

Burnley Three Tier Forum: Action Sheet

Meeting Date: 02/9/13

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p>An update was requested in relation to the speed measurements which had been planned in the Brunshaw area and any associated enforcement action.</p>	<p>Paul Binks</p>	<p>Traffic counts were undertaken on Brunshaw Avenue and Morse Street in the Brunshaw area in December 2012. The average speeds for these roads were 28mph on Brunshaw Avenue and 20.5mph on Morse Street. Further to these traffic counts, Speed Indicator Devices (SpID's) were programmed to be located on these roads in 2013. A SpID was located on Brunshaw Avenue in March 2013 and on Morse Street in April 2013.</p> <p>If the forum has any further concerns regarding drivers complying with the 20mph speed limit if they can highlight any road with particular concerns we can look to undertake a traffic count. Depending on the results, we can investigate possible engagement with local schools and communities if required, as well as deploying SpID's where needed.</p>
<p>With regard to the highway works on Trafalgar Street in Burnley it was suggested that consideration be given to the introduction of some form of screening in the vicinity of the KFC to prevent motorists being blinded by the headlights of other vehicles.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>Highways colleagues have written to KFC regarding the issue of customer's headlights dazzling on-coming vehicle and are awaiting a response. The 3 Tier Forum will be informed of the response when we receive it.</p>
<p>With regard to Pendle Way it was suggested that consideration be given to removing the current chevron road markings or some other form of works to provide an additional lane which would assist in reducing congestion which resulted in vehicles being backed up along the road.</p>	<p>Graeme Leathard</p>	<p>Highways engineers have considered whether or not it would be beneficial to remove the current chevron road markings to create an additional lane. It is their opinion that the current arrangement is the preferred solution. The traffic lights create gaps in the traffic flow which safely allow vehicles to enter the roundabout.</p> <p>However, there is on-going monitoring of the new arrangements and if it proves necessary we will amend the scheme.</p>

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<p>The existing priority restrictions in Daneshouse were discussed and it was noted that the measures had been originally introduced in response to the high level of through traffic and following several accidents. It was recognised that whilst the measures had been successful in reducing the number of accidents there was merit in reassessing the effectiveness of the current restrictions and considering possible alternative traffic calming features</p> <p>It was recognised that the traffic associated with the nearby university campus would require the retention of some form of traffic calming. In response to comments about the behaviour of some motorists when negotiating the existing chicanes Mr Ballantyne informed the meeting that whilst Officers and the Police met regularly the existing traffic calming had not been identified as a major issue.</p> <p>It was noted that the Action Sheet referred to proposals being developed for the roads concerned and it was agreed that the Forum should be consulted on any proposed changes to the existing traffic calming measures.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>The public realm manager has confirmed that the initial traffic calming measures introduced on this road were not considered to be effective which resulted in the current measures being built. The replacement of the existing traffic calming measures with less effective measures is likely to lead to an increase in through traffic on this road which is likely to lead to an increase in injury accidents. Whilst a scheme will be added to the list of schemes to be considered for inclusion in the 2014/15 commissioning plan, the officer recommendation will assign a low priority to this scheme. At this point in time it is not possible to say whether or not funding will be available for this scheme.</p>
<p>there was some concern that in places such as Cog Lane and Hunters Drive where the carriageway had been resurfaced patches had appeared along the central 'seam' between the lanes.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>Officers have inspected both locations and some minor remedial action is required at Cog Lane (some has already been undertaken). A number of pot holes have been identified on Hunters Drive which have been marked up for repair as part of our on-going pot-hole repair programme.</p>

