

Environment Directorate Pendle 2014-15 Commissioning Plan

1 April 2014

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1. INTRODUCTION

The Environment Directorate is committed to improving the quality of life and the environment for the people and businesses of Lancashire. The directorate delivers a wide range of services from highway maintenance, environmental management, and scientific services, to waste management, emergency planning, trading standards, and strategic transport planning. Many of these services are used by people living in Lancashire every day and are often the services residents and visitors to Lancashire use the most.

Our commissioning process has enabled the Environment Directorate to become a more responsive and flexible service provider, where local priorities inform how and where we deliver our services.

The annual commissioning plans are the outcome of this approach; they are public statements of our intentions taking into account local need, technical, financial and legal considerations. They set out our commitments, service priorities and the resources allocated to provide them. They are produced through a process of consultation and engagement with key stakeholders including:

- County and district councillors
- Parish and town councillors
- Officers of both the county council and district councils

Our services are delivered through two types of funding; 'capital' which funds the construction, improvement and long term maintenance of assets such as roads, footways, bridges, traffic signals, public rights of way, public transport infrastructure, waste facilities and property; and 'revenue', which funds the day-to-day running of our services, including staff resources, waste recovery and disposal, cyclical and reactive maintenance of our assets, public transport provision, a range of environment and community projects, and the running costs of buildings and equipment.

This plan contains details of the capital schemes and revenue services to be provided in Pendle in 2014/15. Throughout the year the capital programme and revenue funded activities are closely monitored. Where necessary, for example as priorities change, this plan will be amended and kept as up to date as possible.

Each commissioning plan is supported by a comprehensive 'district needs profile' which provides a factual overview of the district from both a local district perspective and the wider county perspective. This needs profile provides an overarching assessment of the needs of each district. The services provided by the directorate contribute towards addressing those needs, some of which are very complex and of a long standing nature. Many of the issues require a multi directorate and/or external partner input.

In year changes and updates

Changes to how we intend to deliver services will be detailed in the below table. Progress and updates are also communicated via the quarterly district dashboards. Environment Bulletins provide in year forward looking service delivery information on a district basis.

Please follow the links to see the latest versions:

[Environment Directorate dashboards](#)

[Environment Bulletins](#)

The plan is a live document that will be updated through the course of the year and all changes made are noted below:

Section and page number	Change/s made	Reason for change/s	Date of change

1.1 The Environment Directorate commitment

Following the Local Elections in May 2013 the County Council's new administration is developing a revised corporate strategy and four year budget strategy for the council. In anticipation of these strategies being agreed a statement has been issued, which states that over the next four years the council's priorities will focus on the following:

- To prepare for the future
- To support the most vulnerable, and
- To boost the Lancashire economy, both creating and protecting jobs

The Environment Directorate will contribute towards these corporate priorities by:

- Promoting sustainable economic growth
- Supporting people and communities, and
- Protecting and improving our assets

These priorities form the underlying drivers for our service delivery. The directorate is continuing to work and plan our services in line with the priorities above, the money available, local needs, and our statutory responsibilities.

The directorate is committed to providing responsive and flexible services, and Lancashire County Council has committed to working closely with the county's district councils. This will ensure that resources are targeted, as far as is practical, on the basis of agreed need and priorities within the borough. The Three Tier Forum is one of the mechanisms we will use to gain this local insight.

1.2 Shaping service delivery in Pendle

Shaping service delivery for the council has a number of drivers; in more recent years there has been an ongoing challenge to deliver value for money services whilst still meeting the expectations and needs of the residents of Lancashire, whilst also meeting our environmental, legal and social responsibilities.

The next few years will be the council's most challenging to date. The commissioning process will play an increasingly critical role in enabling the council to meet local needs with the resources it has to deliver its services.

Knowing what the local needs are is therefore crucial and in order to ensure the council has that information, the District Needs Profiles have been developed. They provide a factual overview of Pendle from a local district perspective and the wider county perspective. This information has helped to shape the services detailed in this commissioning plan.

The Needs Profile reflects the priorities set out in the Corporate Strategy and the information gained through the Living in Lancashire Surveys, and provides a summary snap shot of Pendle, drawing out the key issues. Details of Pendle's needs profile can be found in appendix A.

1.3 Priority Neighbourhoods Approach

Addressing health inequalities in Lancashire is a key issue for the county council, and will be a focus for service delivery going forward. In response to the Marmot Review (2010) into health inequalities in England, the directorate has established a priority neighbourhood approach to providing services.

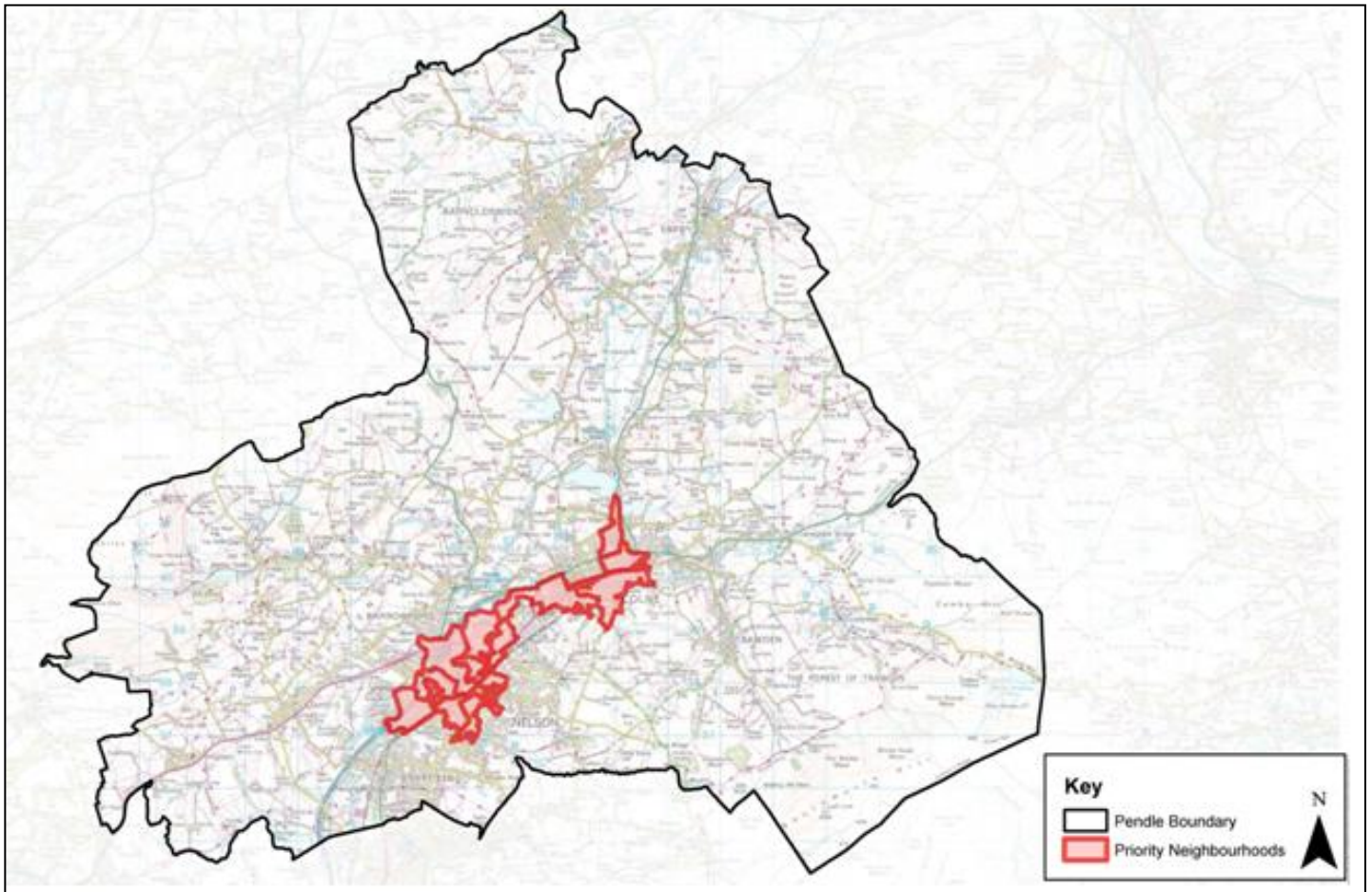
Priority Neighbourhoods is a geographically targeted approach concerned with helping the county council make a significant contribution to building resilience within deprived neighbourhoods. Our priority neighbourhoods are those which include the 10% most deprived communities in the county (Index of Multiple Deprivation 2010). The essence of the Priority Neighbourhood approach is the establishment of an enhanced level of community responsiveness as the norm in these geographical areas.

Research has found that some deprived communities seem to have characteristics which protect local people from the negative health effects of deprivation and social inequality. These characteristics, that seem to make people resilient to the way deprivation affects health, include having pride and satisfaction with local areas, feeling safe and having an ability to influence decisions in the community. The ability of communities to influence the way in which we respond to service requests is a key to fostering a belief that communities can influence their day to day existence,

Our approach involves reacting quickly and positively to service issues in deprived areas to deliver services which are important to local people and allowing local people to influence what and how services are delivered. It involves listening and responding to community concerns positively, automatically, flexibly and quickly. We will work closely with local Members in dealing with local issues, making our services more accessible and helping local people see they can make a difference by informing us of their issues. We will not be able to deliver every request but we will be able to respond rapidly with an honest and appropriate answer to the communities. Where we cannot solve issues we will explain why this is.

In Pendle the following wards contain priority neighbourhood areas, this is mapped overleaf:

- Southfield
- Whitefield
- Bradley
- Clover Hill
- Walverden
- Waterside
- Vivary Bridge
- Horsfield



1.4 Local Transport Plan

The county council's third Local Transport Plan (LTP3) sets out our transport priorities until 2021. It establishes our commitment to support Lancashire's economy and to tackle deep-seated inequalities in people's lives, revitalise our communities, and provide safe, high-quality neighbourhoods.

As part of this, and as the highway and transport authority for Lancashire, we are producing a set of Highways and Transport Masterplans that will cover all 12 districts of the county. Once completed, these masterplans will set out a cohesive highways and transport strategy for the whole county, linking economic development, spatial planning and public health priorities to the wider policy objectives of the county council.

Each masterplan will:

- Outline current issues affecting our highways and transport networks
- Look at the impact of plans and policies in future years, including the Lancashire Enterprise Partnership's Plan for Growth and approved Local Development Framework Core Strategies
- Propose measures that the county council consider are needed to support future growth, and development and improve our communities
- Outline funding mechanisms, delivery programmes and associated risks.

Rather than produce a masterplan for each district, the council will create five masterplans that reflect the travel areas identified in the Local Transport Plan. All five masterplans will integrate with each other to ensure that the whole of Lancashire sees economic and housing growth that will maximise its potential.

Pendle is integral to the East Lancashire Masterplan, together with Hyndburn, Burnley, Rossendale and Ribble Valley. The plans are at different stages of development and the East Lancashire Masterplan was approved by Cabinet on 6 February 2014. The following link can be used to access the approved Masterplan: [East Lancashire Masterplan](#)

Project Name and description	Delivered by	Project Start (Year)	Project Completion (Year)
<p>A56 Colne-Foulridge Bypass The A6068, as it passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. Not surprisingly, this causes severe problems, with congestion and delays throughout much of the day. This scheme will provide a solution to the congestion and environmental issues in Colne and Foulridge</p>	LCC	2014/15	2020/21
<p>Nelson to Rawtenstall Bus Corridor Study small-scale infrastructure and system Improvements that will provide benefits along the Nelson to Rawtenstall bus corridor, particularly for the Nelson-Manchester (X43) bus service.</p>	LCC	2013/14	2014/15
East Lancashire Connectivity Study (ELCS)	LCC	2013/15	2014/15
M65 Burnley/Pendle Growth Corridor Improvements (ELCS)	LCC	2013/14	2016/17
East Lancashire Rail Network Improvements (ELCS)	Rail Industry	2013/14	2014/15

*the value given includes funding from a wide range of organisations relevant to a particular scheme, for example Network Rail, developer contributions, grants as well as the LCC capital programme.

There are also some countywide projects that will be delivered to compliment the Masterplans, the following table details these projects for delivery during 2014/15:

Project Name	Project Start (Year)	Project Completion (Year)
Bus Stop Compliance	2011/12	2014/15
Smart Ticketing	2011/12	Post 2014/15
Community Rail Partnership Programme Improvements	2011/12	Post 2014/15

1.5 Approved capital projects from 2013/14 for delivery in 2014/15

During 2013/14 a number of projects in Pendle were unable to be completed before the end of the financial year. These projects will be completed in 2014/15, and will not affect the delivery or allocation of funds in the approved programme for 2014/15.

