to develop a</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p>be monitored in order to ensure it was not subject to vandalism.</p>		<p>community garden some years ago. However the group disbanded when several key residents left the area, and the two small raised beds that they had installed on the site were never planted.</p> <p>The condition of the site was raised at a South West Burnley Together group, a local partnership of voluntary organisations, statutory organisations and Calico (the RSL for the area), and the County Council environmental projects team were approached to see if something could be done with the site.</p> <p>Calico held a fun day on the site in May 2012 , and at the event Groundwork asked local residents how they would like to see the site used. Residents suggested fruit trees, colourful wild flowers, access improvements to stop unauthorised vehicle access and a dense hedge surrounding the site to stop access into back gardens around the site. Groundwork came up with a draft proposal and Calico Neighbourhood Officers asked every local resident to comment on the proposal. Comments were favourable, and a final plan, costings etc were prepared by Groundwork. Due to the long history of fly tipping on the site the ground is full of lumps of concrete and other debris which makes planting etc difficult.</p> <p>The project has gone out to competitive tender and the costs are realistic.</p> <p>Maintenance of the site will be by Calico's maintenance team, with two days a year spent with volunteers, pruning fruit trees and bushes. A maintenance plan has been prepared for the site. Calico staff have undertaken extra training to ensure they can do this work correctly.</p> <p>Attached is a plan showing the works which you may find useful.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		 rome ave layout 1 rev 1..pdf
<p>The speed limit on Princess Way was discussed and several members of the Forum expressed their concern that motorists were unclear as to the 30mph speed limit. Whilst it was recognised that given the system of street lighting and the absence of signing to the contrary motorists should assume a 30mph speed limit it was suggested that the dual carriageway caused many motorists to believe that a higher speed limit was in operation.</p> <p>It was noted that a scheme to clarify the 30mph limit had been put forward for consideration though this would cost in the region of £42,000. In view of the cost and the limit funding available it was suggested that Officers be asked to consider any minor improvements which could be introduced at a reduced cost, including use of the informal signing which was sometimes used to remind motorists of the speed limit in the vicinity of schools.</p>	Alan Capstick	<p>As members of the 3TF are aware speed enforcement is carried out on Princess Way because concerns have been raised about traffic regularly speeding. In addition there is a history of collisions resulting in injuries in which speed was a factor. We are currently looking at options for a safety improvement scheme to address the accidents at the junction with Brougham Street and to encourage lower vehicle speeds along Princess Way.</p> <p>A traffic survey is being carried out and we will work with our partners to consider our options once we have the results.</p> <p>The traffic survey is due to be set up on the 5<sup>th</sup> December and will cover the Burnley FC home match on the 7<sup>th</sup> December to ascertain both speed and volume of vehicles utilising Princess Way. The results of this survey will enable further consideration for the road marking improvements to improve road safety and change the characteristics of Princess Way to re-enforce the 30mph speed limit applied.</p> <p>In addition to a proposed road safety scheme we are also currently considering the use of the speed indicator devices (SpIDs) on Princess Way.</p>
<p>The proposal to provide a layby on Glen View Road in Burnley was discussed and it was suggested that the scheme was not needed merely on an amenity basis but also as a result of social need and should therefore be reconsidered on that basis.</p>	Alan Capstick	<p>The comments of the Burnley 3 Tier Forum have been passed to the Public Real Manager and the commissioning Team.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p>Clarification was requested regarding the location of proposed repairs to the carriageway of the A646 Burnley Road as any road works would be likely to have an impact on the development of a wind farm in the area.</p>	<p>Alan Capstick</p>	<p>The resurfacing work on the A646 will not impact on the wind farm because the proposed access to the wind farm is from Red Lees Road via Brunshaw Road.</p> <p>The surfacing work is approximately from the junction of Red Lees Rd and Burnley Rd A646 to Holme Chapel and it is expected that this work to be carried out with stop/go boards.</p> <p>It is also important to clarify that at this point in time this is one of a large number of proposed schemes to be included in the capital programme and until such time as the level of financial resources available has been determined it cannot be guaranteed that this work will be carried out.</p>
<p>Clarification was also sought in relation to the apparent closure of Moorland View Residential Care facility in Dunnockshaw.</p>	<p>Harry Ballantyne</p>	<p>This is a privately operated Residential Care facility for which Lancashire County Council has no responsibility. The County Council has not made much use of the facility as a search of our records shows that we have only placed three children there in the last 10 years and the most recent one was in 2004/05.</p> <p>Moorland View children's home is currently registered with Ofsted and its inspection and registration details are shown on the last page of the action sheet.</p> <p>I have tried unsuccessfully to contact the facility but all e-mails been returned undeliverable and 10 phone calls have been unanswered.</p>
<p>There was a question about the seizure of e-liquid from a stallholder on Burnley Market.</p>	<p>Amanda Maxim</p>	<p>The stallholder concerned was not deliberately contravening the legislation, he was buying his stock from a number of different suppliers, and some of the products he was selling were non compliant, some were legal for sale. All non compliant stock was seized, and the supplier of this stock to the Burnley stall holder has also been identified and advised.</p> <p>The stall on Burnley market cooperated fully with our officers and is still</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		operating and we have now provided him with a checklist of what to look for when buying stock and intend revisiting the market in the future to check all other suppliers.

