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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 Ribble Valley 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:

<table>
<thead>
<tr>
<th>Section and page number</th>
<th>Change/s made</th>
<th>Reason for change/s</th>
<th>Date of change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 Ribble Valley

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 Ribble Valley 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 snapshot of Wyre, drawing out the key issues. Details of Ribble Valley’s needs profile can be found in appendix A.

1.3 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.

Ribble Valley is integral to the East Lancashire Masterplan, together with Hyndburn, Pendle, Rossendale and Burnley. 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

In 2014/15 the following projects are due to be delivered as set out within the Masterplan:

<table>
<thead>
<tr>
<th>Project Name and description</th>
<th>Delivered by</th>
<th>Project Start (Year)</th>
<th>Project Completion (Year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A59 Ribble Valley Growth Corridor Improvements (ELCS)</td>
<td>LCC</td>
<td>2014/15</td>
<td>2014/15</td>
</tr>
<tr>
<td>East Lancashire Connectivity Study (ELCS)</td>
<td>LCC</td>
<td>2013/15</td>
<td>2014/15</td>
</tr>
<tr>
<td>East Lancashire Rail Network Improvements (ELCS)</td>
<td>Rail Industry</td>
<td>2013/14</td>
<td>2014/15</td>
</tr>
</tbody>
</table>
*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:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Lancashire County Council Contribution in 2014/15</th>
<th>Project Start (Year)</th>
<th>Project Completion (Year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Stop Compliance</td>
<td>(allocated between all 12 districts)</td>
<td>2011/12</td>
<td>2014/15</td>
</tr>
<tr>
<td>Smart Ticketing</td>
<td>(allocated between all 12 districts)</td>
<td>2011/12</td>
<td>Post 2014/15</td>
</tr>
<tr>
<td>Community Rail Partnership Programme Improvements</td>
<td>(allocated between Lancaster, Fylde, Preston, South Ribble, Chorley, Ribble Valley, Hyndburn, Burnley, Pendle, West Lancashire)</td>
<td>2011/12</td>
<td>Post 2014/15</td>
</tr>
</tbody>
</table>

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

During 2013/14 a number of projects in Ribble Valley 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:

<table>
<thead>
<tr>
<th>Project/scheme name</th>
<th>Treatment</th>
<th>Programme</th>
</tr>
</thead>
<tbody>
<tr>
<td>The agreed list of carry forward capital schemes will be added into this table once it has been finalised in June 2014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 Ribble Valley 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

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road number/name</th>
<th>Location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>C477 Dunsop Road</td>
<td>Trough Road to Chipping Road</td>
<td>Longridge with Bowland</td>
<td>Carriageway surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>2</td>
<td>B6478 Wigglesworth Road</td>
<td>Slaidburn to Tosside</td>
<td>Longridge with Bowland</td>
<td>Carriageway surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>3</td>
<td>C553 Clitheroe Road</td>
<td>A59 to Whalley Road</td>
<td>Ribble Valley North East</td>
<td>Carriageway surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>4</td>
<td>A59 Whalley/Clitheroe By Pass</td>
<td>Pimlico Link Road to Sawley</td>
<td>Ribble Valley North East</td>
<td>Surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>5</td>
<td>A59</td>
<td>Pimlico Link Road to Sawley 3 roundabouts</td>
<td>Ribble Valley North East</td>
<td>Surfacing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>6</td>
<td>B6243 New Lane</td>
<td>Mitton Road to Edisford Bridge Inn</td>
<td>Ribble Valley North East</td>
<td>Surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>7</td>
<td>C354 Fish House Lane</td>
<td>Church Rake to Startifants Lane</td>
<td>Longridge with Bowland</td>
<td>Carriageway surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>8</td>
<td>C565 Longridge Road/Chipping Road, Longridge/Chipping</td>
<td>Inglewhite Road to Hesketh Lane</td>
<td>Longridge with Bowland</td>
<td>Machine patching and carriageway surface dressing</td>
<td>Quarter 2</td>
</tr>
</tbody>
</table>
### Maintenance of Highways Assets
#### Urban Unclassified Roads

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road name</th>
<th>Location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Taylor Street, Upbrooks, Clitheroe</td>
<td>Shawbridge Street to Salthill Road</td>
<td>Clitheroe</td>
<td>Carriageway resurfacing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>2</td>
<td>Central Avenue, Clitheroe</td>
<td>Henthorn Road to Kemple View</td>
<td>Clitheroe</td>
<td>Carriageway resurfacing</td>
<td>Quarter 2</td>
</tr>
</tbody>
</table>