The following table gives details of these projects:

Project/scheme name	Treatment	Programme
The agreed list of carry forward capital schemes will be added into this table once it has been finalised in June 2014		

2. HIGHWAY SERVICES

2.1 Road and street maintenance

The county council has a legal responsibility to maintain the public highway network and we use regular inspections to identify roads that need repairing. We also respond quickly where there is a danger to road users caused by damage to roads. We have a response team available to make the roads safe as a matter of urgency following any emergencies or dangerous hazards on the highway.

Highways Contact Information

Please report all defects, requests for work, complaints and general enquiries to the customer service centre on **0300 123 6780**. This is a new freephone number (available from 27 March 2014), and the line is open 8am to 5pm, Monday to Friday, or alternately please email us on highways@lancashire.gov.uk.

Outside of our office working hours, this service can only be accessed through Lancashire Police on 101. This is for emergencies only and is referred to Lancashire Police Headquarters.

2014/15 Highway Schemes

The following tables list the highway schemes from our capital programme which are due to be delivered in Pendle in 2014/15. They detail the quarter in which we aim to complete them however it is important to note that the programmes could evolve and change within year to react and deal with any unforeseen situations that may arise.

The timescales for delivery of schemes have been given as the quarter within which we anticipate the works will be completed. The quarters refer to the following periods:

- *Quarter 1 : 1 April – 30 June*
- *Quarter 2 : 1 July – 30 September*
- *Quarter 3 : 1 October – 31 December*
- *Quarter 4 : 1 January – 31 March*

Maintenance of Highways Assets***A, B and C Class Roads***

Priority	Road number/name	Location	Division	Treatment	Delivery quarter
1	C682 Lancashire Moor Road	Keighley Road to Boundary	Pendle East	Surface dressing	Quarter 2
2	A56 Skipton Road	Green Fell Cottage to West Cliff	Pendle Central	Surface dressing	Quarter 2
3	Junction 12 M65 Roundabout	Roundabout	Brierfield and Nelson North	Carriageway resurfacing	Quarter 2
4	B6248 Clitheroe Road	Level crossing to M65 bridge	Brierfield and Nelson North	Carriageway resurfacing	Quarter 1

Maintenance of Highways Assets***Urban Unclassified Roads***

Priority	Road name	Location	Division	Treatment	Delivery quarter
1	Bradshaw Street	Railway Street to Hibson Road	Nelson South	Carriageway resurfacing	Quarter 3
2	Carr Hall Gardens (including Chatsworth Close)	Carr Hall Drive to the end	Pendle West	Carriageway resurfacing	Quarter 1
3	Coates Avenue	Gisburn Road to Rainhall Crescent	West Craven	Carriageway resurfacing	Quarter 1
4	Chapel House Road	Beaufort Street to Bracewell Street	Nelson South	Surface dressing	Quarter 2
5	Avon Drive	Coates Avenue to the end	West Craven	Surface dressing	Quarter 2
6	Ravens Grove	Meadow Close to the end	Pendle West	Carriageway resurfacing	Quarter 1
7	Beaufort Street	Hibson Road to Waidhouse Road	Nelson South	Surface dressing	Quarter 2
8	Percy Street	Hibson Road to Chapel House Road	Nelson South	Surface dressing	Quarter 2
9	St Marys Avenue	Coates Avenue to Ben Lane	West Craven	Surface dressing	Quarter 2

10	Fenton Avenue	Kirkstall Drive to St Marys Avenue	West Craven	Surface dressing	Quarter 2
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Maintenance of Highways Assets

Rural Unclassified Roads

Priority	Road name	Location	Division	Treatment	Delivery quarter
1	Brogden Lane	Gisburn Road to Stocks Lane	West Craven	Surface dressing	Quarter 2
2	Wheatley Lane Road	Noggarth Road to No 386	Pendle West	Surface dressing	Quarter 2
3	Back Lane	Delves Lane to Sheffield Lane	Pendle Central	Surface dressing	Quarter 2

Maintenance of Highways Assets

Footways

Priority	Road name	Location	Division	Treatment	Delivery quarter
1	New Scotland Road	Pedestrian crossing to Bradley Road car park side	Brierfield and Nelson North	Replace flags with bitmac	Quarter 3
2	Corporation Street	Burnley Road to Regent Street - flag side	Pendle Central	Replace flags with bitmac	Quarter 3
3	Manchester Road	No.272 to 130, and No. 211 to 259	Brierfield and Nelson North	Replace flags with bitmac	Quarter 3
4	Percy Street	Hibson Road to Chapel House Road	Brierfield and Nelson North	Footway reconstruction	Quarter 3
5	Kelbrook Road	Barnoldswick Road (disused railway) to Park Road	West Craven	Slurry seal	Quarter 3

Maintenance of Highways Assets

Local Priorities Response Fund

Priority	Road name	Location	Division	Treatment	Delivery quarter
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1	Birtwistle Avenue/ Harrison/ Tennyson Drive	All roads	Pendle Central	Road marking improvements and interactive signs to reinforce 30mph speed limit	Quarter 4
2	Carlton Street	Full length	Brierfield and Nelson North	Surfacing	Quarter 3
3	Ghyll Lane	Full length	West Craven	Surfacing	Quarter 3

Pre-patching

Most of the roads scheduled for surface dressing require some 'pre patching' treatment. Pre patching is best completed a year in advance of the scheduled resurfacing works. To accommodate this pre patching work for surface dressing schemes in the 2015-16 programmes, an allocation of has been made available in Pendle.

Structural defects

Please contact Lancashire Highways at highways@lancashire.gov.uk to report any defects or other damage that you are aware of.

A capital allocation for Pendle will be available in 2014-15 to rectify structural defects on A, B and C roads, urban unclassified roads, rural unclassified roads and footways.

Countywide Funding Allocations

Transport Asset Management Plan (TAMP) Interventions

Work on the development of a Transport Asset Management Plan (TAMP) has identified the benefits of introducing more early, lower cost interventions in the strategic road network. As a result a provision in the 2014-15 programme has been made to support preventative maintenance schemes on the strategic road network. The allocation will be used for surface dressing schemes indicated by an assessment of condition surveys of the network.

Evidence Based Accident Reduction Measures

Following on from the 20mph area programme a countywide capital allocation has been made available for future targeted road safety interventions identified through an evidence based approach. The approach and model for identifying interventions is currently being developed so that delivery can start during 2014-15.

Priority Neighbourhoods

An allocation has been made available in 2014/15 to fund projects in priority neighbourhood areas. Priority Neighbourhoods is a geographically targeted approach concerned with helping the Environment Directorate to make a significant contribution to building resilience in neighbourhoods that include the 10% most deprived communities in the county (Index of Multiple Deprivation 2010).

Public Rights of Way Network

In recognition of the importance of the public rights of way network and the significant contribution it makes to health and wellbeing a countywide capital allocation, phased over 2 years has been made available to invest in the network.

Advanced Design Work Funding

A countywide allocation has been made available to support the development of the 2015/16 capital programme.

Geotechnics Funding

A countywide allocation has been made available to support geotechnical investigations that are required to confirm the final design of capital projects.

Traffic Signals Funding

An allocation has been made available to replace expired traffic signal equipment across the county. The allocation for Pendle is shown in section 2.4.

Revenue Contingencies Fund

A countywide revenue contingency fund is available to provide a resource which can be used to deliver priorities arising in year in consultation with councillors, where the priorities cannot be met from elsewhere in the directorate's 2014/15 revenue budget.

This fund is for relatively small schemes or initiatives that have significant local impact and directly deliver directorate priorities, these schemes or initiatives must have no on-going revenue implications for the county council.

A councillor who has a proposal for a scheme should contact their Public Realm Manager to discuss the feasibility of the scheme. If it is considered feasible and meets the criteria the Public Realm Manager will then process the request by submitting an application to the Assistant Director for Commissioning.

Any unallocated funds will be assessed in December each year. Where appropriate these funds will be used to support any critical projects that cannot be funded from other sources. Such projects may be located in any district and may not involve all districts.

Street Services Agreement (Public Realm)

The ongoing development and implementation of a Street Services Agreement between Lancashire County Council and Pendle Borough Council has forged a much stronger joint working relationship between the two councils. Under this agreement Pendle Borough Council has taken on the responsibility for delivering a programme of additional cyclic maintenance activities on behalf of Lancashire County Council.

This includes:

- Maintenance of grassed areas within the highway including verges and roundabouts
- Control of weed growth in the highway in parts of the borough
- Maintenance of highway trees in relevant areas
- Removal of fallen leaves accumulating in the highway

Lancashire County Council provides financial resources to the borough council to provide these services.

The Street Services Agreement also permits Pendle Borough Council to undertake a number of other activities on the highway including:

- Managing and administering residents parking schemes
- Highway, traffic, cycling and pedestrianisation schemes (subject to approval from Lancashire County Council)
- Placing floral or other decorations on the highway
- Undertaking highway maintenance work in defined conservation areas

2.2 Street lighting

Lancashire County Council manages and maintains over 11,700 street lights and illuminated signs in Pendle. This includes the day to day repairs of faults to street lighting and other lighting structures, as well as renewal schemes and new installations.

We have a comprehensive fault reporting system to make sure that repairs to lighting are made as quickly as possible. An emergency call out should be responded to within one hour and non-emergency repairs should be attended to within five working days.

2.3 Flood risk management and drainage

Lancashire County Council has responsibility for highway drainage under the Highways Act 1980 and as a Lead Local Flood Authority under the Flood and Water Management Act (FaWMA) 2010 the council has a broader responsibility for local flood risk management in Lancashire.

Responsibilities under the FaWMA 2010 include:

- Management of flood risk from surface water, ground water, lakes, ponds and ordinary watercourses, investigation and reporting of significant flooding incidents liaising with other Risk Management Authorities to identify and resolve potential and actual flood risk issues.
- Designation of structures and assets that have a significant effect on providing flood protection and establishing and maintaining a register of these assets.
- Issuing consents to control work in ordinary watercourses where the flow may be affected to protect wildlife habitats and the local environment.
- Enforcement to clear watercourses of obstructions, or unconsented works, so that flow is not impeded and flood risk is reduced and also that the stability of river banks is maintained.

As the Sustainable Drainage System (SuDS) Approval Board (SAB), LCC will process applications and grant approval alongside developers planning applications, working with the developers and planning authorities to achieve suitable and effective drainage systems which will assist in reducing overall flood risk to the area.

The county council is also responsible for maintaining drainage systems on roads and streets. Surface water from the road is collected into gullies, which empty into a network of underground pipes that usually discharge into a nearby watercourse. We clean the gullies periodically to prevent blockages to the drainage system. Interceptor tanks are also provided in strategic locations to prevent pollution by capturing fuel spillages. On behalf of the county council the Environment Directorate leads on the above responsibilities, and therefore plays an important role in the assessment of strategic flood risks and the protection of the people and assets in Lancashire from such risks.

The following table details the capital projects planned to be completed in Pendle in 2014/15:

Maintenance of Highways Assets				
<i>Drainage</i>				
Priority	Road name/location	Division	Treatment	Delivery quarter
1	Edge End Avenue, Brierfield	Brierfield and Nelson North	Flood relief/drainage improvements	Quarter 3
2	Earby Bus Station	West Craven	Flood relief/drainage improvements	Quarter 3
3	Stang Top	Pendle West	Drainage improvements	Quarter 4

2.4 Traffic signals

The directorate manages the county council's traffic control systems, including traffic lights, signal controlled pedestrian crossings and electronic road signs.

The county council uses specialist contractors to maintain these complex systems. The contract includes fault response targets against which performance is measured.

- Urgent faults are to be attended within 2 hours and made operational (possibly temporarily) within 4 hours.
- Non-urgent faults are to be attended within 4 hours on a working day, with full repair within 24 hours of the report.

In addition a countywide capital allocation has been allocated in 2014/15 to replace expired traffic signal equipment in the district. From this allocation the following site will be upgraded within 2014/15. This upgrade is required to replace the aged and redundant equipment no longer supported by the manufacturer. In doing so this site will be reassessed to ensure the operation meets the current traffic needs. Also by utilising extra low voltage (ELV) equipment the power consumption will be reduced by two thirds going some way towards reducing the county council's energy bill and a reduction in carbon emissions.

The following table details the capital project planned to be completed in Pendle in 2014/15:

Maintenance of Highways Assets				
<i>Traffic Signals</i>				
Priority	Road name/location	Division	Treatment	Delivery quarter
1	Albert Road/Lord Street/Sutherland Street, Colne	Pendle Central	Site equipment refurbishments	Quarter 2

2.5 Keeping traffic moving

The county council is responsible for keeping traffic moving around the road network and managing congestion in various ways.

Design and implementation of traffic regulation orders

We are also responsible for Traffic Regulation Orders (TROs) which place a restriction on the highway including speed limits, resident parking zones, limited waiting restrictions including double/single yellow lines and 'pay and display' parking.

