

Lancashire County Council

Rossendale Three Tier Forum

Wednesday, 2nd April, 2014 at 6.00 pm in Council Chamber, Business Centre, Futures Park, Bacup

Agenda

No.	Item	
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1.	Questions	
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At the start of the meeting there will be a 15 minute period (to be managed by the Chair) when members of the public or representatives of Neighbourhood Forums can ask questions/raise issues of concern.

2.	Protocol on Public Speaking.	(Pages 1 - 2)
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A copy of the agreed Protocol in relation to public speaking at meetings of the Forum is attached for information.

3.	Apologies.	
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4.	Heritage Lottery Funding in Rossendale.	(Pages 3 - 18)
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The Heritage Lottery Fund (HLF) are keen to support more projects in Rossendale and offer a range of different grant programmes with grants from £3,000 to over £5million. The Forum will be given a presentation on understanding heritage and an overview of what the HLF can offer in Rossendale, particularly for small community groups.

5.	Note of the last Meeting.	(Pages 19 - 28)
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6.	Action Sheet update from the last meeting.	(Pages 29 - 32)
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7.	Review of 3 Tier Forums	Oral report
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An update on the current position in relation to the review of 3 Tier Forums will be presented at the meeting.

- | No. | Item | |
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| 8. | 2013/14 Quarter 3 Environment Directorate Performance Dashboard. | (Pages 33 - 34) |
| | The Dashboard details the performance of the County Councils Environment Directorate between October and December, 2013 in relation to delivery of the approved Rossendale Commissioning Plan for 2013/14. | |
| 9. | 2014/15 Environment Capital Programme. | (Pages 35 - 36) |
| | A list of capital schemes to be delivered in Rossendale in 2014/15 is attached. | |
| 10. | East Lancashire Transport Master Plan Update. | Oral report |
| | The Forum will be given an update on progress in relation to the East Lancashire Transport Master Plan. | |
| 11. | Quality Bus Route - Nelson/Rawtenstall. | (Pages 37 - 48) |
| 12. | Tour de France. | (Pages 49 - 52) |
| | The first two stages of the Tour-De-France will be held in the Pennine area of Yorkshire on Saturday 5 th and Sunday 6 th July, 2014. On both days the event will pass close to the Lancashire Boundary and the attached report outlines what the County Council will be doing to manage traffic issues caused by the event. | |
| 13. | Change to 0300 telephone numbers. | (Pages 53 - 54) |
| | The Forum will be given an update on the County Councils change from 0845 to 0300 telephone numbers. | |
| 14. | Minimum unit price for alcohol for Lancashire. | (Pages 55 - 60) |
| 15. | County Council Members Update. | Oral report |
| | The County Councillors on the Forum will give an update on activity that they have been involved in since the last meeting. | |
| 16. | Items raised by members of the Forum. | |
| | County Councillor Barnes will give the Forum an update on the findings of a County Councils Overview and Scrutiny Task Group on planning applications education/highways contributions. | |

No. Item

17. 2014/15 Programme of Meetings.

As this 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.

Wednesday 10th September 2014

Wednesday 3rd December 2014

Wednesday 1st April 2015

All meetings to be held at 6.00pm in the Council Chamber at the Business Centre, Futures Park, Bacup.

18. 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, Mobile 07717 423903 or by email to harry.ballantyne@lancashire.gov.uk.

19. 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.

20. Date of Next Meeting.

Subject to the approval of the Forum under an earlier item of business on the agenda the next meeting will be held at 6.00pm on the 10th September 2014 in the Council Chamber at the Business Centre, Futures Park, Bacup.

I M Fisher
County Secretary and Solicitor

County Hall
Preston

Agenda Item 2

Protocol on Public speaking at the Rossendale 3 Tier Forum @ December 2013

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 4th December 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 4th December 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.



heritage
lottery fund



Awarding funds from

The National Lottery[®]

A broad view of heritage

- Historic buildings
- Archaeological sites
- Collections
- Places and objects linked to industrial, maritime and transport history
- Natural and designed landscapes
- Wildlife



A broad view of heritage

- People's memories and experiences
- Histories of people and communities
- Languages and dialects
- Cultural traditions
- Histories of places and events



HLF North West Priority Areas

- Pennine Lancashire (Blackburn with Darwen, Burnley, Hyndburn, Pendle & Rossendale)
- West Coast of Cumbria (specifically Borough of Barrow and wards around Whitehaven & Workington)
- Wards in Liverpool
- Wards in Manchester

Partnership Working

- Regenerate Pennine Lancashire
- PLACE
- 3 x CVS
- Local authorities (incl. Lancashire County Council)
- Newground / Lancashire Wildlife Trust / Lancashire BME Pact / English Heritage / CRT
- LCC's Community Heritage Team

Funding to date (Apr 2013 to present)

Total: £2,353,500

Blackburn with Darwen	£61,900
Burnley	£72,500
Hyndburn	£1,973,100
Pendle	£172,900
Rossendale	£73,100

Main Grant Schemes

- Sharing Heritage (£3,000 to £10,000)
- First World War: Then and Now (£3,000 to £10,000)
- Our Heritage (£10,000 to £100,000)
- Young Roots (£10,000 to £50,000, aimed at young people aged 11 – 25)
- Start-Up Grants (£3,000 to £10,000)
- Transition Funding (£10,000 to £100,000. Only for previously funded organisations)
- Heritage Grants (£10,000+)



Title: Home Alone During World War One
Applicant: Broadfield Specialist School
Programme: First World War: Then and Now
Awarded: £9,100

- School caters for pupils with generic learning difficulties aged 11-19
- Project looked at what life would have been like for young people during FWW
- Activities include sessions with a local historian, creating pieces of artwork, working with a local artist to create a tapestry and making a film
- Artwork will be displayed at Haworth Art Gallery and tapestry will be on permanent display there

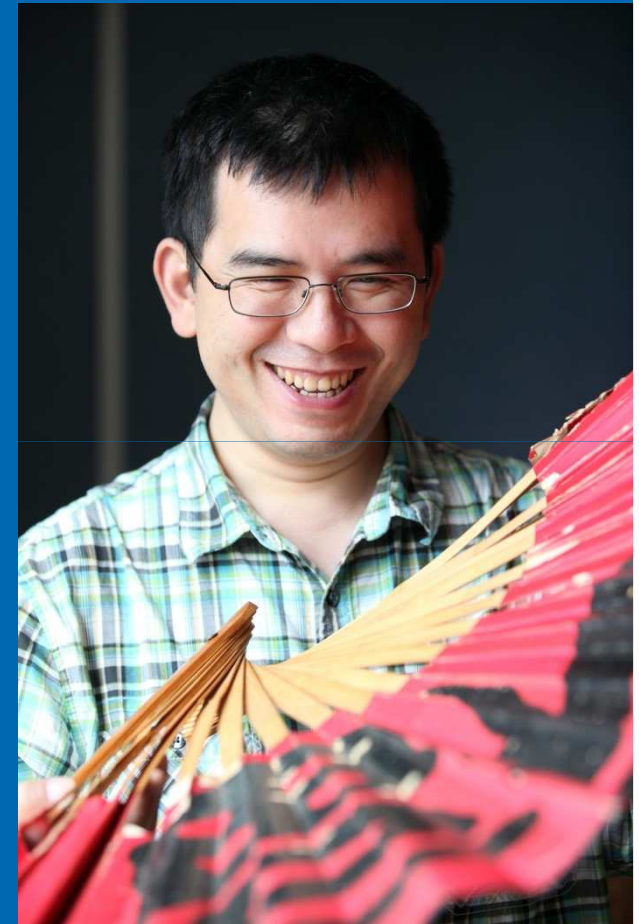


Title: Manchester Chinese Archive

Applicant: Manchester Chinese Centre

Grant Awarded: £48,900

- Manchester's Chinese community numbers over 40,000, but there is little awareness of its heritage
- Project to create new archive
- Worked with over 40 local volunteers from a range of communities (Jewish, Malaysian, Vietnamese)
- Carried out 55 oral history interviews with local Chinese people
- Catalogued 86 boxes of material donated by Chinese community & digitised 11,000 documents!
- Other activities included radio interviews, educational resources and an exhibition



Title: The Black Knight and the Gorse Hall Murder
Applicant: Tameside Museum & Galleries Service
Grant Awarded: £22,000



- Two historical characters from Tameside - The Black Knight (Sir Ralph de Assheton) who lived during the 15th century, and George Storrs, murdered at Gorse Hall in 1909.
- Part of Manga Group (Japanese comic art and animation), including young people with autism, homeless and/or registered as vulnerable
- Spent a lot of time at Local Studies & Archive Centre, visits to other relevant archives & museums
- Workshops incl. costume design, time-lapse photography and comic-strip drawing
- Create exhibition and comic book

Title: After the Flood

Applicant: Grampus Heritage & Training Ltd

Award: £367,700

- Following flooding of River Derwent at Cockermouth in 2009, well-preserved remains of substantial Roman settlement were discovered
- 5 year community archaeology programme which has already uncovered Roman bath house complete with hypocaust, cold plunge pool and skeleton (later date and looks to have been deliberately killed)
- Programme of learning activities for schools and people with learning disabilities, series of presentations, production of a booklet, website, exhibition and on-site interpretation



Targeted programmes 2013-2018



- Heritage Enterprise
£100,000-£5m
- Townscape Heritage
£100,000-£2m
- Landscape Partnerships
£100,000-£3m
- Parks for People
£100,000-£5m
- Grants for Places of Worship
£10,000-£250,000

Project enquiry service



- Separate from assessment
- Initial project outline
- HLF development team provide response
- Form is a starting point for discussion



Contact details:

Rebecca Mason
Development Officer
Carver's Warehouse

77 Dale Street

Manchester

M1 2HG

Tel: 0161 200 8472

Email: rebeccam@hlf.org.uk





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Agenda Item 5

Rossendale Three Tier Forum

Note of the Meeting held on Wednesday, 4th December, 2013 at 6.00 pm in Council Chamber, Business Centre, Futures Park, Bacup.

