





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>

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		 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>

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		<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>

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		<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>

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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

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None were received before, during or after the meeting.		