Co-ordination of works in the highway

Under the New Roads and Street Works Act 1991 the county council has a general duty to co-ordinate works. The undertakers of works have a general duty to co-operate in this process. There are in the region of 30,000 works undertaken on Lancashire's highways each year, many of them by utility companies, and of course highway maintenance and improvement works carried out by ourselves. Anyone wishing to carry out works in the highway currently has to submit formal notices to the county council, and our role is to use best endeavours to ensure works are co-ordinated so as to minimise disruption to the travelling public. The county council is currently developing proposals to move to a permit scheme later in 2014/15, which once implemented will allow us greater control over when works can be carried out.

[Click here to see a list of the latest roadworks in this district](#)

Sustainable travel

Sustainable Travel projects will:

- Support economic development by helping to manage transport demand and removing unnecessary or short local car journeys from the network, freeing up capacity to allow more reliable journey times for both people and goods;
- Improve access to employment, training and services for communities by enabling low cost trips by cycling, walking, public transport and car sharing;
- Work in partnership with health colleagues to improve lifestyle choices and health outcomes by enabling residents to walk and cycle, and improve air quality and road safety;
- Work with Road and Transport Safety colleagues to reduce car driver, passenger and pedestrian casualties aged 65 and over and provide support to older residents to use sustainable active travel to maintain lifelong mobility and independence and reduce car dependency;
- Offer information to support the rural population in planning and making more sustainable journeys, thus improving their access to services and opportunities.

Ongoing Programme of Activities	
Project/Activity Name	Description
Sustainable travel engagement with businesses and organisations	Travel Planning/sustainable travel activities to facilitate sustainable and active travel to employment, further education and other locations.

Residential travel planning	<ul style="list-style-type: none"> • Secure commitments to travel planning for proposed major residential developments through the development control process • Monitor residential travel plans secured through Planning Conditions and support developers with implementation.
Sustainable travel engagement with educational establishments (pre-school, primary and high schools) to facilitate sustainable and active travel to schools.	<ul style="list-style-type: none"> • Produce a SMOT (Sustainable Mode of Travel Strategy) to inform targeted delivery of sustainable travel activity • Deliver engagement activity into target districts and schools • Support Walk to School activity and events • Reactive support to education establishments when sustainable travel issues occur • Maintenance and support of school travel plans • Where appropriate support Eco school clusters • Deliver Big Safe Green Challenge events into target areas
Adult cycle training	Training designed and delivered to target groups.
Improve infrastructure	Implementation of capital programme 2014/15.
Promote use of existing infrastructure	Enabling and promoting use of existing sustainable travel infrastructure to maximise return on investments, reduce congestion and deliver mode shift.
Healthy Streets	Improving the quality of neighbourhoods through delivering Healthy Streets.
Planning new infrastructure for walking and cycling	Secure improvements for pedestrians and cyclists.
Travel for Life/Older Road Users	<p>Target promotion of existing sustainable travel infrastructure (walking, cycling, public transport, and car sharing) for residents aged 65+ to reduce car dependency for health and independence.</p> <p>Develop measures and resources to maintain mobility, independence and safety for residents no longer able to drive.</p>

Cycling

The county council is committed to investing money and resources to enhance the provision for cycling throughout the county, this provision will enable more people to use cycling as a way to access employment, education and recreation activities as well as a leisure pursuit, resulting in reduced congestion, improved access and wider health benefits. These enhancements could include installation and/or extending cycle routes as well as improving the signs, access, lighting or surfacing of existing routes. This work could also include looking to link existing routes to extend the cycling provision in an area; this could include making the road network safer for cyclists to use by introducing cycle lanes and appropriate traffic management.

This commitment is incorporated into a number of different service functions, for example the delivery of the Highways and Transport Masterplans which identify cycling infrastructure as a key element of the future transport network, as well as the work the Road Safety Team undertake, looking at the safety of cyclists using the road network.

As part of the implementation of the East Lancashire Masterplan, plans for a Strategic Cycle Network in East Lancashire are being drawn up. For cycling to become a widespread choice for travel, particularly for commuting, there is need for a good cycle network serving key centres, destinations and transport interchanges in East Lancashire.

The Tour de France runs close to East Lancashire, which provides a good opportunity to promote cycling in the area in summer 2014.

The Road Safety allocation in section 3.2 includes a scheme to convert the footway on Scotland Road in Nelson between Leeds Road and Bradley Road to cycle path to improve access to the town centre. Pendle Borough Council is due to open a new cycling hub named after Steve Burke, the Olympic Gold medallist from Colne in summer 2014. The hub will provide a base for Pendle's junior cycle club, disability cycling, cycle training and cycle racing.

2.6 Highway improvements

Highway improvements may be changes to the road layout to help improve road and the environment safety, reduce congestion, or accommodate development. Privately funded developments may need changes to the road network to allow safe access to and from a development, and may incorporate other highway work. Developers pay for highway works either through Section 278 agreements under the Highways Act, or Section 106 agreements under the Town and Country's Planning Act.

Section 106 schemes

Although there may be projects that have generated Section 106 monies in Pendle there is no certainty at this point in time that any of these projects will be delivered in 2014/15. This is principally due to the fact that these projects are subject to third party influences that Lancashire County Council has no direct control over.

Section 278 schemes

There are currently no S278 schemes being progressed in Pendle.

Community Infrastructure Levy (CIL)

Pendle Borough Council has consulted on the infrastructure requirements as part of their Local Plan preparation, and as a result are not currently progressing work on the Community Infrastructure Levy.

2.7 Severe weather response

The county council has a duty to make sure that the effects of severe weather do not make our roads and footways dangerous to use. Severe weather can include a number of different conditions including high winds and heavy rainfall that can significant affect the highway network throughout the year.

Severe weather incidents can affect any part of the network at any time and on-going cyclic maintenance programmes such as gully emptying and tree felling help to avoid issues arising during periods of severe weather. Where issue do arise these are dealt with through a responsive service, including an out of hours emergency response, co-ordinated within the teams delivering services within Pendle.

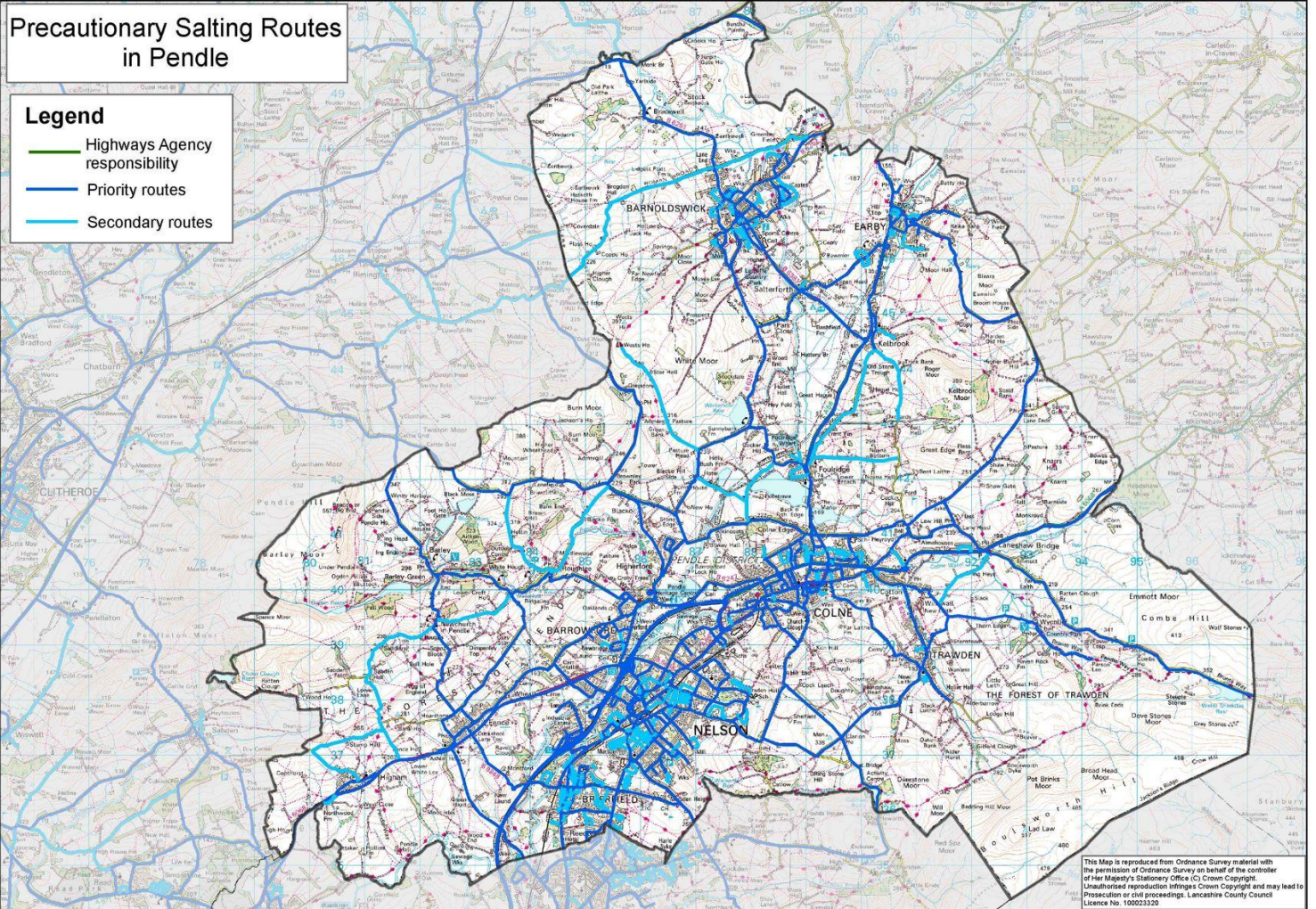
The principal element of the severe weather services provided is focussed on Winter Maintenance. As part of our winter service we work to reduce the effect of ice and snow on roads. A significant element of this involves the precautionary spreading of salt when weather forecasts predict there is a risk of cold weather.

A snow clearing service is also provided in snow conditions through the deployment of snow ploughs. These functions are supported under the current mutual aid working arrangements with Pendle Borough Council who assist in delivering the severe weather service by spreading grit from bins provided and filled by Lancashire County Council.

As the road network is so large, we have identified a priority road network (the main roads in the county) which we will treat first. During long periods of freezing conditions, a secondary road network will also be treated, but only during daylight hours and after the clearance of all higher priority roads. Also during long periods of freezing conditions we will treat the most important footways during daylight hours. We also supply salt or other appropriate material for the numerous grit bins and salt piles that are located around the county.

The table below shows the length of network in Pendle, with it mapped out overleaf:

Pendle	Length of road treated
Priority road network	231 km
Secondary road network	71 km



2.8 Bridges and highway structures

Many of the bridges in Lancashire are owned by the county council. However, there are a number of private bridge owners in the county such as Network Rail and the Canal and River Trust. There is also a significant number of private bridges, often with public rights of access over them.

The county council inspects the Lancashire County Council owned bridges on the road network and carries out maintenance and strengthening work where it is needed. In addition out repairs to bridges owned by the county council are undertaken where they have been damaged by vehicles colliding with the bridge or by vandalism

Lancashire County Council's highway structures inventory in Pendle comprises of:

Type	Number
Bridges	122
Subways	6
Highway footbridges	3
Retaining walls	101
Major rural footbridges	22
Minor rural footbridges	95
Total	349

The number of retaining walls stated in the table above is the total number of walls in the district where ownership is accepted to be Lancashire County Council's responsibility. Other retaining wall inventory is being collected and ownership of these walls would be established before any work is undertaken.

The number of minor rural footbridges is the current known number, however it is possible that there are further footbridges in the district which haven't been identified as yet. As these are identified by the bridges team or reported by members of the public they will be added to the inventory record.

Prioritisation of bridge maintenance schemes is informed by the bridge inspection regime. Bridge inspections provide the most up-to-date data on the condition of our highway structures and the Bridge Condition Indicator (BCI) is used to prioritise the bridge maintenance schemes. The average value of the BCI for the bridges on a district and county basis is called the Bridge Stock Condition Indicator (BSCI).

The current average Bridge Stock Condition Indicator (BSCI) for the whole of the county is 89.4 (December 2013) indicating a stock in good condition. It is anticipated that in the short term, funding will be allocated to maintain the BSCI (average) at its current level. For Pendle the current BSCI (average) is 92.0 (December 2013), indicating a stock in very good condition.

The following list gives the details of the bridges and highway structures capital work in Pendle. This list includes the provision for reactive in year work that will be generated through the ongoing inspection of bridges and highway structures and any unforeseen situation that might arise.

The work description is in various categories as follows:

1. Assessment – This is a numerical analysis of the load carry capacity of a structure. There is no construction work at this time.
2. Principal bridge inspection – This is a very detailed bridge inspection.

3. Study – This comprises reviewing the problem and establishing various options and recommendations.
4. Design – The scheme is designed and prepared for site construction.
5. Construction – The works are carried out on site.