Present:

Chair

County Councillor A Barnes, Lancashire County Council

Forum Members

County Councillor A Cheetham, Lancashire County Council

County Councillor J Oakes, Lancashire County Council

County Councillor D Stansfield, Lancashire County Council

Councillor H Jackson, Rossendale Borough Council (1)

Councillor C Lamb, Rossendale Borough Council

Councillor P Marriott, Rossendale Borough Council (2)

Councillor A A Milling, Rossendale Borough Council (3)

Councillor Mrs Gladys Sandiford, Rossendale Borough Council

Councillor K Ruane - representing Parish and Town Councils in Rossendale (4)

(1) replaced Councillor R Wilkinson for this meeting.

(2) replaced Councillor C Crawforth for this meeting.

(3) replaced Councillor D Smith for this meeting.

(4) replaced Councillor D Barnes for this meeting.

Also in attendance

Mrs H Lockwood, Chief Executive, Rossendale Borough Council.

Mr G Graham, Deputy County treasurer, Lancashire County Council.

Mr H Ballantyne, Locality Officer, Lancashire County Council, Environment Directorate.

Mr M Neville, Senior Committee Support Officer, Lancashire County Council, Office of the Chief Executive.

1. Appointment of Chair

Agreed: That County Councillor A Barnes is appointed as the Chair of the Rossendale 3 Tier Forum.

2. Appointment of Deputy Chair

Agreed: That Councillor C Lamb is appointed as the Deputy Chair of the Rossendale 3 Tier Forum.

3. Membership and Terms of Reference of the Forum

It was reported that in accordance with the views expressed at the previous meeting regarding the future development of the Forum the Terms of Reference had been amended in order to enable public participation at meetings on the basis set out in the proposed protocol on public speaking.

Concern was expressed regarding the statement in the Protocol that speeches by the public would not be expected to be the subject of debate or that questions raised would be answered was queried. The proposal that speaking would only be permitted in relation to each item on an agenda, for up to 3 minutes per person and be managed by the Chair was noted. The Chair assured members of the Forum that it was her intention to use her discretion and, where appropriate, invite members of the Forum or Officers present to respond to any issues that were raised or alternatively ask for a response to be provided outside of the meeting.

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 Borough Council.

Agreed:

1. That the current membership of the Forum is as follows.

Lancashire County Council

Rossendale Borough Council

County Councillor A Barnes

Councillor C Crawforth

County Councillor A Cheetham

Councillor C Lamb

County Councillor J Oakes

Councillor G Sandiford

County Councillor S Serridge

Councillor D Smith

County Councillor D Stansfield

Councillor R Wilkinson

Parish and Town Councils representative - Councillor D Barnes (Whitworth Town Council).

2. That public speaking at the Rossendale 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 Rossendale 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 the 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

Apologies for absence were presented on behalf of County Councillor S Serridge.

5. Note of the Last Meeting

Agreed: That the Note of the meeting held on the 11th September 2013 is confirmed as an accurate record and signed by the Chair.

6. Action Sheet update from the last meeting

Reference was made to the discussion at the previous meeting regarding work being undertaken by utility companies and the need to maintain access for pedestrians. Mr Ballantyne informed the meeting that United Utilities had provided a contact number which the public could use to report any concerns regarding works being undertaken by the company to the Operations Manager.

Agreed:

1. That in future members of the public be encouraged to report any concerns regarding work undertaken by United Utilities to the Operations Manager on 0845 7462200, quoting reference CT80022366.
2. That the Note of the meeting held on the 11th September 2013 is confirmed as an accurate record and signed by the Chair.

7. Lancashire County Council Budget

Mr Graham informed the meeting that the County Council was facing significant financial challenges over the coming years due to a reduction by the Government in public spending combined with increasing costs in areas such as inflation, pensions and the demand on services of an increasingly older population.

As a result the County Council was faced with making savings of around £300m over the next few years and had adopted a number of approaches to achieve this, including 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 and the identification of £19.1m of efficiency savings over the next two years through measures such as reducing the level of supplies, squeezing costs, removing staff vacancies or reducing their hours.

It was noted that the County Councils strategy was to initially set a balanced budget for 2014/15 and then work towards achieving the necessary savings moving towards 2017/18 which would involve reshaping many of the Councils services.

When considering the report the following issues were discussed by members of the Forum and the public who were present.

- a) It was suggested that in the future it was vital that the County Council ensure it received value for money in relation to the investment it made into the provision of services.
- b) It was suggested that the County Council should not neglect areas such as the arts which brought investment into Lancashire and recognise that the recent transfer of responsibility for public health from the NHS to the County Council provided a valuable opportunity to work with partner organisations in the Voluntary Sector to provide quality services at a reduced cost.

- c) The introduction of the Living Wage and its importance in terms of the local economy was discussed and it was noted that the County Council had adopted the Living Wage for its own employees.
- d) With regard to the cost for the public in contacting the County Council it was reported that the Cabinet was due to consider a proposal to begin using 0300 numbers for services which was cheaper than the existing 0845 numbers.
- e) Greater use of telecare services were discussed though it was recognised that previously such services had not operated satisfactorily in areas of the Borough such as Turn Village. In view of the geographical nature of the Borough it was suggested that services based on land lines rather than mobile services should be pursued.
- f) It was acknowledged that learning from recent reviews of procurement activity undertaken by the County Council's Internal Audit Service would inform its work for the Borough Council.
- g) Concern was expressed regarding the financial implications of the County Council decision in relation to the bus station in Preston which it was felt would impact on the capital budget and draw funding away from other parts of the County. In response the Chair stated that the County Council was committed to the provision of a new bus station in Rawtenstall which would accommodate public transport demands in the Borough.
- h) There was also concern about the prospect of severe winter conditions and the impact that would have on traffic flows in the Borough. In response the Chair reported that the County Council had allocated funds for winter service and would grit main road routes.

It was reported that comments from the meeting 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 in due course.

Agreed: That the comments set out above are forwarded to the County Treasurer for consideration by the County Council's Cabinet as part of the process for finalising the 2014/15 budget proposals.

8. Draft East Lancashire Highways and Transportation Master plan - consultation

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

When considering the draft Masterplan members of the Forum made the following comments.

- a) Whilst it was recognised that the Metrolink provided a useful transport link to Bury/Rochdale it was suggested that due to its geographical location public transport links from Rossendale to other parts of the County were limited.
- b) Public transport was discussed and it was noted that the majority of bus services were operated by private companies which the County Council had little influence over. It was noted that as the Borough Council owned a bus service care had to be taken when considering future services in order to ensure compliance with the rules regarding procurement.
- c) Ms Straw recognised that the draft Masterplan did not currently include any major schemes though she emphasised that an accessibility study may identify issues within the Borough around the transport needs of young people to get to employment or older people in terms of healthcare, which could then lead to future schemes. It was further reported that local knowledge would be vital in order to inform the rail connectivity and cycling studies which were planned.
- d) It was suggested that the Masterplan did not recognise the significance of the Borough in terms of being a gateway into Lancashire and that attention was focussed on outbound traffic and did not take into account the significant amount of traffic which travelled into the Borough, particularly in association with tourism and recreation.
- e) Developments made to the East Lancashire Heritage Railway were discussed and it was suggested that the railway would benefit from some support via the Masterplan as a means of allieveating pressure on the M66.

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

9. 2013/14 Quarter 2 Environment Directorate Performance Dashboard

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

- 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 reported that discussions were underway with the Borough Council in relation to whether planning permission was required for a temporary bridge which would be installed in Irwell Vale while work was undertaken on Ogden Bridge.
- The condition of Folly Bridge at Crawshawbooth was to be raised with the Highways Agency at the next 'Making Space for Water' Group as there were concerns that if the bridge were to collapse it would dam the river and cause flooding.

- In response to a statement that rather than being directed to alternative work elsewhere County Council contractors had been idle following an issue with powerlines on Stubbylee Lane Mr Ballantyne undertook to look into the matter and report back.

