

***SADDLEWORTH & LEES DISTRICT EXECUTIVE
Agenda***

Date Thursday 24 July 2014

Time 7.30 pm

Venue Uppermill Civic Hall, Lee Street, Uppermill, OL3 6AE

- Notes
1. DECLARATIONS OF INTEREST - If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Steve Garratt at least 24 hours before the meeting.
 2. CONTACT OFFICER for this Agenda is Lori Hughes Tel. 0161 770 5151 or email lori.hughes@oldham.gov.uk
 3. DISTRICT CO-ORDINATOR is Lisa MacDonald, tel. 0161 770 5195 or email lisa.macdonald@oldham.gov.uk
 4. PUBLIC QUESTIONS - Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer no later than 15 minutes prior to the commencement of the meeting.

**MEMBERSHIP OF THE SADDLEWORTH & LEES DISTRICT EXECUTIVE
IS AS FOLLOWS:**

Councillors A. Alexander (Vice-Chair), Harkness, Heffernan, Hudson, Kirkham, Klonowski, McCann, Sedgwick (Chair) and Sheldon

Item No

1 Apologies For Absence

2 Urgent Business

Urgent business, if any, introduced by the Chair

3 Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.

4 Public Question Time

To receive Questions from the Public, in accordance with the Council's Constitution.



5 Minutes of Previous Meeting (Pages 1 - 4)

The Minutes of the Saddleworth and Lees District Executive held on 19th June 2014 are attached for approval.

6 Saddleworth 20 mph speed limit (Pages 5 - 8)

Briefing to the District Executive on the motion to consider the introduction of a 20mph speed limit on residential roads within the borough, and to seek the committee's views in principle, on the introduction of such a proposal.

7 Community Toilet Scheme (Pages 9 - 10)

The District Executive is asked to consider contributing £4,100 towards the cost of the scheme in the current financial year.

8 Petition Request (Pages 11 - 16)

The purpose of this paper is to consider a petition that has been received from residents of Stanley Street, Walkers Lane and Hollins Street, Springhead, requesting measures be introduced to alleviate parking and speeding within these streets.

9 Budget Report and Appendix 1 (Pages 17 - 22)

To advise the Saddleworth and Lees District Executive of the breakdown of expenditure during 2013/14, its available budget for 2014/15 and potential budget commitments to be considered at this meeting.



Present: Councillor Sedgwick (Chair)
Councillors A. Alexander, Harkness, Heffernan, Hudson,
Kirkham and Klonowski

Also in Attendance:

Michele Carr	AED Neighbourhoods, Housing and Planning
Lori Hughes	Constitutional Services
Lisa MacDonald	District Co-ordinator

1 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor McCann and Councillor Sheldon.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

Councillor Heffernan declared a prejudicial interest in Item 8, "Budget Report", in relation to the Uppermill Stage Society application, by virtue of being the President of the Society and had been involved in discussions relating to the application. He left the meeting during consideration of the application and took no part in the discussion or vote thereon.

4 **ELECTION OF VICE CHAIR**

RESOLVED that Councillor Adrian Alexander be elected Vice Chair of the Saddleworth and Lees District Executive for the Municipal Year 2014/2015.

5 **PUBLIC QUESTION TIME**

There was one public question received.

Mr. Keith Lucas

"Now that the EFA have stated that they have yet to make a decision on the location of the new school, that Uppermill has always been an option and that they are now carefully evaluating the alternatives, would the District Executive now support the Saddleworth residents in asking for the new school to be built on the existing site in Uppermill?"

The District Executive noted the question and responded that District Executive would support the decision of the EFA.

6 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the Saddleworth and Lees District Executive held on 27th March 2014 be approved as a correct record.

7

PETITIONS

The District Executive considered two petitions which had been received. The District Executive were also asked to note the amendments to the Petitions Protocol agreed at Annual Council on 11th June 2014.

The two petitions were:

- 2014-002: Flooding Issues on Churchill Playing Fields, Uppermill; and
- 2014-004: Resident Only Parking Request for Stanley Street / Walkers Lane, Lees.

RESOLVED that:

1. the petition regarding Flooding Issues on Churchill Playing Fields be referred to the District Co-ordinator to respond.
2. the petition regarding the Resident Only Parking Request be noted as this was being progressed.
3. the revised Petition Protocol agreed at Annual Council be noted.

8

SADDLEWORTH AND LEES DE BUDGET REPORT

The District Executive considered a report which advised of the breakdown of funding expenditure during 2013/2014, its available budget for 2014/15 and sought consideration of funding for a number of projects and areas of work.

