

Lancashire County Council

Burnley Three Tier Forum

Monday, 17th November, 2014 at 6.30 pm in Committee Rooms 2 and 3, Town Hall, Burnley

Agenda

No.	Item	
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1.	Apologies	
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2.	Note of the last meeting	(Pages 1 - 12)
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3.	Action Sheet update from the Last Meeting	(Pages 13 - 18)
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4.	2014/15 Quarter 2 Environment Directorate Performance Dashboard	(Pages 19 - 20)
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5.	A, B & C Roads and Footway Schemes for consideration	(Pages 21 - 32)
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6.	Report on Plane Tree and The Mitre public houses	(Pages 33 - 34)
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7.	"A" Board Removal and Notices	(Pages 35 - 36)
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8.	Themes for future meetings	
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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

9.	Urgent Business	
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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

10.	Date of Next Meeting	
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To be agreed

I Young
County Secretary and Solicitor

County Hall
Preston

Agenda Item 2

Burnley Three Tier Forum

Note of the Meeting held on Monday, 1st September, 2014 at 6.30 pm in Committee Rooms 2 and 3, Town Hall, Burnley

Present:

Chair

Councillor J Cunningham, Burnley Borough Council

Forum Members

County Councillor M Brindle, Lancashire County Council
County Councillor T Burns, 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 Fifield, Burnley Borough Council
Councillor G Frayling, Burnley Borough Council
Councillor A Newhouse, Burnley Borough Council
Councillor T Porter, Burnley Borough Council
Parish Councillor Ms G Smith, representing Parish and Town Councils in the Borough

Also in attendance

Ms A Maxim, Trading Standards Manager, Trading Standards Service, Lancashire County Council

Mr H Ballantyne, Locality Officer, Public Health, Adult Services, Health and Wellbeing Directorate, Lancashire County Council.

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

1. Appointment of Chair.

Agreed: That Councillor J Cunningham is appointed as the Chair of the Forum for the following 12 months.

2. Appointment of Deputy Chair.

Agreed: That County Councillor Dr Hassan is appointed as the Deputy Chair of the Forum for the following 12 months.

3. Apologies

Apologies for absence were presented on behalf of Councillor H Baker and received from Mr Cartledge Director of Community Services, Burnley Borough Council and Mr T Forshaw, Head of the Chief Executives Office, Burnley Borough Council.

4. Membership and Terms of Reference.

A report was presented in connection with the current membership and Terms of Reference of the Forum.

Agreed:

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

Lancashire County Council	Burnley Borough Council
County Councillor M Brindle	Councillor H Baker
County Councillor T Burns	Councillor J Cunningham
County Councillor Dr M Hassan	Councillor J Fifield
County Councillor M Johnstone	Councillor G Frayling
County Councillor T Martin	Councillor A Newhouse
County Councillor J Sumner	Councillor T Porter

Parish and Town Councils representative – Councillor G Smith from Cliviger Parish Council.

2. That the Terms of Reference of the Forum, including the protocol on public speaking at meetings, as set out below, is noted.
 - 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 for 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 (see below).

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 25th 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 25th 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.

5. Note of the last meeting.

Agreed: That the Note of the meeting held on the 14th April 2014 is confirmed as an accurate record and signed by the Chair.

6. Events on the highway - policy and procedures for highway management.

Following a request from Councillor Ms Smith the Chair agreed that item 12 on the agenda would be taken as the next item of business so that she could take part in any discussion as she would have to leave the meeting later due to another commitment.

The Forum was informed that Lancashire Constabulary had adopted the Association of Police Officers 'National Guidance' in relation to policing events and would not undertake any traffic management for an event on the highway other than those which were deemed by the police to be of national importance, such as Remembrance day parades.

Ms Smith reported that Parish Councils were concerned about the impact that this position would have on many events and parades which traditionally were held in towns across the Borough.

It was noted that such events often required the closure of roads for short periods and that the power to do so rested with local authorities rather than the Police. The Town Police Clauses Act 1847 enabled District Councils to prevent obstruction in streets in times of public procession, rejoicing or illuminations and in any case when the streets are thronged or liable to be obstructed. The County Council, under the Road traffic Act 1984 is able to close roads for a maximum of three days in any calendar year in order to regulate traffic on a temporary basis to facilitate sporting events, social events or entertainment on the highway. It was noted that the 1847 legislation was normally used for carnivals and processions where any road closure would be for a short period and there were no substantial traffic management required.

The Forum was informed that it was the responsibility of the event organiser to liaise with the relevant local authority about the event and determine what form of traffic management and marshalling were required. Ms Smith reported that Cliviger Parish Council had raised concerns regarding the cost of marshalling events with the Police and Crime Commissioner and it was noted that Padiham Town Council had similar concerns in relation to an event that would be held in November.

With regard to traffic management associated with football matches it was noted that the club would pay for any necessary road closures on match days and provide marshals. In response to a report that residents of Belvedere Road had been prevented from parking on match days as the road was used for coaches it was suggested that the matter be raised directly with the Chief Superintendent.

Mr Ballantyne reported that the County Council recognised that hiring or training marshals for an event could be costly and so consideration was being given to the establishment of an accredited training course which would enable County/District Council staff to be trained at a potentially reduced cost.

Members of the Forum agreed that in the future it would be essential that event organisers contact the local authority well in advance in order to establish what form of traffic management/level of marshalling would be required and so that the necessary action could be taken to put any road closures in place.

Agreed:

1. That the proposed policy and procedure for highway management associated with events on the highways is noted.

2. That the provision of an accredited training course by the County Council, as set out in the policy, be pursued in order to reduce the cost of providing marshals for events/parades in the future.

7. Updates from the Trading Standards Service

Ms Maxim, Trading Standards Manager, from the County Councils Trading Standards Service gave a presentation in relation to two issues which had been raised at the previous meeting.

a) Electronic cigarettes and Electronic Shisha Bars.

It was reported that the Service would continue to work with colleagues in Public Health to address concerns regarding the health implications of the growth in the use of E-cigarettes. Currently there was no legislation in place in relation to E-cigarettes though legislation was being drafted in relation to the underage use of E-cigarettes and the Medicines and Healthcare Products Regulatory Agency was to introduce regulations in 2016 regarding use of some E-cigarette products to support attempts to stop smoking. Current legislation regarding smoking in public places did not cover E-cigarettes though in some cases organisations had imposed a similar ban on use of such products on their premises.

With regard to smoking in buildings it was reported that whilst the Borough Council had prohibited smoking tobacco inside its buildings the same legislation did not apply to E-cigarettes and so would require the Council to widen the scope of its smoking policy for public buildings. It was noted that a Shisha bar in Burnley had closed down though similar businesses operated in Manchester.

