

## Lancashire County Council

### Pendle Three Tier Forum

Tuesday, 1st April, 2014 at 6.30 pm in Brierfield Community Centre, 21 Colne Road, Brierfield, BB9 5HW

#### Agenda

##### No. Item

- 1. Questions from members of the public (limited to 15 minutes)** (Pages 1 - 2)

A copy of the agreed Protocol in relation to public participation at meetings of the Forum is attached for information.
- 2. Apologies**
- 3. Note of the meeting held on 9 December 2013** (Pages 3 - 8)
- 4. Action sheet update from last meeting** (Pages 9 - 10)
- 5. Review of the 3 Tier Forums**

A verbal update on the current position in relation to the review of 3 Tier Forums will be presented at the meeting.
- 6. 2013/14 Quarter 3 Environment Directorate Performance Dashboard** (Pages 11 - 12)

The dashboard (attached) details the performance of the Directorate between October and December, 2013 in relation to delivery of the approved Pendle Commissioning Plan for 2013/14.
- 7. 2014/15 Environment Capital Programme** (Pages 13 - 14)

The list of capital schemes to be delivered in Pendle District in 2014/15 is attached.
- 8. Tour de France** (Pages 15 - 18)

The first two stages of the Tour-De-France will be held in the Pennine area of Yorkshire on Saturday 5 and Sunday 6 July, 2014. On both days the event will pass close to the Lancashire Boundary. This report outlines what Lancashire County Council is doing to manage traffic issues caused by the event.

**9. Flood Risk Management Overview** (Pages 19 - 24)

A short report on responsibilities in relation to flood risk management in Pendle.

**10. Minimum unit price for alcohol for Lancashire** (Pages 25 - 30)

A report on the minimum unit price for alcohol in Lancashire campaign including facts about alcohol issues and costs in Pendle.

**11. Themes for future meetings**

Any suggestions for themes to be discussed at future meetings should be forwarded to the Chair and Harry Ballantyne, Localities Officer, Environment Directorate, Strategy and Policy, Lancashire County Council, Mobile 07717 423903 [harry.ballantyne@lancashire.gov.uk](mailto:harry.ballantyne@lancashire.gov.uk)

**12. Urgent Business**

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency.

**13. Schedule of future meetings**

The Forum's terms of reference provide that three meetings shall take place each year. Possible dates for meetings in 2014/15 are shown below:

- 16, 17 or 24 September 2014
- 26 November or 8 December 2014
- 7,8, 15 or 16 April 2015

All meetings will be held at 6.30 p.m. at venues to be decided by the Forum.

The Forum is asked to determine its timetable of meetings including venues for 2014/15.

I M Fisher  
County Secretary and Solicitor

County Hall  
Preston

# Agenda Item 1

## **Protocol for Public Speaking at the Pendle 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.

On 9 December, 2013 the Forum agreed that members of the public would be allowed to speak for 15 minutes at the beginning of the meeting and on every item, to be managed by the Chair at his/her discretion.

Public speaking must be on matters which are the functions of the County, District or Parish Council.

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.



# Agenda Item 3

## **Pendle Three Tier Forum**

**Note of the Meeting held on Monday, 9th December, 2013 at 6.30 pm in The Rainhall Centre, Rainhall Road, Barnoldswick**

### **Present:**

#### **Chair**

County Councillor David Whipp

#### **Forum Members**

County Councillor Azhar Ali  
County Councillor Mohammed Iqbal  
County Councillor Dorothy Lord  
County Councillor Christian Wakeford  
Councillor Tony Beckett  
Councillor Ken Hartley  
Councillor Graham Roach  
Councillor Richard Smith  
Councillor Tony Edwards

#### **Also in attendance**

Lisa Kitto, LCC Deputy County Treasurer  
Harry Ballantyne, LCC Localities Officer  
Chris Mather, LCC Democratic Services  
Dave Colbert, LCC Specialist Advisor – Transport Planning  
Debbie Thompson, LCC Localities Officer  
Philip Mousdale, Pendle Borough Council

#### **1. Appointment of Chair**

County Councillor M Iqbal and County Councillor D Whipp were nominated for the position of Chair. Upon being put to the vote, County Councillor Whipp was elected as Chair of the Forum for the ensuing year.

#### **2. Appointment of Deputy Chair**

Councillor Smith was elected as Deputy Chair of the Forum for the ensuing year.

#### **3. Membership and Terms of Reference of the Forum**

The membership of the Forum was duly noted and members accepted the revised Terms of Reference which included provision for public attendance and speaking at meetings.

The Forum was reminded that the County Council's Cabinet Member had ultimate responsibility for decision making and that the Forum was only able to make recommendations to the relevant Cabinet Member.

#### 4. Questions from members of the public

Borough Councillor Hanif (attended as a member of the public) asked the Forum to support a residents parking scheme on Reedley Road at a cost of £21k with Brierfield and Reedley area committee allocating £6k to the scheme.

Councillor Hanif felt that the scheme would help prevent double parking and problems caused by reversing vehicles particularly at school opening and closing times. County Councillor Wakeford was concerned that the scheme would lead to higher vehicle speeds along the road.

#### 5. 2014/15 Environment Directorate Commissioning Plan for Pendle

This item was brought forward in the agenda so a broader discussion of the Local Priorities Response Fund could take place.

The Forum was presented with a list of priorities identified by members since the last meeting which could be funded from the Local Priorities Response Fund. In order to support the development of the 2014/15 Commissioning Plan, members were asked to consider the schemes using the allocations and information contained within the report presented to the meeting.

There was a lengthy discussion on the list of priorities and the following key points were raised:

- It was noted that the capital programme proper was not yet agreed and that not all county councillor s had attended the commissioning event in August.
- It was suggested that £131,000 from the Local Priorities Response Fund should be disaggregated down to Divisional level as follows:

Division	Cllr	Electorate (number of people)	% of the total electorate	Allocation (£)
West Craven	CC Whipp	13,347	19.71	£25,805.91
Pendle East	CC White	11,026	16.28	£21,315.08
Pendle Central	CC Lord	10,668	15.76	£20,634.25
Nelson South	CC Ali	10,778	15.92	£20,843.74
Pendle West	CC Wakeford	10,943	16.16	£21,157.96
Brierfield and Nelson North	CC Iqbal	10,945	16.17	£21,171.06
		<b>TOTAL: 67,707</b>		<b>TOTAL (13/14): £130,928</b>

Officers would circulate the above information to all members of the Forum.

- It was agreed that all opportunities for match funding for schemes should be explored including funding from area councils, Pendle BC and S106 monies.