Councillor Heffernan left the meeting during consideration of the Uppermill Stage Society Application and took no part in the discussion or the vote thereon.

RESOLVED that:

1. The funding allocations made by the District Executive during 2013/14 be noted.
2. The funding available for the District Executive for 2014/15 be noted.
3. The allocation of £3,500 for the support of the existing Christmas lights commitments be approved.
4. The allocation of £3,500 for the provision of districts trees in Lees and Uppermill be approved.
5. The allocation of £1,300 for refilling of additional grit bins be approved.
6. The allocation of £850 for bagged salt for hand held gritters be approved.
7. The allocation of £5,000 for summer planting be approved.

8. The allocation of £15,000 for the Whit Friday Band Contest be approved.
9. The allocation of £10,000 for to support to refurbish the Delph Methodist Car Park be approved.
10. The allocation of £1,500 for support to community development and engagement activity in Saddleworth and Lees during 2014/2015 be approved.
11. The allocation of £3,500 for support to the Saddleworth Festival of the Arts 2015 be approved.
12. The allocation of £600 for support works to the Uppermill Stage Society be approved.

9

DATES AND TIMES OF FUTURE MEETINGS

RESOLVED that the dates and times of the Saddleworth and Lees District Executive meetings for the municipal year 2014/2015 be noted.

The meeting started at 7.46 pm and ended at 8.15 pm

This page is intentionally left blank

BRIEFING TO

Saddleworth District Executive

20mph Speed Limits in Residential Areas

Portfolio Holder: Cllr D Hibbert

Report Author: John Booth

Date: 08/07/2014

What the issue is:

Briefing to the District Executive on the motion to consider the introduction of a 20mph speed limit on residential roads within the borough, and to seek the committee's views in principle, on the introduction of such a proposal.

Requirement from Leadership:

N/A

How to be actioned:

- Report author attending
- Discussion item
- Presentation
- Workshop
- Circulate offline to Leadership for information

1 Background and purpose of the proposal

- 1.1 Following a Council motion, Unity Partnership on behalf of Oldham Council as Highway Authority, has been asked to look into the issues associated with the introduction of a 20mph speed limit on residential roads within the borough of Oldham.
- 1.2 The work involves looking at the appropriateness of this proposal and identifying and reporting on relevant factors for consideration. These factors include technical aspects referred to later on in this note but also, and where appropriate, local support is captured via the District Executive meetings across the borough.
- 1.3 Various Local Authorities have introduced similar proposals which have either been borough / city wide and introduced over a phased period, for example a number of years or a pilot area has been commissioned in a particular area and the success monitored over a period of time usually 12 months, to see what has changed before committing to wide spread implementation.
- 1.4 These schemes consist of signage and road markings only, they do not include physical measures such as road humps.
- 1.5 If support is received it is likely that a pilot scheme will be promoted in a particular area of the borough. This will be identified based on the highest level of road causality occurrence.

2.0 Expected Changes in Road Causality Occurrence

2.0 It is difficult to quantify the benefits which may follow from the introduction of a 20mph speed limit within residential areas. Perhaps one way to gauge the likely outcomes is to compare the proposal with the position that other Local Authorities have reported in the country. A snap shot has been shown below;

- Portsmouth – introduced 20mph limits on most residential roads (94% of their road's length). This resulted in a 22% reduction in casualties and an average speed reduction of 1.3mph.
- Warrington – Introduced 3 pilot areas and produced a reduction in casualties of 27%, with an average speed reduction of 1.5mph.
- Edinburgh - Contains roughly 79km of streets, of which 20km are covered by existing 20mph zones or other traffic calming and 40km would be subject to the new limit. It is proposed to leave 19km of major or Secondary Roads with a 30mph limit.
- Newcastle – Introduced Pilot Schemes across 4 area's. There was a reduction in average speed of 1.1mph and a 18% reduction in accidents.
- Wirral – have proposals similar to our own – not progressed yet; however, in the neighbouring Sefton Area which is split into 135 cells, a number of 20mph Zones will be completed per year.

- Liverpool City Council is committed to introducing an extensive 20mph zone across the city; this proposal includes no additional road humps. It will take approximately 4 years to complete at a cost of £1.65m. The city has been divided into 7 areas that have been prioritised based on the number of traffic collisions. It will include almost all residential roads.