Ms Maxim reported that much of the work of the Trading Standards Service was intelligence led and often reports from the public would prompt investigations and enforcement action. In response to a report that products were being sold which enabled consumers to construct their own E-cigarettes Ms Maxim asked for details to be passed to her outside of the meeting so that she could refer the matter to colleagues for investigation.

b) Rogue Traders

Ms Maxim gave a number of examples where Rogue Traders had manipulated elderly or vulnerable people into paying for expensive and often unnecessary work on their property, often starting with a minor repair which then escalated into further expensive work. In addition such traders often shared information about their victims and so a resident could be targeted by others in relation to building work, roofing, windows, driveways and burglar alarms.

It was noted that the Trading Standards Service operated a Rapid Response Team which was able to attend a property with the Police at short notice when the trader was present. In those cases there was then an opportunity to negotiate with the resident/trader as to what action would be taken. Details were given of a number of successful prosecutions which had resulted in prison terms, suspended prison sentences, unpaid work being

undertaken by the trader and the payment of compensation. In response to the suggestion that the Service adopt a more aggressive approach towards Rogue Traders Ms Maxim explained that Trading Standards Officers were highly reliant on evidence from consumers to identify the traders and in many cases victims did not report incidents because they felt ashamed. Also in some instances residents were actually content with the work which had been done even though it may have been of very poor quality. Furthermore, prosecutions were often difficult due to a lack of evidence that a particular trader had done the work in question and so it was suggested that the public ask for written quotations/receipts, pay by cheque not cash and even take photos during the work as these would all provide valuable evidence in the event of a problem later.

Ms Maxim added that the Service continued to educate and empower the public not to deal with doorstep traders in the first place, through various initiatives and publicity, including the annual Rogue Trader Week. When considering having work done the public were also recommended to use the [Safer Trader Scheme](#) which provided contact details for reputable companies/tradesmen.

The Chair thanked Ms Maxim for her attendance and the presentation.

Agreed: That the presentation is noted and that members of the Forum continue to promote the work of the Trading Standards Service, particularly with regard to rogue traders, in their areas.

8. Action Sheet update from the Last Meeting.

It was suggested that the Action Sheet was incorrect in that two separate locations with a similar issue had been combined.

Concerns had been raised in relation to access at Hapton CofE Methodist Primary School, off Manchester Road and the potential increase of traffic to Rockwood Nursery School on Kingsland Road following the granting of planning permission for the introduction of a modular building as both schools were accessed via a section of unadopted highway. In both cases the County Councils position was that consideration would only be given to adopting the highways concerned if works were carried out to bring them up to the standard required by the Council, with the costs being met by the owner(s) of the land.

Agreed: That subject to the above clarification the update set out in the Action Sheet from the last meeting are noted.

9. 2014/15 Quarter 1 Environment Directorate Performance Dashboard

The following points were discussed in relation to the updates set out on the Dashboard for Quarter 1.

- It was noted that a programme of work, including signalisation of most of the junctions on the M65 and improvements at the A646/A679 junction at Rose grove were planned as part of the £12 million pounds programme of work to be funded through the Lancashire Growth Deal. In response to a query regarding the Rosegrove junction

work Mr Ballantyne undertook to get more details and let the members of the Forum know.

- It was noted that improvement works would be carried out along Trafalgar Street in Burnley and it was suggested that in the future consideration be given to the creation of an additional lane at the Hapton junction on the M65 to assist with the flow of traffic.
- Members of the Forum expressed their concern regarding the condition of the former Plain Trees and Mitre public houses on Westgate which were both considered to be eyesores and would detract from the improvements being done to Trafalgar Street.
- It was noted that urgent discussions were being held with Network Rail/Northern Rail as the commencement of a service on the Todmorden Curve had been delayed to May 2015 due to issues with signalling and the availability of rolling stock.
- It was suggested that the current road works on Trafalgar Street had highlighted how dependent the highway network in Burnley was on the availability of certain routes and the impact that the loss of those routes could have on the wider highway network.
- A request was made for the worn hatched box road markings at the Manchester Road/Trafalgar Street junction to be repainted in order to assist with traffic movement.

Agreed: That the comments of the Forum as set out above are noted and where appropriate action taken and further updates provided via the Action Sheet for this meeting.

10. Developing the Three Tier Forums - feedback on the review.

A report was presented in connection with the responses received during the consultation on the future of 3 Tier Forums and the decision of the County Councils Cabinet in May to develop two test models in Lancaster and Chorley in relation to different models of governance. It was also noted that the Rossendale Forum would adopt a slightly different format in order to accommodate the Borough Councils neighbourhood Forums.

It was noted that the County Councils preferred position was for Forums to be open to the public and where that was not the case officer attendance would remain at the current level. In addition no consideration would be given to devolving decision making or budgets in relation to those Forums which did not meet in public.

Agreed: That decision of the County Councils Cabinet on the 8th May in relation to the development of 3 Tier Forums is noted.

11. Tour de France review

Mr Ballantyne informed the meeting that the two stages of the Tour de France which held in Yorkshire during July had proved to be a success in terms of tourism with the associated traffic management measures working well and minimal disruption to traffic in Lancashire.

It was suggested that the event had caused some disruption due to the number of people with bicycles who used trains during that period, often meaning that trains were full before reaching Burnley so that passengers were unable to board even though they had booked seats.

It was acknowledged that as with any event of this size there had been some issues and that hopefully valuable lessons had been learnt in relation to similar events in the future.

Agreed: That the update is noted.

12. Transport and Asset Management Plan (TAMP).

Mr Ballantyne presented a report in connection with the above and informed the meeting that the TAMP was the County Councils approved investment strategy which identified key strategic priorities for the highway authority during the period 2015-2030.

The TAMP represented a fundamental change in approach with the authority moving away from tackling what was perceived as the worst areas first towards one aligned to the Department for Transport's philosophy that, 'prevention is better than cure' with resources being used to reduce key maintenance backlogs through preventative methods.

It was reported that analysis indicated the County Council required approximately £35m per annum to maintain all of its transport assets at their 2013 levels. However, the direct allocation likely to be received from central government, via the Department for Transport would only be £25m per annum and so the resulting shortfall provided a real challenge to do more, or even the same, with less.

Preventative intervention works, involving treatments that are generally carried out at an earlier critical stage in an asset's life-cycle and are usually less expensive and less intrusive, were proposed to reduce maintenance backlogs. Key maintenance backlogs would be reduced over a ten to fifteen year period which would mean that the level of available funding broadly matched the amount needed to maintain all assets.

In discussing the TAMP the members of the Forum highlighted the following points.

- It was noted that a phased approach, based on the county council's priorities and affordability, would be adopted in relation to works and that investment in A, B and C roads and the footway network would be prioritised.
- It was suggested that improving the condition of footways in particular would result in a reduction in the number of personal injury claims which the County Council received each year, making resources available for use elsewhere.
- With regard to the replacement of street lighting it was reported that each case would be judged on its merits and the most appropriate action taken in terms of replacing a single column, the type of lighting to be used and respacing existing columns. In

addition where possible existing lighting would be replaced with the more energy efficient LED lights.