- Members were reminded that a final decision on the schemes to be funded from the Local Priorities Response Fund would be taken by the County Council's Cabinet Member for Highways and Transport.
- A comment was made that the Cabinet Member was happy for members to come up with schemes in their division and submit them to Alan Capstick for costing. Members were reminded that time was of the essence.
- The Forum agreed that scheme number 5 (Birtwistle Avenue/Harrison/Tennyson Drive Nelson) should be recommended for funding through the Neighbourhood Priorities Funding pot and not the Local Priorities Response Fund.
- No other schemes were supported (including the scheme requested by Councillor Hanif under the earlier public questions section).

## **6. Apologies**

Apologies for absence were received from County Councillor P White, Councillor T Cooney and Councillor E Ansar.

## **7. Note of the meeting held on 24 September 2013**

The note of the meeting held on 24 September 2013 was presented and accepted as a true and correct record.

## **8. Action sheet update from last meeting**

Members received an update on the action taken in response to issues raised at the previous meeting held on 24 September 2013.

It was reported that further speed checks were being undertaken on Birtwistle Avenue.

## **9. Lancashire County Council Budget**

Lisa Kitto presented a detailed report regarding the nature of the financial challenge facing the County Council over the next few years and informed the meeting that the County Council was faced with making savings of around £300m over the next four financial years which was the equivalent to almost 40% of its current budget.

It was noted that the County Council was currently focussing on balancing the 2014/15 budget and this would enable time to be devoted to the huge challenge of downsizing the County Council to a new budget level of £640m by 2017/18. Members were informed that this reduction needed to be set within the context that between the years 2010 to 2017, the County Council would have had to make savings of over £0.5b.

It was reported that in response to the increasing financial constraints the County Council had adopted a number of approaches, including a review of planning assumptions and forecasts which had led to a reduction of £17.4m in the level of savings required over the next four years. In addition employees had identified a further saving of £19.1m through a 10% challenge to drive out waste and increase efficiency across the County Council. A number of areas totalling £17.4m had also been identified where the cost of being in

business could be reduced, with no impact on the level or quality of services provided by the County Council to communities.

However, given the scale of the overall challenge facing the County Council it was clear that the level of savings required could not be achieved without impacting on services. The County Council was therefore undertaking a consultation exercise on a number of policy options and proposals for reshaping the way in which services would be delivered in the future.

In considering the report the following points were raised by members of the Forum:

- It was clear that the downsizing of the County Council's budget would result in a reduced workforce but the full effect on staffing numbers was not yet known. Officers agreed to circulate details about the number of staff currently employed by the County Council.
- A concern was expressed that young and elderly people would be most affected by the budget reductions. However, it was recognised that the budgets in these areas were larger than most other County Council budgets.
- Concerns were also expressed about the need to protect and indeed improve services for people suffering from dementia.
- A suggestion was made that the County Council should look to have a flatter management structure.
- It was important to keep the public informed about the reshaping of services.
- In view of the unprecedented financial situation over the next few years it was vital that the County and Borough Councils worked together to find viable solutions including shared services. It was felt that some borough councils may not survive and that the financial pressures facing all local authorities could pave the way for an increased number of unitary authorities across Lancashire.

Members were invited to submit any other suggestions to the County Council to help the authority to reshape its services.

#### **10. Draft East Lancashire Highways and Transport Masterplan for consultation purposes**

The Forum received a copy of the East Lancashire Highways and Transport Masterplan consultation document.

Members were informed that the closing date for comments was 13 December and it was important that the County Council's plans were evidenced based so that they would be best placed to bid for additional funding which the Government had made available for transport highways and transport schemes.

Members discussed several potential schemes and the possible effects they would have on housing and employment across the borough and East Lancashire in general. The



proposed A56 Colne-Foulridge Bypass scheme and M65/M66 improvements, as well as improvements to the rail network were considered to be of particular importance to the area.

#### **11. 2013/14 Quarter 2 Environment Directorate Performance Dashboard**

The Forum noted the Quarter 2 "dashboard" performance report.

Officers provided the following updates:

- The fixing of potholes as a result of complaints from members of the public would be included in monitoring reports as from 1 April 2014.
- Progress on highway improvements schemes were all on schedule.
- The outcome of the Nelson to Rawtenstall bus corridor study would be completed and reported in the New Year.
- Officers agreed to look into the problems caused by wagons speeding over road humps on Reedyford Road

#### **12. Themes for Future Meetings**

Members of the Forum were asked to submit items for the next Pendle 3 Tier Forum to Harry Ballantyne [harry.ballantyne@lancashire.gov.uk](mailto:harry.ballantyne@lancashire.gov.uk). Any suggestions would need to be cleared with the Chair.

A comment was made about health and social care briefings being duplicated across the 3 tiers of local government. In response to a suggestion that the Forum could provide a vehicle to receive joint briefings, it was agreed that the Forum should not look to become a scrutiny body for health and social care matters as this activity was already undertaken by other bodies.

#### **13. Urgent Business**

None.

#### **14. Date of Next Forum**

It was agreed that the next scheduled meeting of the Forum (7 April 2014) be cancelled and moved to 6.30 p.m. on 1 April 2014 in Brierfield. It was suggested that the meeting could be held in the Community Centre.

Ian Fisher  
County Secretary and Solicitor

County Hall  
Preston



## Pendle Three Tier Forum: Action Sheet

**Meeting Date:** 09/12/13

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
It was suggested that £131,000 from the Local Priorities Response Fund should be disaggregated down to Divisional level and details circulated to all members of the Forum	Harry Ballantyne	The information was circulated to members on 10 <sup>th</sup> December, 2013.
It was agreed that all opportunities for match funding for schemes should be explored including funding from area councils, Pendle BC and S106 monies.	Members of Pendle's Area Councils	N/A
The Forum agreed that scheme number 5 (Birtwistle Avenue/Harrison/Tennyson Drive Nelson) should be recommended for funding through the Neighbourhood Priorities Funding pot and not the Local Priorities Response Fund.	Harry Ballantyne / Commissioning Team / Alan Capstick	The recommendations of the 3TF have been passed to the Commissioning Team and Alan Capstick, Public Realm Manager for Burnley and Pendle.
Officers agreed to look into the problems caused by wagons speeding over road humps on Reedyford Road	Harry Ballantyne / Alan Capstick	The issue has been passed to the Public Realm Manager and we will update members 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		



**CAPITAL PROGRAMME UPDATE**

**PROGRESS AS EXPECTED**

**2013/14 Capital schemes programmed for delivery in quarter 3**

3 out of the 6 capital schemes, due for delivery in quarter 3, have either been completed or are progressing as planned, and are detailed below. For details of the remaining schemes please see the 'Progress not as Expected' section below.