#### Capital allocation (Appendix B)

<table>
<thead>
<tr>
<th>Road name</th>
<th>Location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taylor Street, Upbrooks</td>
<td>Clitheroe</td>
<td></td>
<td></td>
<td>Quarter 2</td>
</tr>
<tr>
<td>Central Avenue</td>
<td>Clitheroe</td>
<td></td>
<td></td>
<td>Quarter 2</td>
</tr>
</tbody>
</table>

### Maintenance of Highways Assets
#### Rural Unclassified Roads

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road name</th>
<th>Location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hothersall Lane</td>
<td>Full length</td>
<td>Longridge with Bowland</td>
<td>Carriageway surface dressing</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>2</td>
<td>Eaves Hall Lane</td>
<td>Waddington Road to private road</td>
<td>Ribble Valley North East</td>
<td>Machine patch and surface dress</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>3</td>
<td>Grunsagill Road</td>
<td>Settle Road to Tosside</td>
<td>Ribble Valley North East</td>
<td>Machine patch and surface dress</td>
<td>Quarter 2</td>
</tr>
</tbody>
</table>

### Maintenance of Highways Assets
#### Footways

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road name</th>
<th>Location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Taylor Street - Upbrooks</td>
<td>Shawbridge Street to Whittle Close</td>
<td>Clitheroe</td>
<td>Footway reconstruction</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>2</td>
<td>Brookfield Mellor</td>
<td>Full length</td>
<td>Ribble Valley South West</td>
<td>Footway reconstruction</td>
<td>Quarter 4</td>
</tr>
<tr>
<td>3</td>
<td>Central Avenue</td>
<td>Henthorn to Kemple View</td>
<td>Clitheroe</td>
<td>Footway reconstruction</td>
<td>Quarter 2</td>
</tr>
</tbody>
</table>

### Maintenance of Highways Assets
#### Local Priorities Response Fund

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road name</th>
<th>Location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Location</td>
<td>Description</td>
<td>District</td>
<td>Project</td>
<td>Quarter</td>
</tr>
<tr>
<td>---</td>
<td>-----------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>---------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>1</td>
<td>Clitheroe Town Centre</td>
<td>Various</td>
<td>Clitheroe</td>
<td>Disability access to footway</td>
<td>Quarter 4</td>
</tr>
<tr>
<td>2</td>
<td>Ribchester Road</td>
<td>A666 to A59</td>
<td>Ribble Valley South West</td>
<td>Footway/carriageway</td>
<td>Quarter 4</td>
</tr>
<tr>
<td>3</td>
<td>Whalley Road</td>
<td>Billington</td>
<td>Ribble Valley South West</td>
<td>Patching works</td>
<td>Quarter 2</td>
</tr>
<tr>
<td>4</td>
<td>Dunsop Road</td>
<td>Lane Ends and Trout Farm, Bowland Forest</td>
<td>Longridge with Bowland</td>
<td>Patching works</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>5</td>
<td>Low Moor Club Phase 1</td>
<td>Road stretching from Low Moor Club on St Pauls Street through High Street on to a section of Riverside, and through to the top end of Union Street up to Ribble Way</td>
<td>Clitheroe</td>
<td>Patching works</td>
<td>Quarter 3</td>
</tr>
</tbody>
</table>

**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 has been made available in Ribble Valley.

**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 Ribble Valley will be available in 2014-15 to rectify structural defects on A, B and C roads, urban uncategorised roads, rural uncategorised 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.

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 Ribble Valley 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 Ribble Valley Borough Council has forged a much stronger joint working relationship between the two councils. Under this agreement Ribble Valley 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
- Management and maintenance of shrubs within the highway
- Control of weed growth on the highway in parts of the borough
- 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 could also permit Ribble Valley Borough Council to undertake a number of other activities on the highway including:

- Managing and administering residents parking schemes.
- Highway, traffic, cycling and pedestrian schemes (subject to approval from Lancashire County Council).
- Carrying out enforcement action in respect of offences under section 132 of The Highways Act 1980 or any other relevant legislation.

Discussions are continuing with Ribble Valley Borough Council to make the Street Services Agreement more district-specific over time. There will be opportunities through the commissioning process for county councillors and district councillors to help influence the services provided through the agreement.