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

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
None were received before, during or after the meeting.		

Setting Name	Address 1	Address 2	Town	County	Postcode	Tel Number	Email Address
Moorland View	Moorland View, Manchester Road	Dunnockshaw	BURNLEY	Lancashire	BB11 5PQ	01282 431144	<a href="mailto:moorlandview@keyschildcare.co.uk">moorlandview@keyschildcare.co.uk</a>

**Current Inspection details:**

Local Authority	Reference Number	Provision Subtype	Status	Setting Name	Postcode Area	Registration Date	Max Users	Full Inspection Date	Full Inspection Overall Judgement	Quality of Provision	CYP Outcome	CYP Safety	Leadership and Management	Interim Inspection Date	Interim Inspection Overall Judgement
Lancashire	SC009653	Children's Home	Active	Moorland View	BB11	23/02/1999	12	24/07/2013	Adequate	Adequate	Adequate	Good	Adequate	31/07/2012	Good Progress

**Conditions of registration**

Setting Name	Postcode	Registration Condition
Moorland View	BB11	may only provide care and accommodation for up to 12 children may provide care and accommodation for children with emotional and or behavioural difficulties (EBD) and learning disabilities (LD)



**CAPITAL PROGRAMME UPDATE**

**PROGRESS AS EXPECTED**

**2013/14 Capital schemes programmed for delivery in quarter 3**

2 out of 7 capital schemes, due for delivery in quarter 3, have either been completed or are progressing as planned, and are detailed below. For details of the remaining schemes please see the 'Progress not as Expected' section below.

**Road Safety**

- **Brun Valley Greenway – Ormerod Road/canal** – work to construct a cycle route through the park has been completed by Burnley Borough Council Park's Department.

**Footways**

- **New Hall Street, Barden Lane to Robinson Street, Burnley (Burnley Central East)** – footway reconstruction works have been completed.

**PROGRESS NOT AS EXPECTED**

**Capital schemes scheduled for delivery in quarter 3 2013/14 which have been delayed**

**Road Safety**

- **Brown Street, Burnley (Burnley Central East)** – a scheme to introduce contra flow cycling to improve cycle access in to the town centre and college has been delayed until quarter 1 2014/15 to allow sufficient time for the traffic regulation order to be advertised.
- **Briercliffe Road, Burnley (Burnley North East)** – the installation of a zebra crossing has been postponed due to delays in the approval of the scheme. Work was completed 28 February 2014.

**Bridges**

- **Centenary Way, Burnley (Burnley Central East)** – Transport for Lancashire, a sub-committee of the Lancashire Enterprise Partnership, will fund major works at Centenary Way that will include the Centenary Way bridge. Design work will commence in 2014/15 and it is anticipated that work will start on site during quarter 4 2014/15 and continue into 2015/16.

**Capital schemes carried over from previous quarters for delivery in quarter 3 2013/14 which have been delayed**

**Road Safety**

- **Active Way/Bankhouse Street, Burnley (Burnley Central East)** – the scheme has been postponed until quarter 1 2014/15 due to delays in advertising the traffic regulation order to allow two-way cycling on the road.
- **Sandygate/Queens Lancashire Way/St James Street, Burnley (Burnley Central West/Burnley Central East)** – this scheme has been superseded by the Lancashire Regional Growth Fund redevelopment of the Weavers Triangle. It is anticipated that the Weavers Triangle scheme will commence in quarter 1 2014/15.

**Preston–East Lancashire Transport Corridor Study**

The M65, which terminates just west of Colne, provides good road connections with Preston and Manchester via the A56/M66, however the sudden change from motorway to carriageway results in significant delays on the through route to Yorkshire and Leeds, with considerable congestion on the urban network within Colne. To gain a better understanding of any potential solutions to this, the county council commissioned an M65 to Yorkshire Corridor Study which has now been completed. The East Lancashire Highways and Transport masterplan was made available for public consultation during quarter 3 and was approved by Cabinet in February 2014.