**Urban Unclassified**

- o **Carriageway resurfacing works have been completed in the following locations** – Ross Street and Guilford Street, Brierfield (Brierfield and Nelson North).

**Capital schemes carried over from previous quarters for delivery in quarter 3**

**Bridges**

- o **West Close, Barnoldswick (West Craven)** – design of this scheme has started and is being delivered by the technical framework consultant. It is anticipated this will be completed by quarter 4 2013/14 with site works beginning in 2014/15.

**PROGRESS NOT AS EXPECTED**

**Capital schemes programmed for delivery in quarter 3 2013/14 but have now been delayed**

**Road Safety**

- o **New Scotland Road (Scotland Road pelican to Leeds Road toucan), and Scotland Road (Bradley Street to Scotland Road pelican), Nelson (Brierfield and Nelson North)** – the conversion of the footway to a cycle path has been delayed until quarter 1 2014/15 to tie in with the resurfacing of the footway.
- o **Every Street/Wellington Street, Nelson (Brierfield and Nelson North)** – this scheme had slipped due to a delay in the advertising process, however, this has now been completed. Work to install the zebra crossing is progressing on site and will be completed during March 2014.

**SERVICE UPDATE**

**Trading Standards**

**Unsafe LPG adaptors**

A Pendle internet trader was found guilty of selling unsafe Liquid Petroleum Gas (LPG) adaptors which allowed consumers to refill their portable LPG bottles from LPG pumps available at petrol filling stations. LPG bottles are designed not to be refillable by the public due to the safety risks of overfilling, and the escape of the highly flammable gas. Use of the adaptors presented a serious fire and explosion hazard. The trader was fined £2,500 and ordered to pay further costs of £2,500.

**Rogue Builders**

A Pendle driveway contractor was ordered to pay compensation of £4,500 and his company ordered to pay costs and fines of £1,000 after pleading guilty to four offences in relation to work carried out in Burnley, Pendle and Preston. The offences concerned three consumers, none of whom received a statutory notice informing them of their 7-day rights to cancel their contracts with the company. Failing to provide this information is a material omission under the Regulations. They were also charged with offences of aggressive practices.

**Road and Street Maintenance - Pothole Repair**

2013/14	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	13/14 Target
<b>Pendle</b>										
Monthly % of potholes filled within 30 days	96%	99%	98%	100%	100%	99%	95%	82%	71%	90%
Cumulative % of potholes filled within 30 days	96%	98%	98%	98%	99%	99%	98%	92%	91%	
<b>Lancashire</b>										
Cumulative % of potholes filled within 30 days	99%	98%	98%	98%	98%	98%	97%	94%	93%	90%

In 2013/14 the directorate has a year-end target of fixing 90% of potholes identified through Highway Safety Inspections (HSI) within a 30 day period. In Pendle 2,095 potholes were identified through HSIs between April and December 2013, of which 1,900 (91%) were repaired within 30 days, although all of the 2,095 potholes identified have been repaired.

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

**Environment and Community Projects  
Marsden Community Primary School Ground Improvements**

It was confirmed in December that the National Lottery Awards for All Programme has approved a grant of almost £10,000 towards a scheme to improve the grounds at Marsden Primary School, Nelson. It is hoped that work will start on site in spring to create new play, learning and food growing facilities at the school.

**LOCAL TRANSPORT PLAN: CAPITAL SCHEMES**

**Preston–East Lancashire Transport Corridor Study**

The M65, which terminates just west of Colne, provides good road connections with Preston and Manchester via the A56/M66, however the sudden change from motorway to carriageway results in significant delays on the through route to Yorkshire and Leeds, with considerable congestion on the urban network within Colne. To gain a better understanding of any potential solutions to this, the county council commissioned an M65 to Yorkshire Corridor Study which has now been completed. The East Lancashire Highways and Transport masterplan was made available for public consultation during quarter 3 and was approved by Cabinet in February 2014.

**Nelson to Rawtenstall Bus Corridor**

This study is being undertaken to identify issues affecting journey times and reliability in the Nelson to Rawtenstall section of the Colne-Manchester (X43) Bus Corridor. The study has been split into three parts, two have now been completed. The draft report for the third part of study is under review and is anticipated to be completed during quarter 4 2013/14 along with a summary report of the overall project.





**Appendix H**  
**2014/15 Pendle Capital Programme**

**Maintenance of Highway Assets**

Project Name	Division	Project description	Location of Scheme	Total Cost	Quarter
<b>Programme: A, B &amp; C Roads</b>			<b>Capital Allocation</b>	<b>£265,282</b>	
C682 Lancashire Moor Road	Pendle East	Surface Dressing	Keighley Road to Boundary	£88,915	Q2
A56 Skipton Road	Pendle Central	Surface Dressing	Green Fell Cottage to West Cliff	£6,699	Q2
Junction 12 M65 Roundabout	Brierfield and Nelson North	Carriageway Resurfacing	Roundabout	£109,620	Q2
B6248 Clitheroe Road	Brierfield and Nelson North	Carriageway Resurfacing	Level Crossing to M65 Bridge	£60,900	Q1
<b>Forecast Outturn Capital Expenditure</b>				<b>£266,134</b>	

<b>Programme: Urban Unclassified</b>			<b>Capital Allocation</b>	<b>£180,186</b>	
Bradshaw Street	Nelson South	Carriageway Resurfacing	Railway Street to Hibson Road	£43,544	Q3
Carr Hall Gardens (including Chatsworth Close)	Pendle West	Carriageway Resurfacing	Carr Hall Drive to End	£20,584	Q1
Coates Avenue	West Craven	Carriageway Resurfacing	Gisburn Road to Rainhall Crescent	£49,573	Q1
Chapel House Road	Nelson South	Surface Dressing	Beaufort Street to Bracewell Street	£9,135	Q2
Avon Drive	West Craven	Surface Dressing	Coates Avenue to End	£9,135	Q2
Ravens Grove	Pendle West	Carriageway Resurfacing	Meadow Close to End	£17,052	Q1
Beaufort Street	Nelson South	Surface Dressing	Hibson Road to Waidhouse Road	£7,613	Q2
Percy Street	Nelson South	Surface Dressing	Hibson Road to Chapel House Road	£8,831	Q2
St Marys Avenue	West Craven	Surface Dressing	Coates Avenue to Ben Lane	£8,831	Q2
Fenton Avenue	West Craven	Surface Dressing	Kirkstall Drive to St Marys Avenue	£5,481	Q2
<b>Forecast Outturn Capital Expenditure</b>				<b>£179,779</b>	