2.2 Street lighting

Lancashire County Council manages and maintains over 7,600 street lights and illuminated signs in Ribble Valley. 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 Ribble Valley in 2014/15:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road name/location</th>
<th>Division</th>
<th>Treatment</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Railway Terrace, Whalley</td>
<td>Ribble Valley North East</td>
<td>Flood relief/drainage improvements</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>2</td>
<td>Sawley Old Brow, Sawley</td>
<td>Ribble Valley North East</td>
<td>Flood relief/drainage improvements</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>3</td>
<td>Dilworth Lane</td>
<td>Longridge with Bowland</td>
<td>Flood relief/drainage improvements</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>4</td>
<td>Abbey Croft, Whalley</td>
<td>Ribble Valley North East</td>
<td>Flood relief/drainage improvements</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>5</td>
<td>Woodlands Drive, Whalley</td>
<td>Ribble Valley North East</td>
<td>Flood relief/drainage improvements</td>
<td>Quarter 4</td>
</tr>
<tr>
<td>6</td>
<td>Asset Condition Survey</td>
<td>Various as necessary</td>
<td>Asset Condition Survey</td>
<td>Quarter 2</td>
</tr>
</tbody>
</table>
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 Ribble Valley in 2014/15:
### 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

<table>
<thead>
<tr>
<th>Project/Activity Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable travel engagement with businesses and organisations</td>
<td>Travel Planning/sustainable travel activities to facilitate sustainable and active travel to employment, further education and other locations.</td>
</tr>
</tbody>
</table>
| Residential Travel Planning | • 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. | • 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.  
• The development control process  
• Cycling infrastructure studies as appropriate  
• Interest and forum group engagement and consultation. |
| Travel for Life/Older Road Users | 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.  
Develop measures and resources to maintain mobility, independence and safety for residents no longer able to drive. |
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.

Cycling is an important part of the area's tourism offer, Gisburn forest is a leading mountain bike centre. There is also a need to make it attractive to cycle round Clitheroe and Longridge for day to day journeys and ensure that new developments are attractive to access by bicycle.

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 Ribble Valley 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

The following S278 schemes are currently being progressed in Ribble Valley:

<table>
<thead>
<tr>
<th>Project name</th>
<th>Division</th>
<th>Brief description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pimlico Link Road, Clitheroe</td>
<td>Clitheroe</td>
<td>New access to health centre</td>
<td>Works on site are currently on going</td>
</tr>
<tr>
<td>Woone Lane, Clitheroe</td>
<td>Clitheroe</td>
<td>Footway alterations and new access to housing development</td>
<td>Anticipated start date August 14</td>
</tr>
</tbody>
</table>
Community Infrastructure Levy (CIL)

Ribble Valley 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 significantly 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 issues 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 Ribble Valley.

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 Ribble Valley 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 materials for the numerous grit bins and salt piles that are located around the county.

The table below shows the length of network in Ribble Valley. This is mapped out below:

<table>
<thead>
<tr>
<th>Ribble Valley</th>
<th>Length of road treated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priority road network</td>
<td>348 km</td>
</tr>
<tr>
<td>Secondary road network</td>
<td>208 km</td>
</tr>
</tbody>
</table>
Precautionary Salting Routes in Ribble Valley

Legend
- Green: Highways Agency responsibility
- Blue: Priority routes
- Cyan: Secondary routes

The map is reproduced from Ordnance Survey mapping with the permission of Ordnance Survey © Crown Copyright and database rights 2014.
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. We also carry 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 Ribble Valley comprises of:

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges</td>
<td>208</td>
</tr>
<tr>
<td>Subways</td>
<td>1</td>
</tr>
<tr>
<td>Highway footbridges</td>
<td>2</td>
</tr>
<tr>
<td>Retaining walls</td>
<td>121</td>
</tr>
<tr>
<td>Major rural footbridges</td>
<td>50</td>
</tr>
<tr>
<td>Minor rural footbridges</td>
<td>241</td>
</tr>
<tr>
<td>Miscellaneous structures</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>624</strong></td>
</tr>
</tbody>
</table>

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 Ribble Valley the current BSCI (average) is 88.1 (December 2013), indicating a stock in good condition.

The following list gives the details of the bridges and highway structures capital work in Ribble Valley. 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