- It was noted that a programme of patching works would be undertaken to repair defects and bring certain sections of highway up to a condition where they could then be given a surface dressing.
- The Forum also acknowledged that there would be no initial investment in relation to bridges as analysis had indicated that those assets were in excellent condition and could wait until the third phase. However, action would be taken in connection with structures considered to be at risk and also in relation to the management of the stock.

Agreed: That the principles and approach as set out in the Transport Asset Management Plan are noted and that the Forum receive updates in the future regarding implementation of the Plan.

13. Themes for future meetings

A number of Forum members expressed their concern in relation to the condition of the former Plain Trees and Mitre public houses on Westgate that were both considered eyesores and would detract from the improvements in the area around Trafalgar Street.

The Chair referred to maintenance work which had been done in Cotton Street, Padiham where damaged paving flags had been removed and replaced with tarmac. A number of residents had expressed the view that the tarmac was an eyesore and would have preferred to have an opportunity to pay for replacement flags to be laid. It was suggested that in future where work of this nature is to be undertaken residents be given an opportunity to contribute to the cost of replacement flags rather than tarmac being used.

The fatal traffic accident on Hapton Bridge was also discussed and it was noted that the County Council had put some temporary traffic management measures in place and was awaiting the decision of the Coroners inquiry before proceeding with further works. It was suggested that the local road safety partnership be contacted with a view to highlighting issues about general road safety and in relation to driving at both the local schools and college.

Agreed:

1. That a report is presented to the next meeting in relation to the status of the former Plane Trees Hotel and Mitre Hotel public houses on Westgate, Burnley, together with options for minimising the impact these buildings would have on the improvements to the area around Trafalgar Street.
2. That residents in Cotton Street, Padiham are provided with information relating to the cost of works to replace the tarmac with new paving slabs.

3. That in future when planning to repair sections of paving in residential areas residents be given an opportunity to contribute towards providing replacement flags rather than having tarmac used.
4. That members of the Forum be kept informed of any developments in relation to the outcome of the coroner's inquiry regarding the accident on Hapton Bridge and subsequent action to be taken by the County Council.

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 would be held at 6.30pm on the 17th November 2014 in Committee Rooms 2/3 at the Town Hall, Manchester Road, Burnley.




I Young
County Secretary and Solicitor

County Hall
Preston


Burnley Three Tier Forum: Action Sheet

Meeting Date: 01/09/2014

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
That the provision of an accredited training course by the County Council, as set out in the policy, be pursued in order to reduce the cost of providing marshals for events/parades in the future.	Peter Bell	We will report back on progress on this issue at the next 3 Tier Forum.
<p>A programme of work, including signalisation of most of the junctions on the M65 and improvements at the A646/A679 junction at Rose grove is planned as part of the £12 million pounds programme of work to be funded through the Lancashire Growth Deal.</p> <p>In response to a query regarding the Rosegrove junction work Mr Ballantyne undertook to get more details and let the members of the Forum know.</p>	Dave Colbert Martin Porter	<p>The Burnley-Pendle Growth Corridor Strategy is one of five individual components of the East Lancashire Connectivity Study, itself a key priority for the now approved East Lancashire Highways and Transport Masterplan. The Growth Corridor comprises a number of existing and future strategic employment sites across the districts of Burnley, Pendle and Hyndburn, many of which lie in close proximity to the M65 and/or require effective access to and from it. Congestion on the highway network during peak periods is likely to worsen as these sites and new housing developments take effect and travel demand increases across all modes. The principal objective of the strategy is to support economic growth through the implementation of a £12m programme of localised interventions from 2015/16 focused on reducing current and projected congestion, improving journey time reliability and widening sustainable travel opportunities. The programme is included in the Strategic Economic Plan submitted to the Government by the Lancashire Enterprise Partnership at the end of March 2013.</p> <p>The attached report and appendices gives further details.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		 growth corridor report.pdf  growth corridor Appendix B.pdf  growth corridor Appendix A.pdf
It was suggested that in the future consideration be given to the creation of an additional lane at the Hapton junction on the M65 to assist with the flow of traffic.	Dave Colbert	See item above.
Members of the Forum expressed their concern regarding the condition of the former Plain Trees and Mitre public houses on Westgate which were both considered to be eyesores and would detract from the improvements being done to Trafalgar Street.	Burnley Borough Council	A report will be presented to the next 2 Tier Forum on this issue.
It was noted that urgent discussions were being held with Network Rail/Northern Rail as the commencement of a service on the Todmorden Curve had been delayed to May 2015 due to issues with signalling and the availability of rolling stock.	Richard Watts	<p>The provision of the Todmorden Curve has been led by Burnley BC and funded through the Regional Growth Fund grant.</p> <p>The design of the final track layout from the Copy Pit route onto the new curve (i.e. in the Manchester direction) was changed by Network Rail at a fairly late stage in the project. The new layout eases the junction and allows higher speeds but required new points and a change to the signals controlling the junction. The signal design has proved to be more complex than Network Rail anticipated and the design resource is stretched due to the major track and signal upgrades being carried out by Network Rail for the NW Electrification programme. The consequence is that Network Rail has still to approve the revised signalling design and consequently this means the Todmorden Curve can't be used, for the time being, in the Manchester direction.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		<p>Work is on going to produce the signalling design and to arrange the 54 hour track possession required to implement and commission it on the ground. Network Rail expects to approve the design by November/December this year and to implement it either in January or February 2015. Assuming there are no issues when this takes place it will mean that the Curve is fully operational and able to accept trains in both directions.</p> <p>There will be no loss of capacity and the new layout is more than adequate for the planned service and its possible enhancement in the future.</p>
A request was made for the worn hatched box road markings at the Manchester Road/Trafalgar Street junction to be repainted in order to assist with traffic movement.	Oliver Starkey	<p>We are unable to provide yellow box keep clear road markings on roundabouts and the only option would be to provide the 'Keep Clear' text that has been provided previously on this roundabout but is now faded. We are about to provide a pedestrian crossing on Trafalgar Street near its junction with Manchester Road to improve pedestrian links from the Manchester Road railway station which includes the provision of Keep Clear road markings on the roundabout for the Trafalgar St arm. The crossing will have implications to traffic movements on the roundabout and this area of Burnley. The new facility will be linked to the existing Burnham Gate signals with the provision of additional vehicle detectors with the aim to reduce the volume of traffic queuing on Trafalgar Street which regularly obstruct the roundabout.</p> <p>This work is due to commence after the works on Trafalgar Street and Burnley Barracks are completed. We are likely to be on site in November.</p> <p>There has been a long delay in implementing this crossing as the Police initially objected to it with concerns about its impact on traffic flows. We overcame these by ensuring the proposed crossing and signals at Burnham gate junction will be phased to work together. They also accepted that the crossing was needed for</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
		<p>pedestrian safety, which is shown by the recent accident with the elderly couple.</p> <p> DOC004.pdf</p>
<p>Maintenance work which has been done in Cotton Street, Padiham where damaged paving flags had been removed and replaced with tarmac. A number of residents had expressed the view that the tarmac was an eyesore and would have preferred to have an opportunity to pay for replacement flags to be laid. It was suggested that in future were work of this nature is to be undertaken residents be given an opportunity to contribute to the cost of replacement flags rather than tarmac being used.</p>		<p>The County Councils policy is to use the most cost effective and appropriate material to ensure the safe repair of the defect. In the majority of cases and irrespective of the current material in place this will be tarmac. Where paving units are being replaced with tarmac materials, it will be for the whole unit of paving. In Conservation Areas and areas that have tactile paving, this will be like for like.</p> <p>Flags more expensive, they take longer to lay and the volume of defects is such that the longer laying time for flags would impact on the ability of repair teams to keep up with the number of defects and could mean that the performance target is not met.</p> <p>However, where the flags are in Conservation Areas or where they are tactile to aid mobility (at crossings) then they will be replaced.</p> <p>Where a flagged area gets to the point that there is a large proportion of the area that has been repaired with tarmac (usually greater than 25%) then the area will be considered for resurfacing but it will be prioritised along with other schemes through the programme development process.</p>
<p>The fatal traffic accident on Hapton Bridge was also discussed and it was noted that the County Council had put some temporary traffic</p>	Oliver Starkey	<p>The Cabinet Member for Highways and Transportation recently met with the family of the young girl who was tragically killed and accepted the petition.</p>