<b>Programme: Rural Unclassified</b>			<b>Capital Allocation</b>	<b>£84,711</b>	
Brogden Lane	West Craven	Surface Dressing	Gisburn Road to Stocks Lane	£44,762	Q2
Wheatley Lane Road	Pendle West	Surface Dressing	Noggarth Road to No 386	£24,360	Q2
Back Lane	Pendle Central	Surface Dressing	Delves Lane to Sheffield Lane	£12,180	Q2
<b>Forecast Outturn Capital Expenditure</b>				<b>£81,302</b>	

<b>Programme: Footways</b>			<b>Capital Allocation</b>	<b>£119,013</b>	
New Scotland Road	Brierfield and Nelson North	Replace flags with bitmac	Pedestrian crossing to Bradley Road car park side	£14,890	Q3
Corporation Street	Pendle Central	Replace flags with bitmac	Burnley Road to Regent Street - Flag side	£14,494	Q3
Manchester Road	Brierfield and Nelson North	Replace flags with bitmac	No.272 to 130, and No. 211 to 259	£19,610	Q3
Percy Street	Brierfield and Nelson North	Footway Reconstruction	Hibson Road to Chapel House Road	£36,540	Q3
Kelbrook Road	West Craven	Slurry Seal	Barnoldswick Road (disused railway) to Park Road	£36,540	Q3
<b>Forecast Outturn Capital Expenditure</b>				<b>£122,074</b>	

<b>Programme: Local Priorities Response Fund</b>			<b>Capital Allocation</b>	<b>£129,024</b>	
Birtwistle Avenue/ Harrison/ Tennyson Drive Pendle Central, Excessive speeds	Pendle Central	Road Safety measures	All roads	£73,500	Q4
Carlton Street	Brierfield and Nelson North	Surfacing	Full length	£54,811	Q3
Ghyll Lane, West Craven	West Craven	Surfacing	Full length	£18,271	Q3
<b>Forecast Outturn Capital Expenditure</b>				<b>£146,582</b>	

<b>Programme: Lighting Column Replacement</b>			<b>Capital Allocation</b>	<b>£45,205</b>	
Lancaster column replacements	Various as necessary	Column replacements	Pendle	£45,205	Q4
<b>Forecast Outturn Capital Expenditure</b>				<b>£45,205</b>	

<b>Programme: Flood Risk Management &amp; Drainage</b>			<b>Capital Allocation</b>	<b>£90,417</b>	
Edge End Avenue, Briarfield	Brierfield and Nelson North	Drainage Improvement/Flood Relief	Edge End Avenue, Briarfield	£22,523	Q3
Earby Bus Station	West Craven	Drainage Improvement/Flood Relief	Earby Bus Station	£52,553	Q3
Stang Top	Pendle West	Drainage Improvement/Flood Relief	Stang Top	£15,015	Q4
<b>Forecast Outturn Capital Expenditure</b>				<b>£90,091</b>	

<b>Programme: Traffic Signals</b>			<b>Capital Allocation</b>	<b>£19,414</b>	
Albert Road/Lord Street/Sutherland Street, Colne	Pendle Central	Site equipment refurbishments	Albert Road/Lord Street/Sutherland Street, Colne	£15,400	Q2
<b>Forecast Outturn Capital Expenditure</b>				<b>£15,400</b>	

<b>Programme: Bridges</b>			<b>Capital Allocation</b>	<b>£383,700</b>	
4691b1 West Close	West Craven	Strengthening scheme	4691b1 West Close, U40224 West Close Road	£115,200	Q3
997b1 Wheatley Lane Principal Bridge Inspection	Pendle West	Principal Bridge Inspection	997b1 Wheatley Lane, C671 Wheatley Lane	£4,200	Q3



**Appendix H**  
**2014/15 Pendle Capital Programme**

Seetru Bolt Replacements Pendle District	Divisions as necessary	Replacement of parapet holding down the bolts at several bridges in Pendle District.	Various Pendle District	£150,300	Q2
6346b1 North Valley Road Culvert Principal Bridge Inspection	Pendle Central	Principal Bridge Inspection	6346b1 North Valley Road Culvert, A6068 North Valley Road	£4,200	Q3
Footbridge Structural Maintenance	Divisions as necessary	Footbridge Structural Maintenance	Various Pendle District	£14,500	Q4
Bridge Structural Maintenance	Divisions as necessary	Bridge Structural Maintenance	Various Pendle District	£33,500	Q4
Retaining Wall Structural Maintenance	Divisions as necessary	Retaining Wall Structural Maintenance	Various Pendle District	£59,800	Q4
Parapet Risk Ranking and Programme Investigation	Divisions as necessary	Parapet Risk Ranking and Programme Investigation	Various Pendle District	£1,000	Q4
Retaining Wall Programme Investigation	Divisions as necessary	Retaining Wall Programme Investigation	Various Pendle District	£1,000	Q1
<b>Forecast Outturn Capital Expenditure</b>				<b>£383,700</b>	
<b>Reserve Bridges Schemes</b>					
Strategic Route Principal Bridge Inspections	Various in Pendle	Strategic Route Principal Bridge Inspections	Various Pendle District	£9,000	
Structural Reviews	Various in Pendle	Structural Reviews and Assessments	Various Pendle District	£4,000	
<b>Reserve Bridges Schemes Total</b>				<b>£13,000</b>	

**Improving the Safety of Streets for Vulnerable People**

Project Name	Division	Project description	Location of Scheme	Total Cost	Quarter
<b>Programme: Road Safety</b>				<b>Capital Allocation</b>	
				<b>£39,333</b>	
Every Street, zebra crossing by Pendle Street	Brierfield and Nelson North	Zebra crossing	Every Street by Pendle Street, Nelson	£27,783	Q4
<b>Forecast Outturn Capital Expenditure</b>				<b>£27,783</b>	



## **Tour de France Grand Départ 2014 - Briefing note for Pendle Tier Forum March 2014**

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### **Introduction**

The first two stages of the Tour de France will be held in the Pennine area of North Yorkshire on Saturday 5 and Sunday 6 July, 2014. The event is expected to attract significant visitor numbers from overseas as well as from within the UK.

Whilst this will be a great opportunity to see part of the event, recognised as one of the top annual sports occasions in the world, on both days the event will pass close to the Lancashire boundaries and as a result, travel between Lancashire and Yorkshire will be disrupted. Many people will be travelling from the south via Lancashire's roads and motorways. Some visitors are also expected to arrive several days in advance of the race to participate in other events that are taking place around the route.

There are two trans-Pennine (west to east) road crossings that will remain open at all times during the event:

- **North of the event (Cumbria)** - the A66 between the M6 and the A1.
- **South of the event (Greater Manchester)** - the M62.

Our main aim is to ensure the race and dates are well publicised and to ensure that people plan their travel in advance for that weekend and for the days beforehand when large numbers of spectators will be travelling to the area. Advance publicity will allow Lancashire residents to plan to avoid any disruption whilst maximising the benefits of this international event which is happening on our doorstep.