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<p>The developments relating to the Todmorden Curve and Manchester Road Railway Station were welcomed. However, there was some concern that the existing train services would not be able to cope with the potential increase in demand which would arise from these measures.</p>	<p>Chris Anslow Tony Moreton</p>	<p>As previously reported the train service will be operated by the normal 15xx and 14xx fleets operated by Northern Rail. Typically the service will use a combination of class 142 and class 150 units. Both are 2 car units seating around 120 passengers in a class 142 unit to 140 in a class 150 unit.</p> <p>The proposed service requires the provision of one additional 2 car diesel unit and Northern Rail are looking to source this initially as a short term hire from another TOC (train operating company) pending the release of diesel units following the on-going north west electrification works.</p> <p>It is planned that the key peak services to/from Manchester will be operated by two 2-car units so providing extra capacity.</p> <p>Depending on the demand for the new service it would be possible to look at selective strengthening in the future as more diesel units become available or to provide an improved frequency at peak times.</p>
<p>A request was made for Bancroft Road and other roads in the vicinity of the Lancashire Digital Technology Park to be monitored in order to assess the impact of traffic associated with the Park and the two nearby schools on the local area.</p>	<p>Alan Capstick Public Realm Manager</p>	<p>Traffic colleagues are looking at the issue. Bancroft Road has double yellow lines so it appears that parking isn't the problem it is the amount of traffic at certain times of the day which means that the network is at capacity. We will report back on findings at the next 3 Tier Forum.</p>
<p>The likely impact of the current economic climate on subsidised bus services with particular regard to the Little Red Bus Service which operated in Padiham and the X43 Service which operated between Burnley and Manchester.</p>	<p>Tony Moreton and Tim Gornall</p>	<p>The X43 bus service does not receive any subsidy. Early indications are that this service will not be adversely affected by the introduction of the direct Burnley to Manchester rail service via the Todmorden Curve.</p> <p>From 21 September 2013 M&M Coaches withdrew their commercial Service 24 Accrington – Huncoat – Hapton – Padiham – Burnley which ran every 90 mins.</p>

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		<p>Whilst alternative services are operated by Transdev every 30 mins, the section of route along St Johns Road and Hapton Road are left unserved. Residents from this area can access the Transdev service on Thompson Street. Given the proximity of the alternative service LCC have no plans to consider any replacement journeys.</p> <p>Where residents are unable to access mainstream bus services they can contact Travelcare, the local Dial-a-Ride provider, on 01282 415310 to confirm their eligibility and details of the services that are currently provided.</p>
<p>That consideration be given to the viability of providing a more frequent service on the Bleak House circular bus route which currently had one bus every 90 minutes and only served half of the Rosehill area.</p>	<p>Tony Moreton and Tim Gornall</p>	<p>Following comments from CC Sumner and those of local residents, County Councillor John Fillis, Cabinet Member for Highways and Transport has now agreed the following changes to subsidised bus services in Burnley:</p> <p>Service 65 Nelson – Fence – Padiham – Burnley – Clifton Farm</p> <p>The route will be revised, diverting all journeys in both directions to additionally serve the top end of Cog Lane and Coal Clough Lane in Burnley, rather than running direct along Rossendale Road. There will be no changes to the timetable.</p> <p>Service 95/95A Colne – Nelson – Burnley (The Pendle Green Line)</p> <p>In Burnley, all Service 95 journeys, extending to Rose Hill, will run via Rose Hill Road, rather than operating along Manchester Road and The Summit. The section along Glen View Road from The Summit will continue to be served by Service 65.</p> <p>Holmeswood Coaches Ltd will continue to operate these services on behalf of Lancashire County Council, and there are no additional costs associated with these proposals. The variations have been submitted to the North West Area Traffic Commissioner with the required statutory 8 weeks notice with a commencement date of 9 November 2013.</p>