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
management measures in place and was awaiting the decision of the Coroners inquiry before proceeding with further works. It was suggested that the local road safety partnership be contacted with a view to highlighting issues about general road safety and in relation to driving at both the local schools and college.		<p>We are awaiting the results of the police accident investigation and the coroner's inquest and until such time as they have been concluded it would be inappropriate to comment further.</p> <p>With regard to highlighting the issues about road safety and schools the Safer Travel Unit have already made contact with Unity College (and others) to arrange to work with them on these issues.</p>
Work just completed on Ightenhill Road with surface dressing but complaints that they did not fill in potholes or complete the structural patching beforehand	Duncan Reeve	It is acknowledged that a number of potholes were missed. Remedial work has been ordered to rectify the issue as soon as possible.

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.		

Summary: Environment Directorate progress against delivery of the Commissioning Plan for Burnley in the second quarter of 2014/15
Assistant Director of Commissioning: Joanne Reed ✉: joanne.reed@lancashire.gov.uk ☎: 01772 530897

CAPITAL PROGRAMME UPDATE

8 out of 11 capital schemes, due for delivery in quarter 2, 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.

PROGRESS AS EXPECTED

2014/15 Capital schemes programmed for delivery in quarter 2

A, B and C Roads

- **Surface dressing works have been completed in the following locations:**
 - Padiham Road from Oak Street to Stephenson Drive (Burnley Central West)
 - Burnley Road from Number 288 to the boundary (Burnley Rural)

Urban Unclassified

- **Surface dressing works have been completed in the following locations:**
 - Ightenhill Park Lane/Brassey Street from Lakeland Way to Padiham Road (Burnley Central West)
 - Victoria Road and adjoining streets (Padiham and Burnley West)

Rural Unclassified

- **Surface dressing works have been completed in the following locations:**
 - Ridehalgh Lane from Halifax Road to Halifax Road (Burnley Rural)
 - Robin House Lane from Halifax Road to Ford (Burnley Rural)

Local Priorities Response Fund

- **Richmond Avenue, full length (Burnley Rural)** – surface dressing works have now been completed in the area.

Traffic Signals

- **Rosendale Road/Glen View Road/Manchester Road (Burnley South West)** – the area has been investigated and works to refurbish the site equipment has been programmed for quarter 3 2014/15.

PROGRESS NOT AS EXPECTED

Capital scheme programmed for delivery in quarter 2 which has now been delayed

Flood Risk Management and Drainage

- **36 Briercliffe Road (Burnley North East)** – Initial investigations revealed serious defects beyond the expected scope of works, and as such the flood risk in the area associated with these defects is very high. Land access to enable further investigation and repair works is currently being sought and progress will be reported again at the end of quarter 3 2014/15.
- **Initial investigations works have been completed but further surveys and investigations are required to identify the full extent of the works required at the following locations which are programmed for quarter 4 2014/15:**
 - Padiham Road Burnley near car wash opposite House Number 592 (Burnley Central West)
 - Ightenhill Park Lane (Burnley Central West)

SERVICE UPDATE

M65 Bridge Barrier Replacement

In quarter 2 2014/15, a scheme started between junctions 10 and 12 of the M65 motorway to replace some sub-standard fixings to the safety barriers along the edge of some bridges on this stretch. These works are required because when the bridges were first constructed the fixings incorporated a rubber element which, over time deteriorates, and could potentially loosen the safety barriers that prevents errant vehicles falling off the edge of the bridge. Work is ongoing and progressing well, and is scheduled to be completed during quarter 3 2014/15 as planned.

Community Rail Partnership Programme Improvements

The new station building at Burnley Manchester Road is nearly complete with some minor works remaining. The station has been visited by representatives from the DfT, and the Citizens' Rail Partnership (who have part funded the project), and Warrington Borough Council. A scheme for the improvement of Rose Grove station is now being developed with Northern Rail and the Community Rail Partnership to provide enhanced facilities in connection with the new Manchester rail service which is anticipated to open in November.

Todmorden Curve

Due to the issues with signalling and the availability of rolling stock the latest date for service commencement is May 2015. This further delay is of great concern and urgent discussions are taking place with Network Rail and Northern Rail to resolve the issue.

Trading Standards

National Scams Hub (NSH) work - Trading Standards have continued to receive referrals from the NSH requesting visits/contact with potential scam victims. One Burnley victim, uncovered by a referral, had been corresponding with scam "clairvoyants" for over 9 years. She had a bedroom full of scam mailings that she had collected, and has been severely affected by her experience and is now under the care of the mental health team. Trading Standards removed 42 boxes of scam mail from her house to help her recovery process.

Centenary Way Viaduct Major Maintenance Scheme

This bridge carries the A682 through the centre of Burnley. It is a critical part of the Burnley town centre road network, and without it, effective movement through Burnley would be impossible. Due to its poor condition, abnormal loads are currently banned from the viaduct. This scheme will rectify the numerous defects that have been identified in the structure and allow it to reopen to all traffic. Currently preliminary design work is progressing and is on schedule for a 2015/16 delivery.

Road and Street Maintenance

2014/15	Apr	May	Jun	Jul	Aug		14/15 Overall (Apr - Aug)	14/15 Target
Burnley								
Monthly % of potholes filled within 20 days	81%	94%	88%	100%	100%		89%	
Cumulative % of potholes filled within 20 days		88%	88%	91%	93%		Found 2971 Fixed 2653	90%
Lancashire								
Cumulative % of potholes filled within 20 days	94%	95%	98%	99%	99%		97% Found 31728 Fixed 30670	90%

Between April and Aug 2014/15, a total of 2,971 highway defects were identified by regular Highway Safety Inspections (HSI) or reported by the public in Burnley. 2,653 (89%) of these defects were repaired within 20 working days. Performance on carriageways has been consistently above 90% throughout the year, with 100% of carriageway defects repaired within 20 working days in July and August. The overall performance figure of 89% is heavily influenced by the April performance for footway defect repairs. Performance for footways also achieved 100% in July and August.