Agreed: That the comments set out above are noted and where appropriate further responses be provided via the Action Sheet or outside of the meeting.

10. 2014/15 Environment Directorate Commissioning Plan for Rossendale.

The Forum was presented with a list of suggested schemes, with their associated estimated cost/technical ranking in terms of priority, for consideration in relation to the Local Priorities Response Fund.

In considering the list the Forum recognised that the highest ranked scheme would cost a total of £246,170 to implement whereas the whole of the Rossendale allocation for the Fund totalled £89,700. As a result it was suggested that instead of only being able to fund a small part of the highest ranked scheme consideration should be given to using the total allocation to fund a number of smaller schemes.

The condition of roads on the Fieldfare estate in Bacup was discussed and it was reported that as the developer was no longer in business it would not be possible for the roads to be brought up to the standard so that they could be adopted by the County Council. In view of the situation it was suggested that consideration be given to the adoption of the roads concerned as an exception.

Agreed:

1. That the proposed scheme for resurfacing Bury Road in Haslingden (£246,170) be considered for inclusion in the main capital programme.
2. That schemes in relation to the following suggestions be developed and referred back to the members of the Forum (with estimated costings and technical rankings) so that they can be considered in relation to funding from the £89,700 in the Local Priorities Response Fund for Rossendale.
 - Carriageway resurfacing on Bridleway in Newchurch.
 - Clearing of gullies in Moor Lane, Haslingden
 - Resurfacing of the carriageway on Rook Hill Road in Stacksteads
 - Improvements to the road surface and drainage on Whitworth Rake together with clearing of the cattlegrid.
3. That, having considered the proposals referred to in 2 above, the Forum recommend a list of schemes to the Cabinet Member for Highways and Transportation for approval.
4. That the Locality Officer investigate the current situation with regard to the condition and status of highways on the Fieldfare estate in Bacup and report back to the Forum in relation to the feasibility of them being made up to a standard where they could be adopted by the County Council.

11. Quality Bus Route - Nelson/Rawtenstall

Mr Ballantyne informed the meeting that the quality bus route corridor study had been completed by consultants though there were a number of revisions which were currently being discussed and it was intended to bring a further report to the next meeting. Some members of the Forum asked for details of the type of improvements which could be implemented as part of a quality bus route.

Agreed:

1. That the Forum be kept informed of developments regarding the introduction of a quality bus route within the Borough.
2. That members of the Forum be provided with details of the type of infrastructure improvements which would be introduced as part of a quality bus route.

12. Items raised by members of the Forum

a) Details of the number of surplus places in schools across the Borough.

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.

When considering the information the Forum noted that while many schools currently had a surplus of places it was anticipated that by 2018 this would be reduced and in some cases would have become a shortfall of places as a significantly sized cohort of pupils moved through the educational system.

In response to concerns regarding the migration of pupils from outside of the Borough to schools within Rossendale and the impact this would have on the availability of places for local children Mr Ballantyne undertook to investigate the matter and report back to members of the Forum.

Agreed: That the information presented is noted and a response regarding the likely impact of the inward migration of pupils from outside the Borough on the availability of places for local children be presented to members of the Forum in due course

b) The findings of an Overview and Scrutiny Task Group on planning application education/highways contributions.

Mr Ballantyne reported that the Task Group was due to meet early in the New Year and the Forum would be informed of any recommendations from the Group in due course.

Members of the Forum acknowledged that the work of the Task Group would be of assistance to the Borough Council as planning authority in terms of providing a better understanding of the rationale applied by the County Council. Further to the discussion on the previous item of business it was also suggested that the benefits to be gained from education/highways contributions could have a significant impact in terms of attracting people into the Borough.

Agreed: That the Forum be informed of the findings of the Task Group in due course.

c) The levels of usage of public transport across the Borough.

As Councillor Wilkinson was not present at the meeting the Chair stated that she would speak to him outside of the meeting in relation to the above.

13. Themes for future meetings

The future role of the Borough Council Neighbourhood Forums was discussed and it was suggested that in future the Forums could develop links with the 3 Tier Forum.

With regard to future topics for discussion at the Forum it was suggested that a report be presented to the next meeting in connection with the transfer of responsibility/funding for public health from the NHS into the County Council via the Lancashire Health and Wellbeing Board.

Agreed:

1. That a report regarding the transfer of responsibility/funding for public health from the NHS into the County Council via the Lancashire Health and Wellbeing Board be brought to the next meeting
2. That any additional suggestions for themes to be discussed be forwarded to the Chair and Locality Officer outside of the meeting for consideration.

14. Urgent Business

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

15. Date of Next Meeting

It was noted that the next scheduled meeting of the Forum would be held at 6.00pm on Wednesday the 2nd April 2014 in the Council Chamber at the Business Centre, Futures Park, Bacup.

Ian Fisher
County Secretary and Solicitor

County Hall
Preston

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- 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.

Rossendale Three Tier Forum: Action Sheet

Meeting Date: 04/12/13

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
It was reported that discussions were underway with the Borough Council in relation to whether planning permission was required for a temporary bridge which would be installed in Irwell Vale while work was undertaken on Ogden Bridge.	David Leung	Members will continue to be updated on this project.
In response to a statement that rather than being directed to work elsewhere County Council contractors had been idle following an issue with power lines on Stubbylee Lane Mr Ballantyne undertook to look into the matter and report back.	Phil Barrett	An investigation into this issue is on-going and members of the 3TF will be informed of its outcome in due course.
That the Locality Officer investigate the current situation with regard to the condition and status of highways on the Fieldfare estate in Bacup and report back to the Forum in relation to the feasibility of them being made up to a standard where they could be adopted by the County Council.	Harry Ballantyne/Jason Lancaster	Since the complaint was made officers have visited the roads concerned and can confirm that they have been made upto adoptable standard and adopted. Borough Cllr Jackson confirms that the complaint has been resolved.
That the proposed scheme for resurfacing Bury Road in Haslingden (£246,170) be considered for inclusion in the main capital programme.	Oliver Starkey/Commissioning Team	The recommendation of the Rossendale 3Tf has been passed to the Commissioning Team for consideration by the Cabinet Member for Highways and Transportation.
That the Forum be kept informed of developments regarding the introduction of a quality bus route within the Borough.	Harry Ballantyne	It is the intention to present information to the next 3 Tier Forum about the quality bus route report

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p>That members of the Forum be provided with details of the type of infrastructure improvements which would be introduced as part of a quality bus route.</p>	<p>Harry Ballantyne</p>	<p>A quality bus route typically enjoys upgraded bus infrastructure such as better quality bus stops, raised bus platforms to allow easier access and egress from buses for people with disability/pushchairs etc. It can also include bus priority measures such as bus lanes, phased traffic signals that provide priority to buses etc. Bus operators also tend to provide upgraded vehicles and additional staff training. Quality bus partnerships are a joint initiative between bus operators and the Local Transport Authority.</p>
<p>In response to concerns regarding the migration of pupils from outside of the Borough to schools within Rossendale and the impact this would have on the availability of places for local children Mr Ballantyne undertook to investigate the matter and report back to members of the Forum.</p>	<p>Harry Ballantyne</p>	<p>Primary In respect of <u>Community and Voluntary Controlled</u> Primary schools the admissions criteria is attached. Children from outside the Rossendale area will be considered in all categories alongside Rossendale residents. Realistically, unless a non-Rossendale applicant has a sibling already attending the school (who will still be attending when the younger one starts school) then most will be considered by the distance criterion.</p> <p>In respect of <u>Voluntary Aided, Foundation and primary Academies</u>, the Governing Body compile their own Admission Criteria (eg for a VA [church] school, this would include criteria which would determine applicants' denominational affiliation to the school's ethos) and would still consider non-Rossendale residents within this. Please see copy of St Veronica's RC Primary School admission criteria as an example in this area.</p> <p>Secondary In respect of <u>Community</u> secondary schools the admissions criteria is also attached. Children from outside the Rossendale area will be considered in all categories alongside Rossendale residents.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		<p>However, all of these schools have a Geographical Priority Area (GPA or 'catchment area') and therefore applicants resident in these areas will be give precedence. Again, realistically, unless a non-Rossendale applicant has a sibling already attending the school (who will still be attending when the younger one starts school) then most will be considered by the distance criterion (out of GPA).</p> <p>In respect of <u>Voluntary Aided, Foundation and secondary Academies</u>, the Governing Body compile their own Admission Criteria (eg for a VA [church] school, this would include criteria which would determine applicants' denominational affiliation to the school's ethos) and would still consider non-Rossendale residents within this. This would also sit alongside a GPA (eg for a VA school this may included parishes served by the school/associated churches). Please see copy of All Saints' Catholic Language College admission criteria as the example in this area.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  St Veronica's RCPHelmshore(AdmCmissionCriteria(2014- </div> <div style="text-align: center;">  PrimaryComm-VCAAd (AdmCriteria) 2014-1 </div> <div style="text-align: center;">  All Saints RCC (AdmCriteria) 2014-1 </div> <div style="text-align: center;">  SecondaryComm(Ad mCriteria)2014-15.do </div> </div>

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.		