**SERVICE UPDATE**

**Environment and Community Projects**

**Calico Housing Neighbourhood Improvements – Griffin Estate**

Funding of £20,000 has recently been secured from the Lancashire Environmental Fund towards the project to improve several neglected open spaces on the Griffin Estate in South West Burnley. It is hoped that work will start on site in spring 2014 to transform these spaces through landscaping and tree planting, so that they are more attractive and complement recent investment in the housing stock on the estate.

**Burnley Forest Park**

This project has secured external funding through the Forestry Commission and the Lancashire Environment Fund. Implementation of a range of access improvements and woodland management started in December 2013 and should be completed by the end of March 2014. The end result of which will be an excellent facility for the residents of Burnley literally on their doorstep. The hope is that this will form a gateway to encourage people to access the natural environment. People will be able to access from formal managed park land through to less formal forest park, and eventually out into the wider countryside.

**Road and Street Maintenance: Pothole Repair**

2013/14	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	13/14 Target
<b>Burnley</b>										
Monthly % of potholes filled within 30 days	100%	100%	100%	100%	100%	98%	84%	48%	80%	90%
Cumulative % of potholes filled within 30 days	100%	100%	100%	100%	100%	99%	96%	85%	85%	
<b>Lancashire</b>										
Cumulative % of potholes filled within 30 days	99%	98%	98%	98%	98%	98%	97%	94%	93%	90%

In 2013/14 the directorate has a year-end target of fixing 90% of potholes identified through Highway Safety Inspections (HSI) within a 30 day period. In Burnley 1,891 potholes were identified through HSIs between April and December 2013, of which 1,602 (85%) were repaired within 30 days, although all of the 1,891 potholes identified have been repaired.

A new way of managing defect reporting and repairs has been trialled over recent months leading to the decision to fully implement this system countywide from quarter 3. This required a number of significant changes to be made within Lancashire Highway Services, including the transfer of Response Teams from Local Network Management into Highway Operations. The combined effect of these changes has been to significantly increase the amount of work co-ordinated within Highway Operations and there have been some initial issues with workload, resources and the understanding of the new ways of working, particularly in relation to footway defects, which by their nature take significantly longer to repair. These issues have now been resolved and performance is improving. Proposals for the revision of the defect maintenance indicator will be taken to Cabinet Committee for Performance Improvement (CCPI) for approval in June following the end of quarter 4.

**Trading Standards**

**Prosecution**

A roofing contractor who duped an elderly couple out of £1,200 for bogus roofing work has been branded 'absolutely disgusting' by magistrates. The roofer repeatedly showed up at the Brierfield home of the customers to carry out minor jobs. The court heard how the couple made payments totalling £1,200 over three months with the offender driving the husband to a cash machine. Trading Standards found the only work which could be said to have been done was repointing two hip tiles at a cost of £30.

**LOCAL TRANSPORT PLAN: CAPITAL SCHEMES**

**Nelson to Rawtenstall Bus Corridor**

This study is being undertaken to identify issues affecting journey times and reliability in the Nelson to Rawtenstall section of the Colne-Manchester (X43) Bus Corridor. The study has been split into three parts, two of which have now been completed. The draft report for the third part of study is under review and is anticipated to be completed during quarter 4 2013/14 along with a summary report of the overall project.

**Community Rail Partnership (CRP) Programme Improvements**

The new station at Burnley Manchester Road is due to be completed during April 2014 and is expected to open to the public during late April/early May 2014. The project includes a base for the Northern Rail Community Ambassadors and the East Lancashire Community Rail Partnership.

**Todmorden Curve**

The rail track to form the reinstated curve has been laid and the works for the track and the new signalling for the Calder Valley and Copy Pit routes are underway. However, there may be a delay in the final commissioning of the connection for the Copy Pitt route, and an update is expected shortly from Network Rail on the timescales involved in completing the scheme. Discussions are continuing with the Department for Transport and Northern Rail regarding the introduction of the new Manchester to Blackburn via Burnley service, as part of the extension of the Northern Rail franchise. The new service is expected to start in December 2014 once the first phase of electrification has been completed.