3.0 Current Position

3.1 Work has started on this review and as result we aware that;

- There are 56 schemes implemented in the Borough that incorporate 20mph Zones (these have physical measures in place such as road humps.
- These schemes cover a total length of 136km of residential and unclassified roads.
- We are aware of what streets / roads fall within each of these 56 zones.
- We have baseline accident data for each of the 20mph zones.
- We have baseline road causality data for each ward.
- We are aware of what type of physical measures are deployed in each zone i.e. vertical or horizontal deflection (humps versus chicanes).

3.2 Perhaps one of the most significant facts that has come out of the work undertaken to date is that of the 20mph zones (these are areas with physical measures such as humps in place) introduced to date; circa 75% of them have clearly shown a reduction in the number of road casualties reported. The full analysis is not complete but early indications appear to suggest that the figure is significant.

3.3 Work is substantially progressed at a local level to be able to present what is happening in each District Executive and shortly road causality data will be circulated. However, information around the following areas and across the borough will ultimately be required;

- Identifying areas within the Borough that might be suitable for a 20mph speed restriction.
- Understanding existing traffic speeds within existing 20mph zones.
- Understanding existing traffic speed within non traffic calmed areas (non 20mph zone).
- Determining a potential cost for the Borough and at a District Executive level.

3.4 There is still a lot of work that needs to be undertaken and whilst not wishing to pre determine any outcome, commissioning such a large amount of work and incurring the associated costs without first receiving support for the proposal would not be appropriate, so before consideration is given to this work commencing we are engaging all of the District Executive over the next few weeks to seek their views / support on the principle.

4.0 Going Forward

- 4.1 To move the motion forward it is clear that there must be support for the proposal at a local level and it is felt that a starting point for this is to share with the six District Executives the ***principle*** only, of introducing a 20mph speed restriction rather than what it might actually mean and look like in their particular district. This would mean that the information gathered so far could be consolidated so that some data was available to share at the meeting whilst the data referred to in 3.4 would only be produced if the proposal received support ultimately.
- 4.2 If there was general support for the proposal then the work would continue and the recommendation, subject to funding becoming available, would be to implement a pilot scheme in one area. This would be followed by a monitoring and evaluation period in order to understand the level of benefit generated.
- 4.3 On the other hand if, at this time, there was no majority in favour of the initiative then we would continue with our road safety interventions involving, engineering, education and enforcement which has seen TfGM report in April 2013 that Oldham was the top performing district in Greater Manchester in having the lowest child casualties and a more modest position when considering all age groups.

5.0 Timescales

- 5.1 In terms of timescales we are looking to collate the responses from the six District Executives during July with the ultimate aim of a report being presented to full Council in October 14.

6.0 Recommendation

- 6.1 It is recommended that the District Executive identifies whether, in principle, they support the proposal to look at the implementation of a 20mph speed restriction on residential roads.

Saddleworth and Lees District Executive

Community Toilets Scheme Report

Report of Saddleworth Parish Council

24 July 2014

Officer Contact: Lisa Macdonald
Ext. 5195

Purpose of Report

The District Executive is asked to consider contributing £4,100 towards the cost of the scheme in the current financial year.

The first Community Toilet scheme was set up by Richmond Council in 2006, a number of councils have developed similar schemes.

One of the questions in the Saddleworth Parish Plan Questionnaire was:

The Parish Council should fund the provision of good public toilet facilities in key locations in Saddleworth by an increase in the precept (Parish Council tax) of perhaps £5 per household per year.

The responses were Strongly agree 25.62%, Agree 37.56%, No opinion 9.45%, Disagree 18.33% and Strongly disagree 9.04%.

In February 2010 the Parish Council and Saddleworth and Lees District Partnership agreed to run a pilot scheme from 29th March for six months. The aim of the scheme was to provide clean, safe and accessible public toilets in more convenient locations for residents and visitors. Businesses allow members of the public to use their toilet facilities free of charge during normal opening hours and without the need to make a purchase. Participating premises display a sticker indicating that they are participating in the scheme. The businesses receive a small annual fee based on the opening times and the facilities offered. The aim of the scheme is to provide accessible toilets across the area.

Six premises joined the pilot with other premises joining later, they are currently eleven businesses on the scheme:

- Saddleworth Craft Co-operative, Delph
- The Old Bell Inn, Delph
- The Three Crowns, Austerlands
- The Rams Head, Denshaw
- The Swan, Dobcross

The Diggle Hotel, Diggle
The Royal George, Greenfield
The Little Shop, Uppermill
Granby Arms, Uppermill
The White Hart Inn, Lydgate
The Roebuck, Strinesdale

The toilets at the Oldham Council Brownhill Visitor Centre and the Civic Hall, (on Monday to Friday only) are included on the scheme but no payments are made in respect of either of these premises.