<table>
<thead>
<tr>
<th>Name of Scheme</th>
<th>Location</th>
<th>Division</th>
<th>Details</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital allocation (Appendix B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1165b1 Bradford</td>
<td>C579 West Bradford Road on boundary with Clitheroe</td>
<td>Ribble Valley North East</td>
<td>Improvement to reduce accident damages to the structure and to reduce the subsequent road closures at the site. Preliminary design only in 2014/15</td>
<td>Quarter 4</td>
</tr>
<tr>
<td>4315b1 Paythorne</td>
<td>U40472 Kiln Lane</td>
<td>Ribble Valley North East</td>
<td>Maintenance scheme</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>4261b1 Hydes</td>
<td>B6478 Hallgate Hill</td>
<td>Longridge with Bowland</td>
<td>Maintenance scheme</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>1037b1 Doeford</td>
<td>C477 Chipping Road</td>
<td>Longridge with Bowland</td>
<td>Maintenance scheme</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>9328f1 Clay Hill (Knowle Green)</td>
<td>Footpath 12</td>
<td>Longridge with Bowland</td>
<td>Maintenance scheme</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>4294b1 Gisburn Mill principal bridge inspection</td>
<td>C593 Mill Lane</td>
<td>Ribble Valley North East</td>
<td>Principal bridge inspection</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>4241b1 Smithies principal bridge inspection</td>
<td>A59 Gisburn Road</td>
<td>Ribble Valley North East</td>
<td>Principal bridge inspection</td>
<td>Quarter 3</td>
</tr>
<tr>
<td>Footbridge structural maintenance</td>
<td>Various in Ribble Valley</td>
<td>Divisions as necessary</td>
<td>Footbridge repairs/replacements works generated from members of the public, complaints and bridge inspections</td>
<td>Quarter 4</td>
</tr>
</tbody>
</table>
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 where a 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.

<table>
<thead>
<tr>
<th>Name of scheme</th>
<th>Location</th>
<th>Division</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Route Principal Bridge Inspections</td>
<td>Various in Ribble Valley</td>
<td>Divisions as necessary</td>
<td>Strategic Route Principal Bridge Inspections</td>
</tr>
<tr>
<td>Structural Reviews</td>
<td>Various in Ribble Valley</td>
<td>Divisions as necessary</td>
<td>Structural Reviews and Assessments</td>
</tr>
<tr>
<td>6581b1 Higher Whitewell Farm</td>
<td>C477 Dunsop Road</td>
<td>Longridge with Bowland</td>
<td>Strengthening Scheme</td>
</tr>
<tr>
<td>6492b1 Pinder Hill</td>
<td>C571 Twitter Lane</td>
<td>Ribble Valley North East</td>
<td>Strengthening Scheme</td>
</tr>
</tbody>
</table>

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 where a 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.

<table>
<thead>
<tr>
<th>Bridges Reserve Schemes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of scheme</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Strategic Route Principal Bridge Inspections</td>
</tr>
<tr>
<td>Structural Reviews</td>
</tr>
<tr>
<td>6581b1 Higher Whitewell Farm</td>
</tr>
<tr>
<td>6492b1 Pinder Hill</td>
</tr>
</tbody>
</table>
### Bridges Reserve Schemes

<table>
<thead>
<tr>
<th>Name of scheme</th>
<th>Location</th>
<th>Division</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>6367b1 Arley Brook</td>
<td>A677 Preston New Road</td>
<td>Ribble Valley South West</td>
<td>Maintenance Scheme</td>
</tr>
<tr>
<td>(Arch)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6009b1 Shaw Brook</td>
<td>C553 Pendle Road</td>
<td>Clitheroe</td>
<td>Maintenance Scheme</td>
</tr>
<tr>
<td>(Clitheroe)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4277b1 Sykes Cottage</td>
<td>C477 Marshaw Road</td>
<td>Longridge with Bowland</td>
<td>Maintenance Scheme</td>
</tr>
</tbody>
</table>

### 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 Ribble Valley Borough Council.

In Ribble Valley, a total number of 1,168 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 Ribble Valley, 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.

<table>
<thead>
<tr>
<th>Starting year</th>
<th>Location</th>
<th>Work description</th>
<th>Current status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012/13</td>
<td>Longridge, Hothersall Lodge, Outdoor Education centre</td>
<td>Extension and internal adaptations to existing holiday cottage</td>
<td>Project in design, work due to commence on site August 2014</td>
</tr>
<tr>
<td>2013/14</td>
<td>Modification of Day services – East Lancashire</td>
<td>Remodelling/adaptations to provide improved day services in the Clitheroe area</td>
<td>Brief being developed by Client</td>
</tr>
</tbody>
</table>

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 Ribble Valley 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. 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).
<table>
<thead>
<tr>
<th>Premises</th>
<th>Description</th>
<th>Gross value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Programme to be added once set in late spring</td>
<td></td>
</tr>
</tbody>
</table>
3. TRANSPORT SERVICES

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

Transport for Lancashire has recently announced funding from 2015 for improvements to the rail infrastructure between Blackburn and Bolton, subject to confirmation of the business case. This will provide increased capacity and reliability and thereby improve Ribble Valley’s connectivity with the economic growth centre of Manchester.

The county council will continue to provide financial support for the Community Rail Partnership Programme Improvements in particular the Clitheroe Line in Ribble Valley.