Maintenance of Highways Assets				
Bridges				
Name of Scheme	Location	Division	Details	Delivery quarter
4691b1 West Close	U40224 West Close Road	West Craven	Strengthening scheme	Quarter 3
997b1 Wheatley Lane principal bridge inspection	C671 Wheatley Lane	Pendle West	Principal bridge inspection	Quarter 3
Seetru bolt replacements Pendle district	Various in Pendle	Divisions as necessary	Replacement of parapet holding down the bolts at several bridges in Pendle	Quarter 2
6346b1 North Valley Road culvert principal bridge inspection	A6068 North Valley Road	Pendle Central	Principal bridge inspection	Quarter 3
Footbridge structural maintenance	Various in Pendle	Divisions as necessary	Footbridge structural maintenance	Quarter 4
Bridge structural maintenance	Various in Pendle	Divisions as necessary	Bridge structural maintenance	Quarter 4
Retaining wall structural maintenance	Various in Pendle	Divisions as necessary	Bridge structural maintenance	Quarter 4
Parapet risk ranking and programme investigation	Various in Pendle	Divisions as necessary	Parapet risk ranking and programme investigation	Quarter 4
Retaining wall programme investigation	Various in Pendle	Divisions as necessary	Retaining wall programme investigation	Quarter 1

During the delivery of a bridge scheme there could be external influences from outside organisations which are not within Lancashire County Council's control and could lead to delays with delivery. In order to anticipate changes within the delivery programme the bridges team have identified a number of schemes that will be prepared in readiness to be delivered should the situation arise a where programmed scheme is delayed, one of the below schemes will replace it instead. The re-programming of the delayed scheme will depend on the reason for the delay; it cannot be assumed that the delayed scheme will automatically feature in the following years programme. Please note that the bridges programme is not developed on a district basis but on a countywide basis, therefore there is no individual district allocation and the funding is allocated according to need across the county.

Bridges Reserve Schemes	
Name of scheme	Division
Strategic route principal bridge inspections	Various in Pendle
Structural reviews and assessments	Various in Pendle

2.9 Parking

Lancashire Parking Services (LPS) is responsible for the enforcement of parking restrictions on the highway. Civil Enforcement Officers issue Penalty Charge Notices (PCNs) to vehicles parked in breach of these parking restrictions. There is also a back office team which undertake the processing and payments of the PCNs through the legal process.

LPS is not responsible for PCNs issued in district council car parks or on private car parks. District council car parks are enforced by Pendle Borough Council.

In Pendle, a total number of 2,486 Penalty Charge Notices (PCNs) and Warning Notices were issued from 1 April 2013 to 31 December 2013.

2.10 Property Services: Building, Design and Construction Group

The county council is responsible for maintaining around 1,200 properties in Lancashire, and we manage an annual improvement programme for building construction projects, along with the authority's annual building repair, maintenance and management programmes.

2011/12 to 2014/15 capital programme

The following table lists the capital projects that remain live within 2014-15 in Pendle, and shows the gross anticipated out turn costs, and their current status. Within the programme there are a number of individual projects which are awaiting the results of detailed option appraisals, and approval by the appropriate Cabinet Member, together with a number of general improvement programmes against which detailed schemes have not yet been determined by the relevant directorates. Updates will be provided during the course of the financial year as further projects and programmes are determined and approved.

(* Form entry is an educational term relating to the number of pupils a school has in each year. A 1

Building Design and Construction Group			
Starting year	Location	Work description	Current status
2013/14	Colne Primet Primary School	Renewal of heating pipework	Project in design, work planned to be undertaken over the summer holiday period 2014
2013/14	Nelson Lomeshaye Junior School	Extensions and remodelling to form 3 form entry accommodation	Project in design, work due to commence August 2014
2013/14	Nelson St Pauls CE Primary School	New 2 form entry Primary School	Project on site and due to complete August 2014
2011/12	Nelson Whitefield Community Primary School	Erection of a new 3 form entry* infant school and nursery	Project on site and due to complete September 2014
2013/14	Pendle View Primary School	Replacement of roof coverings	Project in design, work planned to be undertaken over the summer holiday period 2014
2013/14	Reedley Primary School	Basic Need expansion	Project in design, work due to commence on site April 2014
2013/14	Barnoldswick CE Primary School	New 2 form entry* Primary Basic Need	Project on site and due to complete August 2014
2013/14	Barnoldswick West Craven High School	Rationalisation of accommodation	Project on site with final phase due for completion December 2014

form entry school has 30 new pupils per year and an overall size of 210 pupils, a 2 form entry school has 60 new pupils per year and a total size of 420 pupils, and a 3 form entry school has 90 new pupils per year and a total size of 630 pupils. It is also possible to go up in halves in some cases.)

Retained repair and maintenance programme:

- **Reactive maintenance**

Reactive maintenance relates to reactive and emergency maintenance needs. However due to the nature of the works a separate apportionment cannot be made at district level. During 2013/14 the number of orders in respect of this type of work in Pendle was approximately 2,500.

- **Cyclical maintenance**

Cyclical maintenance is a planned programme of maintenance (monthly, quarterly, or annually depending on the equipment) to mechanical and electrical systems within the buildings portfolio to ensure they meet current legislative requirements and perform consistently (for example - boiler plant, fire and intruder alarms, lifts, pressure systems, portable appliances and fixed electrical installation testing).

- **Planned maintenance**

Planned maintenance work is prioritised by the county council Corporate Property Group and is based on 'priority one' condition information held on the corporate property asset management system. This information is updated on an annual basis. The work is allocated on a needs basis rather than an allocation per district and the programme will be agreed, against the budget allocation in late spring 2014 (at which time this document will be updated).

Premises	Description	Gross value
Programme to be added once set in late spring		

3. TRANSPORT SERVICES

The county council will work with bus and rail companies and district councils to develop services and improve passenger facilities.

In Pendle there are no specific public transport improvement schemes proposed at present although residents of Pendle will benefit from any improvements to the route of the X43 Nelson to Manchester service.

Improved connectivity to Manchester, Leeds and Preston could reduce the degree of isolation and ease access to employment opportunities. This would also encourage businesses to view Pendle as a place for expansion or relocation thereby contributing to economic growth. Increasing the employment and training opportunities available should raise the level of educational attainment and potential income of a significant section of the population. The issue of rail services connecting East Lancashire with Preston will be considered by a Preston to East Lancashire Transport Corridor study programmed to commence in 2013/14. This will include an assessment of levels of service, highlight areas for improvement and outline possible solutions. There are also aspirations for a restored rail link between Colne and Skipton.

A stored travel rights Smart Card scheme will be introduced this year. Under this scheme, money (up to £50) is stored on the smart card which may then be used to make payment for tickets on any participating bus operator. Top ups will only initially be able to be made on-bus but, in due course, will be also be available at major bus stations, on-line and certain in retailers. The scheme will be marketed under the name of NoWStar and subject to final agreement with the major bus operators, the scheme will be introduced on 30 June 2014.

3.1 Bus travel

In Pendle there are currently 22 local bus services provided by the Environment Directorate under contract to different service providers which carry 82,803 passengers monthly and 985,000 passengers annually. The passenger figures quoted below for Pendle are accurate as at 1 January 2014:

Service number	Route description	Average monthly passengers	Average annual passengers
1A, 1B, 1C, 2, 4, 5	Burnley and Pendle local services (Evenings and Sundays)	12,083	145,000
7, 7A, 7B	Nelson – Barley/Rimington – Clitheroe (The passenger figures also include Services 2 and 4 - Clitheroe Town Services; as this forms part of the same service contract)	11,250	135,000
65 95, 95A	Clifton Farm – Burnley – Rosehill – Padiham – Higham – Fence – Nelson – Brierfield Colne – Marsden Park – Nelson – Hospital – Burnley – Rosehill (Pendle Green Line)	37,500	450,000
93	Nelson – Barrowford – Colne	1,917	23,000

Service number	Route description	Average monthly passengers	Average annual passengers
7S/72	Nelson – Barley – Clitheroe – Padiham – Burnley – Nelson (Pendle Witch Hopper, summer Sundays week before Easter until last in October)	325	3,900
180, 280, X80	Preston – Clitheroe – (Barnoldswick) – Skipton	13,750	165,000
B1, B2	Barnoldswick Town Services	4,833	58,000
Burnley BEST	Burnley Employment Shuttle Transit (BEST) - this is a demand responsive taxi service serving Burnley and Pendle	425	5,100
Total		82,083	985,000

Bus information

We provide information about bus services in a number of ways to reach as many people as we can, and these are via:

- Traveline - provides information by telephone (0871 200 22 33) and a web based journey planner www.traveline-northwest.co.uk/
- Mobile internet - www.Nextbuses.Mobi gives the location of local bus stops and the times of the next 5 or 6 buses at those stops
- SMS - a text message service that gives the next 3 or 4 buses from a chosen bus stop. Details can be found at: <http://www.traveline-northwest.co.uk/cms/content/MobileServices.xhtml>
- Bus timetables – we produce paper timetables for services provided by Lancashire County Council and work with bus companies to make sure information about their services is also available to passengers. All bus timetables can be downloaded from www.lancashire.gov.uk/buses
- Bus stop timetable information – in partnership and with funding from bus operators in Lancashire, we provide bus stop information at approximately 3500 stops as well as important locations such as hospitals, bus stations and interchanges throughout Lancashire.

Concessionary travel

The English National Concessionary Travel Scheme (ENCTS) presently enables free local bus travel, throughout England, for senior citizens and disabled people on local bus services which operate between 09:30 and 23:00 Mondays to Fridays. There is no time restriction on Saturdays, Sundays or Bank Holidays. Blind and disabled pass holders currently travel before 09:30 Monday to Friday on payment of a flat fare of 50p.

We provide free ENCTS NoWcard smart cards to 14,283 senior citizens and to 1,721 people with disabilities in Pendle.

School travel

The county council provides free home to school transport for some schoolchildren dependent upon the distance they live from their nearest suitable school. As a guide, schoolchildren generally would qualify if they attend their nearest suitable school and the distance from home is:

- Two miles or more by the shortest available walking route if under 8 years of age.
- Three miles or more if eight years old or over.

In Pendle 480 free student bus passes have been issued this year. There are currently 28 school service contracts and 11 contracts which are provided on an existing public service which carry 182,400 passengers annually.

Community transport services

Dial-a-Bus

Dial-a-bus services provide door-to-door travel using minibuses equipped with low steps and lifts enabling people who find it difficult to use steps or who are wheelchair users, to access the service.

Fares and times differ depending on the operator, but generally the Dial-a-Bus service operates between 09:30 and 14:30. Full details can be found by contacting your local operator on 01282 415310, or by going to the [Community Transport Services](#) website.

Community Car Services

Community Car Services have been developed primarily in rural areas where normal transport provision is sparse and irregular. They are designed to provide a service to anyone in the area who is unable to reasonably use conventional services regardless of disability.

Community Car Service in Pendle is operated on behalf of the county council by LCC and Burnley, Pendle and Rossendale Council for Voluntary Service. Fares are charged at the rate of 40p per mile for each journey and can be booked between the hours of 09:00 – 14.00 Monday to Friday. The contact number to book is 01282 412096.

3.2 Rail Travel

Pendle is served by the Preston to Colne railway line and there are three railway stations in Pendle:

- Brierfield
- Colne
- Nelson

The county council also plays a big role in implementing the 'Community Rail Development Strategy' (CRDS). This was published in 2004 and reviewed and updated by the Department for Transport in March 2007. The CRDS has the following four priorities:

- To increase patronage and revenue
- To seek the greater involvement of the local community
- To manage costs downwards
- To contribute to local social and economic regeneration

A key part of the strategy is the formal designation of railway lines, and there are two types of designation: The first is a 'Line designation' and this covers all aspects of the route and service and the second is a 'Service designation' which covers just the service and stations.

There are five designated lines in Lancashire namely Manchester to Clitheroe, Preston to Colne, Preston to Blackpool South, Preston to Ormskirk and Lancaster to Barrow. The first four lines are managed by Lancashire County Council and the latter by Cumbria County Council. The Leeds to Lancaster and Morecambe route was also designated in autumn 2012.

Community Rail is a government initiative developed to promote community involvement and ownership of rural and local railways. Community Rail Partnerships enable local communities to have a greater say in the local train service provided. Only a line that has an active Community Rail Partnership can be designated under the Community Rail Strategy, this designation allows the partnership to look at new ways to develop the service and to experiment with initiatives that would be difficult to achieve within the normal railway industry framework. The partnerships are grassroots organisations which aim to engage local railways more closely with the communities they serve.