We are working with representatives from adjoining councils to ensure that the event passes with minimum disruption to Lancashire. This involves balancing the needs of spectators, many of whom will want to travel via Lancashire and the needs of individuals who want to continue with their business avoiding the race or any of the associated events.

We are currently identifying which roads need to be closed to allow the race to pass and where there will need to be restrictions for the safety of the public. We will update you with information about road closures as soon as possible to ensure that people have time to plan/amend their activities for that weekend.

### **The Tour de France route**

The race will result in the closure of many cross-Pennine routes from Lancashire to Yorkshire on both days of the event resulting in travel disruption. For safety reasons, the roads that are part of the route will be closed for approximately three hours before the race and for up to three hours afterwards. However, it will not be possible to accurately estimate the time that the race passes any given point due to a number of factors including the weather and the speed of the cyclists.

There will be many opportunities to see the race along with the spectacle of the sponsorship procession in the build up to the race. In addition to this, some communities are arranging events around the main race including Spectator Hubs with specialised accommodation and large screen televisions to observe the Tour de France. The race also coincides with other major sporting events which could be shown on the big TV screens including Wimbledon Finals and the World Cup Quarter Finals.

Residents of Lancashire can keep up to date with further news about the event and road closures by visiting our website [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search 'Tour de France'. This will enable people to plan their travel that weekend whether it's to and from the event, or to avoid the disruption.

### Our advice to residents

You can view the race route on the map at the end of this briefing note.

- **On Saturday 5 July** the race will commence in Leeds City Centre and end in Harrogate going via Otley, Ilkley, Skipton, Grassington, Hawes, Masham, and Ripon.
- **On Sunday 6 July** the race starts from York City Centre and finishes in Sheffield going via Harrogate, Steeton, Keighley, Howarth, Littleborough, Huddersfield and Holmfirth.

The following key points should be noted:

1. **Plan your journey in advance** - It is inevitable that there will be some traffic congestion so plan your journey in advance and leave yourself extra time to get to your destination. Remember that access to key locations such as Skipton and Hebden Bridge will require careful management and turning up to see the race one hour prior to the scheduled time may well end in disappointment.
2. **Look out for the spectator hubs** - As well as trying to manage the traffic around the event we want to ensure as many people as possible have the opportunity to watch the event. There will be spectator hubs around the route that will attempt to keep spectators in one place but people are expected to move between locations. This will inevitably lead to some travel disruption.
3. **Keep updated with road closures** - Roads may be closed at any given point for up to seven or eight hours. Where the route passes close to Lancashire these roads could be closed from early morning.

Spectators will need to plan their journey well in advance so they know where they want to see the race, how they intend to travel there and when they will need to be in position. Access to key locations such as Skipton and Hebden Bridge will require careful management. Turning up to see the race one hour prior to the scheduled time may well end in disappointment.

We will publish further information and updates about road closures/timings on our website as soon as they are confirmed.

### Key contacts

For more detailed information about The Tour de France Grand Départ 2014 visit:

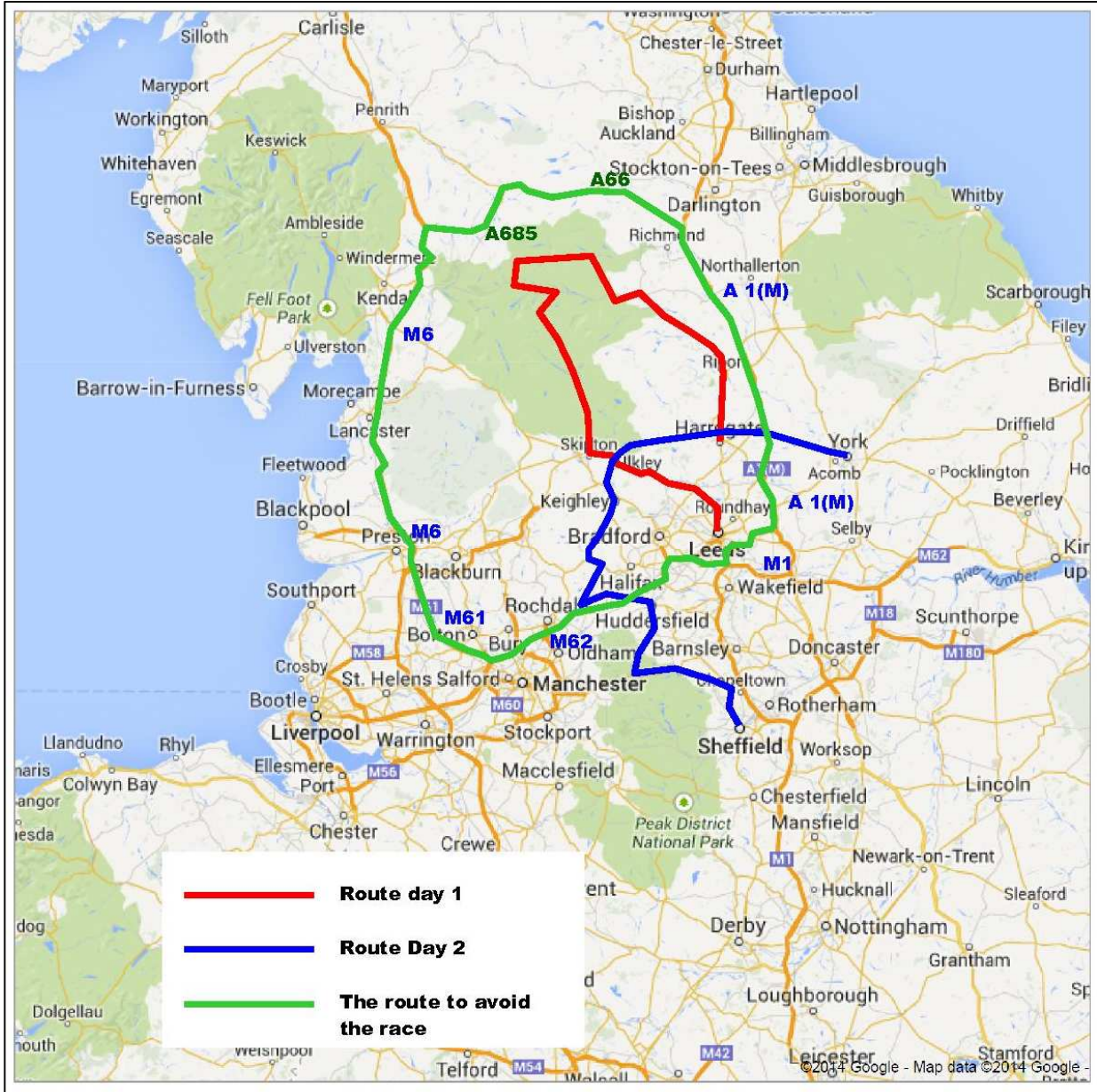
<http://letour.yorkshire.com/>

If you need more information about road closures or you are planning to hold a Tour de France event please let us know by emailing: [tdf.enquiries@lancashire.gov.uk](mailto:tdf.enquiries@lancashire.gov.uk)

Our website will also be regularly updated with information about the event, travel advice and road closures - visit [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and search for 'Tour de France'.