To support public transport provision in Ribble Valley and encourage better access to jobs, education and services by alternatives to the car, the county council will provide financial support to key non-commercial bus services (15 currently in Ribble Valley), support community transport in Ribble Valley through Ribble Valley Community Transport, and support social care transport (with just over 5,000 journeys undertaken in a typical month in Ribble Valley).

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 Ribble Valley there are 22 local bus services provided by the Environment Directorate under contract to different service providers which carry 60,309 passengers monthly and 723,700 passengers annually. The passenger figures quoted below for Ribble Valley are accurate as at 1 January 2013:

<table>
<thead>
<tr>
<th>Service number</th>
<th>Route description</th>
<th>Average monthly passengers</th>
<th>Average annual passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2, 4 7, 7A, 7B</td>
<td>Clitheroe Town Services Nelson – Barley/Rimington – Clitheroe</td>
<td>11,250</td>
<td>135,000</td>
</tr>
<tr>
<td>4</td>
<td>(Preston) – Fulwood – Broughton – Whittingham – Longridge</td>
<td>13,333</td>
<td>160,000</td>
</tr>
<tr>
<td>7S/72</td>
<td>Nelson – Barley – Clitheroe – Padiham – Burnley – Nelson (Pendle Witch Hopper, summer Sundays week before Easter until last in October)</td>
<td>325</td>
<td>3,900</td>
</tr>
<tr>
<td>10, 11</td>
<td>Clitheroe – Hodder Valley Circular</td>
<td>542</td>
<td>6,500</td>
</tr>
<tr>
<td>Service number</td>
<td>Route description</td>
<td>Average monthly passengers</td>
<td>Average annual passengers</td>
</tr>
<tr>
<td>----------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>----------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>22</td>
<td>Clitheroe - Preston (Monday – Saturday evenings and Sunday daytime)</td>
<td>1,417</td>
<td>17,000</td>
</tr>
<tr>
<td>231</td>
<td>Accrington – Clitheroe (Saturdays) (The passenger figures also include Service 8 Accrington – Spring Hill; as this forms part of the same service contract)</td>
<td>525</td>
<td>6,300</td>
</tr>
<tr>
<td>180, 280, X80</td>
<td>Preston – Clitheroe – (Barnoldswick) – Skipton</td>
<td>13,750</td>
<td>165,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>60,309</td>
<td>723,700</td>
</tr>
</tbody>
</table>

**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](http://www.traveline-northwest.co.uk/)
- Mobile internet - [www.Nextbuses.Mobi](http://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](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](http://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 10,717 senior citizens and to 513 people with disabilities in Ribble Valley.

**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 Ribble Valley nearly 1,400 free student bus passes have been issued this year. There are currently 63 school service contracts and 4 contracts which are provided on an existing public service which carry 551,380 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 Ribble Valley is operated on behalf of the county council by LCC and Preston Community Transport. Fares are charged at the rate of 40p per mile for each journey and can be booked between the hours of 08:30 – 16:30 Monday to Friday. The contact number to book is 01772 516208.

### 3.2 Rail Travel

Ribble Valley is served by the Blackburn to Hellifield railway line with trains operating between Manchester and Clitheroe. There are four railway stations in Ribble Valley:

- Clitheroe
- Langho
- Ramsgreave and Wilpshire
- Whalley

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.

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 Ribble Valley: 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 Ribble Valley Road Safety Action Plan which details the road casualty statistics for the district. The 2014/15 Ribble Valley 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 Ribble Valley 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 Ribble Valley 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 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. 500 school children in Ribble Valley receive bikeability cycle training in 2014/15.

Road Safety Schemes
The following road safety schemes are due to be carried out in Ribble Valley:

<table>
<thead>
<tr>
<th>Priority</th>
<th>Road name/Location</th>
<th>Division</th>
<th>Improvement Measure</th>
<th>Delivery quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Berry Lane Longridge zebra crossing by Towneley Road</td>
<td>Longridge with Bowland</td>
<td>Zebra crossing</td>
<td>Quarter 4</td>
</tr>
</tbody>
</table>

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 Ribble Valley 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 51...
people, including 4 children and 11 16-25 year olds, killed or seriously injured in Ribble Valley per year. As at 1 March 2014 a total of 8 residential 20mph speed limit areas and 16 part time advisory 20mph speed limits have been delivered in the Ribble Valley district. There are three part time advisory schemes awaiting construction, two part time advisory schemes awaiting consultation, and two schools proposed to not have 20mph speed limits introduced due to the nature of the roads around the schools.