Road Safety

Padiham Green Primary School held a 'Tour De Greenway' for pupils to cycle or scoot as part of their curriculum theme which included looking at all things French. The event was held on St Bastille's day on the 14th July, which linked nicely to the Tour De France being in Yorkshire at the same time. LCC funded the medals that were presented to all who participated in the event.

Environment and Community Projects

Calico Housing Neighbourhood Improvements on Griffin Estate - work has now been completed on the project to improve several neglected open spaces within the Griffin Estate, South West of Burnley. The 7 spaces have been transformed with new landscaping, tree planting, motorbike restrictors and boulders to deter vehicle use. The improvements have been funded by the Lancashire Environmental Fund, LCC and Calico; and they complement recent investment in the surrounding housing stock by Calico Housing. 'Newground Together' were the lead designers for the project.

Burnley Forest Park - July 2014 saw the completion and opening of a new bridge over the river Brun within Burnley Forest Park. The official opening was carried out by Cllr Johnstone on the 19 July on a wet and windy morning. This bridge opens up a whole new area of the park to the general public, and along with the associated new multiuser tracks offers a range of circular walks for all to enjoy. This project was carried out in partnership with Burnley Borough Council, Burnley's Urban River Enhancement Scheme, and New Ground with funding from the Forestry Commission, Lancashire Environment Fund, LCC and Burnley Borough Council.

Environment Directorate Capital Programme 2015-16
A, B & C Roads and Footway schemes for consideration
- Burnley

The current position for the 2015/16 capital programme

The Environment Directorate is currently preparing its capital programme for 2015/16; however the final allocation of the total amount of funding for 2015/16 will not be announced by central government until the New Year. Therefore it is not currently possible to present members with a full list of schemes planned for delivery in 2015/16 as yet. In anticipation of this, the directorate is currently preparing a draft list of schemes that will be finalised when the full allocation of funding is confirmed; this information will be shared with members before the start of the new financial year.

Members will recall from the last meeting of the 3 Tier Forum that the county council has adopted a Transport Asset Management Plan (TAMP), which sets out priorities for funding over a 15 year period. The directorate is currently preparing draft lists of schemes in line with the principles set out in the TAMP.

For the 2015/16 financial year the TAMP prioritises the ABC and footway networks. With that in mind, the directorate has prepared a draft list of schemes for ABC roads and footways. These will be funded and delivered in 2015/16, unless in the very unlikely event the final settlement is much less than anticipated.

The draft lists of ABC road and footway schemes are overleaf for your information, they are based on the 'long lists' of countywide schemes we currently have.

2015/16 A, B and C Road Schemes

The schemes planned for delivery in your district next year are highlighted in grey within the first table (in which the schemes are prioritised by the TAMP). The district's schemes are then summarised for you in the second table below.

The TAMP supports a preventative approach to maintenance and recommends the use of surface dressing to prolong the life of the asset. Many of the ABC schemes on the list have been identified for surface dressing in 2015/16. These roads have been pre patched in 2014/15 in preparation for surface dressing, and will be inspected shortly before the start of the surface dressing programme to ensure the sites remain suitable for the treatment. In addition the list includes a number of sites which require more significant and costly treatments, such as resurfacing, due to deterioration of the road surface beyond a condition which will allow surface dressing. These schemes will be addressing the parts of the network in the poorest condition.

The schemes are shown in priority ranking which will allows us to reduce the scheme list accordingly from the bottom depending on the amount of funding received.

2015/16 Footway Schemes

The list of footways schemes on page 11 is a list of those footway sites which are a priority in your district in 2015/16. They form the second year of a three year programme intended to significantly reduce the numbers of safety defects in the footway network. Further condition information relating to the footway network will be gathered by video survey over the next six months, and this information will form the basis of future programmes.

In anticipation of this survey information, the proposed footway programme has been developed on a district by district basis. Firstly, by assigning a condition rating for the road, using a 1 – 6 condition rating framework, and then by the local technical engineers using their local knowledge and experience to determine the priority of those classed as 6 (poorest condition requiring extensive major work). The engineers have also considered the schemes based on the number of reported defects, the number of enquiries they have had to deal with on a particular section of the network, and also taking into account input from members.

Countywide A, B & C Road schemes as prioritised by the TAMP

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	West Lancashire	A5209 Parbold Hill/Crow Orchard Road	Surface Dressing and significant patching	Lancaster Lane to Moss Lane	£62,832
1	Ribble Valley	A59 Longsite Road	Surface Dressing	Ribchester Road to New resurfacing at A666 roundabout	£101,473
1	Chorley	A673 Bolton Road, Anderton	Surface Dressing	Scholes Bank to 675m West	£17,537
1	Lancaster	Anyon Lane	Surface Dressing (Pre-patch)	C447 Hollins Lane to Chipping Lane	£32,477
1	Chorley	Back Lane	Surface Dressing	Flag Lane - South Road	£17,988
1	Wyre	Back Lane	Surface Dressing	Grange Lane - Park Lane	£25,925
1	Rossendale	Bacup Road	Surface Dressing (Pre-patch)	Burnley Road East to Booth Road	£71,040
1	Preston	Barton Lane	Surface Dressing (Pre-patch)	Jepps Lane to Langley Lane	£32,696
1	South Ribble	Bee Lane	Surface Dressing	Leyland Road - Lords Lane	£6,250
1	Fylde	Beech Road	Surface Dressing (Pre-patch)	From B5269 Thistleton Road to C309 High Street	£13,199
1	Burnley	Belvedere Road	Surface Dressing (Pre-patch)	Yorkshire Street to Eastern Avenue	£61,109
1	West Lancashire	Ben Lane	Surface Dressing (Pre-patch)	Coach Road Slack House	£7,197
1	Hyndburn	Blackburn Road	Surface Dressing (Pre-patch)	Dunkenhalgh Way to Whalley Road	£28,388
1	Preston	Blackpool Rd	Prepatch and Surface Dress	Tulketh Brow to Pedders Lane	£20,233
1	Pendle	Bleara Road	Surface Dressing (Pre-patch)	U40006 Chapel Street to boundary	£56,276
1	Wyre	Bleasdale Lane	Surface Dressing	Gonder Lane - Delph Lane	£27,313
1	Lancaster	Borwick Road	Surface Dressing (Pre-patch)	B6254 Kirby Lonsdale Road to junction with Melling road	£73,566
1	Rossendale	Bury Road/Burnley Road	Surface Dressing (Pre-patch)	LC 27 to East Street	£28,693
1	Wyre	Butt Hill Lane	Surface Dressing (Pre-patch)	Smithy Lane to Butt Hill	£29,930
1	South Ribble	C256 Leyland Lane	Patch and surface dress	Dunkirk Lane to Junction with Golden Hill Lane	£25,076
1	Wyre	C400 Bull park lane/Whin Lane	Surface Dressing	A588 Shard Road to C403 Chapel Lane	£87,351
1	Lancaster	C470 Regent Road	Prepatch and Surface dress	Westcliffe to Marine Road West	£27,153
1	Ribble Valley	C553 Sabden Rd/ Padiham Rd Simonstone/ Sabden	Surface Dress	Simonstone Road to Whins Lane	£53,908
1	Burnley	C650 Manchester Road	Surface Dressing (Pre-patch)	Green Lane to A56	£100,881