**Appendix H**  
**2014/15 Burnley Capital Programme**

**Maintenance of Highway Assets**

Project Name	Division	Project Description	Location of Scheme	Total Cost	Quarter
<b>Programme: A, B &amp; C Roads</b>			<b>Capital Allocation</b>	<b>£103,216</b>	
A671 Padiham Road	Burnley Central West	Surface Dressing	Oak Street to Stephenson Drive	£24,117	Q2
A646 Burnley Road	Burnley Rural	Surface Dressing	Number 288 to boundary	£82,824	Q2
			<b>Forecast Outturn Capital Expenditure</b>	<b>£106,941</b>	

<b>Programme: Urban Unclassified</b>			<b>Capital Allocation</b>	<b>£135,421</b>	
Ightenhill Park Lane/Brassey Street	Burnley Central West	Surface Dressing	Lakeland Way to Padiham Road	£24,360	Q2
Harold Street	Burnley South West	Carriageway Resurfacing	Coal Clough Lane to Cog Lane	£58,627	Q1
Victoria Road and adjoining streets	Padiham and Burnley West	Surface Dressing	Various lengths	£48,720	Q2
			<b>Forecast Outturn Capital Expenditure</b>	<b>£131,707</b>	

<b>Programme: Rural Unclassified</b>			<b>Capital Allocation</b>	<b>£20,986</b>	
Ridehalgh Lane	Burnley Rural	Surface Dressing	Halifax Road to Halifax Road	£10,840	Q2
Robin House Lane	Burnley Rural	Surface Dressing	Halifax Road to Ford	£10,840	Q2
			<b>Forecast Outturn Capital Expenditure</b>	<b>£21,680</b>	

<b>Programme: Footways</b>			<b>Capital Allocation</b>	<b>£136,993</b>	
Lyndhurst Road	Burnley Central East	Replace pre-cast concrete flags with bitmac	Todmorden Road to Brunshaw Avenue	£70,998	Q4
Ighten Road	Burnley Central West	Replace pre-cast concrete flags with bitmac	Ightenhill Park Lane to 34 Ighten Road	£18,271	Q3
Culshaw Street	Burnley North East	Replace pre-cast concrete flags with bitmac	Morse Street to Elliot Street	£18,271	Q4
Cromer Avenue	Burnley North East	Replace pre-cast concrete flags with bitmac	Fleetwood Avenue to Salus Street	£27,405	Q4
			<b>Forecast Outturn Capital Expenditure</b>	<b>£134,945</b>	

<b>Programme: Local Priorities Response Fund</b>			<b>Capital Allocation</b>	<b>£122,752</b>	
Princess Way, Burnley	Burnley Central East	Road safety traffic calming measures to reinforce 30mph speed limit	Brougham Street	£42,631	Q4
Hunters Drive, Whittlefield	Burnley Central West	Surfacing	Full length	£9,744	Q3
Hunters Drive	Burnley Central West	Footway improvement	Full length	£20,707	Q3
Hargrove Avenue	Padiham and Burnley West	Footway improvement	Crow Wood Avenue to Coverdale Way	£31,668	Q4
Richmond Avenue	Burnley Rural	Surface dressing	Full length	£18,271	Q2
			<b>Forecast Outturn Capital Expenditure</b>	<b>£123,021</b>	

<b>Programme: Lighting Column Replacement</b>			<b>Capital Allocation</b>	<b>£433,435</b>	
Burnley Column Replacements	Various as necessary	Column Replacements	Burnley	£433,435	Q4
			<b>Forecast Outturn Capital Expenditure</b>	<b>£433,435</b>	

<b>Programme: Flood Risk Management &amp; Drainage</b>			<b>Capital Allocation</b>	<b>£90,417</b>	
36 Briercliffe Road	Burnley North East	Drainage Improvements/Flood Relief	36 Briercliffe Road	£90,090	Q2
			<b>Forecast Outturn Capital Expenditure</b>	<b>£90,090</b>	

<b>Programme: Traffic Signals</b>			<b>Capital Allocation</b>	<b>£23,574</b>	
Rosendale Road/Glen View Road/Manchester Road	Burnley South West	Site equipment refurbishments	Rosendale Road/Glen View Road/Manchester Road, Burnley	£23,100	Q2
			<b>Forecast Outturn Capital Expenditure</b>	<b>£23,100</b>	

<b>Programme: Bridges</b>			<b>Capital Allocation</b>	<b>£559,700</b>	
4640b1 Centenary Way Viaduct	Burnley Central East	Major Maintenance Scheme. 2014/15 Design only, works 2015/16.	4640b1 Centenary Way Viaduct, A682 Centenary Way, on boundary with Burnley Rural	£50,000	Q4
6511f1 Hapton Station Footbridge	Padiham and Burnley West	Maintenance Painting Scheme	6511f1 Hapton Station Footbridge, C650 Manchester Road	£101,700	Q4