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 imported 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](http://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 an 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 Ribble Valley is:

<table>
<thead>
<tr>
<th>Project/activity name and division</th>
<th>Description</th>
<th>Desirable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Stewardship Division: All</td>
<td>Encourage land owners to take up the opportunities presented by Stewardship schemes.</td>
<td>Increase in biodiversity, investment in the rural economy.</td>
</tr>
<tr>
<td>Gisburn Forest Mountain Bike Trail Division: Ribble Valley North East</td>
<td>Development of a series of mountain bike trails in Gisburn Forest and links to wider Lancashire network.</td>
<td>Investment in the rural economy, improvements in health.</td>
</tr>
<tr>
<td>Sawley Riverside improvements Division: Ribble Valley North East</td>
<td>During 2013/14 we will complete the works at Sawley by creating an off-road walking route providing safe link for the Ribble Way.</td>
<td>Increase in biodiversity, investment in the rural economy.</td>
</tr>
</tbody>
</table>
Main Work Programme for 2014/15
Projects in Development and Delivery

<table>
<thead>
<tr>
<th>Project/activity name and division</th>
<th>Description</th>
<th>Desirable outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower Gazegill Farm Access and Orchard: Phase 2 Division: Ribble Valley North East</td>
<td>The farm is used as one of the training venues for the students on the diploma course in Environmental Land management. We will continue the development of a tramper trail around the new and traditional orchards and wild flower meadow along with interpretation.</td>
<td>Increase in access for all, opportunity for improvements to health and wellbeing, investment in the rural economy, opportunities for environmental education.</td>
</tr>
<tr>
<td>Newton Village Community Woodland Division: Longridge with Bowland</td>
<td>This site is the focus of activity to improve the biodiversity, accessibility and appreciation of a small area of woodland in the centre of the village. We will be seeking resources from the Lancashire Environmental Fund to fund future works on the site.</td>
<td>Stronger more active communities, increase in biodiversity.</td>
</tr>
</tbody>
</table>

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** - Two centres are provided in Ribble Valley, one on Chapel Hill, in Longridge, and one on Henthorn Road, Clitheroe.

**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.

**Waste Recovery Parks (WRPs)** - Approximately 12,900 tonnes of residual (burgundy bin) waste and 4,700 tonnes of doorstep collected recyclables from Ribble Valley are taken (via Ribble Valley Transfer Station) to Lancashire County Council's WRPs.

**Green Waste** - Approximately 3,000 tonnes of green waste from Ribble Valley is currently taken (via Ribble Valley 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.

Lancashire County Council support Ribble Valley collection services through a tonnage based payment. A separate temporary agreement is in place for paper and card waste collected by Ribble Valley which is continually reviewed. Lancashire County Council will work in partnership with Ribble Valley Borough Council to continuously review, and improve where possible, recycling collections at doorsteps.
**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 Ribble Valley 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 Ribble Valley includes the following sites for 2014/15:

<table>
<thead>
<tr>
<th>Site</th>
<th>Tree numbers</th>
<th>Area (hectares)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hare Clough</td>
<td>6,700</td>
<td>5.3</td>
</tr>
<tr>
<td>Henthorn</td>
<td>1,300</td>
<td>0.8</td>
</tr>
<tr>
<td>The Rann</td>
<td>2,700</td>
<td>2.1</td>
</tr>
</tbody>
</table>

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 inquires 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 district councils' community infrastructure levy system feeding into that process as and when required (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. There are 7 sites in Ribble Valley of which Spring Wood is probably the most popular and well loved. The friends of Spring Wood contribute to the development and management of the site. Marles Wood at Ribchester is also very popular providing attractive walks along the River to the spectacular suspension Bridge at Dinkley. The Ribble Way and the Pennine Bridleway National Trail also pass through the district.

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeffrey Hill, Chipping, near Longridge</td>
<td>Lay-by car park at popular viewpoint. Links with access land and walks on Longridge Fell.</td>
</tr>
<tr>
<td>Barker Brow, near Ribchester</td>
<td>Car park and picnic area on former chipping store, links to local rights of way network.</td>
</tr>
<tr>
<td>Springwood, half a mile east of Whalley</td>
<td>16.2 hectares semi-natural broadleaved woodland with car park, toilets and visitor room. Ranger base for volunteers in Central Lancashire. Disabled access to woodland developed with support of Friends of Spring Wood who also participate in practical management work and events.</td>
</tr>
</tbody>
</table>
Blackhill Wood, Sabden | 12.45 hectares lease of mixed woodland close to Ribble Valley Borough Council car park. Now privately owned. Network of paths and bridleways keeps users off narrow rural roads and link with PROW network. Some felling of Larch and Rhododendron completed following Phytophthera infection.