CAPITAL PROGRAMME UPDATE

PROGRESS AS EXPECTED

2013/14 Capital schemes programmed for delivery in quarter 3

9 out of the 16 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.

Footways

- **Footway resurfacing works have been completed in the following locations** – Dobbin Lane, Rawtenstall (Rossendale North); and Ventnor Road, Falmouth Avenue, and Ryde Close, Haslingden (all Rossendale South).

A, B and C Roads

- **A681 Newchurch Road from the junction of Brandwood Road, to the junction of Glen Street, Stacksteads (Rossendale East)** – carriageway resurfacing works have been completed.

Bridges

- **Wood Lea Road, Rawtenstall (Rossendale East)** – work to upgrade the bridge edge safety rail has been completed.

Capital schemes carried over from previous quarters for delivery in quarter 3 2013/14

A, B and C Roads

- **A671 Rochdale Road/Market Street from the junction of Pennine Road, to outside 189 Market Street, Bacup (Whitworth/Rossendale East)** – carriageway resurfacing works have been completed.

Local Priorities Response Fund

- **Stubblee Lane, Bacup (Rossendale East)** – carriageway resurfacing work has been completed.

Footways

- **U7732 Thornfield Avenue, Rawtenstall (Rossendale East)** – footway resurfacing work has been completed.

PROGRESS NOT AS EXPECTED

2013/14 quarter 3 capital schemes which have been delayed

Road Safety

- **A681 Newchurch Road, Stacksteads (Rossendale East)** – the scheme to widen the footways, create protected parking bays, and a shorter crossing length for pedestrians has been delayed as it required two options to be consulted upon. Agreement has not yet been reached with residents on the preferred option.

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

Bridges

- **Hodge Clough, Haslingden (Rossendale West)** – this scheme has been delayed in order to devise options for strengthening the retaining wall. This will be reviewed during quarter 4 2013/14. In the meantime, temporary concrete barriers have been installed to protect against the drop at the edge of the road.
- **Ogden Bridge, Haslingden (Rossendale South)** – a temporary bridge will be provided across the river due to a hole that appeared during the summer 2013. During quarter 4, BT will undertake work to move their overhead poles and services to make room for the temporary bridge. However conservation area consent and consultation will be required and it is anticipated that it will take 8 weeks before an outcome for this is agreed.
- **Irwell Vale Bridge on Aitken Street and Lumb Bridge in Haslingden (Rossendale South)** – both schemes have been delayed until 2014/15 until work is completed on Ogden Bridge.
- **Buckden Wood, Haslingden (Rossendale West)** – work has had to be temporarily abandoned due to movement in the structure. A structural inspection will be carried out during quarter 1 2014/15 and a programme of monitoring will then be agreed with the Asset Team before repairs to the culvert can be undertaken.
- **Folly Bridge, Crawshawbooth (Rossendale North)** – LCC's legal services are continuing to conduct searches for the owner of this bridge who currently remains unknown.

SERVICE UPDATE

Road and Street Maintenance: Pothole Repair

2013/14	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	13/14 Target
Rossendale										
Monthly % of potholes filled within 30 days	100%	100%	100%	100%	99%	100%	95%	92%	78%	90%
Cumulative % of potholes filled within 30 days	100%	100%	100%	100%	99%	99%	98%	97%	96%	
Lancashire										
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 Rossendale 2,713 potholes were identified through HSIs between April and December 2013, of which 2,617 (96%) were repaired within 30 days, although all of the 2,713 potholes identified have been repaired.

Following the implementation of this new way of working, proposals for the revision of the defect maintenance indicator will be taken to the Cabinet Committee for Performance Improvement (CCPI) for approval in June following the end of quarter 4 in March.

Environment and Community Projects

The Adrenalin Gateway Project

Progress is being made with the new bike shop and introduction of a visitor centre. Planning consent has been granted and construction work began during January 2014. Cycling based events are also being planned in the Rossendale area to tie in with the Tour De France coming to the region this summer.

Frost Holes Jubilee Woodland

Work has continued with the community group, with the first training day held on Sunday 26 January. The aim is to provide training and support to the group so that eventually they can run a series of Forest School events and activities based around the woodland. A small amount of tree thinning has been carried out and some fencing has been removed, which has opened up some of the existing more mature woodland to the local community.

Trading Standards Building Works

A Padiham fraudster who deliberately targeted three elderly people for bogus building work was branded 'vile' as he was jailed for 26 months for the offences, including six months for breach of an earlier suspended sentence. The offender took more than £900 from an 80-year-old woman and hundreds of pounds from a man, both living in the Waterfoot area. Preston Crown Court heard how he also targeted a 92-year-old man living in Samlesbury, by going with him in a taxi to a bank to withdraw money, claiming to be the man's grandson. This victim had been persuaded to pay £3,200 for rewiring work, however a cashier became suspicious and the offender fled the bank empty-handed. The defendant, 33, of Padiham, Burnley had been sent for sentencing for one offence of engaging in an unfair commercial practice, and three of dishonestly making false representations. He pleaded guilty to one charge of attempting to commit fraud and another of making off without paying a taxi fare, in June 2013.

LOCAL TRANSPORT PLAN: CAPITAL SCHEMES

Rawtenstall Bus Station

Architects for the scheme have been selected. Discussions are on-going with Rossendale Borough Council and Barmfield Construction as the development partner for the former Valley Centre.

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.

Appendix H
2014/15 Rossendale Capital Programme

Maintenance of Highway Assets

Project Name	Division	Project description	Location of Scheme	Total Cost	Quarter
Programme: A, B & C Roads				Capital Allocation	£121,595
Burnley Road	Rossendale East	Surfacing	Mill Street to Town Centre	£122,409	Q2
				Forecast Outturn Capital Expenditure	£122,409
Programme: Urban Unclassified				Capital Allocation	£257,134
Rook Hill Road	Rossendale East	Carriageway Resurfacing	Full Length	£56,337	Q2
Old Lane and Knowsley crescent	Whitworth	Carriageway Resurfacing	Part Length	£56,028	Q2
Cooper St	Rossendale East	Carriageway Resurfacing	Hammerton Street to Blackthorn Lane	£18,143	Q2
Ashworth Road	Rossendale East	Carriageway Resurfacing	Full Length	£66,889	Q2
North Street	Whitworth	Carriageway Resurfacing	Full Length	£32,981	Q2
Ullswater Way(Bottom)	Rossendale North	Carriageway Resurfacing	Part Length	£24,751	Q2
				Forecast Outturn Capital Expenditure	£255,129
Programme: Rural Unclassified				Capital Allocation	£75,692
Tong Lane Phase 1	Whitworth	Carriageway Resurfacing	Bent House to Slack Gate	£76,125	Q2
				Forecast Outturn Capital Expenditure	£76,125
Programme: Footways				Capital Allocation	£111,949
Bankside Lane	Rossendale East	Footways improvement	No 146 to end	£46,893	Q3
Fernhill Crescent	Rossendale East	Footways improvement	Full Length	£34,397	Q3
Bankside Close	Rossendale East	Footways improvement	Full Length	£19,013	Q3
Salem street	Rossendale West	Footways improvement	Part Length	£9,744	Q3
				Forecast Outturn Capital Expenditure	£110,047
Programme: Local Priorities Response Fund				Capital Allocation	£89,600
Bridle way	Rossendale North	Surfacing	Turn Pike to Burnley Road East	£51,765	Q1
Whitworth Rake	Whitworth	Carriageway/drainage	Waingap Crescent to track	£39,219	Q2
				Forecast Outturn Capital Expenditure	£90,984
Programme: Lighting Column Replacement				Capital Allocation	£113,941
Rossendale Column Replacements	Various as necessary	Column Replacements	Rossendale	£113,941	Q4
				Forecast Outturn Capital Expenditure	£113,941
Programme: Flood Risk Management & Drainage				Capital Allocation	£90,471
Rising Bridge, Rossendale	Rossendale West	Drainage Improvement/Flood Relief	Rising Bridge, Rossendale	£45,045	Q1
Water Street, Crawshawbooth	Rossendale North	Drainage Improvement/Flood Relief	Water Street, Crawshawbooth	£18,018	Q2
Market Street	Whitworth	Drainage Improvement	Whitworth	£22,523	Q3
Dale Street, Bacup	Rossendale East	Asset Condition Survey	Dale Street, Bacup	£4,828	Q4
				Forecast Outturn Capital Expenditure	£90,414
Programme: Traffic Signals				Capital Allocation	£11,094
Manchester Road, south of Princess Street, Haslingden	Rossendale South	Site equipment refurbishments	Manchester Road, south of Princess Street, Haslingden	£11,000	Q4
				Forecast Outturn Capital Expenditure	£11,000
Programme: Bridges				Capital Allocation	£1,058,800
4774b1 Irwell Vale	Rossendale South	Maintenance Scheme	4774b1 Irwell Vale, X694 Altken St	£353,100	Q3
4775b1 Lumb (Edenfield)	Rossendale South	Maintenance Scheme	4775b1 Lumb (Edenfield), X362 un-named rd	£131,400	Q3
1816b1 Whitewell Brook (Water)	Rossendale East	Maintenance Scheme	1816b1 Whitewell Brook (Water),B6238 Burnley Road East	£26,800	Q4
1631b1 Holt Mill (Waterfoot) Principal Bridge Inspection	Rossendale North	Principal Bridge Inspection	1631b1 Holt Mill (Waterfoot) , A681 Bacup Road	£4,200	Q3
1654b1 New-In-Tottington Principal Bridge Inspection	Rossendale South	Principal Bridge Inspection	1654b1 New-In-Tottington, A676 Bolton Road North	£4,200	Q3
4753b1 Farholme Lane Principal Bridge Inspection	Rossendale East	Principal Bridge Inspection	4753b1 Farholme Lane, U7799 Farholme Lane	£4,200	Q3
1602b1 Rushbed Principal Bridge Inspection	Rossendale North	Principal Bridge Inspection	1602b1 Rushbed, A682 Burnley Road	£4,200	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 Rossendale District	£27,800	Q4
Bridge Structural Maintenance	Divisions as necessary	Structural maintenance works to bridges	Various Rossendale District	£37,600	Q4
Retaining Wall Structural Maintenance	Divisions as necessary	Structural maintenance works to retaining walls	Various Rossendale District	£115,600	Q4
Parapet Risk Ranking and Programme Investigation	Divisions as necessary	Parapet Risk Ranking and Programme Investigation	Various Rossendale District	£1,000	Q4
4773B1 Ogden	Rossendale South	Maintenance Scheme	4773B1 Ogden X3477 Ogden Vale Rd	£316,100	Q4
6351B1 Buckden Wood	Rossendale West	Maintenance Scheme	6351B1 Buckden Wood B6214 Helmshore Rd	£20,600	Q2
1639B1 Ewood	Rossendale South	Maintenance Scheme	1639B1 Ewood B6527, Blackburn Rd	£5,000	Q1
Hodge Clough Ret Wall 32386R1	Rossendale West	Maintenance Scheme	Hodge Clough Ret Wall, 32386R1 B6214 Helmshore Road	£5,000	Q1
Retaining Wall Programme Investigation	Divisions as necessary	Retaining Wall Programme Investigation	Various Rossendale District	£2,000	Q1
				Forecast Outturn Capital Expenditure	£1,058,800
Reserve Bridges Schemes					
4788b1 Cowpe Road Higher	Rossendale East	Maintenance Scheme	4788b1 Cowpe Road Higher, U7774 Cowpe Rd	£90,200	
1821b1 Holden Wood	Rossendale West	Maintenance and Footway Strengthening Scheme	1821b1 Holden Wood, B6235 Holcombe Rd	£83,700	
Strategic Route Principal Bridge Inspections	Various in Rossendale	Strategic Route Principal Bridge Inspections	Various Rossendale District	£9,000	
Structural Reviews	Various in Rossendale	Structural Reviews and Assessments	Various Rossendale District	£4,000	
				Reserve Bridges Schemes Total	£186,900