**Appendix H**
**2014/15 Burnley Capital Programme**

Seetru Bolt Replacements Burnley District	Divisions as necessary	Replacement of parapet holding down bolts at several bridges in Burnley District.	Various Burnley District	£150,300	Q2
4872b1 Market Street (Manchester Road)	Burnley Central East	Maintenance and Footway Strengthening Scheme	4872b1 Market Street (Manchester Road), U49017 Manchester Road	£183,500	Q3
Footbridge Structural Maintenance	Divisions as necessary	Footbridge Repairs/replacements which are works that are generated from members of the public complaints and bridge inspections on the larger footbridges	Various Burnley District	£10,800	Q4
Bridges Structural Maintenance	Divisions as necessary	Structural maintenance works to bridges	Various Burnley District	£33,500	Q4
Retaining Wall Structural Maintenance	Divisions as necessary	Structural maintenance works to retaining walls	Various Burnley District	£27,900	Q4
Parapet Risk Ranking and Programme Investigation	Divisions as necessary	Parapet Risk Ranking and Programme Investigation	Various Burnley District	£1,000	Q4
Retaining Wall Programme Investigation	Divisions as necessary	Retaining Wall Programme Investigation	Various Burnley District	£1,000	Q1
<b>Forecast Outturn Capital Expenditure</b>				<b>£559,700</b>	
<b>Reserve Bridge Schemes</b>					
Strategic Route Principal Bridge Inspections	Various in Burnley	Strategic Route Principal Bridge Inspections	Various Burnley District	£9,000	
Structural Reviews	Various in Burnley	Structural Reviews and Assessments	Various Burnley District	£4,000	
<b>Reserve Bridges Schemes Total</b>				<b>£13,000</b>	

**Improving the Safety of Streets for Vulnerable People**

Project Name	Division	Project Description	Location of Scheme	Total Cost	Quarter
<b>Programme: Road Safety</b>			<b>Capital Allocation</b>	<b>£39,333</b>	
Bank Top - Burnley Central/Brun Valey Greenway	Burnley Central East	Cycle Path	Bank Top, Anchor Retail Park	£30,870	Q4
<b>Forecast Outturn Capital Expenditure</b>				<b>£30,870</b>	

## Tour de France Grand Départ 2014 - Briefing note for Burnley 3 Tier Forum

### 14<sup>th</sup> April 2014

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#### Introduction

The first two stages of the Tour de France will be held in the Pennine area of North Yorkshire on Saturday 5 and Sunday 6 July, 2014. The event is expected to attract significant visitor numbers from overseas as well as from within the UK.

Whilst this will be a great opportunity to see part of the event, recognised as one of the top annual sports occasions in the world, on both days the event will pass close to the Lancashire boundaries and as a result, travel between Lancashire and Yorkshire will be disrupted. Many people will be travelling from the south via Lancashire's roads and motorways. Some visitors are also expected to arrive several days in advance of the race to participate in other events that are taking place around the route.

There are two trans-Pennine (west to east) road crossings that will remain open at all times during the event:

- **North of the event (Cumbria)** - the A66 between the M6 and the A1.
- **South of the event (Greater Manchester)** - the M62.

Our main aim is to ensure the race and dates are well publicised and to ensure that people plan their travel in advance for that weekend and for the days beforehand when large numbers of spectators will be travelling to the area. Advance publicity will allow Lancashire residents to plan to avoid any disruption whilst maximising the benefits of this international event which is happening on our doorstep.

We are working with representatives from adjoining councils to ensure that the event passes with minimum disruption to Lancashire. This involves balancing the needs of spectators, many of whom will want to travel via Lancashire and the needs of individuals who want to continue with their business avoiding the race or any of the associated events.

We are currently identifying which roads need to be closed to allow the race to pass and where there will need to be restrictions for the safety of the public. We will update you with information about road closures as soon as possible to ensure that people have time to plan/amend their activities for that weekend.

#### The Tour de France route

The race will result in the closure of many cross-Pennine routes from Lancashire to Yorkshire on both days of the event resulting in travel disruption. For safety reasons, the roads that are part of the route will be closed for approximately three hours before the race and for up to three hours afterwards. However, it will not be possible to accurately estimate the time that the race passes any given point due to a number of factors including the weather and the speed of the cyclists.

There will be many opportunities to see the race along with the spectacle of the sponsorship procession in the build up to the race. In addition to this, some communities are arranging events around the main race including Spectator Hubs with specialised accommodation and large screen televisions to observe the Tour de France. The race also coincides with other major sporting events which could be shown on the big TV screens including Wimbledon Finals and the World Cup Quarter Finals.

Residents of Lancashire can keep up to date with further news about the event and road closures by visiting our website [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search 'Tour de France'. This will enable people to plan their travel that weekend whether it's to and from the event, or to avoid the disruption.