Billington Moor, Billington | 10.01 hectares of predominantly coniferous woodland. Permissive bridleway circuit. Possible future wood fuel harvesting site

Churn Clough, Sabden | 11.43 hectares coniferous woodland leased from United Utilities. Access is very difficult. Clear Fell required by plant health notice resulting from Phytophthera infection in Larch. Replanting with native broadleaves utilising grant aid from the Forestry Commission. Site returned to United Utilities for future maintenance.

Access Land | As the access authority we are responsible for the management of access points and signage. In Ribble Valley there are 11,250 hectares of access land with around 150 access points. This includes some of the Honeypot areas such as Fell Foot, the Trough of Bowland, Pendle Hill and Longridge Fell.

Ribble Way | 40km sticking close to the river the Ribble Way passes through the heart of the Ribble Valley on PROW and concessionary footpaths. Some sections are very well used locally particularly near Hurst Green, Clitheroe and Sawley. The Ribble Way leaves Lancashire at Paythorne where it shares part of its length with the Pennine Bridleway National Trail.

**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 Ribble Valley:**

<table>
<thead>
<tr>
<th>Ribble Valley public rights of way</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PROW footpath length</td>
<td>1,101km</td>
</tr>
<tr>
<td>PROW bridleway length</td>
<td>144km</td>
</tr>
<tr>
<td>PROW total length</td>
<td>1,245km</td>
</tr>
</tbody>
</table>

**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 with potential 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.

<table>
<thead>
<tr>
<th>AONB in Ribble Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forest of Bowland area</td>
</tr>
</tbody>
</table>
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 Ribble Valley based on actual activity recorded during 2013/14:

### Trading Standards

<table>
<thead>
<tr>
<th>Demand/activity</th>
<th>Anticipated work</th>
<th>Aim/outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of advice to members of the public</td>
<td>804 complaints.</td>
<td>Supporting and protecting Ribble Valley residents.</td>
</tr>
<tr>
<td>Provision of advice and visits to businesses</td>
<td>908 visits and advice.</td>
<td>Supporting local businesses and protecting consumers.</td>
</tr>
<tr>
<td>Testing weighing and measuring equipment used for trade purposes.</td>
<td>Petrol pumps, weighing machines in shops, beer and spirit measures, weighbridges, fuel tankers and other equipment inspected/tested on basis of risk/identified problems.</td>
<td>Protecting consumers and honest businesses. Creating a fair trading environment and contributing to a strong local economy.</td>
</tr>
<tr>
<td>Appropriate legal action taken against the worst offending traders.</td>
<td>Where serious legal breaches are identified – offenders are prosecuted.</td>
<td>Maintaining standards and ensuring a fair trading environment.</td>
</tr>
<tr>
<td>Tackling doorstep crime by the establishment of ‘No Cold Calling Zones’ and dealing with complaints from residents.</td>
<td>15 zones maintained and seek to establish a number of further zones according to local support and risk 4 doorstep crime complaints dealt with.</td>
<td>Protecting consumers (especially the most vulnerable). Supporting honest businesses.</td>
</tr>
<tr>
<td>Demand/activity</td>
<td>Anticipated work</td>
<td>Aim/outcome</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Tackling underage access to alcohol and tobacco</td>
<td>20 planned underage sales operations which may increase according to complaints and intelligence received and identified problem areas.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Consultation with young people aged 14-17 via online alcohol and tobacco survey.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Development of an E-learning platform which will provide easy access to a wide range of alcohol and tobacco information, training and support.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Promote registration and usage of Lookout Alcohol and Tobacco websites to all primary schools across the district.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Tackling anti-social behaviour.</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Protecting the health of young people by reducing alcohol and tobacco consumption.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Good quality data to enable resources to be targeted effectively and to inform performance management and monitoring.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local needs analysis enabling identification of 'hotspots'.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A regular collection of contemporaneous data on young people's attitudes to, and use of, alcohol and tobacco.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improving the health choices of young people in schools and colleges.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Supporting teachers, tutors and other agencies who work with young people</td>
<td></td>
</tr>
</tbody>
</table>

| Businesses signed up to Safe Trader Scheme.                                    | 47 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.                                    |
### Community Alcohol Network