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<p>The need for enforcement action to be taken against motorists who park in cycle lanes.</p>	<p>Paul Binks</p>	<p>There are 2 types of cycleway as follows:</p> <p>Mandatory cycleways which are defined by a continuous line and where parking infringements can be enforced.</p> <p>Advisory cycleways which are defined by a non-continuous line where parking is permitted.</p> <p>If members of the 3TF have any specific locations where they think enforcement action is appropriate please us know and we shall investigate them.</p>
<p>Members raised the issue of inappropriate parking at schools and asked what could be done to resolve the issue.</p>	<p>Rick Hayton/Paul Binks</p>	<p>A self help pack for schools is being developed which will allow each school to take ownership of addressing the issue of inappropriate parking at school times. This will provide opportunity to influence the daily behaviour of those parking inappropriately by explaining the dangers their behaviour poses.</p> <p>Sending enforcement wardens is likely to be much less effective as it simply offers a visual deterrent to parking inappropriately on the day in question, rather than engaging those parking with the dangers their behaviour poses. It also greatly detracts from the ability to take action against actual parking offences in areas such as town centres, by removing the enforcement resource from those areas for significant periods of time.</p> <p>It is therefore intended to pursue the self help pack option as offering a much greater prospect for sustained responsible parking behaviour.</p>
<p>A number of issues relating to unadopted roads in the Borough, including the following:</p> <ul style="list-style-type: none"> • Kingsland Road in Burnley wood. • Marsh Street in Daneshouse. 	<p>Alan Capstick Public Realm Manager</p>	<p>The Cabinet Member for Highways and Transport recently sent the following response to CC Hassan regarding Marsh Street.</p> <p>Thank you for your email of 24 August in relation to March Street, Burnley.</p>

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<ul style="list-style-type: none"> • St Annes Street, Padiham. • Thompson Street (central section) Burnley. • The unnamed access to Hapton C of E Methodist Primary School off Manchester Road, Burnley. 		<p>As you will be aware, the unadopted section of March Street provides access to the fronts of 35 terraced houses. There is a footway on one side of the road next to the houses which is bituminous (tarmac) in some areas and flagged in others. The carriageway which varies in width from 3.3m to 5.3m is unmade except for short stretches of tarmac, including a section at one end which is probably a reinstatement carried out by Nynex. Opposite the houses is open ground, some of which has been made into allotments.</p> <p>Those residents that have cars tend to park with two wheels on the footway. This practice has damaged the flags and dislodged several kerbs.</p> <p>Nynex carried out a programme of duct laying when Burnley Borough Council were the agents for the highway authority, ie pre 2006. I am advised that the initial Nynex plans did not include duct laying on this section of March Street due to it being unadopted. However the residents asked for this facility and Nynex provided the ducting and carried out the reinstatement.</p> <p>Lancashire County Council is in receipt of many requests to carry out improvements on unadopted roads. We would only consider adopting these roads if works were carried out to bring these roads up to adoptable standards. The cost of this work ought to be met by the owner or owners of the land. It would be inappropriate for me to agree to use highway maintenance money to carry out any work on March Street or any other unadopted road. The cost of the works to bring March Street up to adoptable standards is estimated to be £260,000. This would include excavation/disposal of material, street lighting, drainage, road and footway construction.</p> <p>I hope that you will appreciate the reasoning behind my decision.</p> <p>Yours sincerely County Councillor John Fillis Cabinet Member for Highways and Transport</p>

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		<p>With regard to the other streets mentioned the response is the same as it would not be appropriate for the County Council to undertake the works requested.</p>
<p>Exploring the provision of funding from Government and elsewhere to improve/extend cycle routes and multi user paths across the Borough in order to promote recreation/tourism and the rural economy.</p>	<p>Andrew Mullaney Assistant Director Environment, Planning & Countryside</p>	<p>CC Brindle referred to funding from RDPE.</p> <p>Burnley has very limited population coverage under the Pennine Lancashire RDPE LEADER programme</p> <p>If we were to calculate a per capita allocation of Pennine Lancs RDPE resources for Burnley (normally we would not as it is a demand led programme) Burnley would receive £149k. Burnley has actually done quite well with approvals worth £280k.</p> <p>It is also important to note that the County Council cannot access RDPE funds directly. It is for private business to access the funds</p> <p>With regard to external funding sources for the promotion of recreation/tourism and the rural economy the County Council actively pursues funding from a wide variety of sources in order to maximise the benefits to Lancashire. However, as funding resources become more scarce the demand and competition for them becomes more competitive.</p>
<p>The possibility of linking existing cycle routes in order to create a Borough wide route similar to the Guild Wheel in Preston.</p>	<p>Andrew Mullaney Assistant Director Environment, Planning & Countryside</p>	<p>Burnley has benefited greatly in recent years from the creation of off-road cycle tracks created by the County Council. Examples include :</p> <ul style="list-style-type: none"> • the Brun Valley Forest Park (Rowley) • Padiham Greenway, • Pennine Bridleway, • Padiham, Ightenhill, Burnley cycle route • Hurstwood bike trail • Mary Towneley Loop