1	Pendle	C658 Halifax Rd	Surface Dressing	Chapel House Road U20123 to Boundary	£44,572
Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	West Lancashire	Chorley Road	Surface Dressing (Pre-patch)	Robin Lane to Bentley Lane	£44,525
1	Rossendale	Church Street/High Street/Hud Rake	Surface Dressing (Pre-patch)	Regent Street to Blackburn Road, Haslingden	£22,286
1	Ribble Valley	Clitheroe Bypass	Surface Dressing (Pre-patch)	Sawley Road to Sawley Old Road	£77,093
1	South Ribble	Cocker Lane	Surface Dressing	Birchwood - Adoption Point	£2,280
1	Burnley	Cog Lane	Surface Dressing (Pre-patch)	Accrington Road to Rossendale Road	£44,280
1	South Ribble	Croston Road	Surface Dressing	Watkin Lane to Church Lane (miss middle section)	£23,654
1	Burnley	Crown Point Road	Surface Dressing (Pre-patch)	Manchester Road to Second Cattle Grid	£55,432
1	Chorley	Dawbers Lane	Surface Dressing (Pre-patch)	A49 to Lydiate Lane	£66,283
1	South Ribble	Dawson Lane	Surface Dressing (Pre-patch)	Junction of Wigan Road to Boundary except from roundabout to Central Avenue	£20,132
1	Fylde	Division Lane	Surface Dressing	Midgeland Road - Northhouses Lane	£4,564
1	Fylde	Division Lane	Surface Dressing	590m West - Queensway	£10,925
1	Fylde	Division Lane	Surface Dressing	Midgeland Road for 590m West	£8,980
1	Wyre	Ducketts Lane	Surface Dressing (Pre-patch)	New Lane to Bilsborrow Lane	£48,647
1	Wyre	Eidisforth Lane	Surface Dressing	Delph Lane - Burns Farm	£14,850
1	Chorley	Euxton Lane	Surface Dressing (Pre-patch)	Hospital Traffic Lights to Westway Roundabout	£30,803
1	Chorley	Eyes Lane	Surface Dressing	Back Lane - River Douglas	£18,270
1	Ribble Valley	Fell Road	Surface Dressing (Pre-patch)	Waddington Fell Quarry to Back Lane North West	£74,738
1	Preston	Garstang Road	Surface Dressing (Pre-patch)	From outside 218 to Lightfoot Lane	£79,384
1	Wyre	Garstang Road	Surface Dressing (Pre-patch)	Boundary to Joe Lane	£94,299
1	West Lancashire	Gorsuch Lane/Delph Lane/Mairsough Lane	Surface Dressing (Pre-patch)	A570 to Sefton boundary	£173,578
1	Preston	Haighton Green Lane	Surface Dressing (Pre-patch)	Brabiner lane to Eastway	£79,195
1	Fylde	High Street	Surface Dressing (Pre-patch)	Thistleton Road to entrance to Ash Road	£48,260
1	Wyre	Higher Lane	Surface Dressing	Keepers Lane - Brewers Lane	£8,750
1	Wyre	Higher Lane	Surface Dressing	Eidisforth Lane - Brewers Lane	£11,075

1	Wyre	Highgate Lane	Surface Dressing	Staynall Lane - Grange Lane	£12,890
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Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	Rossendale	Holcombe Road	Surface Dressing	Station Road to Grange Road	£54,299
1	Wyre	Hollins Lane	Surface Dressing (Pre-patch)	Lancaster Boundary to A6 Lancaster Road	£45,768
1	West Lancashire	Hunters Lane	Surface Dressing	Blackgate Lane - Legh Lane	£11,775
1	Wyre	Keepers Lane	Surface Dressing	Delph Lane - Higher Lane	£17,375
1	Pendle	Keighley Road	Surface Dressing (Pre-patch)	A56 Skipton Rd to A6068 Byron Road	£28,340
1	Pendle	Keighly Road	Surface Dressing (Pre-patch)	B6250 Cotton Tree Lane to X2791 Spring Grove	£42,786
1	Lancaster	Kirby Lonsdale Road	Surface Dressing (Pre-patch)	Rabbit Lane to Main Street	£135,216
1	Ribble Valley	Knowles Brow	Surface Dressing (Pre-patch)	Whalley Road to Birdy Brow	£68,725
1	Chorley	Leyland Lane	Surface Dressing (Pre-patch)	South Ribble Boundary to A581	£32,315
1	South Ribble	Leyland Lane	Surface Dressing (Pre-patch)	Boundary to Schleswig Way Roundabout	£29,276
1	Wyre	Longhouses Lane	Surface Dressing	Delph Lane - End	£8,750
1	Preston	Longridge Road	Surface Dressing (Pre-patch)	Roundabout at Bluebell Way B6242 to Ribblesdale Drive U12319	£77,063
1	Fylde	Lytham Road	Surface Dressing (Pre-patch)	Approximately 250m west of Lodge Lane	£71,839
1	Hyndburn	Manchester Road	Surface Dressing (Pre-patch)	Boundary at Baxenden to Grange Lane	£79,288
1	Rossendale	Manchester Road	Surface Dressing (Pre-patch)	Regent Street to Tesco Roundabouts	£58,451
1	Lancaster	Marine Road East	Surface Dressing (Pre-patch)	Lord Street to Broadway	£37,019
1	South Ribble	Marsh Lane	Surface Dressing	Greystones to end	£4,250
1	West Lancashire	Meadow Lane	Surface Dressing	Bleak Lane - Prescott Bridge	£24,638
1	Lancaster	Melling Road	Surface Dressing (Pre-patch)	Holly Bank to U49044 Vicar Lane	£13,442
1	Ribble Valley	Mitton Road	Surface Dressing (Pre-patch)	Clitheroe Road to Birdy Brow	£32,546
1	Burnley	Nelson Road	Surface Dressing (Pre-patch)	Boundary to Burnley Road	£13,210
1	Hyndburn	New Lane	Surface Dressing (Pre-patch)	Haslingden Old Road to Union Road	£40,082
1	Chorley	Odd House Lane	Surface Dressing	Back Lane - End	£1,328
1	West Lancashire	Old Moss Lane	Surface Dressing	School Lane - Sefton Boundary	£63,275
1	South Ribble	Old Pope Lane	Surface Dressing	Full Length	£2,250