### Our advice to residents

You can view the race route on the map at the end of this briefing note.

- **On Saturday 5 July** the race will commence in Leeds City Centre and end in Harrogate going via Otley, Ilkley, Skipton, Grassington, Hawes, Masham, and Ripon.
- **On Sunday 6 July** the race starts from York City Centre and finishes in Sheffield going via Harrogate, Steeton, Keighley, Howarth, Littleborough, Huddersfield and Holmfirth.

The following key points should be noted:

1. **Plan your journey in advance** - It is inevitable that there will be some traffic congestion so plan your journey in advance and leave yourself extra time to get to your destination. Remember that access to key locations such as Skipton and Hebden Bridge will require careful management and turning up to see the race one hour prior to the scheduled time may well end in disappointment.
2. **Look out for the spectator hubs** - As well as trying to manage the traffic around the event we want to ensure as many people as possible have the opportunity to watch the event. There will be spectator hubs around the route that will attempt to keep spectators in one place but people are expected to move between locations. This will inevitably lead to some travel disruption.
3. **Keep updated with road closures** - Roads may be closed at any given point for up to seven or eight hours. Where the route passes close to Lancashire these roads could be closed from early morning.

Spectators will need to plan their journey well in advance so they know where they want to see the race, how they intend to travel there and when they will need to be in position. Access to key locations such as Skipton and Hebden Bridge will require careful management. Turning up to see the race one hour prior to the scheduled time may well end in disappointment.

We will publish further information and updates about road closures/timings on our website as soon as they are confirmed.

### Key contacts

For more detailed information about The Tour de France Grand Départ 2014 visit:

<http://letour.yorkshire.com/>

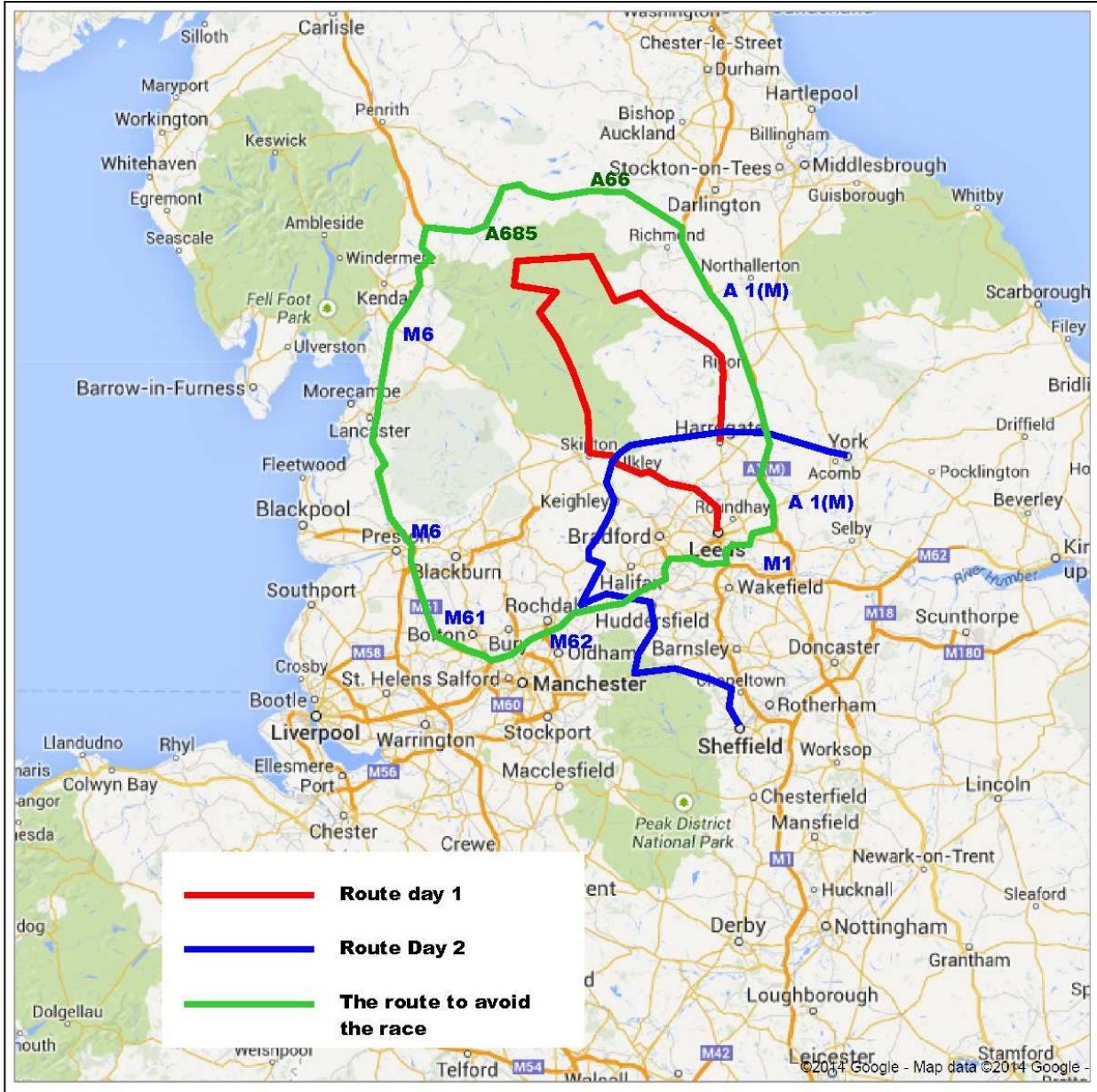
If you need more information about road closures or you are planning to hold a Tour de France event please let us know by emailing: [tdf.enquiries@lancashire.gov.uk](mailto:tdf.enquiries@lancashire.gov.uk)