There is currently one Community Rail Partnership in Pendle: The East Lancashire Community Rail Partnership (ELCRP). This was established on 22 April 2005. The Department for Transport formally designated the Preston to Colne route as a Community Rail Line and Service on 29 November 2006 and the ELCRP itself was formally launched during Community Rail Week on 20 May 2006. The designation covers the service operated between Preston and Colne and the stations from Lostock Hall to Colne inclusive and the line between Gannon Junction and Colne. In January 2011, Burnley Manchester Road was also added to the service designation for the line.

The East Lancashire Community Rail Partnership is comprised of: Lancashire County Council, Blackburn with Darwen Borough Council, Northern Rail, Network Rail, Greater Manchester Passenger Transport Executive, Bolton Metropolitan Borough Council, Ribble Valley Borough Council, Pendle Borough Council, Ribble Valley Rail and the Support the East Lancashire Line Association (STELLA).

3.3 Road Safety

The Road and Transport Safety Team aim to reduce casualties on Lancashire's roads by managing speed, educating and engaging with children and young people, and changing driver and rider behaviour through diversionary courses as alternatives to prosecution and bespoke training courses. The Network Management Team also improves road safety through safety related highways improvements.

The Lancashire Road Safety Strategy 2011-2020 sets out the priorities for road safety, and proposed approach and targets for reducing casualties in Lancashire until 2020. The following link can be used to access the Strategy: [Road Safety Strategy](#). This link also provides access to the Pendle Road Safety Action Plan which details the road casualty statistics for the district. The 2014/15 Pendle Road Safety Action Plan is currently being revised and will be published and shared once completed this summer.

Reducing Casualties Involving Children and Young People

The Safer Travel Team will offer to all schools in Pendle the opportunity to access and utilise road safety packages through the Safer Schools Moodle. This is a consistent interactive learning platform containing teacher resources in the form of lesson plans/activity sheets/toolkits/handouts, and also information that parents can access and use with their children.

The Safer Travel Team will provide support and assistance to schools in accessing these products and the transition from more traditional delivery mechanisms.

The Moodle contains the following educational resources for children and young people from 0 – 25 years:

0 – 4 Years

- In Car Safety
- Little Safety Stars

5 – 11 Years: Key Stages 1 & 2

- Right Start
- Pedestrian training
- Cycle training
- Safety Stars
- Big Safe Green Challenge
- Safer Bus Travel
- 20mph Teaching Toolkits for Primary Schools

11 – 14 Years: Key Stage 3

- The Beats
- Safer Bus Travel
- 20mph Teaching Toolkits for High Schools

14 – 16 Years: Key Stage 4

- Wasted Lives
- Parents Information
- Safer Bus Travel

In addition to this resource and support, due to the specific casualty profile in Pendle we will also work with partners to facilitate the delivery of the following initiatives in areas of high child casualties:

0 – 4 Years

- Delivery of Little Safety Stars
- Delivery of In Car Safety training

5 – 11 Years: Key Stages 1 & 2

- Delivery of Right Start pedestrian training
- Delivery of cycle training

11 – 14 Years: Key Stage 3

- Proactive encouragement of participation in The Beats
- Safer Bus Travel assemblies
- Youth Stars

14 – 16 Years: Key Stage 4

- Proactive encouragement of participation in The Beats
- Delivery of Wasted Lives
- Youth Stars
- Safer Bus Travel assemblies

16 – 25 Years

- Delivery of Wasted Lives

Bikeability

Bikeability is the 'cycling proficiency' of the 21st Century. Training gives school children, normally aged 10-13, a real cycling experience with 'real' traffic on public roads assisting them to be able to deal with traffic on short journeys such as cycling to school in a safer manner. Lancashire has received funding for this training from the DfT for the 2014/15 academic year, and from this 150 school children in Pendle receive bikeability cycle training in 2014/15.

Road Safety Schemes

The following road safety schemes are due to be carried out in Pendle:

Improving the Safety of Streets for Vulnerable People				
<i>Road Safety</i>				
Priority	Road name/Location	Division	Improvement Measure	Delivery quarter
1	Every Street, zebra crossing by Pendle Street	Brierfield and Nelson North	Zebra crossing	Quarter 4

Speed Management**Managing Speed**

Speed of vehicles is a major concern for communities in Lancashire, in particular in residential areas and outside schools. The management of speed is a high priority and is a key element of making the roads in Lancashire safer and improving public confidence in their local area.

20mph area programme

Lancashire County Council has introduced 20mph speed limits to residential areas and outside all schools in Lancashire. By doing this we are aiming to reduce the number and severity of road accidents and improve the quality of life for everyone, by having streets where people can walk and cycle safely.

The sign only 20mph limit areas have been followed up by education and community engagement initiatives such as speed indicator devices (SpIDs), School Road Watches and Community Road Watches. These activities are being carried out to positively change driver behaviour and attitude and make Pendle a safer place for all road users. The Community Road Watch is continuously being developed in conjunction with the police, so that members of the communities, supported by the police, can have a visible presence to monitor speeds within their own communities.

The initial programme for the delivery of the main residential and advisory school schemes was to be completed by December 2013; most of the schemes have now been completed with a few programmed for delivery in the next few months. For the period 2008-12 on average, there were 40 people, including 9 children and 8 16-25 year olds, killed or seriously injured in Pendle per year. As at 1 March 2014 a total of 14 residential 20mph speed limit areas and 16 part time advisory 20mph speed limits have been delivered in the Pendle district. There is a part time advisory 20mph speed limit for West Craven High School which is currently going through the democratic reporting process to request approval for the scheme.

There have been a number of additional small schemes suggested since the original 20mph programme was agreed. These schemes will be considered once an evaluation of the effectiveness of the existing schemes in terms of casualty reduction has been carried out, along with the development of a methodology by which we can evaluate the need and effectiveness of additional measures such as engagement, additional signage or strategic traffic calming to help support the existing schemes. A report will be presented to the Cabinet Member for Highways and Transport in April 2014 for consideration.

Lancashire RoadWatch and Speed Tasking

The enforcement of speed limits through mobile and static cameras plays an important role in reducing speeds and casualties. Mobile enforcement through the Lancashire Partnership for Road Safety is being targeted at sites of high accidents and speeds, and at sites of community concern through the newly established Lancashire RoadWatch initiative. We have also set up a speed tasking group by which complaints regarding speeding are discussed with the police and appropriate actions agreed. There are a number of locations within Lancashire where the accident record has merited enforcement of the speed limit by fixed cameras. A full list and details of the fixed safety camera sites in Lancashire can be found at the 'safe2travel' website: www.safe2travel.co.uk

Improvements to the highway infrastructure

Where appropriate, speed reduction improvements will be made in the interests of reducing casualty rates, either arising from specific studies, or the audit of scheme proposals. These interventions will be based on evidence of existing casualty problems, or identified through a robust safety audit process, and will be prioritised so as to maximise the return on investment.

Road safety improvement schemes

Analysis of casualty trends in each district and the identification of locations, areas or routes of concern allow us to identify schemes that can address specific road safety issues and reduce casualties through the implementation of local safety schemes. Road safety audits are also conducted on all new highway schemes and the implementation of a passive safety policy will help reduce the number and severity of casualties.

Road Safety for other road users

Provide initiatives to help reduced casualties in other road users groups for example delivering the Driving Safely for Longer course, aimed at drivers over 65 and involves two driving sessions over three months, and provides guidance to older drivers to improve their driving skills and confidence.

4 ENVIRONMENT AND PUBLIC PROTECTION SERVICES

4.1 Environmental and community projects

The Environment and Community Projects team provide a range of environmental services that deliver urban and rural regeneration, health and well being, economic, energy and biodiversity related outcomes for the benefit of all Lancashire residents.

During 2014/15 the focus for the team will be to continue to engage and support voluntary and community groups in developing and delivering locally identified environmental activity focusing on the outcomes above.

There will be a renewed focus on those areas in the greatest social and environmental need. 60% of the district revenue budget will be targeted in the 25% most needy areas of the district. We have identified the wards in greatest need and will take steps to engage communities in these areas. The remaining 40% of our resources will be available for project work across the remainder of the district.

We will use our staff and revenue budgets to maximise investment from other funding agencies. Central government funding, national lottery, landfill tax, Forestry Commission, trusts and foundations will be used to support the broad base of activity delivered from within the team.

New projects are typically identified by direct contact with the team, word or mouth, letter or email. Any new request for assistance is considered by officers and managers to ensure the proposal is realistic, "do-able" and has the potential to deliver stated outcomes.

The full portfolio of projects for Pendle is:

Main Work Programme for 2014/15 Projects in Development and Delivery		
Project/activity name and division	Description	Desirable outcomes
Barrowford – Primary School Woodlands Division: Pendle West	Physical improvements to space adjacent to school grounds for benefit of school and local community.	Improved physical appearance, environment and learning opportunities in school grounds. Also provides enhanced community resource.
Brierfield Children's Allotment Division: Brierfield and Nelson North	Maximising use of community allotment. Awards for all funding has been secured to allow regular activities and induction process for schools and other local groups.	Community allotment being used regularly and benefit of previous investment in physical infrastructure maintained. Wider range of people using the allotment.
Low Carbon Zones Division: Nelson South/	This project is concerned with establishing low carbon zones in Southfield, Nelson and Barnoldswick. We will be working with local residents to determine a range of actions which will ultimately see reduction of CO2	Reduced carbon emissions from homes in pilot zones. Increased public understanding of energy efficiency.

Main Work Programme for 2014/15 Projects in Development and Delivery		
Project/activity name and division	Description	Desirable outcomes
West Craven	and a decrease in energy bills for residents.	
Marsden Community Primary School Division: Pendle Central	Physical improvements to the school grounds.	Improved learning opportunities, including food growing.
Talbot Street Division: Pendle Central	Redevelopment of green space adjacent to the highway and nearby play area.	Improved local environment and encouragement for children to use play area rather than highway for play.
Victoria Park Pavilion redevelopment Division: Brierfield and Nelson North	Refurbishment of park pavilion as a café and community meeting space.	Community facility providing toilet and café in popular park. Increased use of the park.
Athol Street Community Garden Division: Nelson South	Working with local residents to develop a community garden/food growing area	Improved health and wellbeing outcomes.

4.2 Waste recovery and disposal

Lancashire County Council and the district councils jointly provide the waste management service in each district. Lancashire County Council is the Waste Disposal Authority and arranges for the processing of waste collected by the districts as the Waste Collection Authority.

Household Waste Recycling Centres – Pendle's is on West Close Road, Barnoldswick.

In order to address gaps in the Household Waste Recycling Centre service identified by a Cabinet Working Group in January 2014, the Environment Directorate will be looking to implement additional services for the receipt of household waste in Pendle during 2014-15. The details of what these services may consist of, or how they will be provided are unclear at this stage, however once the details are known the information will be made available publically.

Landfill - Whilst it is our intention to divert as much waste from landfill as possible some landfill will always be necessary for process residues that cannot be utilised or other waste types which cannot be recycled or re-used (for example asbestos, bulky wastes, road sweepings etc). Sufficient landfill

capacity will be provided and managed through our contracted landfill facilities in Fleetwood, Chorley and Altham in order to ensure that these waste types can continue to be dealt with efficiently.

Green Waste - Approximately 4,000 tonnes of green garden waste is currently delivered to Pendle Transfer Station, where it is bulked up before being transported to a composting facility. This composting contract is managed by Lancashire County Council.

Waste Recovery Parks (WRPs) - Approximately 19,500 tonnes of residual (grey bin) waste and 6,900 tonnes of doorstep collected recyclables from Pendle are taken (via Pendle Transfer Station) to Lancashire County Council's WRPs.

Lancashire Waste Partnership - Lancashire County Council will continue to facilitate the management of the Lancashire Waste Partnership and delivery of the Municipal Waste Management Strategy for Lancashire.

The cost sharing agreement which exists between Lancashire County Council and Pendle Borough Council was revised during early 2013. The details of the 'Deed of Variation and Extension' have been agreed and the authority to enter into the deed is being sought from cabinet. Once authorised an annual service delivery plan will be agreed between the county and borough council which will outline the waste collection and recycling services offered by Pendle Borough Council.

Lancashire County Council works in partnership with Pendle Borough Council to continuously review, and where possible improve, recycling collections at doorstep.

Waste education and information

We encourage people to recycle and re-use waste in a number of ways including organising campaigns giving away free compost, and running the Lancashire Waste Helpline (0845 0500 957) telephone service to answer any questions people have about waste.

Lancashire schools can take part in our battery recycling scheme, with prizes given out to schools collecting the most batteries per pupil in each district.

Woodlands from Waste

This is a 25 year partnership programme between Lancashire County Council, Blackpool Council and their PFI contractor, Global Renewables Lancashire Ltd.

At present Lancashire's woodland cover is one of the lowest in England and the project sets out to help redress this with an additional 2.5 million trees. It provides a means to mitigate against emissions created through waste management activities and provides residents with health, well being and recreation benefits.