**Map of the Tour de France route – Saturday 5 July and Sunday 6 July 2014**

The map below outlines the alternative travel routes for both days. The southern route does involve motorway usage which may exclude certain drivers from using it. Advance signage of alternative routes will be in place around two weeks before the event to raise driver awareness of potential road closures and diversions.





## Pendle 3 Tier Forum

1 April 2014

### Flood Risk Management

#### Why undertake Flood Risk Management?

Following the Pitt Review the Government has introduced new legislation which has brought about new statutory duties and responsibilities for local authorities.

Key pieces of legislation which Lancashire County Council undertakes are set out in the Land Drainage Act 1991, & the Flood and Water Management Act 2010 (FWMA).

The FWMA now designates Lancashire County Council as a Lead Local Flood Authority (LLFA) and makes us responsible for managing the risk of flooding from local sources. These local sources include surface water, groundwater and ordinary watercourses.

#### Lancashire County Council Flood Risk Management Team

In response to this new legislation in June 2013 Lancashire County Council established a Flood Risk Management team which sits in the Lancashire Highway Services Section of the Environment Directorate. The team are responsible for implementing the requirements of the FWMA and ensuring Lancashire County Council is able to successfully deliver against its new responsibilities as a LLFA.

#### The Council's key responsibilities

The council's key responsibilities include:

- **Implementing a Local Flood Risk Management Strategy** guided by the Environment Agency's National Flood and Coastal Risk Management Strategy specifies a set of 19 objectives for managing local flood risk. The Strategy (joint with Blackpool) will be adopted in April 2014 and will guide our Flood Risk Management objectives over the next three years and beyond.
- (Section 19 Reports) **Investigating flood incidents** reports from public, MPs, Councillors etc. We have a duty to investigate 'to the extent that it considers it necessary or appropriate.' Whilst the responsibility to take action might lie with one of the other RMAs this duty to **investigate** lies solely with the LLFA regardless of the source or cause of the flooding incident.
- **Sustainable Drainage Approving Body (SAB)** expected post October 2014, working in tandem with the planning system. LCC will be responsible for approving sustainable drainage proposals (10 properties or greater than 0.5 ha.) The LLFA will also have a duty to adopt and maintain those SuDS systems for the life of the development paid by levy. This role is set to increase with DEFRA

stating that by 2017 the requirement for SAB consent will increase to any development greater than 1 dwelling house or greater than 100sqm (patio).

- **Maintaining an Asset Register** of local structures and features that are likely to have a significant effect on flood risk. The Flood Risk Management Team are in the process of collating information from all over the county regarding structures and features which could have an effect on flood risk including gullies, culverts and trash screens.
- **Designating structures / features as flood risk assets** in order to ensure assets which could have a significant effect on flooding are recognised and protected. This power extends to structures and features found on private land Designation means the owner would need consent before making any changes to the structure or feature. This power was introduced in June 2013 but has not yet been exercised by the County Council.
- **Consenting and enforcement on ordinary watercourses(anything not designated as main river)** – The FWMA transfers powers from the EA to LLFAs for consenting and enforcement issues for ordinary watercourses, unless they are within an Internal Drainage Board (IDB) area. The Pendle area has the Earby and Salterforth IDB details of which are attached to the back of this report. LCC therefore has responsibility for consenting to works completed on ordinary watercourses and for taking enforcement action when works have been completed without consent.

Ordinary water course (OWC) Consents average 20/quarter, enforcements issued average 10/quarter. This is particularly important when works on an ordinary water course have contributed to or caused a flooding incident.

- Contributing to **sustainable development** when exercising a flood risk management function, for example ensuring our own capital improvement schemes are delivered in a way that is not detrimental to the wider environment or the future capacity of an area to cope with flooding (property group, emergency planning)
- Involvement in Coastal overview Fylde Peninsular Water Management Group, NW Coastal group (Anchorsholme & Rossall flood defence schemes. Whilst Lancashire County Council has been designated as the LLFA we need to continue working in partnership with the other Risk Management Authorities (RMA's) in order to effectively deliver against the requirements of the FWMA, this is primarily working in partnership with Districts, Environment Agency (EA), and United Utilities. We are adopting a proactive approach - Modelling, developing Surface Water Management Plans to identify high risk areas, which will assist deliver the Flood Risk Management Strategy objectives.
- Strategic Partnerships are an integral part in delivering the duties and responsibilities required by the Acts.
- There is a formal hierarchy of partnerships (see below) starting at the high level Regional Flood & Coastal Committee, Strategic Partnership Management Group,

Partnership Group & the mainly technical led district Making Space for Water Groups. All these groups contribute to managing the way that Flood Risk duties and responsibilities are delivered and are instrumental in attracting Government funding.

- The DEFRA announced on 6 February, 2014 approved Grant for Lancashire 2014/15 totalling £38M, which includes funding for EA schemes along with a local authority programme.