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		<p>Given the budget pressures on the County Council, it is unlikely that a new Guild Wheel type facility will be built in the near future.</p>
<p>The need for improved communication between Officers and the County Council and Borough Council to ensure that user groups are consulted before existing bridleways are resurfaced.</p>	<p>Andrew Mullaney Assistant Director Environment, Planning & Countryside</p>	<p>The type of consultation very much depends on the scheme and its size. It is usual practice for us to hold a local consultation event where things such as the surface would be discussed.</p> <p>With regard to multi user routes are just that - and the major users are walkers and cyclists for whom experience tells us (Padiham Greenway, Burnley Millenium Park, Lancaster, Guild Wheel, Preston) that sealed surfaces are a winner with huge increases in use of trails that have been surfaced in that way. The section of the Lune Millennium Park between Glasson and Lancaster was not tarmaced as a result of feedback from local consultation. We are now in a situation where as the stone surface deteriorates we get complaints (albeit at a fairly low level) from both walkers and cyclists that the path becomes muddy and puddled in wet weather. With diminishing resources available for maintenance sealed surface are a more cost effective solution.</p> <p>Most of these trails are urban in nature and whilst I appreciate that they are less than 100% satisfactory for horseriders they are traffic free and safer and more pleasant than riding on the roads. In Lancaster local horseriders campaigned vigorously and effectively to be allowed access to the Millennium Park network of cycleways In many cases it is possible to ride on the verges although this requires additional grass cutting as they get insufficient use to keep the vegetation down. In some cases, where there is sufficient width stone surfaced trails, have been created adjacent to the sealed route to accommodate these concerns.</p> <p>The creation of the Pennine Bridleway and the West Pennine Link has provided many miles of off road bridleway created specifically for horseriders and we continue to improve the bridleway network whenever the opportunity and funding arises.</p>

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The need for road markings in the vicinity of some schools to be repainted, with specific locations to be reported to Mr Ballantyne for attention.	Alan Capstick Public Realm Manager	At the time of writing no locations have been reported for repainting.
That the possibility of volunteers at the Lancashire Records Office being used as resource to research the archives in relation to information/evidence in relation to the routes in question.	David Goode	The Lancashire Local Access Forum has recently started a Discovering Lancashire's Lost Ways project. This is very much welcomed but it should be realised that whether it is through this initiative or a similar project with volunteers already working in the archives there is no capacity in the Public Rights of Way team to lead on this or to assist to any great extent.
That an approach be made to the County Council Network to lobby the Government with a view to extending the 2026 deadline associated with Historical Creation Agreements and Legal Event Orders.	David Goode Public Rights of Way Manager	We are working through ADEPT (which is the Association of Directors of Environment Planning and Transport and was formerly the County Surveyors Society) and IPROW (Institute of Public Rights of Way Management) to push DEFRA on the matter of the cut-off. Indications have consistently been that there is no movement likely on the 2026 date and we are more concerned about the conditions surrounding the cut-off. Currently DEFRA are concentrating on the legislation to implement the conclusions of the Stakeholder Working Group which has being inserted into the Deregulation Bill – this has some impact on this matter although as always the detail will be crucial.

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

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None were received before, during or after the meeting.		