Appendix H
2014/15 Rossendale Capital Programme

Improving the Safety of Streets for Vulnerable People

Project Name	Division	Project description	Location of Scheme	Total Cost	Quarter
Programme: Road Safety			Capital Allocation	£39,333	
Newchurch Road (south side) Footway, Cloughfold	Rossendale North	Provide footway on section of road without footway on south side. (Householder has offered to give up some of their front garden to enable footway to be built)	Outside 459 - 469 Newchurch Road, Cloughfold	£30,870	Q4
Forecast Outturn Capital Expenditure				£30,870	

LTP 2014/2015 Nelson to Rawtenstall Implementation

estimate £k

Tup Bridge Traffic Signals	Provide right turn lane and MOVA	SIG-5/SIG-3(part)	100
Gyratory Traffic Signals	Provide linked MOVA	SIG-1/SIG -2(part)	110
Queen Square Traffic signals	Provide controlled crossing across Bacup Road and St Mary's Way	PED -2 (part)/PED -3 (part)/SIG 2(part)	220
Asda junction	Review signal timings and new MOVA	SIG-4/SIG -3(part)	10
Optimise signal timings on junctions along the route in Burnley and Pendle		SIG-6/SIG-7/SIG-8/SIG-9/SIG-10/SIG-11	50
TOTAL			490

If scheme costs come in cheaper

Tub Bridge Traffic Signals	Pedestrian Crossing facilities across Burnley Road	80
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Notes

1. Technology will cater for traffic Light Priority associated with the Pennine Reach project
2. Timescales subject to UU works in Rawtenstall

A682 Nelson to Rawtenstall Bus Corridor Study

Executive Summary



February 2014

Document control sheet

BPP 04 F8

Project: Nelson to Rawtenstall Corridor Study
Client: Lancashire County Council **Project No:** B1827208
Document title: Executive Summary
Ref. No: B1827208/EXS/1

Originated by		Checked by	Reviewed by
ORIGINAL	NAME	NAME	NAME
	E DOWNER	C HIGGINS	
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue	INITIALS
DATE	February 2014	Document status: Working Draft for Discussion	

REVISION		Checked by	Reviewed by
	NAME	NAME	NAME
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue	INITIALS
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Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue	INITIALS
DATE		Document status	

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Executive Summary

Background

One of the key objectives of Lancashire County Council's (LCC) Local Transport Plan 3 (LTP3) is to improve economic performance and regeneration through the introduction of initiatives focused on reducing congestion, improving journey time reliability and increasing sustainable travel patterns.

In order to meet this objective, LCC have proposed a series of corridor studies that are focused on improving the main corridors of travel on the county's strategic road network. This summarises the findings of the corridor study undertaken for the A682 corridor between Nelson and Rawtenstall.

Methodology

LCC have requested that this study be undertaken in line with the principles set out within the Route Management Strategy (RMS) guidance and pilot studies in Preston and Lancaster that were developed by Jacobs in 2012. The study includes three distinct Work Packages:

- **Work Package 1** focuses on identifying problems and issues along the A682 Corridor, with the emphasis on bus journey reliability. Also identifies a detailed Area of Interest for Work Package 2.
- **Work Package 2** seeks to develop and prioritise interventions for all transport modes within the Area of Interest.
- **Work Package 3** provides outline designs and budgetary costs for up to 6 of the prioritised interventions.

The rationale behind this methodology was to progressively develop the detail of any corridor improvements. This allowed for input from key stakeholders, data analysis and policy documentation to be reviewed and incorporated into the development of interventions.

Study Area

The A682 Corridor extends from the M65 Junction 13 in the north to the A56 in the south. It travels through Nelson and Burnley before heading south along Manchester Road towards Crawshawbooth and then through Rawtenstall to join with the A56. The Area of Interest centres on Rawtenstall Town Centre.

The extent of these areas is included in the Figures section at the end of this document, alongside the interventions and designs proposed.

Work Package 1

The first Work Package studied the whole length of the A682 Corridor to determine the main problems affecting route performance and where future work packages should be focused.

As part of this Work Package, a Problems and Opportunities meeting was held with key stakeholders at LCC and the local bus operator Veolia Transdev. Additionally,

data analysis was carried out along the length of the route, which incorporated real time bus information, TrafficMaster data, traffic counts and the findings previous studies.

Four recommendations were put forward at the end of Work Package 1;

- *Work Package 2 should identify and appraise multi-modal improvements within the Rawtenstall Area of Interest.*
- *Carry out an assessment of traffic signal performance at key locations along the entire corridor.*
- *Bus Priority measures should also be considered alongside the Traffic Signal Performance Optimisation*
- *Improved partnerships could be formed between local bus operators and LCC to ensure decisions are made based on the latest real time information*

Work Package 2

The second Work Package built upon the findings of Work Package 1 to develop and prioritise interventions for all transport modes, with the focus on the Rawtenstall Area of Interest.

As part of this Work Package, a wider ranging Stakeholder Workshop was carried out, involving representatives from LCC, Veolia Transdev, Lancashire Police and Rossendale Borough Council. Alongside the workshop, a range of policy and planning documents were also consulted in order to establish key themes associated with the route.

From this, it was possible to determine the principal functions of the route and the problems that prevented the route from fulfilling its functions. These were used to develop six Route Objectives;

- *Improve journey times and reliability of bus services along the A682 Corridor and minimise the potential delays associated with re-routing into a new bus station*
- *Alleviate traffic congestion along A682 Corridor for both strategic and local traffic*
- *Improve accessibility for pedestrians and cyclists on key corridors along the A682*
- *Ensure that any new or improved transport infrastructure does not constrain future development proposals*
- *Manage levels of on-street parking that are prohibitive to the efficiency of the local road network*
- *Ensure that all improvements are carried out with consideration of “best practice” urban design to support the regeneration of Rawtenstall*

The Route Objectives were used as the basis to develop a long-list of 54 Potential Interventions. These included improvements to the local highway network, traffic signals, public transport, pedestrian movements and parking management. The study also considered a potential Park and Ride site at New Hall Hey roundabout, as highlighted in the East Lancashire Highways and Transport Masterplan.