### **Earby and Salterforth IDB**

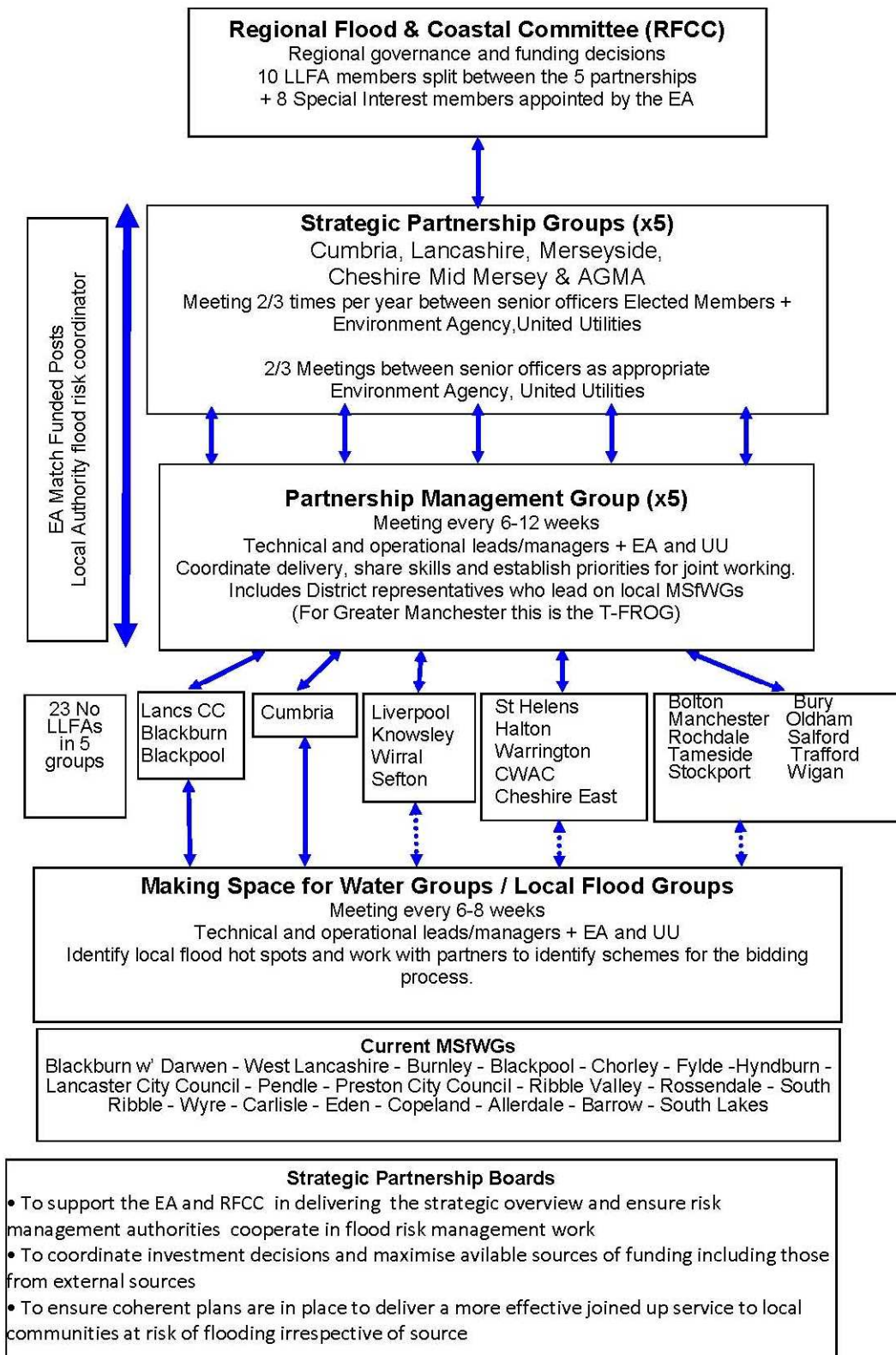
Internal Drainage Boards (IDBs) have an important role to play in flood risk management, and in creating and managing natural habitats. IDBs are made up of elected members who represent land occupiers, and others nominated by local authorities who represent the public and other interest groups. Each IDB operates within a defined area, known as a drainage district. In Lancashire there is one IDB - The Earby and Salterforth IDB.

IDBs are independent public bodies responsible for managing water levels in low-lying areas. They are the land drainage authority within their districts and their functions include supervising land drainage and flood defence works on ordinary watercourses. This is primarily funded by drainage rates and levies from land occupiers and local authorities. By doing this, they closely manage water levels, both in watercourses and underground (groundwater), by improving and maintaining ordinary watercourses, drainage channels and pumping stations to reduce the risk of flooding.

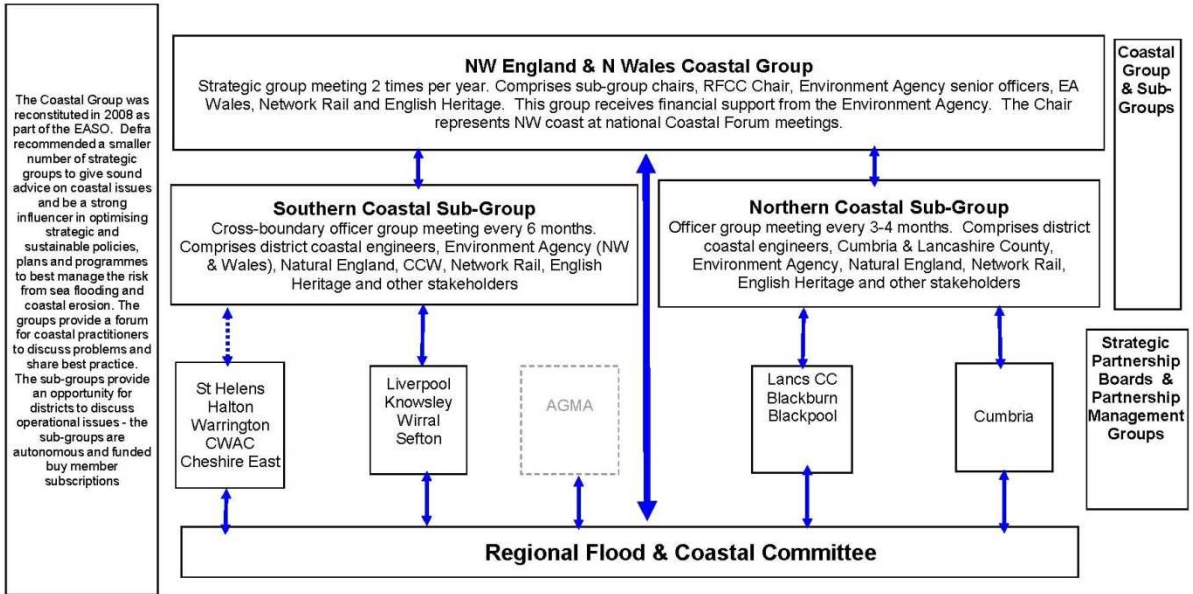
They are able to involve local people, encourage volunteering and raise funds from those who benefit from their work. The Earby and Salterforth IDB also cover the upper reaches of the River Aire, the main catchment of which is in Yorkshire.



# Flood Risk Management: Partnership Structure









# Agenda Item 10

## Tackle Cheap Alcohol with Minimum Unit Pricing

### Pendle 3Tier Forum

17 March 2014

#### 1. Purpose

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

#### 2. Background

The Cumbria and Lancashire Public Health Collaborative<sup>1</sup> and DrinkWise<sup>2</sup> organised an event on 20 November 2013 during Alcohol Awareness Week. At this event, stakeholders heard evidence from Sheffield's Alcohol Policy model and lessons learnt from Canada on minimum pricing for alcohol. Discussions at the event concluded that further awareness and engagement work was needed to develop a common understanding on the minimum unit pricing policy.