The planting sites range from small sites and woods on agricultural land, to large community woodlands on brownfield (derelict, underused or neglected) land, including land remediated with Organic Growth Medium (OGM - the composted soil improver sourced from the county's waste stream); to create new woodland whilst reducing landfill emissions. The programme has built up a portfolio of 59 sites since it started in 2010 with 3 of these being created in Pendle so far.

The funding comes from the Forestry Commission and this ensures that the cost of maintenance work is also covered, making the programme financially sustainable.

The tree planting season is in the last quarter of the financial year, and therefore the draft planting programme for 2014/15 is in the early stages of production. The service delivery plan will be submitted by the PFI contractor in June 2014.

Currently the draft programme for Pendle includes the following sites for 2014/15:

Site	Tree numbers	Area (hectares)
Knotts Lane	3,300	2.1
Whitehough	4,360	3.9
Wycolter Country Park	4,005	2.7

Due to the many opportunities and threats, the site assembly process has to be flexible. As new sites present themselves throughout the year they are included in the programme; and conversely the constraints and interests that influence land-use means that progress with a site may be deferred for a year or even rejected if it proves to be unsuitable.

4.3 Planning and development support

The planning and development support teams:

- Determine planning applications for minerals and waste developments and county council development proposals, and attends public inquiries in relation to such.
- Provide specialist advice on archaeological and ecological matters in response to consultations on planning applications as part of a service level agreement.
- Administer agreements with developers under Section 278 of the Highways Act 1980.
- Administer Section 106 of the Town and Country Planning Act 1990 agreements, which allow a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner.
- Monitor the introduction of the councils' community infrastructure levy system feeding into that process as and when requires (the current position is shown in section 2.6).
- Administer Section 38 schemes agreements with developers under the Highways Act 1980 between the developer and the county council to ensure that work carried out on the highway by the developer reaches adoptable standards.
- Develop strategic policy including the minerals and waste planning policy, and the preparation of the Local Transport Plan.
- In our role as local highway authority we respond to consultations on planning applications submitted to the district council. Our responses aim to ensure that the highway network can accommodate development safely and as efficiently as possible thereby enabling economic development and regeneration.

4.4 Countryside services

Lancashire County Council maintains 93 recreation and forestry sites across the county. In Pendle there are 7 sites in of which Wycoller Country Park is the most popular and prominent. There are extensive stretches of the Pennine Bridleway National Trail that explore some of Pendle's most attractive countryside between Thursden and Weets Hill. The access land includes Boulsworth and Pendle Hill. Quarry Hill Nature Reserve offers green space in the urban area and benefits from the active involvement of a local community group who contribute to the management and development of the site.

The following countryside access resources are owned and managed by Lancashire County Council in Pendle. These complement the parks and green spaces provided and managed by Pendle Borough Council.

Location	Description
Quarry Hill Nature Reserve, Clover Hill	Nature reserve on former landfill site. Well used public amenity with active community group involvement.
Wycoller County Park, Wycoller	Country park with visitor centre, education facility, toilets picnic sites etc. Includes ruins of Wycoller Hall. Network of footpaths, bridleways and tramper trails laid out. Links with open country and PROW network. Pennine Bridleway National Trail passes through the village. Approx 100,000 visitors each year. Friends of Wycoller support activities and development. New sewage treatment plant installed in 2012. Water treatment plant requires maintenance. Also includes farm buildings (with agricultural tenant) and Ranger House. Farm buildings modified to meet current standards for dealing with slurry. Farmers have to follow mandatory rules to tackle nitrate loss from agriculture. Agricultural tenant secured grant from Natural England.
Barley Bank,	5.4 hectares of forestry, some potential for harvesting but poor access.
Catlow Bottoms, Briercliffe	8.37 hectares of mixed woodland. Part of site is former landfill. Low levels of public access. Interest in purchase from neighbouring land owners.
Brierfield woodland, Brierfield	2.68 hectares of mixed woodland. Reclamation site. History of community interest. Projects thwarted by land contamination issues.
Clogger Copse, Brierfield	1.16 hectares of mixed woodland adjacent to Brierfield. Reclamation site. History of community interest, projects thwarted by land contamination issues.
College Copse	0.43 hectares of woodland next to college.
Access land	As the access authority we are responsible for the management of access points and signage. In Pendle there are 2,600 hectares of access land with around 50 access points. This includes some of the honey pot areas such Pendle Hill and Boulsworth.
Pennine Bridleway, various areas	The Pennine Bridleway National Trail passes through Pendle from Thursden to Gisburn. The route passes through Wycoller Country Park, links with the Leeds Liverpool canal and will provide part of a cross country link between Lee Quarry and Gisburn Forest as regionally significant mountain biking venues.

Public rights of way

Lancashire County Council protects and maintains 5544km of the Public Rights of Way (PROW) network across Lancashire and continually updates the 'Definitive Map and Statement' as the official legal record of public rights of way, which are statutory responsibilities. The county council also responds to reports of defects and queries made about the PROW network.

PROW in Pendle:

Pendle Public Rights of Way	
PROW footpath <i>length</i>	570km
PROW bridleway <i>length</i>	37km
PROW byway open to all traffic <i>length</i>	3km
PROW total length	610km

4.4.1 Areas of outstanding natural beauty in Lancashire

Areas of Outstanding Natural Beauty (AONBs) have been confirmed by the government as having the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection. The statutory purpose of an AONB is to conserve and enhance the natural beauty of their area.

The Countryside and Rights of Way Act 2000 (CROW) places a duty on local authorities to act jointly to produce a management plan for the AONBs within their administrative boundaries. By agreement with the local authorities this duty is being performed in Lancashire by the two AONB management partnerships – Forest of Bowland Joint Advisory Committee and the Arnside and Silverdale AONB Executive Committee.

The Forest of Bowland AONB Management Plan 2009-14 was adopted by Lancashire County Council in December 2008, and the Arnside and Silverdale AONB Management Plan 2009-14 was adopted in 2009. Both AONB Management Plans have undergone a review during 2013/14 and are currently out to local authorities (including the county council) and statutory agencies with the aim of a formal adoption in April 2014.

Each AONB partnership is hosted by one of the relevant local authorities. The county council is the lead and host authority for Forest of Bowland AONB and a partner authority for Arnside and Silverdale AONB.

The AONB units are employed on behalf of the partnerships and are responsible for the review, preparation and implementation of the AONB management plan. Plan implementation includes landscape and biodiversity conservation and enhancement through jointly funded AONB projects programme; support for sustainable tourism businesses and community groups, and the delivery of projects through the AONB Sustainable Development Fund (SDF). Both AONB Units have 3-year rolling business plans agreed annually by each AONB partnership to guide day-to-day work.

Planned partnership activity from unit business plans for 2014/15 include:

1. Development of HLF Landscape Partnership Scheme Stage 1 bid for Pendle Hill. Funding available with to support landscape restoration, improved management of countryside sites and assets, environmental education and apprenticeships, training and skills.
2. New 'Networks for Nectar' project to support creation of hay meadows on small sites within Forest of Bowland.

3. Continued work with Lancashire Peat Partnership and Environment Agency to restore upland peat on Bowland Fells to provide multiple public benefits, including potential to reduce downstream flood risk.
4. Improved woodland management and development of local woodfuel initiatives within the AONB.
5. Support for Bowland Land Managers Forum and Bowland Experience Ltd to influence and advise on the development and implementation of Defra/EU Rural Development funding programmes within the AONB from January 2015 onwards.
6. Development of fundraising activities to support the AONB by both Champion Bowland and Bowland Experience Ltd.
7. Continued support for AONB tourism businesses to develop new sustainable tourism products, visitor information and promotions.
8. Support for local communities to conserve and enhance the landscape, through the Sustainable Development Fund, Parish Lengthsman Schemes and Traditional Boundaries Programme.
9. Celebration and promotion of the 50th Anniversary of the designation of the Forest of Bowland AONB, including 'Festival Bowland' annual events programme, 'Arts 2014', 50th Anniversary Discovery Guide and mini-website.
10. Bowland Outreach Project' to help develop a stronger connection with the AONB for neighbouring disadvantaged urban communities.

Further details will be available as the AONB unit business plans are finalised in April 2014.

AONB in Pendle	
Forest of Bowland area	2,418 hectares

4.5 Trading Standards

The trading standards service aims to promote an equal, healthy and safe trading environment in Lancashire by protecting local consumers; supporting honest businesses; tackling dishonest practices and making sure communities are safe.

The following tables provide some examples of anticipated demands and activity levels in Pendle based on actual activity recorded during 2013/14:

Trading Standards

Demand/activity	Anticipated work	Aim/outcome
Provision of advice to members of the public.	916 complaints.	Supporting and protecting Pendle residents.
Provision of advice and visits to businesses.	1228 visits and advice.	Supporting local businesses and protecting consumers.
Businesses signed up to safe trader scheme.	75 businesses already signed up to the scheme retained, and additional members signed up.	Protecting consumers and honest businesses. Creating a fair trading environment and contributing to a strong local economy.
Appropriate legal action taken against the worst offending traders.	Where serious legal breaches are identified – offenders prosecuted.	Maintaining standards and ensuring a fair trading environment.
Tackling doorstep crime by the establishment of 'no cold calling zones' and dealing with complaints from residents.	6 zones maintained and seek to establish a number of further zones according to local support and risk. 28 doorstep crime complaints dealt with.	Protecting consumers (especially the most vulnerable). Supporting honest businesses.
Tackling underage access to alcohol and tobacco	20 planned underage sales operations which may increase according to complaints and intelligence received and identified problem areas. Consultation with young people aged 14-17 via online alcohol and tobacco survey. Development of an E-learning platform which will provide easy access to a wide range of alcohol and tobacco information, training and support. Promote registration and usage of Lookout Alcohol and Tobacco websites to all primary schools across the district.	Tackling anti-social behaviour. Protecting the health of young people by reducing alcohol and tobacco consumption. Good quality data to enable resources to be targeted effectively and to inform performance management and monitoring. Local needs analysis enabling identification of 'hotspots'. A regular collection of contemporaneous data on young people's attitudes to, and use of, alcohol and tobacco. Improving the health of young people in schools and colleges. Supporting teachers, tutors and other agencies who work with young people

Demand/activity	Anticipated work	Aim/outcome
Testing weighing and measuring equipment used for trade purposes.	Petrol pumps, weighing machines in shops, beer and spirit measures, weighbridges, fuel tankers and other equipment inspected/tested on basis of risk/identified problems.	Protecting consumers and honest businesses. Creating a fair trading environment and contributing to a strong local economy.

Animal health and agriculture

Demand/activity	Anticipated work	Aim/outcome
Provide advice and support to farms and businesses in Pendle.	29 requests for advice on legislation or requests for movement documents.	Support local businesses and protect the wider farming community and public health.
Monitor food standards at primary producer level on farm.	26 risk based visits will be carried out for animal health and welfare, feed and food standards.	Promote high standards of animal health and welfare on farm and ensure the safe production of food at the first point in the food chain.
Investigate complaints relating to the health and welfare of farmed animals and contraventions of disease controls.	75 complaints expected based on previous years. 27 complaints will require an officer visit.	Protecting businesses which may be affected by disease outbreaks and the community from health risks.
Audit of animal feed manufacturers in relation to hygiene and trading standards.	1 primary visit plus one sampling visit to analyse products/raw materials for presence of toxins.	Supporting businesses, maintaining standards to protect animal health and ensuring a fair trading environment.
Register and advise new feed businesses.	10 food businesses which supply co-products to the animal feed industry to be registered and advised.	Support local enterprise and economy with legal and technical guidance and ensuring products supplied to animal feed are safe for animals.
Appropriate legal action taken against the worst offending traders.	Where serious legal breaches are identified – offenders prosecuted.	Maintaining standards and ensuring a fair trading environment.

Food safety

Demand/activity	Anticipated work	Aim/outcome
Provide advice and guidance to individuals and Pendle businesses	20 consumer complaints resolved and business enquiries satisfied.	Support local businesses and protect and improve the health of Pendle residents.
Monitor food standards and composition at all stages of food production	36 samples taken and analysed. Support offered to Pendle companies where adverse results found.	Maintain fair, healthy and legal products from raw material to finished article.

Offer guidance to and register new food businesses	24 new food businesses projected in 2013/14	Support local enterprise and economy with legal and technical guidance.
Assess food standards, compliance at major food businesses in Pendle	11 high priority inspections carried out.	Supporting businesses, maintaining standards and ensuring a fair trading environment.
Appropriate legal action taken against the worst offending traders	Where serious legal breaches are identified prosecution cases are considered.	Maintaining standards and ensuring a fair trading environment.