The long-list of interventions were appraised and filtered down to 23 Prioritised Interventions, following the standardised RMS methodology as adopted in other studies within Lancashire. The Prioritised Interventions were grouped into 4 Strategies:

- *Bus Operation Strategy*
- *Traffic Signal Performance Optimisation Strategy*
- *Pedestrian Accessibility Strategy*
- *Parking Management Strategy*

These are summarised in the table below, with those interventions outside of the Rawtenstall Area of Interest shaded grey and interventions taken forward into Work Package 3 highlighted in green. The locations of each intervention are illustrated in the Figures section at the end of this document.

Strategy	Ref.	Description
Bus Operation Strategy	SIG-2	Bus priority on traffic signals through Rawtenstall Gyratory
	SIG-3	Bus priority on traffic signals along St. Mary's Way
	SIG-12	Bus priority on traffic signals through Nelson Broadway
	PUT-1	Bus punctuality partnerships with neighbouring operators and local authorities
	PUT-2	Improved bus stops with shelters/real time information
Traffic Signal Performance Optimisation Strategy	SIG-1	Improved co-ordination of signals in close proximity around the Rawtenstall Gyratory
	SIG-4	Traffic Signal Performance Optimisation Check of Asda Junction
	SIG-5	Traffic Signal Performance Optimisation Check of Tup Bridge Junction
	SIG-6	Traffic Signal Performance Optimisation Check of A682/Glen View Road Junction
	SIG-7	Traffic Signal Performance Optimisation Check of Yorkshire Street/A6114 Junction
	SIG-8	Traffic Signal Performance Optimisation Check of A682/Casterton Avenue Junction
	SIG-9	Traffic Signal Performance Optimisation Check of A682/Roundwood Avenue Junction
	SIG-10	Traffic Signal Performance Optimisation Check of A682/Halifax Road Junction
	SIG-11	Improved co-ordination of signals in close proximity around Nelson Broadway
	SIG-13	Improved co-ordination of signals in close proximity around Duke Bar Gyratory
Pedestrian Accessibility Strategy	PED-1	Improved crossings around New Hall Hey Roundabout
	PED-2	New pedestrian crossings around Rawtenstall Gyratory (Bury Road and Bacup Road)
	PED-3	Replace subway crossing of St. Mary's Way with a toucan crossing
	PED-9	Improved pedestrian/cyclist signage
	PED-4	Rationalise pedestrian crossings across St. Mary's Way
	PED-11	Include pedestrian crossing to Manchester Road Train Station
	PED-12	Improve crossings around Duke Bar Gyratory
	PED-13	Improve crossings on Colne Road, north of Duke Bar Gyratory
Parking Management Strategy	PRK-2	Improve the efficiency of on-street parking on Bank Street

Prioritised Interventions and Strategies

Work Package 3

The final work package developed outline designs and feasibility assessments on 7 of the 23 Prioritised Interventions identified in Work Package 2 (shaded in green in the table above). It grouped these into 5 schemes;

- *Scheme 1: Rawtenstall Gyratory - Traffic Signal Upgrade (SIG-1)*
- *Scheme 2: Rawtenstall Gyratory - Full Improvements (SIG-1, PED-2 & PED-4)*
- *Scheme 3: Asda Junction Improvements (SIG-4)*
- *Scheme 4: Tup Bridge Junction Improvements (SIG-5)*
- *Scheme 5: Bus Stop Improvements (PUT-2)*

A number of different scenarios were tested for each scheme to determine the most effective and feasible improvement. The tests involved traffic signal analysis and budgetary cost estimates for the junction improvements and a basic value for money assessment for the bus improvements.

This concluded that the following improvements would be beneficial to the performance of the route:

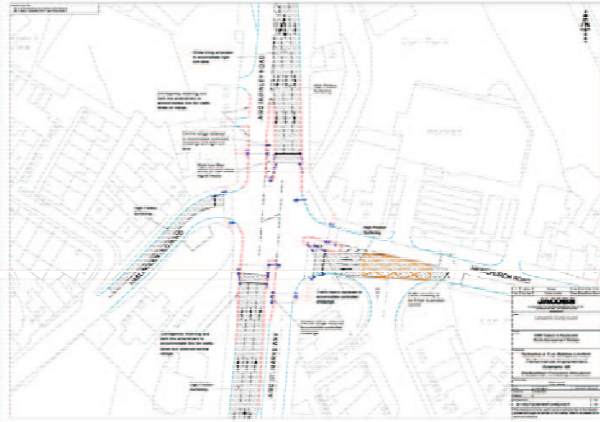
- *Upgraded signal control systems on Rawtenstall Gyratory*
- *New traffic signal on Bury Road approach to Rawtenstall Gyratory*
- *Provision of pedestrian crossings on Bury Road, Bacup Road and St. Mary's Way around the Rawtenstall Gyratory*
- *Increased capacity and pedestrian accessibility at Asda Junction*
- *Increased capacity and pedestrian accessibility at Tup Bridge Junction*
- *Integration of bus priority technology into traffic signal upgrades*
- *Improvements to the Rawtenstall Bus Station*
- *Provision of Real Time Information at key bus stops along A682 Corridor*

Each of these improvements would require further design work and scoping prior to being implemented on site. Similarly, if any of the other Prioritised Interventions were to be taken forward, these would require the same level of design and analysis before being progressed further.

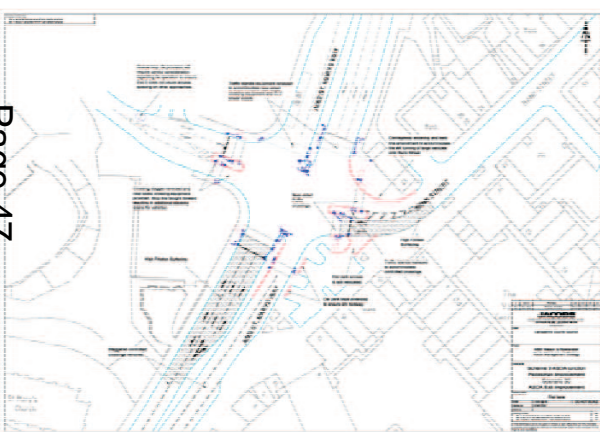
Figures

Outline Designs:

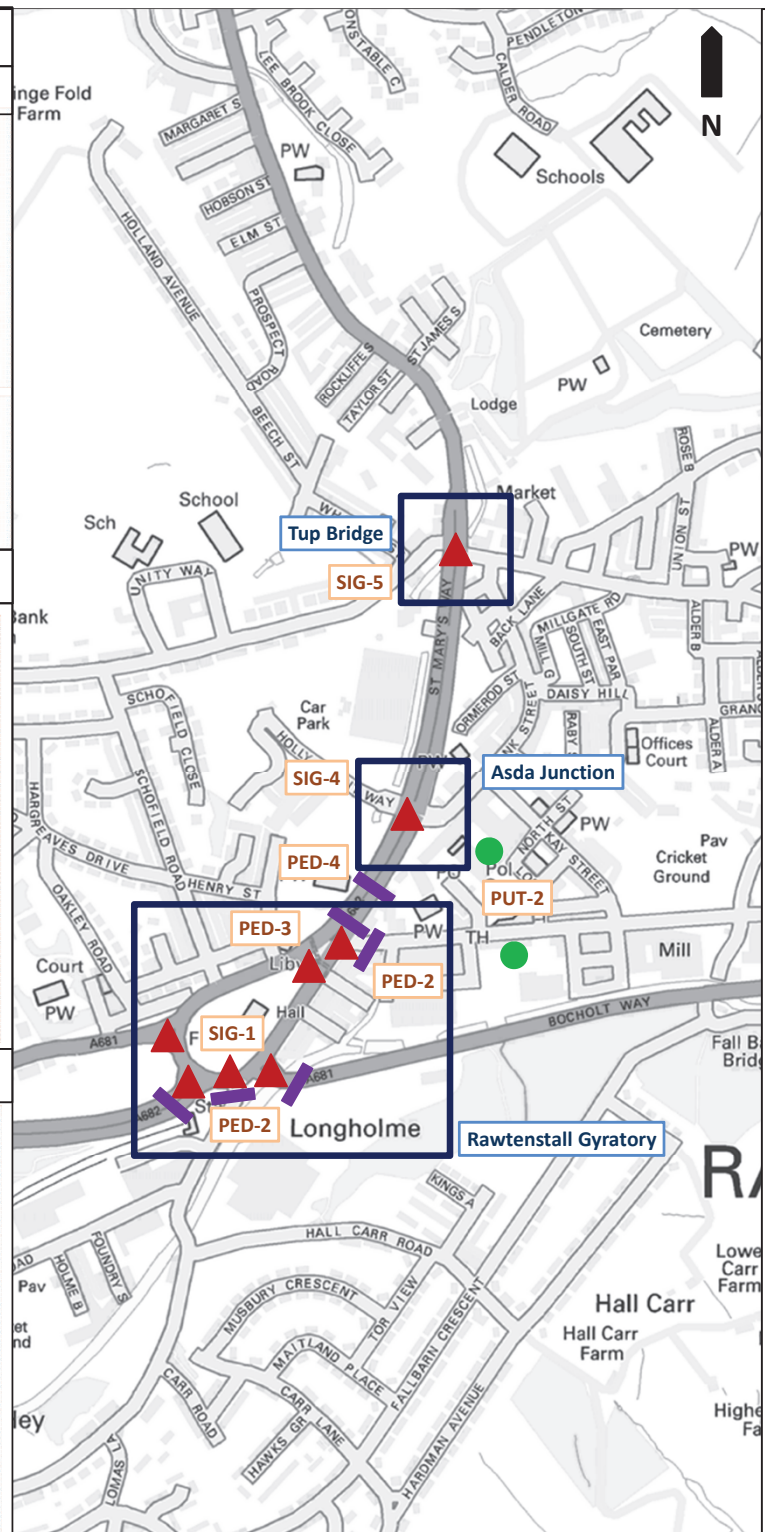
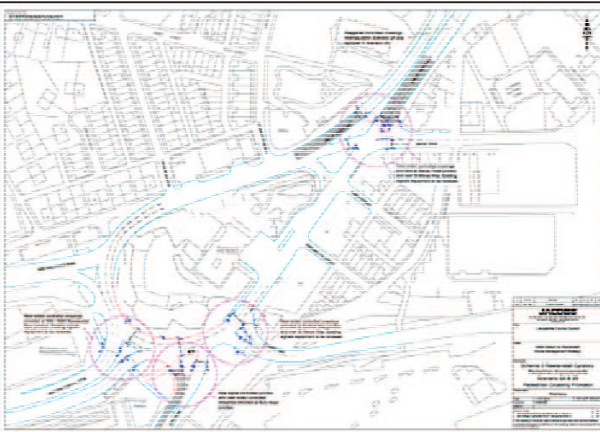
Top Bridge: New Turning Lane and Pedestrian Crossings