The scheme was funded jointly by the Parish Council and Saddleworth and Lees District Partnership in 2010 -11. Funding for signage was provided from the Oldham Council Tourism budget.

In 2011-12 Oldham Council undertook a review of public toilets in the Borough and agreed to provide £5,000 to each District Partnership area to support Community Toilets schemes, in addition to the Parish Council and District Partnership funding. As a result of the budget cuts this funding is not available in 2014 – 15.

By the nature of the scheme it is extremely difficult to identify the usage of the facilities, by the public, and whether it represents good value for money. In April the Parish Council agreed to fund the scheme until end of September and undertake a review of the scheme. The Environment Committee has now recommended to the Parish Council that the existing scheme should be funded until March 2015. During this time a plan will be drawn up for a Saddleworth Public Toilet scheme which includes a review of the existing community toilet scheme and incorporates a plan for the Wade Row public toilets in Uppermill. A survey of residents will be carried out to determine whether the Saddleworth community is prepared to fund the scheme as part of the precept.

The current annual cost of the scheme is £8,200. The District Executive is asked to consider contributing £4,100 towards the cost of the scheme in the current financial year.

BRIEFING PAPER FOR OLDHAM DISTRICT EXECUTIVE

Petition: Request for Residents Only Parking and Speed Restrictions – Stanley Street, Walkers Lane and Hollins Street Springhead.

Date: 25th June 2014
Unity Partnership

Officer Contact : Darryll Elwood
Ext. 1946

1. Purpose of Paper

The purpose of this paper is to consider a petition that has been received from residents of Stanley Street, Walkers Lane and Hollins Street, Springhead, requesting measures be introduced to alleviate parking and speeding within these streets.

The petition contains 16 signatures and requests the following be considered:-

- Residents only parking.
- Speed restrictions.
- Utilisation of the rear of properties on Stanley Street for residents only parking.

Petition: Request for Residents Only Parking and Speed Restrictions – Stanley Street, Walkers Lane and Hollins Street, Springhead.

2. Consideration

The requests made by the petitioners are considered below separately

2.1 Residents Only Parking

The current criteria for residents only parking are as follows:-

- Only areas suffering a problem over a significant period within any 24 hours will be considered.
- No more than 50% of properties can have off street parking.
- Over 50% of the returned consultations have to be in favour.
- There should be a least one space per household available within the scheme.
- If possible limited waiting will be provided for visitors, shops and if necessary for businesses.

It should also be noted that the residents parking criteria is currently being reviewed to seek clarification on how schemes are funded and to ensure the most appropriate locations are considered for this facility. Until this review has been completed it is not possible to introduce any further residents parking schemes. The current criteria for any residents parking should be borne in mind in the meantime however, when investigating the credibility of requests.

Stanley Street

There are 15 residential properties on Stanley Street, of which 3 are town houses with off street parking available within the property and 12 terraced properties that rely on parking within the adopted highway. Of the 15 properties 7 have signed the petition.

Stanley Street is approximately 52 metres in length and has a 5 metre wide carriageway. The south side of the road has a number of lowered kerbs to allow access to driveways, and due to its narrow width parking tends to take place on one side of the road.

To provide visibility for vehicles entering and exiting Stanley Street, 5 metres of waiting restrictions would need to be introduced at the junctions of Stanley Street/Cross Street and Stanley Street/Walkers Lane. If this 10 metres (5 metres either side of Stanley Street) is subtracted from the total length of highway there is insufficient space remaining to accommodate one vehicle per household.

Walkers Lane

Situated on Walkers Lane within the vicinity of Stanley Street are 10 terraced properties that rely on parking within the adopted highway. Of the 10

properties, 5 have signed the petition. Whilst parking does occur at this location it is assumed these vehicles belong to residents; including residents from Livingstone Street as it does not have vehicular access. It is also assumed that some Oldham Road residents may park at this location due to the presence of waiting and loading restrictions on Oldham Road. Therefore residents only parking would not be beneficial as the residents of Livingstone Street and Oldham Road would have to be included within the scheme.

Hollins Street

Hollins Street is an unmade, un-adopted highway consisting of 3 terraced properties; Hollins Street also gives access to the rear of numbers 139-157 Oldham Road. The highway is approximately 50 metres in length to its cul de sac end.