1	West Lancashire	Ormskirk Road	Surface Dressing (Pre-patch)	Lathom Road to Scarth Hill Lane	£46,104
1	Wyre	Park Lane	Surface Dressing (Pre-patch)	Snapewood Bridge to Ratcliffe Wharfe Lane	£64,920

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	Preston	Plungington Road	Surface Dressing (Pre-patch)	Lytham Road to Blackpool Road	£8,456
1	Fylde	Preston New Road	Surface Dressing (Pre-patch)	Freckleton Bypass Roundabout to Clifton Business park	£113,219
1	Fylde	Preston New Road	Surface Dressing (Pre-patch)	where the old HRA is starting to go to	£83,576
1	Hyndburn	Queens Road/Pennyhouse Lane	Surface Dressing (Pre-patch)	Whalley Road to Burnley Road	£18,762
1	Chorley	Railway Road	Surface Dressing	Church Street to Chorley Road	£11,828
1	West Lancashire	Red Cat Lane/Fish Lane/Tarlscough Lane	Surface Dressing (Pre-patch)	A59 to B5246	£120,459
1	Pendle	Red Lane	Surface Dressing (Pre-patch)	U20907 Barnoldswick road to U20850 Langroyd Road	£49,212
1	Chorley	Red Lane	Surface Dressing	Bradley Lane - Alder Hall	£8,338
1	Burnley	Red Lees Road	Surface Dressing (Pre-patch)	Ridge Avenue to Junction of Hill Crest Avenue	£44,080
1	West Lancashire	Renacres Lane	Surface Dressing	New Cut Lane - Heathey Lane	£14,700
1	Ribble Valley	Ribchester Road	Surface Dressing (Pre-patch)	Longsight road A59 to Hollow Head Lane C544/Wilpshire	£54,903
1	Chorley	Ridley Lane	Surface Dressing	Moor Road - River Lostock	£4,750
1	Pendle	Skipton Road	Surface Dressing (Pre-patch)	Gisburn Road B6252 to Boundary	£57,198
1	Chorley	Southport Road	Surface Dressing (Pre-patch)	Southport Road Roundabout to Park Road	£39,678
1	West Lancashire	Southport Road	Surface Dressing (Pre-patch)	Scarisbrick Bridge to Snape Green	£82,149
1	West Lancashire	Square House Lane	Surface Dressing	Full Length	£4,485
1	West Lancs	Straight Up Lane	Surface Dressing	Wyke Lane - New Lane	£13,710
1	Burnley	The Long Causeway	Surface Dressing (Pre-patch)	Full Length	£113,232
1	South Ribble	Todd Lane North	Surface Dressing (Pre-patch)	Brownedge road to just past Lyndale Avenue	£18,224
1	Rossendale	Todmorden Road	Surface Dressing (Pre-patch)	Todmorden Road	£68,235
1	Chorley	Town Lane	Surface Dressing	Wood Lane - Barmskin Lane	£4,000

1	Ribble Valley	Trough Road	Surface Dressing (Pre-patch)	Dunsop To Sykes Farm	£56,051
1	Lancaster	Tunstall Road	Surface Dressing (Pre-patch)	Greta Bridge to Cant Bridge	£24,141
1	Rossendale	Turnpike	Surface Dressing (Pre-patch)	Church Street/Turnpike. Priory Close to Burnley Road East	£28,458

Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
1	Chorley	Ulnes Walton Lane	Surface Dressing (Pre-patch)	Southport Road to South Ribble Boundary	£62,123
1	Preston	Walker Lane/Bleasdale Lane	Surface Dressing (Pre-patch)	Boundary to Boundary	£26,465
1	Pendle	Walverden Road/Hibson Road	Surface Dressing (Pre-patch)	Bentley Street U20059 to Halifax Rd U19670	£24,166
1	Chorley	Westway	Surface Dressing (Pre-patch)	Euxton Lane Roundabout to Southport road Roundabout	£41,370
1	Hyndburn	Whalley Road	Surface Dressing (Pre-patch)	From Hyndburn Bridge to Boundary	£63,811
1	Hyndburn	Whalley Road	Surface Dressing (Pre-patch)	Queens Road to Sparth Road	£50,341
1	Hyndburn	Whinney Hill Road	Surface Dressing (Pre-patch)	Lower Gate Road for a distance of 1740 metres in a westerly direction.	£16,387
1	Chorley	Whinney Lane	Surface Dressing	Washington Lane - Euxton St	£8,125
1	Fylde	Whitehill Road	Prepatch and Surface Dress	Full Length	£23,252
1	Chorley	Wigan Road	Surface Dressing (Pre-patch)	Runshaw Lane to New Surfacing at the roundabout with Balshaw Lane	£27,325
1	West Lancashire	Woodmoss Lane	Surface Dressing	Various sections No 45 - Wyke Cop Rd	£19,250
1	West Lancashire	Wyke Cop Road	Surface Dressing	Pool Hey Lane - Woodmoss Lane	£9,375
2	Wyre	C386 Queens Terrace	Carriageway Resurfacing	Bold Street to Lower Lighthouse	£130,190
3	South Ribble	C256 Croston Road	Inlay	Farington Road to St Paul's Park	£75,504
4	Fylde	C282 Church Road	Inlay	Seafeld Rd to market Square (incl Market Square & Park St, red asphalt area) - conservation area	£142,025
5	Ribble Valley	C571 Birdy Brow	Carriageway Resurfacing	C573 Clitheroe Road to C574 Clitheroe Road	£75,915
6	Lancaster	A589 Middleton Way	Inlay	From Heysham Rd to Old Middleton Rd	£113,873
7	Burnley	A682 Colne Road	Inlay	From Casterton Avenue to Disraeli Street	£100,000
8	Pendle	A56 Leeds Road	Inlay	Reedyford Road to Burnley Road	£139,684

9	Rossendale	A671 Burnley Road	Carriageway Resurfacing	Burnley Road, Bacup	£259,041
10	West Lancashire	C157 Chequer Lane	Carriageway Resurfacing	Ravenhead Way to 103	£77,978
11	Lancaster	A588 Ashton Road	Carriageway Resurfacing	Ashton Road	£147,943
12	Ribble Valley	B6478 Well Terrace	Inlay	Pimlico Road to Chatburn Rd	£45,549
Ranking	District	Project Name	Project description	Location of Scheme	Total Cost
13	Hyndburn	C639 Blackburn Road	Inlay	Willows Lane to A679 Blackburn Road	£281,536
14	Chorley	C197 Runshaw Lane	Inlay	A49 to M6 Bridge	£95,000
15	Ribble Valley	A682 Burnley Road, Gisburn	Carriageway Resurfacing	A59 to Blind Lane	£75,915
16	Preston	B5269 Woodplumpton Lane	Inlay	Garstang Road to Sandygate Lane	£95,674
17	Preston	B5269 Whittingham Lane	Inlay	Between the Methodist Church and the 30mph signs as you are entering the village of Goosnargh from Broughton.	£26,083