Asda Junction: Additional Capacity and Pedestrian Crossings



Rawtenstall Gyratory: Signal Upgrade and Pedestrian Crossings



PRIORITISED INTERVENTIONS FOR WORK PACKAGE 3

Legend:

- Prioritised Intervention Area
- ▲ Traffic Signal Intervention
- ▬ Pedestrian Intervention
- Bus Intervention

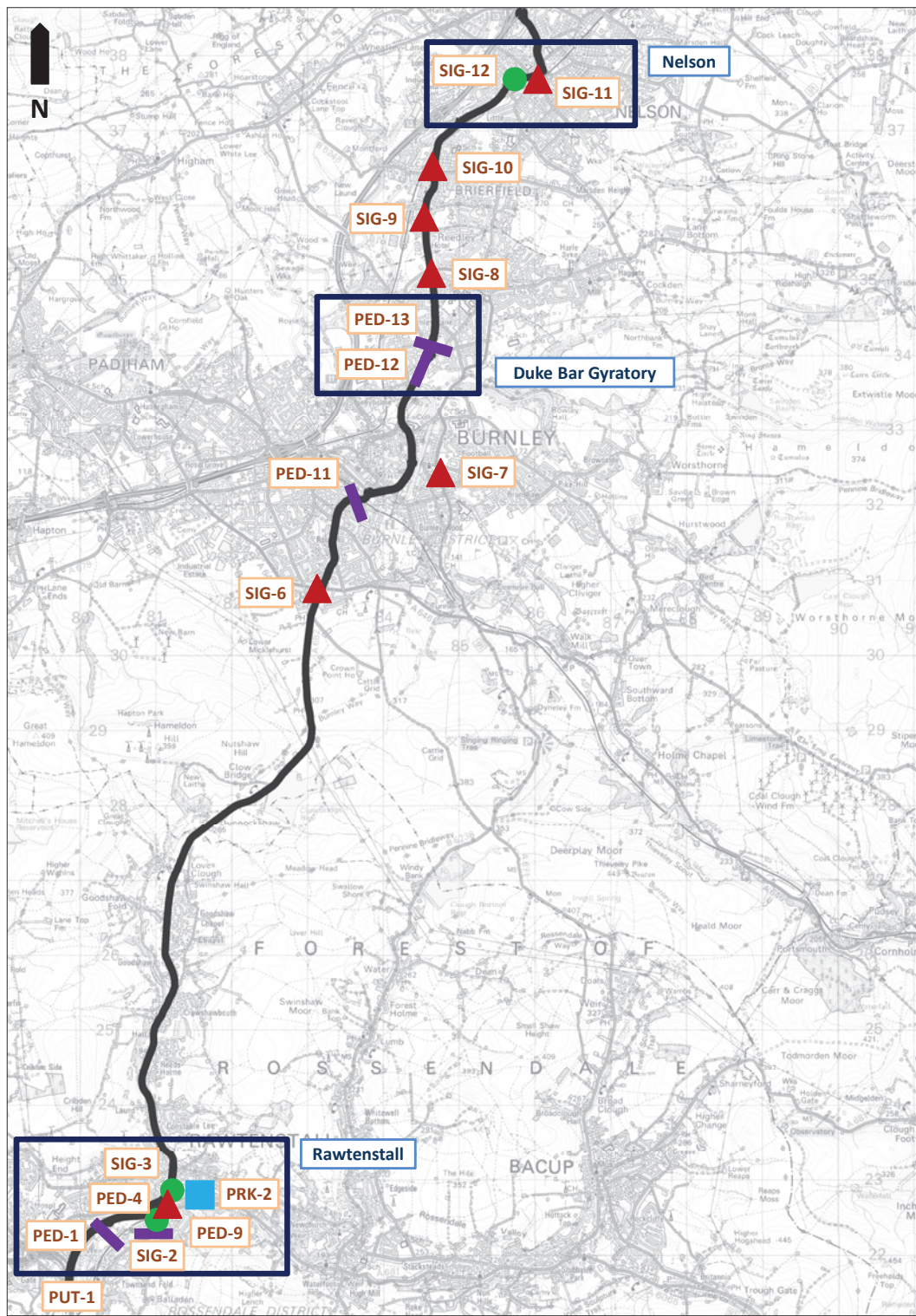
Process:



Prioritised Interventions Table:

Interventions proposed for further analysis and design in Work Package 3 are highlighted green

Strategy	Ref.	Description
Bus Operation Strategy	SIG-2	Bus priority on traffic signals through Rawtenstall Gyratory
	SIG-3	Bus priority on traffic signals along St. Mary's Way
	SIG-12	Bus priority on traffic signals through Nelson Broadway
	PUT-1	Bus punctuality partnerships with neighbouring operators and local authorities
Traffic Signal Performance Optimisation Strategy	PUT-2	Improved bus stops with shelters/real time information
	SIG-1	Improved co-ordination of signals in close proximity around Rawtenstall Gyratory
	SIG-4	Traffic Signal Performance Optimisation Check of Asda Junction
	SIG-5	Traffic Signal Performance Optimisation Check of Top Bridge Junction
	SIG-6	Traffic Signal Performance Optimisation Check of A682/Glen View Road Junction
	SIG-7	Traffic Signal Performance Optimisation Check of A6114/Yorkshire Street Junction
	SIG-8	Traffic Signal Performance Optimisation Check of A682/Casterton Avenue Junction
	SIG-9	Traffic Signal Performance Optimisation Check of A682/Ringwood Avenue Junction
	SIG-10	Traffic Signal Performance Optimisation Check of A682/Halifax Road Junction
	SIG-11	Improved co-ordination of signals in close proximity along Nelson Broadway
	PED-1	Improved pedestrian crossings around New Hall Hey Roundabout
	PED-2	New pedestrian crossings around Rawtenstall Gyratory (Bury Road & Bacup Road)
	PED-3	Replace subway crossing on St. Mary's Way with toucan crossing
Pedestrian Accessibility Strategy	PED-4	Rationalise pedestrian crossings across St. Mary's Way
	PED-9	Improved pedestrian/cyclist signage
	PED-11	Include pedestrian crossing at Manchester Road Train Station
	PED-12	Improve crossings around Duke Bar Gyratory
Parking Management Strategy	PED-13	Improve crossings on Colne Road, north of Duke Bar Gyratory
	PRK-2	Improve the efficiency of on-street parking on Bank Street



OTHER PRIORITISED INTERVENTIONS

Legend:

- Prioritised Intervention Area
- ▲ Traffic Signal Intervention
- ▭ Pedestrian Intervention
- Public Transport Intervention
- Parking Intervention

Process:



Prioritised Interventions Table:

Interventions proposed for further analysis and design in Work Package 3 are highlighted green