Our website will also be regularly updated with information about the event, travel advice and road closures - visit [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search for 'Tour de France'.



**Map of the Tour de France route – Saturday 5 July and Sunday 6 July 2014**

The map below outlines the alternative travel routes for both days. The southern route does involve motorway usage which may exclude certain drivers from using it. Advance signage of alternative routes will be in place around two weeks before the event to raise driver awareness of potential road closures and diversions.









## Tackle Cheap Alcohol with Minimum Unit Pricing

### Burnley 3Tier Forum

#### 1. Purpose

To inform the Burnley 3Tier Forum of the minimum unit pricing policy for alcohol and the impact of alcohol currently for Burnley.

#### 2. Background

The Cumbria and Lancashire Public Health Collaborative<sup>1</sup> and DrinkWise<sup>2</sup> organised an event on 20 November 2013 during Alcohol Awareness Week. At this event, stakeholders heard evidence from Sheffield's Alcohol Policy model and lessons learnt from Canada on minimum pricing for alcohol. Discussions at the event concluded that further awareness and engagement work was needed to develop a common understanding on the minimum unit pricing policy.

A project group has now been established to raise awareness on minimum unit pricing for alcohol by the Cumbria and Lancashire Public Health Collaborative, led by Dr Arif Rajpura, Director of Public Health at Blackpool Council.

Burnley 3Tier Forum has been identified as one of the key partners the project group would like to engage with. A factsheet has been produced by DrinkWise on the minimum unit pricing policy for alcohol, which also includes the impact of alcohol on Burnley and Lancashire (see attached).

#### 3. Feedback

The project group would welcome some feedback from the Burnley 3Tier Forum:

- a) Did you know about minimum unit pricing before this factsheet? **(Yes/No)**
- b) Are you now aware about minimum unit pricing after reading this factsheet? **(Yes/No)**
- c) Do you have any comments/suggestions for the project team to consider? **Please give details**

#### **For further information about this programme, please contact:**

Sangita Patel, Programme Manager, Cumbria and Lancashire Public Health Collaborative, [sangita.patel@lancashire.gov.uk](mailto:sangita.patel@lancashire.gov.uk), 01772 536296

<sup>1</sup> The Collaborative is a partnership between the Directors of Public Health from Blackpool Council, Blackburn with Darwen Council, Cumbria County Council and Lancashire County Council as well as other senior public health leaders.

<sup>2</sup> DrinkWise is a member of the [Alcohol Health Alliance](#), the national umbrella organisation which includes alcohol harm reduction charities, campaigners and health professionals.



## Tackle Cheap Alcohol: Minimum Unit Pricing

### What is a minimum unit price?

Minimum unit pricing is about stopping alcohol being sold at pocket-money prices. It links the cost of alcohol to the strength of alcohol – so the more units of alcohol there are, the higher the price. It is important to tackle the cheap strong drinks which ruin so many lives and fuel violence, such as white cider and cheap vodka. This will protect the most vulnerable in society, such as young people and very heavy drinkers, who are more likely to drink cheap strong alcohol and suffer the consequences by pricing it out of their hands. **Minimum unit pricing won't increase the price of a pint in the pub or the average bottle of wine – this is about tackling the dirt cheap pocket money booze, only found on the bottom shelf.**

After ten years of being implemented in England, a minimum price of 50p per unit of alcohol will<sup>i</sup>:

- Save **960** lives – every year
- Reduce hospital admissions by **35,100** – every year
- Save **376,600** days absent from work – every year
- Cut crimes by **50,700** – every year
- Save the economy **£5.1 billion** – every year
- Reduce overall consumption of alcohol by **2.5%**

### You get what you pay for

The Government is to implement a 'below-cost sales ban'. **This will have very little impact** as it will only stop drink being sold at less than the alcohol-duty plus the VAT of the drink. Researchers at the University of Sheffield have calculated the effect of the Government's proposal<sup>ii</sup>:

- Save **14** lives - only
- Reduce hospital admissions by **500** - only
- Save **5,700** days absent from work - only
- Cut crimes by **900** - only
- Save the economy **£77 million** - only
- Reduce overall consumption of alcohol by **0.04%**

The Governments proposed 'below-cost ban' therefore will be more than **60 times less effective** than a minimum unit price of 50p. It simply won't remove the very cheap strong drinks from sale.

## What will it cost me?

Four out of five people will see very little difference in how much they pay for alcohol in the North West. It is vulnerable young and heavy drinkers who are at risk of serious health harm who will pay more. A minimum unit price of 50p will cost moderate drinkers an **average of 5 pence per week**, or £2.60 over a whole year<sup>iii</sup>.

Some examples of how a minimum unit price of 50p would affect the price of drinks<sup>iv</sup>:

				
<b>NO INCREASE</b>	<b>Minimum price: £13.00</b>	<b>Minimum price: £6.25</b>	<b>Minimum price: 88p/can</b>	<b>NO INCREASE</b>
Supermarket price: £4.99 (9 units, 12% abv)	Supermarket price: £9.70 (26 units, 37.5% abv)	Supermarket price: £2.99 (12.5 units, 5% abv)	Supermarket price: 67p (1.8 units, 4% abv)	Pub price: £3.03 (2.3 units, 4% abv)

## Minimum unit pricing is already working in Canada<sup>v</sup>

Studies in two Canadian provinces show that 10% increase in minimum prices resulted in:

- **Decrease of 8.4%** for all drinks
- Significant **shift away** from high to low strength beers and wines
- Immediate **drop in public violence** at weekends

Lives saved in Canada:

- **32% decrease** in alcohol-caused deaths
- After two years there was a **9% drop in deaths**
- Chronic alcohol-related deaths **dropped by 20%** after 2 years

## A question of trust

Some global alcohol companies oppose minimum unit pricing. You will hear their arguments, in the media, through slick reports and from sponsored ‘front’ organisations. But at the end of the day it boils down to trust. A minimum unit price is supported by people who put your health and physical safety first – police and fire services, doctors and nurses, cancer charities and medical collages. Minimum pricing is opposed by some who manage companies whose obligation is to shareholders to maximise profits. We believe **minimum unit pricing targets cheap strong booze** and will protect the most vulnerable and young in our society from pocket-money priced drinks.

## The impact of alcohol on Burnley and Lancashire

- 50 alcohol-related deaths between 2010/2012 – 18 female; 32 male – a rate of 16.7 deaths/100,000 of the population (Lancashire: 558 deaths)<sup>vi</sup>
- 3,103 alcohol-related hospital admissions 2010/2011 (Lancashire: 32,460)<sup>vii</sup>
- 172 alcoholic liver disease admissions to hospital 2011/2012, an increase of 95% from 2002/2003 (Lancashire CC: 1,409, an increase of 77.5%)<sup>viii</sup>
- 833 alcohol-related crimes recorded 2011/2012 (Lancashire: 6,858)<sup>ix</sup>
- Total costs of alcohol to Burnley: £32.64 million; £364/head (all men, women and children) (Lancashire: £528.16 million)<sup>x</sup>
  - Costs to NHS in Burnley: £8.77 million; £101/head
  - Costs through crime in Burnley: £16.19 million; £186/head
  - Costs to the work place (e.g. sick days) in Burnley: £14.38 million; £165/head
  - Costs to Social Services in Burnley: £2.16 million; £25/head

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<sup>i</sup> Sheffield Alcohol Research Group, 2013

<sup>ii</sup> Sheffield Alcohol Research Group, 2013

<sup>iii</sup> Sheffield Alcohol Research Group, 2013

<sup>iv</sup> Drink Wise, 2014

<sup>v</sup> Stockwell et al, 2013

<sup>vi</sup> Office for National Statistics, 2014

<sup>vii</sup> Local Alcohol Profiles for England, 2012

<sup>viii</sup> Balance North East, 2013

<sup>ix</sup> Local Alcohol Profiles for England, 2012

<sup>x</sup> Public Health England, 2013