2015/16 A, B & C Roads Schemes for Burnley

Ranking	Divison	Project Name	Project Description	Location of Treatment	Estimate
Surface Dressing Programme					
1	Burnley Central East	Belvedere Road	Surface Dressing (Pre-patch)	Yorkshire Street to Eastern Avenue	£61,109
1	Burnley Rural	Cog Lane	Surface Dressing (Pre-patch)	Accrington Road to Rossendale Road	£44,280
1	Padiham And Burnley West	Crown Point Road	Surface Dressing (Pre-patch)	Manchester Road to Second Cattle Grid	£55,432
1	Burnley Rural	Nelson Road	Surface Dressing (Pre-patch)	Boundary to Burnley Road	£13,210
1	Burnley Rural	Red Lees Road	Surface Dressing (Pre-patch)	Ridge Avenue to Junction of Hill Crest Avenue	£44,080
1	Burnley Rural	The Long Causeway	Surface Dressing (Pre-patch)	Full Length - Patching after September	£113,232
1	Padiham & Burnley West	C650 Manchester Road	Surface Dressing	Green Lane to A56	£100,881
Surface Dressing Programme Total:					£432,224
Carriageway Inlay Programme					
7	Burnley North East	A682 Colne Road	Inlay	From Casterton Avenue to Disraeli Street	£100,000
Carriageway Inlay Total:					£100,000
Pre Patching Programme					
Programme of works to be determined					

2015/16 Footway Schemes for Burnley

Ranking	Divison	Project Name	Project Description	Location of Treatment	Estimate
1	Burnley Central East	Brunshaw Avenue	Replace PC Flags with bitmac	No. 167 to Brunshaw Road	£42,512
2	Burnley Rural	Red Spar Road	Replace PC Flags with bitmac	Standen Hall Drive to Hillingdon Road	£60,732
3	Burnley North East	Torquay Avenue	Replace PC Flags with bitmac	Eastern Avenue to Minehead Avenue	£15,790
4	Burnley North East	Fifth Avenue	Replace PC Flags with bitmac	Laurier Rd to Colne Road	£25,507
5	Burnley South West	Sycamore Avenue	Replace PC Flags with bitmac	Gannow Lane to Lokyer Avenue	£26,722
6	Burnley South West	Sycamore Avenue	Replace PC Flags with bitmac	Middlesex Av to Kiddrow Lane	£30,366
7	Burnley South West	Sycamore Avenue	Replace PC Flags with bitmac	No 210 to Kiddrow Lane	£21,863
8	Burnley Central East	Waddington Avenue/ Wycoller Avenue	Replace PC Flags with bitmac & rebuild steps	Nr 16 Waddington Avenue to Nr 84 Wycoller Avenue	£8,592
9	Burnley North East	Prairie Crescent	Take up flags & replace with bitmac	Lindale Crescent to Keswick Road	£32,971
10	Burnley North East	Lindale Crescent	Take up flags & replace with bitmac	Prairie Crescent	£33,120
11	Burnley North East	Shap Grove	Take up flags & replace with bitmac	Windermere Avenue to Lindale Crescent	£6,825
12	Burnley Central West	Alder Street	Take up flags & replace with bitmac	Side 318 Padiham Road to Side 55 Lionel Street	£7,242
13	Burnley Central West	Westwood Road	Take up flags & replace with bitmac	Ighten Road to Wellfield Drive	£7,091
14	Burnley Central West	Herschel Avenue	Take up flags & replace with bitmac	Westwood Road to No. 28	£9,530
15	Burnley Central West	Bramley Avenue	Take up flags & replace with bitmac	Westwood Road to Hunters Drive	£22,321
16	Burnley Central West	Brookford Close	Take up flags & replace with bitmac	Bramley Avenue to No. 4	£3,447
Estimated Cost of Schemes: £354,631					

Mitre Pub

The Council acquired The Mitre Hotel in 2010 - a Locally Listed building within a Conservation Area. The property is in severe disrepair, having been empty and neglected for many years prior to the Council acquiring it as a strategic acquisition in view of its potential blighting effect on the area, particularly if left to become derelict. It occupies a key gateway site with adjacent major regeneration schemes at various stages of development at the Weavers Triangle and in the South West Burnley housing regeneration area.

The property has been marketed since we acquired it, but the interest has either not been in keeping with the Council's aspirations or buyers have been dissuaded by having to work within heritage constraints.

However, recently we have held discussions with an interested party which have reached an advanced stage. Details are confidential at this stage, but their proposals are for a high quality scheme in keeping with this prominent location. Funding options are currently being explored by the developer.

We continue to monitor the condition of the building to ensure that any essential repairs are carried out quickly to prevent its deterioration. We have looked into possibilities of enhancing its appearance with wrapping for example, however the front elevation and one of the side elevations are hard up against quite narrow pavements and it is impractical.

The Plane Tree

The Plane Tree pub is in private ownership and has been marketed by a number of local agents since it ceased to trade as a pub/hotel. The building is Grade II listed and the council could issue an urgent works notice or a listed buildings repair notice to carry out works to preserve the fabric of the building but does not currently have resources to do this. Alternatively the Council could use a section 215 notice to enforce the owner to carry out remedial action and repairs. The Council has used section 215 notices with some success to secure improvements to other buildings in the town.

Burnley 3 Tier Forum

17th November, 2014

A board removal and notices

The County Council has a duty to maintain a free flow of traffic (including pedestrians) on the highway (both carriageway and footway) network. The presence of objects on the highway may be an obstruction to the free flow of traffic and where a complaint is received it will be dealt with on its merits.

The enforcement procedure is set out in Sect 10 of the County Council's Code of Practice on the Control of the Placing of Items within the Highway, which makes provision for the County Council to determine priorities for enforcement based on availability of resources and the degree of obstruction/level of risk posed by the presence of A-boards.

Currently, action is taken where a complaint is received about an A-board that is obstructing a highway or where an A-board is observed by an officer to be obstructing the highway.

Where a complaint relates to the visual appearance or impact on the amenity of an area, the District Council can bring a prosecution in the Magistrates Court under Sect 224 of the Town & Country Planning Act 1990.

Where a complaint is received about the presence of an A-board, officers will visit the location. Generally, an A-board will be considered to be causing an obstruction where a pedestrian is unable to pass freely whilst carrying a shopping bag in each hand, or pushing a wheelchair or pram, or where accompanied by a guide dog. In this case action will be taken.

If it is considered to be causing an obstruction, the owner will be contacted informally and asked to remove the A-board. If the owner is unwilling to remove it then a letter will be sent advising that the A-board is causing an obstruction and should be removed.

If it is still not removed, a second letter will be sent advising that the A-board will be removed by the County Council and be held for collection and for which a storage charge would be made. If it is not collected by the owner within a reasonable period of time, (2 to 4 weeks), it will be disposed of.