Petroleum and explosives

Demand/activity	Anticipated work	Aim/outcome
Inspections of petroleum and explosives storage premises and the licensing and provision of advice to businesses	Risk based/intelligence led visits. Currently 27 licensed/registered petroleum and explosives premises in Pendle	Protecting the health and safety of Pendle residents and businesses. Environmental protection in relation to petroleum storage. Supporting local businesses.
24/7 emergency response to reported/suspected petroleum leaks	Response to any report of suspected petroleum loss	Minimising the impact on the health and safety of the residents and businesses of Pendle and damage to the environment and drinking water supply
Appropriate legal action taken against the worst offending traders	Where serious legal breaches are identified offenders are prosecuted	Maintaining standards and ensuring a safe trading environment

4.6 Emergency planning

The role of the Emergency Planning Service is to prepare for, and if necessary, respond to major emergencies that may affect the people or environment of Lancashire. The Emergency Planning Service is a strategic function that is delivered across the whole of Lancashire. Therefore there are no separate revenue costs for each district

Whilst there is no formal agreement with Pendle Borough Council, members of Lancashire County Council Emergency Planning Service maintain close regular liaison with the appropriate Pendle Borough Council staff to ensure that an efficient, co-ordinated response can be made to emergencies (major incidents). In the event of an emergency occurring in the borough of Pendle, the county council Emergency Planning Service (which maintains 24/7 on call arrangements) will be notified by the emergency services. Lancashire County Council Emergency Planning Service will liaise with Pendle Borough Council staff to activate the appropriate response and provide support e.g. activation of voluntary agencies for rest centres.

Emergency plans are based on the Community Risk Register and a common feature involves the need to provide support to people in the event of an emergency. This involves Lancashire County Council liaising with Pendle Borough Council to identify suitable premises that can be used if people are evacuated from their home (e.g. due to flooding). The work between the county council Emergency Planning Service and Pendle council staff also involves co-operation on training and exercises.

4.7 Scientific services and technical support for emergencies

Lancashire County Scientific Services is a regional centre of excellence for food, water, waste and environmental scientific analysis. As one of a handful of accredited Public and Agricultural Analyst laboratories nationally, we safeguard the health and wellbeing of Lancashire's residents, support economic growth and protect our environment on behalf of Lancashire County Council and private clients.

We offer a full consultancy and scientific advice service for a diverse range of analysis and monitoring. This includes:

- Food and agricultural product testing
- Microbiology
- Asbestos
- Air quality analysis and noise monitoring
- Local exhaust ventilation testing
- Consumer product testing
- Face fit testing
- Waste analysis
- Water analysis

We also manage and monitor 23 closed landfill sites across Lancashire. These landfill sites no longer accept waste but can still present a risk to the surrounding environment. The decomposition of waste within landfill produces potentially explosive gas which can present a flammability and asphyxiation risk and leachate (contaminated water) which has the potential to pollute local surface and ground waters.

Appendix A




In Pendle, 31 individual issues have been identified under the following themes – Economy, Deprivation, Health, Population, Education, Community Safety, Transport, and Road Safety. From this evidence, it would appear that the most dominant issue for Pendle is the level of deprivation that some parts the borough experience. There is a significant inequality in life outcomes both within Pendle, and with the rest of the county. This can be seen in Appendix A.

The lack of suitable employment, particularly through local entrepreneurs, makes material deprivation a significant problem. A main focus is supporting the economic development aspirations, ensuring that the more deprived populations are able to access appropriate work opportunities. A lower level of adult skills makes finding suitable employment harder and also limits investment into the district, so supporting the training and re-skilling of Pendle's workforce continues to be a priority. There are a number of health issues in Pendle, adding to inequalities that exist. The misuse of alcohol not only imposes a burden on the health services, but impacts heavily on crime, road safety and perceptions of community safety, all of which compound Pendle's problems in the most deprived areas.

The tables below set out the issues identified in the Needs Profile and the activities the Environment Directorate intend to deliver in 2014/15 to positively influence these issues.

Although the majority of these issues can be directly influenced by the Environment Directorate, where this is not the case the Environment Directorate will be a partner in a much wider service delivery solution alongside other directorates and agencies. It should be noted that the Needs Profile is one aspect of the service planning process and has been used in conjunction with other drivers to shape service delivery.

The information given in the tables has been rated on a 'traffic light' system, indicating the extent to which the issue provides a challenge to our service.

	Major challenge	The Issue has a significant immediate and/or ongoing impact and requires immediate and/or ongoing action.
	Pressing issue	Issue impacts on the district and may require service delivery adjustments. Monitoring of the issue and action may be required to prevent it becoming a 'red' challenge.
	Minor issue	Issue is of minor/no concern, or is in the process of being addressed. Monitoring of the issue, further observation and analysis will prevent it becoming an 'amber' challenge.

Economic	
Issues	<ul style="list-style-type: none"> ■ Supporting development along the M65 corridor. ■ Supporting the development of distinctive and attractive town centres, particularly in Nelson and Colne. ■ Supporting the development of tourism and the visitor economy. ■ The need for appropriate employment opportunities in the district, including connecting new employment opportunities to local communities and the development of local entrepreneurship.
Summary	<p>Manufacturing dominates economic activity in Pendle, accounting for over a third of all employment in the district. The aerospace industry is a major strength, supporting high value employment and also the wider economy through supply chains in the area. Precision engineering, textiles and furniture are also manufacturing strengths. As with many districts in East Lancashire, the industrial change the area has undergone has resulted in significant social and economic challenges for Pendle, and supporting development opportunities is therefore key.</p>
Environment Directorate delivery actions	<ol style="list-style-type: none"> 1. Maintain the highway, focusing particular attention on the network that supports the M65 corridor and the other areas of economic development. 2. Promote and support the development of access to the countryside. 3. Focus town centre public realm activities in Nelson and Colne. 4. Provide access through public transport to areas of economic development.

Deprivation (see below for the index of multiple deprivation map)	
Issues	<ul style="list-style-type: none"> ■ The levels of significant deprivation in some areas. ■ The number of children living in poverty. ■ Economic regeneration of deprived areas (including housing). ■ Transport accessibility in deprived communities. ■ Excess winter deaths and fuel poverty in vulnerable groups.
Summary	<p>Almost 39% of the population of Pendle live in the most deprived areas, 18.9% of the population are considered to be income deprived and 4,400 children live in poverty, which is significantly worse than the England average.</p>
Environment Directorate delivery actions	<ol style="list-style-type: none"> 1. Provide easier access to work, through improving road conditions and congestion, the provision of effective public transport and supporting sustainable travel options. 2. Provide information about healthy living including promoting access to open spaces and good quality, affordable food. 3. Provide information and signposting to appropriate sources, which will help vulnerable Pendle residents to keep warm in winter. 4. Support community groups to enhance and improve their local areas.

Health	
Issues	<ul style="list-style-type: none"> ■ Reduced life expectancy for males and females. ■ High rates of admission for alcohol-specific conditions for under 18s. ■ High rates of hospital stays for alcohol-related harm. ■ Worse rates of early deaths from heart disease and stroke. ■ High rate of people (17+) diagnosed with diabetes.

	<ul style="list-style-type: none"> ■ Increasing numbers of obese/overweight children (year six) and adults. ■ Increasing the rates of physically active adults and children. ■ Improving green infrastructure.
Summary	The health of people in Pendle is generally worse than the England average. Life expectancy from birth in Pendle is 77.4 years for men (England - 78.6 years). For women it is 81.4 years (England - 82.6 years). The rates of hospital admissions for alcohol-specific conditions and alcohol-related admission for under-18s are significantly higher than the national averages. Approximately 17.2% of year six children in Pendle are classified as obese, with 24.3% of adults being obese.
Environment Directorate delivery actions	<ol style="list-style-type: none"> 1. Provide information about healthy living including promoting access to open spaces and good quality, affordable food. 2. Support community groups to enhance and improve their local areas. 3. Promote behavioural change activities and awareness raising in terms of the misuse of alcohol and tobacco. 4. Provide easy access to health care establishments and to areas of open spaces, through maintaining the road conditions, reducing congestion and offering advice and support on sustainable travel methods. 5. Help increase personal and community resilience by responding quickly, flexibly and responsively to local concerns. 6. Promotion and delivery of active travel options e.g. walking and cycling.

Population	
Issue	■ An increasing proportion of residents aged 65+ years.
Summary	Between 2010 and 2035 it is predicted that there will be a higher proportion of the population in Pendle aged 75 and over, as the number is expected to increase by 5,300 (76.8%). The highest increase will be the number of people aged over 90 years (183%).
Environment Directorate delivery action	<ol style="list-style-type: none"> 1. Consider services in terms of their accessibility for the ageing population. 2. Deliver the Driving Safely for Longer course, aimed at drivers over 65 and involves two driving sessions over three months, and provides guidance to older drivers to improve their driving skills and confidence.

Education	
Issues	<ul style="list-style-type: none"> ■ To increase the number of young people obtaining five GCSEs (grades A*-C) including maths and English. ■ To increase the number of people with higher qualifications (NVQ4 and above). ■ To reduce the number of people without the minimum skills of NVQ2 expected by employers. ■ To reduce the number of young people classified as NEET (16-18 not in education, employment or training).
Summary	Levels of educational achievement in Pendle are low and remain well below the rates for England and Lancashire. In 2011/12, only 48.8% of pupils gained at least 5 GCSE grade A*-C (including maths and English) passes or equivalent. Pendle has

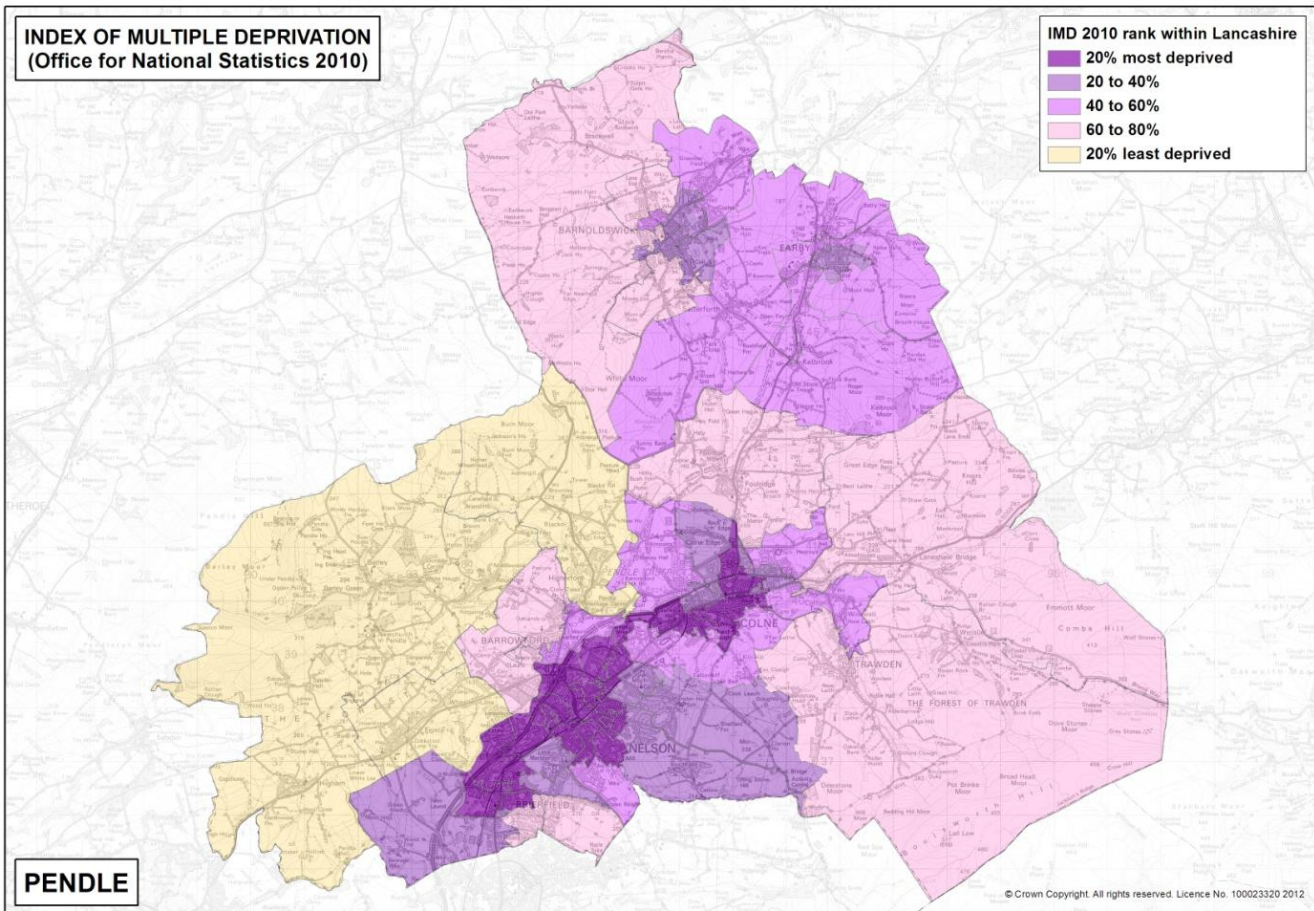
	the fourth highest proportion of NEETs in the county at 7.2% of the age group, well above the county average of 6.3%. In 2011, the proportion of the working age population (16-64) qualified to NVQ4 or above in Pendle was 23.3%, whilst 41.5% of people aged 16-64 were not qualified to a minimum of NVQ2 (England average 30.5%).
Environment Directorate delivery action	Provide easier access to employment and education, through improving road conditions and congestion, the provision of effective public transport and supporting sustainable travel options.