A project group has now been established to raise awareness on minimum unit pricing for alcohol by the Cumbria and Lancashire Public Health Collaborative, led by Dr Arif Rajpura, Director of Public Health at Blackpool Council.

Pendle 3Tier Forum has been identified as one of the key partners the project group would like to engage with. A factsheet has been produced by DrinkWise on the minimum unit pricing policy for alcohol, which also includes the impact of alcohol on Pendle and Lancashire (see attached).

#### 3. Feedback

The project group would welcome some feedback from the Pendle 3Tier Forum:

- a) Did you know about minimum unit pricing before this factsheet? **(Yes/No)**
- b) Are you now aware about minimum unit pricing after reading this factsheet? **(Yes/No)**
- c) Do you have any comments/suggestions for the project team to consider? **Please give details**

#### **For further information about this programme, please contact:**

Sangita Patel, Programme Manager, Cumbria and Lancashire Public Health Collaborative,  
[sangita.patel@lancashire.gov.uk](mailto:sangita.patel@lancashire.gov.uk), 01772 536296

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<sup>1</sup> The Collaborative is a partnership between the Directors of Public Health from Blackpool Council, Blackburn with Darwen Council, Cumbria County Council and Lancashire County Council as well as other senior public health leaders.

<sup>2</sup> DrinkWise is a member of the [Alcohol Health Alliance](#), the national umbrella organisation which includes alcohol harm reduction charities, campaigners and health professionals.



## Tackle Cheap Alcohol: Minimum Unit Pricing

### What is a minimum unit price?

Minimum unit pricing is about stopping alcohol being sold at pocket-money prices. It links the cost of alcohol to the strength of alcohol – so the more units of alcohol there are, the higher the price. It is important to tackle the cheap strong drinks which ruin so many lives and fuel violence, such as white cider and cheap vodka. This will protect the most vulnerable in society, such as young people and very heavy drinkers, who are more likely to drink cheap strong alcohol and suffer the consequences by pricing it out of their hands. **Minimum unit pricing won't increase the price of a pint in the pub or the average bottle of wine – this is about tackling the dirt cheap pocket money booze, only found on the bottom shelf.**

After ten years of being implemented in England, a minimum price of 50p per unit of alcohol will<sup>i</sup>:

- Save **960** lives
- Reduce hospital admissions by **35,100**
- Save **376,600** days absent from work
- Cut crimes by **50,700**
- Save the economy **£5.1 billion**
- Reduce overall consumption of alcohol by **2.5%**

### You get what you pay for

The Government is to implement a 'below-cost sales ban'. This will have very little impact as it will only stop drink being sold at less than the alcohol-duty plus the VAT of the drink. Researchers at the University of Sheffield have calculated the effect of the Government's proposal<sup>ii</sup>:

- Save **14** lives,
- Reduce hospital admissions by **500**,
- Save **5,700** days absent from work
- Cut crimes by **900**
- Save the economy **£77 million**
- Reduce overall consumption of alcohol by **0.04%**

The Governments proposed 'below-cost ban' therefore will be more than **60 times less effective** than a minimum unit price of 50p. It simply won't remove the very cheap strong drinks from sale.

## What will it cost me?

Four out of five people will see very little difference in how much they pay for alcohol in the North West. It is vulnerable young and heavy drinkers who are at risk of serious health harm who will pay more. A minimum unit price of 50p will cost moderate drinkers an **average of 5 pence per week**, or £2.60 over a whole year<sup>iii</sup>.

Some examples of how a minimum unit price of 50p would affect the price of drinks<sup>iv</sup>:

				
<b>NO INCREASE</b>	<b>Minimum price: £13.00</b>	<b>Minimum price: £6.25</b>	<b>Minimum price: 88p/can</b>	<b>NO INCREASE</b>
Supermarket price: £4.99 (9 units, 12% abv)	Supermarket price: £9.70 (26 units, 37.5% abv)	Supermarket price: £2.99 (12.5 units, 5% abv)	Supermarket price: 67p (1.8 units, 4% abv)	Pub price: £3.03 (2.3 units, 4% abv)

## Minimum unit pricing is already working in Canada<sup>v</sup>

Studies in two Canadian provinces show that 10% increase in minimum prices resulted in:

- **Decrease of 8.4%** for all drinks
- Significant **shift away** from high to low strength beers and wines
- Immediate **drop in public violence** at weekends

Lives saved in Canada:

- **32% decrease** in alcohol-caused deaths
- After two years there was a **9% drop in deaths**
- Chronic alcohol-related deaths **dropped by 20%** after 2 years

## A question of trust

Some global alcohol companies oppose minimum unit pricing. You will hear their arguments, in the media, through slick reports and from sponsored ‘front’ organisations. But at the end of the day it boils down to trust. A minimum unit price is supported by people who put your health and physical safety first – police and fire services, doctors and nurses, cancer charities and medical colleges. Minimum pricing is opposed by some who manage companies whose obligation is to shareholders to maximise profits. We believe **minimum unit pricing targets cheap strong booze** and will protect the most vulnerable and young in our society from pocket-money priced drinks.

## The impact of alcohol on Pendle and Lancashire

- 34 alcohol-related deaths between 2010/2012 – 12 female; 22 male – a rate of 11.7/100,000 (Lancashire: 558)<sup>vi</sup>
- 2,530 alcohol-related hospital admissions 2010/2011 (Lancashire: 32,460)<sup>vii</sup>
- 92 alcoholic liver disease admissions to hospital 2011/2012, an increase of 74% from 2002/2003 (Lancashire: 1,873)<sup>viii</sup>
- 529 alcohol-related crimes recorded 2011/2012 (Lancashire: 6,858)<sup>ix</sup>
- Total costs of alcohol to Pendle: £32.64 million; £364/head (all men, women and children) (Lancashire: £528.16 million)<sup>x</sup>
  - Costs to NHS: £7.94 million; £89/head
  - Costs through crime: £11.79 million; £132/head
  - Costs to the work place (eg sick days): £11.12 million; £124/head
  - Costs to Social Services: £2.30 million; £26/head

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<sup>i</sup> Sheffield Alcohol Research Group, 2013

<sup>ii</sup> Sheffield Alcohol Research Group, 2013

<sup>iii</sup> Sheffield Alcohol Research Group, 2013

<sup>iv</sup> Drink Wise, 2014

<sup>v</sup> Stockwell et al, 2013

<sup>vi</sup> Office for National Statistics, 2014

<sup>vii</sup> Local Alcohol Profiles for England, 2012

<sup>viii</sup> Balance North East 2013

<sup>ix</sup> Local Alcohol Profiles for England, 2012

<sup>x</sup> Public Health England, 2013