Strategy	Ref.	Description
Bus Operation Strategy	SIG-2	Bus priority on traffic signals through Rawtenstall Gyratory
	SIG-3	Bus priority on traffic signals along St. Mary's Way
	SIG-12	Bus priority on traffic signals through Nelson Broadway
	PUT-1	Bus punctuality partnerships with neighbouring operators and local authorities
Traffic Signal Performance Optimisation Strategy	SIG-1	Improved co-ordination of signals in close proximity around Rawtenstall Gyratory
	SIG-4	Traffic Signal Performance Optimisation Check of Asda Junction
	SIG-5	Traffic Signal Performance Optimisation Check of Tup Bridge Junction
	SIG-6	Traffic Signal Performance Optimisation Check of A682/Glen View Road Junction
	SIG-7	Traffic Signal Performance Optimisation Check of A6114/Yorkshire Street Junction
	SIG-8	Traffic Signal Performance Optimisation Check of A682/Casterton Avenue Junction
	SIG-9	Traffic Signal Performance Optimisation Check of A682/Ringwood Avenue Junction
	SIG-10	Traffic Signal Performance Optimisation Check of A682/Halifax Road Junction
	SIG-11	Improved co-ordination of signals in close proximity along Nelson Broadway
	Pedestrian Accessibility Strategy	PED-1
PED-2		New pedestrian crossings around Rawtenstall Gyratory (Bury Road & Bacup Road)
PED-3		Replace subway crossing on St. Mary's Way with toucan crossing
PED-4		Rationalise pedestrian crossings across St. Mary's Way
PED-9		Improved pedestrian/cyclist signage
PED-11		Include pedestrian crossing at Manchester Road Train Station
PED-12		Improve crossings around Duke Bar Gyratory
Parking Management Strategy	PRK-2	Improve the efficiency of on-street parking on Bank Street

Tour de France Grand Départ 2014 - Briefing note for Rossendale 3 Tier Forum 2nd April, 2014

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 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:

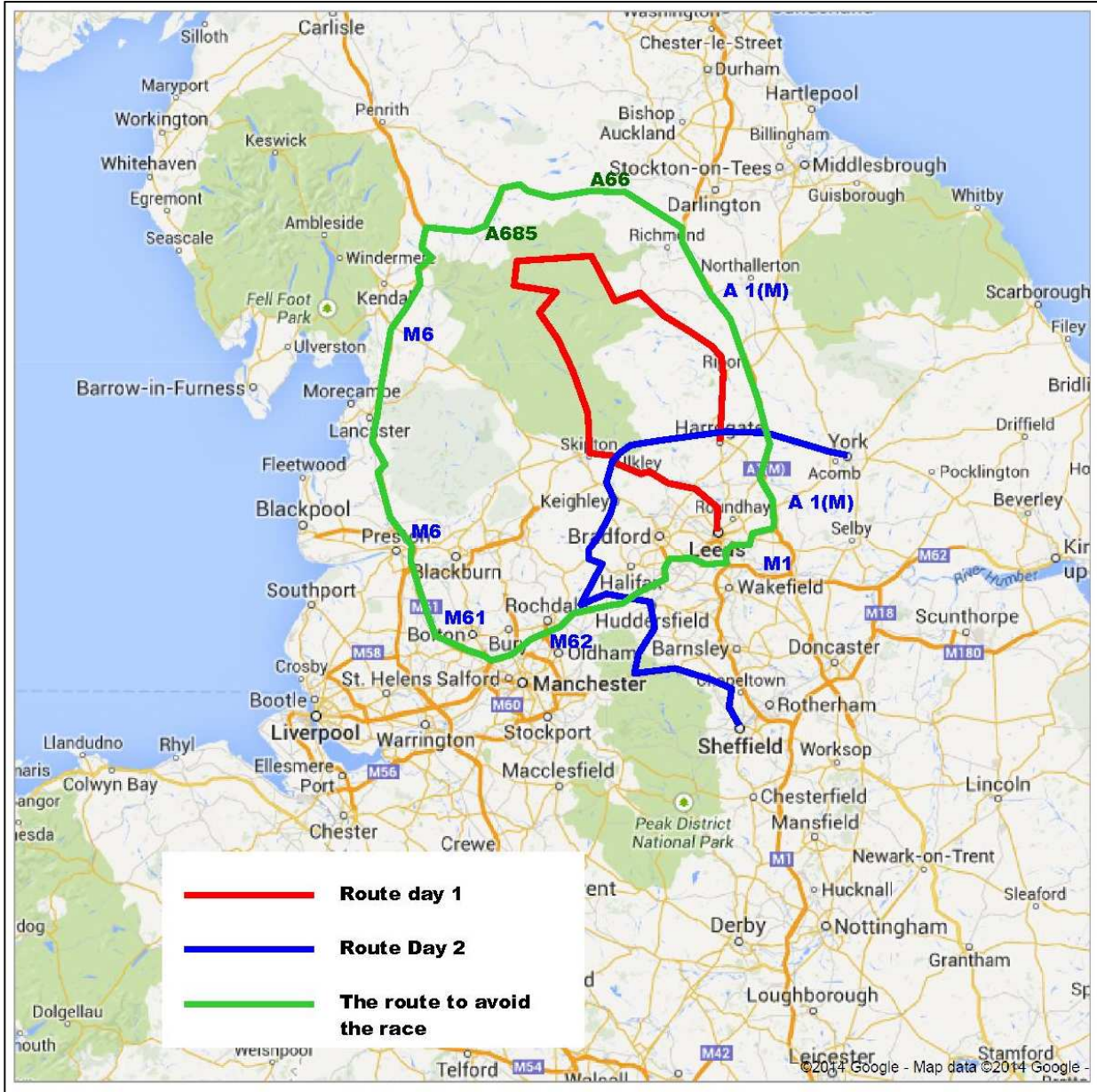
<http://letour.yorkshire.com/>

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

Our website will also be regularly updated with information about the event, travel advice and road closures - visit 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.



Agenda Item 13

New 0300 Numbering

High level Service:	Service:	Number:
Corporate Services:	Signposting / General enquiries	0300 123 6701
	Cashiers	0300 123 6702
	Libraries	0300 123 6703
	Library Service Automated Renewal Line	0300 123 6704
	Registration and Certification Service	0300 123 6705
	Parent Partnership	0300 123 6706
	School Admissions	0300 123 6707
	School Appeals	0300 123 6708
	Lancashire Adult College	0300 123 6709
Social Care	Social Care	0300 123 6720
	Safeguarding Adults	0300 123 6721
	Emergency Duty Team	0300 123 6722
County Benefits Service	Care And Urgent Needs	0300 123 6735
	Blue Badges	0300 123 6736
	NoW Card	0300 123 6737
	Schools Transport	0300 123 6738
	Welfare Rights	0300 123 6739
Environment	Highways	0300 123 6780
	Waste Helpline	0300 123 6781
	Anti-social behaviour on buses	0300 123 6782



Tackle Cheap Alcohol with Minimum Unit Pricing

Rossendale 3Tier Forum

1. Purpose

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

2. Background

The Cumbria and Lancashire Public Health Collaborative¹ and DrinkWise² 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.

Rossendale 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 Rossendale and Lancashire (see attached).

3. Feedback

The project group would welcome some feedback from the Rossendale 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, 01772 536296

¹ 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.

² 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 willⁱ:

- 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 proposalⁱⁱ:

- 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 yearⁱⁱⁱ.

Some examples of how a minimum unit price of 50p would affect the price of drinks^{iv}:

				
NO INCREASE	Minimum price: £13.00	Minimum price: £6.25	Minimum price: 88p/can	NO INCREASE
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^v

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 Rossendale and Lancashire

- 27 alcohol-related deaths between 2010/2012 – 12 female; 15 male – a rate of 11.9 deaths/100,000 of the population (Lancashire: 558 deaths)^{vi}
- 1,978 alcohol-related hospital admissions 2010/2011 (Lancashire: 32,460)^{vii}
- 103 alcoholic liver disease admissions to hospital 2011/2012, an increase of 140% from 2002/2003 (Lancashire CC: 1,409, an increase of 77.5%)^{viii}
- 364 alcohol-related crimes recorded 2011/2012 (Lancashire: 6,858)^{ix}
- Total costs of alcohol to Rossendale: £23.76 million; £349/head (all men, women and children) (Lancashire: £528.16 million)^x
 - Costs to NHS in Rossendale: £6.08 million; £89/head
 - Costs through crime in Rossendale: £7.52 million; £110/head
 - Costs to the work place (e.g. sick days) in Rossendale: £8.84 million; £130/head
 - Costs to Social Services in Rossendale: £1.66 million; £24/head

ⁱ Sheffield Alcohol Research Group, 2013

ⁱⁱ Sheffield Alcohol Research Group, 2013

ⁱⁱⁱ Sheffield Alcohol Research Group, 2013

^{iv} Drink Wise, 2014

^v Stockwell et al, 2013

^{vi} Office for National Statistics, 2014

^{vii} Local Alcohol Profiles for England, 2012

^{viii} Balance North East, 2013

^{ix} Local Alcohol Profiles for England, 2012

^x Public Health England, 2013