As Hollins Street is not part of the adopted highway network it is difficult to implement a residents only parking scheme due to the poor highway surface and the problems that result in introducing road markings. Whilst access may need to be maintained for all highway users, Hollins Street it is the responsibility of the street managers to maintain and manage.

2.2 Speed Restrictions

Stanley Street

The petition states that Stanley Street is being used as a cut through by speeding vehicles. A sample volume and speed survey was undertaken on Monday 9th June 2014. At this time the visibility was clear and the road surface was dry. The survey was carried out during the end of the school day between 2.40pm and 3.10pm. During this time only one vehicle used Stanley Street, travelling west towards Walkers Lane, this vehicle was travelling at 14mph. At the time the volume and speed survey was undertaken there were 3 vehicles parked on Stanley Street.

A second survey was carried out relating to traffic volumes on Tuesday 10th June 2014 between the hours of 3.10pm and 3.40pm at this time 4 vehicles were observed using Stanley Street; again all travelling west towards Walkers Lane. These vehicles were then observed travelling south on to Oldham Road. Observations showed vehicles may make this manoeuvre due to poor visibility at the junction of Cross Street and Oldham Road.

A proposal to introduce waiting restrictions within the location of Oldham Road/Cross Street and Cross Street/Stanley Street received delegated approval on 14th November 2013 and was subsequently advertised for a period of 28 days from 12th December 2013. During this time a letter of objection was received. In relation to the objection and the points raised a report is to be submitted to the next TRO Panel for their consideration of the objection. The Panel will make a decision on whether the proposal should be amended, rescinded or introduced as originally proposed. If the Panel approve that the restrictions be introduced motorists will have clear visibility when exiting Cross Street on to Oldham Road and hopefully this will reduce the number of vehicles using Stanley Street.

There have been no recorded injury accidents on Stanley Street or the junctions of Stanley Street with Walkers Lane or Stanley Street with Cross Street in the last five years. It is therefore doubtful funds would be made available for the introduction of traffic calming measures.

Walkers Lane

A sample volume and speed survey was carried out on Tuesday 10th June 2014 between the hours of 3.10pm and 3.40pm. At this time the visibility was good and the road surface was dry.

Within this time 33 vehicles were observed travelling north towards Cooper Street and 45 south towards Oldham Road.

The mean speed of traffic has been recorded at 20.0mph towards Cooper Street and 19.5mph towards Oldham Road. The 85th percentile of traffic has been recorded as 24.8 towards Cooper Street and 22.6mph towards Oldham Road.

The 85th percentile speed is the speed at which 85 percent of motorists travel at or below and has previously been used in determining speed limits; it also gives an indication of higher speeds.

The recorded injury accident database has been interrogated and there have been no recorded injury accidents on Walkers Lane within the last 5years. It is therefore doubtful funds would be made available for the introduction of traffic calming measures.

Hollins Street

As Hollins Street is an unmade, un-adopted highway and extremely short in length it would not be appropriate to consider implementing any form of traffic calming.

2.3 Conclusion

In light of the prevailing accident records and volume and speed of traffic within the above locations it is not considered traffic calming measures would have any impact on highway safety.

2.4 Utilisation of Land to the Rear of Stanley Street for Residents Only Parking

The area of land described within the petition, to be improved for parking, is owned by a private party and not a council asset and therefore could not be utilised by the highway authority.

3 **Ward Councillors Views**

- 3.1 The Ward Councillors for Saddleworth West and Lees Ward have been consulted and no comments have been received.

4 **Any Financial, Legal, Human Resources, Procurement, IT Implications**

4.1 None

5 **Recommendation**

It is recommended that in view of the contents of the Briefing Note; no action is taken in respect of the petitioners request and the District Executive support this decision.

This page is intentionally left blank

Saddleworth and Lees District Executive

Budget Report

Report of Michele Carr, Assistant Executive Director, Neighbourhoods, Housing and Planning

Portfolio Responsibility: Neighbourhoods

24 July 2014

Officer Contact: Lisa Macdonald
Ext. 5195

Purpose of Report

To advise the Saddleworth and Lees District Executive of the breakdown of expenditure during 2013/14, its available budget for 2014/15 and potential budget commitments to be considered at this meeting.