Road Safety	
Issues	<ul style="list-style-type: none"> ■ High numbers of children killed or seriously injured. ■ The safety of vulnerable users, especially children and young people (including pedestrians, cyclists, motorcyclists). ■ 20mph zones.
Summary	On average, between 2007 and 2011, there were 50 people, including 12 children and 12 young adults (16-25 years) killed or seriously injured in Pendle per year. Speed and accidents resulting from excessive speed are a concern on some roads in Pendle.
Environment Directorate delivery actions	<ol style="list-style-type: none"> 1. Offer and provide speed awareness courses. 2. Engage with schools and communities to embed the '20's plenty' message. 3. Work with the police on appropriate engagement and enforcement through Lancashire Road Watch and Speed Tasking. 4. Development of the interactive web based learning platform 'Moodle' so all schools can access products through the e-learning platform. 5. Deliver the following programmes in schools: <ul style="list-style-type: none"> • Engagement with primary schools - Little Safety Stars, Safety Stars, Right Start pedestrian training and cycle training, the Big Safe Green challenge 20mph Teaching Toolkits for Primary Schools and other engagement initiatives. • Engagement with secondary schools - Wasted Lives, The Beats, Youth Stars 20mph Teaching Toolkits for High Schools and other engagement initiatives.

Transport	
Issue	<ul style="list-style-type: none"> ■ Promoting more use of sustainable travel (cycling and walking). ■ Improving public transport links to the rest of the county, particularly Preston, and to centres of employment outside of the county (for example, Manchester).
Summary	The M65, which terminates just west of Colne, provides good road connections with Preston and, via the A56/M66, Manchester, but the sudden change from motorway to urban carriageway results in significant delay on the through route to Yorkshire and Leeds, and considerable congestion on the urban network within Colne.
Environment Directorate delivery action	<ol style="list-style-type: none"> 1. Deliver countywide Local Transport Plan (LTP) schemes. 2. Deliver the actions identified in the East Lancashire Masterplan for Pendle. Further details in 1.3 Local Transport Plan. 3. Provide local Solutions to tackle road safety and congestions issues. 4. Inspect and maintain roads and footways to keep them safe.

Community Safety	
Issues	<ul style="list-style-type: none"> ■ High rates of alcohol misuse (adults and children). ■ High rates of anti-social behaviour. ■ The quality of the public realm in some areas. ■ Tobacco and alcohol availability (including under-age sales and fake products).
Summary	<p>From the 'Life in Pendle' survey (Oct 2012), overall, 77.3% of residents were 'satisfied' or 'very satisfied' with Pendle as an area to live, with only 10.1% 'dissatisfied' or 'very dissatisfied'. However, Pendle is one of the highest scoring districts for residents not feeling safe after dark (37%); above the Lancashire average (24%).</p>
Environment Directorate delivery actions	<ol style="list-style-type: none"> 1. Consultation with young people aged 14-17 via online alcohol and tobacco survey in order to: <ul style="list-style-type: none"> • Enable resources to be targeted effectively; • Identify local 'hot spots'; • Establish data on young people's attitudes to, and use of, alcohol and tobacco. 2. Develop an e-learning platform to provide easy access to a wide range of alcohol and tobacco information, training and support for: <ul style="list-style-type: none"> • Young people in schools and colleges; • Teachers and tutors and other agencies who work with young people 3. Promote registration and usage of 'Lookout' alcohol and tobacco websites to all primary schools across the district. 4. Maintain the six 'No Cold Calling' zones and seek to establish further areas in conjunction with local residents. 5. Under take alcohol misuse prevention measure for example, underage sales 'age check' operations. 6. Support and deliver initiatives that improve the local area, for example improving open spaces. 7. Maintain street lighting in line with the current county council policies for example emergency rapid response to fixing street lighting. 8. Road safety actions as included in the road safety section.

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Glossary

2 course inlay: Resurfacing of the road whereby the top two layers are removed and replaced with new.

20mph zone: Engineered measures designed to prevent vehicles from exceeding 20mph.

AONB: Area of Outstanding Natural Beauty – An area confirmed by the government as having the highest status of protection in relation to landscape and scenic beauty, for example the Forest of Bowland.

BITMAC: Bitumen Macadam - A road/footway surfacing material, often referred to as tarmac

Bridge study: Involves a review of the structure's case file and inspection reports, and requires a more detailed site inspection or survey to assess any work which may be required. The types of surveys required are identified (eg geotechnical, ecological, topographical), and if there are any issues, events, consents, constraints or consultations that need to be considered. Traffic management requirements are also considered, and whether there may be any conflicts with other ongoing or upcoming schemes.

Once these have been completed the team assess the options and produce a study, which is made up of a business case, a cost estimate and an initial programme. Subsequent to the study there will be a design or preparation phase which may sometimes alter the chosen method or programme.

Bridge assessment: Involves calculations to assess the bridges ability to carry daily traffic load. Existing records are reviewed and any missing data is gathered on site, including any deterioration which may adversely affect its strength. This may include digging a trial hole to the top of the deck and down the ends of the bridge to measure the depths of road fill over the deck. What happens after the assessment depends on the assessed strength of the bridge.

Capital: Payment for basic assets such as property, fixtures, or machinery, but does not include day-to-day operational costs.

Carriageway inlay: The removal of one layer of existing surfacing material and replacement with new.

Carriageway resurfacing: The replacing of the existing road surface with new. Can either be one layer or two.

Carriageway retread: A system of recycling existing carriageway material on site which substantially reduces the amount of new materials necessary. The process is not suitable for all roads and requires the application of a surface dressing treatment approximately 12 months after completion in order to seal the surface and increase the life of the road.

CIL: Community Infrastructure Levy - A levy that local councils can now impose on most types of new build developments in order to provide for the necessary infrastructure to support that, or future development. Once CIL charges are set there are few restrictions on what the money collected can be used for.

CRP: Community Rail Partnership - A government initiative developed to promote community involvement and ownership of rural and local railways. CRPs enable local communities to have a greater say in the local train service provided.

Culvert: A drain or covered channel that crosses under a road or railway.

DfT: Department for Transport - This is the [government department](#) responsible for the [English transport](#) network and a limited number of transport matters in Scotland, It provides leadership across the transport sector to achieve its objectives, working with regional, local and private sector partners to deliver many of the services.

ENCTS: English National Concessionary Travel Scheme - A scheme that enables free travel on local bus services throughout England for all older and most disabled pass holders between 9.30am and 11.00pm Monday to Friday and all day at weekends and on public holidays through NoWcard smart cards.

Footway recovery: This work may involve renewing kerbs and the surface of the footway, providing edging, replacing damaged slabs or replacing slabs with tarmac.

Footway reconstruction: Removal of the existing surface and replacing it with new material.

Footway resurface:

Bitumen - removal of existing road surface and replacing it with new tarmac.

Flagged - removal of the concrete flags and replacing them with new tarmac.

Inner core area: Built up area or town centre area.

HLF: Heritage Lottery Fund - A fund that invests in heritage, people and communities across the UK with money raised through the National Lottery.

Highways Agency: An external agency that manages and maintains roads which LCC are not responsible for (these are predominantly motorways).

HWRC: Household Waste Recycling Centre – a place for local residents to recycle waste from their homes

LPS: Lancashire Parking Services - Responsible for the enforcement of parking restrictions on the highway.

Lancashire Road Watch: Targeted enforcement action with Lancashire Constabulary for roads not covered by 20mph speed limits that address specific sections of the highway with a high accident record and where speed is an issue.

LED's: Light-emitting diode - An electronic semiconductor device that emits light when an electric current passes through it.

LSTF: Local Sustainable Transport Fund – A fund made available to English transport authorities outside London from 2011/12 to 2014/15. The purpose of the fund is 'to enable the delivery of sustainable transport solutions that support economic growth whilst reducing carbon'. The fund also provides the opportunity to take an integrated approach to meeting local challenges whilst delivering additional wider social, environmental, health and safety benefits for the local community.

LTP: Local Transport Plan - An approved strategy which takes a ten year view (to 2021) of Lancashire County Council's priorities and broad activities for transport and the way we travel. The strategy is delivered through a rolling three-year programme updated annually in an Implementation Plan.

MARIO: Maps and Related Information Online - Lancashire County Council's interactive mapping website. It can be used to access information about an area in Lancashire, or look at services

provided by the county council and its partners. It can be used to find your street, your house, or anywhere else in the county: <http://mario.lancashire.gov.uk/agsmario/>

Microasphalt: A thinly laid material which can be overlaid on top of the existing carriageway to give a smoother riding surface. It also waterproofs the existing surface and aids skid resistance.

NowStar: A smart card scheme whereby up to £50 can be stored on a card which may then be used to make payment for tickets on any bus with all bus operators.

Outer core area: Rural areas.

Parking enforcement warning notices: Issued to vehicles parking in locations where new restrictions have been introduced, or where there has been a significant change to existing restrictions. Warning Notices are also issued to disabled Blue Badge holders when they fail to display their badge correctly. Any subsequent failures to display the badge correctly may then result in a Penalty Charge Notice being issued.

Pedestrian refuge: A small, raised section of pavement placed in the road, to provide safety for pedestrians from passing motor vehicles.

Pelican crossing: A crossing with traffic signals that are controlled by pedestrians with a red/green man signal system.

Pothole repair (permanent): The site visit and repair of a highway defect in one visit using a process and materials that will ensure a long lasting repair.

Pothole repair (temporary): Some potholes whilst being small in area lie within a much greater area of failed surface material. Often the nature of the defect requires an urgent temporary repair to make it safe, and in such instances only the hole itself is filled. The larger area (including the original temporary repair) is subsequently repaired as part of a programme of more substantial maintenance/resurfacing works.

Pre-patching: A process where a substandard area of road is removed by hand or machine and replaced with new material. Most roads scheduled for surface dressing require some 'pre-patching' treatment which is best completed a year in advance of the resurfacing work taking place.

PROW: Public Rights of Way which can be roads, paths or tracks. They can run through towns, countryside or private property.

Puffin crossing: A crossing where the system utilises sensors which detect the presence of pedestrians waiting, and their journey as they cross the road.

Revenue: Payment for the day-to-day running of services, including maintenance and running expenses of buildings and equipment.

Section 106 agreements/planning obligations: Agreements entered into by the land owner and any other party with a legal interest in the development site negotiated through the Section 106 of the Town and Country Planning Act. These are legal agreements that cover the things the land owner agrees to do/not to do, and the circumstances and timescales within which these will occur.

Section 38 scheme/project: Agreements with developers under Section 38 of the Highways Act 1980. These are legal agreements between the developer and the county council to ensure that work

carried out on the highway by the developer reaches adoptable standards (which is then maintainable at public expense).

Section 278 scheme/project: Agreements with developers under Section 278 of the Highways Act 1980. These agreements relate to changes needed to the highway as part of a development proposal, such as a junction improvement to cope with traffic visiting a new retail park. In these cases the alteration works are paid for by the developer.

Slurry seal footway: A low cost preventative maintenance treatment that extends the life of underlying layers of the footway. The material acts as a waterproofing to prevent the access of water. This treatment cannot be carried out in frosty or wet weather.

STU: Safer Travel Unit - A unit established to reduce anti-social behaviour and crime on the bus network, to allow people to travel easily and safely.

Surface dress carriageway: A highway maintenance technique that involves the application of tarmac and chippings to an existing road surface. This can help prevent against the deterioration of the road surface and seals the surface against the access of water. It can also restore levels of skid resistance and reduce spray caused by vehicles travelling on wet road surfaces.

TRO: Traffic Regulation Orders - A legal order, which allows the authority to place restrictions on the highway including speed limits, limited waiting zones, resident permit zones, double/single yellow lines and 'pay and display' parking.

Toucan crossing: A type of crossing that allows pedestrians as well as cyclists to cross the road.

VIZION installation (street lighting): Tele-management system which enables energy reduction through the dimming of main road lighting.

Winter service plan: Sets out the requirements and advice for the winter service on all highways for which LCC is the highway authority. It supports the priorities set out in the Local Transport Plan 2011-2021 by ensuring that, as far as is reasonably practicable, the highway network continues to provide a safe and reliable passage for all users in icy and snowy conditions.

Contact Us

Please do not hesitate to contact us should you have any questions, or if you would like to discuss any element of this Commissioning Plan.

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