Recommendations

1. That the District Executive notes the funding allocations made by the District Executive to date. The breakdown is attached for information in appendix 1.
2. That the District Executive notes the budget available for 2014/15
3. It is recommended that the District Executive allocates £4,100 as a contribution to the Community Toilets Scheme

1. CURRENT POSITION

1.1 District Executive Budget

The District Executive has a total allocation of £105,000 (£25,000 revenue and £10,000 capital per ward) which is available to help meet the priorities and actions across the district

Decisions on this budget will be made by the District Executive

1.2 Individual Councillor Allowance

Each Borough Councillor has an allowance of £3,000 on which they may take decisions. Councillors may also decide to pool their individual allowance in order to joint fund projects.

2. PROJECTS FOR CONSIDERATION

The District Executive is asked to consider the following proposals

2.1 Community Toilets £4,100

4. OPTIONS/ ALTERNATIVES

4.1 N/A

5. CONSULTATION

5.1 N/A

6. FINANCIAL IMPLICATIONS

6.1 The total financial position for **2014/15** Saddleworth & Lees District Partnership allocations and the schemes for consideration with indicative funding source are shown below

	<u>Saddleworth & Lees District Partnership</u>	<u>Saddleworth & Lees District Partnership Capital</u>	<u>Councillor 's Budget</u>	<u>Total</u>
Budget Allocation	75,000	30,000	27,000	132,000
Previously approved spend	36,435	10,000	1,025	47,460
Proposed Spend	-	-	-	-
Remaining Allocation	38,565	20,000	25,975	84,540

(V Hayes)

7. LEGAL IMPLICATIONS

7.1

8. HUMAN RESOURCES COMMENTS

8.1 N/A

9. RISK ASSESSMENTS

9.1 N/A

10. IT IMPLICATIONS N/A

10.1 N/A

- 11. **PROPERTY IMPLICATIONS N/A**
- 12. **PROCUREMENT IMPLICATIONS N/A**
- 13. **ENVIRONMENTAL AND HEALTH AND SAFETY IMPLICATIONS**
 - 13.1 N/A
- 14. **COMMUNITY COHESION IMPLICATIONS (INCLUDING CRIME & DISORDER IMPLICATIONS IN ACCORDANCE WITH SECTION 17 OF THE ACT) AND EQUALITIES IMPLICATIONS**
 - 14.1 N/A
- 15. **FORWARD PLAN REFERENCE**
 - 15.1 N/A
- 16. **KEY DECISION**
 - 16.1 N/A
- 17. **BACKGROUND PAPERS**
 - 17.1 NONE
- 18 **APPENDICES**
 - 18.1

This page is intentionally left blank

**Appendix 1
2014/15 Allocations from the Saddleworth & Lees District Partnership**

Date of Approval	Project/Initiative	Capital	Cost
	Christmas Lights		
	Support existing Christmas lights commitments		£3,500.00
	Support the provision of district trees in Lees and Uppermill		£3,500.00
	Sub Total		£7,000.00
	Winter Maintenance		
	Refilling of additional grit bins		£2985.60
	Bagged salt for hand held gritters		£850.00
	Summer planting		£5,000.00
	Whit Friday Band Contest		£15,000.00
	Sub Total		£23,835.00
27.03.14	Delph Methodist Car Park	£10,000.00	
	Sub Total	£10,000.00	
19.06.14	Community Engagement and Development		£1,500.00
	Saddleworth Festival of the Arts		£3,500.00
	Uppermill Stage Society		£600.00
	Sub Total		£5,600.00
	Capital (£30,000 of Total £105,000)		
Total		£20,000.00	£36,435.00
Remaining			£58,565.00

2014/15 Allocations from the Saddleworth & Lees individual Councilors Allowance

Cllr Garth Harkness	Allocated: £3,000
Total	£0.00
Remaining	£3000.00
Cllr Nikki Kirkham	Allocated: £3,000
Total	£0.00
Remaining	£3000.00

Cllr Derek Heffernan	Allocated: £3,000
Total	£0.00
Remaining	£3000.00
Cllr John Hudson	Allocated: £3,000
Total	£0.00
Remaining	£3000.00

Cllr John McCann	Allocated: £3,000
Total	£0.00
Remaining	£3000.00
Cllr Adrian Alexander	Allocated: £3,000
Housing 21 Community Shop at Old Mill House	600.00
OMBBA - Slow Melody Contest	375.00
Total	£975.00
Remaining	£2025.00
Cllr Val Sedgwick	Allocated: £3,000
WW1 Memorial project at Old Mill House	50.00
Total	£50.00
Remaining	£2950.00

Cllr Graham Sheldon	Allocated: £3,000
Total	£0.00
Remaining	£3000.00
Cllr Peter Klonowski	Allocated: £3,000
Total	£0.00
Remaining	£3000.00