<table>
<thead>
<tr>
<th>Demand/activity</th>
<th>Anticipated work</th>
<th>Aim/outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licensee engagement</td>
<td>Workforce development for licensed trade</td>
<td>The Community Alcohol Network is a partnership approach with the following aims:</td>
</tr>
<tr>
<td>Implementing a consistent Check25 policy across the district</td>
<td>Provision of free training and due diligence resources (AgeCheck) for alcohol retailers</td>
<td>- To reduce young people's access to alcohol with the aim of reducing binge and risky drinking and alcohol fuelled anti social behaviour amongst young people</td>
</tr>
<tr>
<td>Working with schools to provide educational activities and to raise awareness of alcohol misuse amongst young people and parents</td>
<td>Signposting schools to the Trading Standards Substance Misuse Online Learning Portal to utilise learning resources</td>
<td>- To reduce the incidence of alcohol sales to minors &amp; to tackle attempted purchasing and proxy purchasing through enhanced enforcement activity in identified hotspots complemented with effective education interventions</td>
</tr>
<tr>
<td>Deploying additional dedicated Special Constabulary patrols to undertake licensing visits, identify under 18s drinking alcohol in public places and 'party houses' and calling parents to the scene to take responsibility for them</td>
<td>Initiating further contact with parents via Police Early Action referrals</td>
<td>- Develop the perception amongst enforcers and the wider community that licensed premises are a key part of the solution rather than part of a problem</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- To raise awareness of alcohol related health and social issues amongst young people, parents and the wider community</td>
</tr>
</tbody>
</table>
## Animal health and agriculture

<table>
<thead>
<tr>
<th>Demand/activity</th>
<th>Anticipated work</th>
<th>Aim/outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide advice and support to farms and businesses</td>
<td>130 requests for advice on legislation or requests for movement documents.</td>
<td>Support local businesses and protect the wider farming community and public health.</td>
</tr>
<tr>
<td>Monitor food standards at primary producer level on farm.</td>
<td>33 risk based visits will be carried out for animal health and welfare, feed and food standards.</td>
<td>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.</td>
</tr>
<tr>
<td>Investigate complaints relating to the health and welfare of farmed animals and contraventions of disease controls.</td>
<td>262 complaints expected based on previous years. 73 complaints will require an officer visit.</td>
<td>Protecting businesses which may be affected by disease outbreaks and the community from health risks.</td>
</tr>
<tr>
<td>Assess animal health and welfare standards at abattoirs, both at the premises and livestock received. Carried out in liaison with the Meat Hygiene Service.</td>
<td>1 primary visit to the premises, 1 unannounced transport check plus responding to any referrals from the Meat Hygiene Service.</td>
<td>Supporting businesses, maintaining standards to protect animal health and welfare and ensuring a fair trading environment.</td>
</tr>
<tr>
<td>Audit of animal feed manufacturers in relation to hygiene and trading standards.</td>
<td>1 primary visit plus one sampling visit to analyse products/raw materials for presence of toxins.</td>
<td>Supporting businesses, maintaining standards to protect animal health and welfare and ensuring a fair trading environment.</td>
</tr>
<tr>
<td>Register and advise new feed businesses.</td>
<td>10 food businesses which supply co-products to the animal feed industry to be registered and advised.</td>
<td>Support local enterprise and economy with legal and technical guidance and ensuring products supplied to animal feed are safe for animals.</td>
</tr>
<tr>
<td>Monitor compliance with animal health and welfare standards at livestock auction marts.</td>
<td>150 market days attended to ensure compliance with market welfare requirements and animal movement and traceability.</td>
<td>Maintaining standards to protect the health and welfare of animals and traceability of animals within the food chain. Supporting business and protecting public health.</td>
</tr>
<tr>
<td>Appropriate legal action taken against the worst offending traders.</td>
<td>Where serious legal breaches are identified – offenders prosecuted.</td>
<td>Maintaining standards and ensuring a fair trading environment.</td>
</tr>
</tbody>
</table>
### Food safety

<table>
<thead>
<tr>
<th>Demand/activity</th>
<th>Anticipated work</th>
<th>Aim/outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide advice and guidance to individuals and Ribble Valley businesses.</td>
<td>16 Consumer complaints resolved and business enquiries satisfied.</td>
<td>Support local businesses and protect and improve the health of Ribble Valley residents.</td>
</tr>
<tr>
<td>Monitor food standards and composition at all stages of food production.</td>
<td>10 Samples taken and analysed. Support offered to Ribble Valley companies where adverse results found.</td>
<td>Maintain fair, healthy and legal products from raw material to finished article.</td>
</tr>
<tr>
<td>Assess food standards, compliance at major food businesses in Ribble Valley.</td>
<td>11 High priority inspections carried out.</td>
<td>Supporting businesses, maintaining standards and ensuring a fair trading environment.</td>
</tr>
<tr>
<td>Appropriate legal action taken against the worst offending traders.</td>
<td>Where serious legal breaches are identified prosecution cases considered.</td>
<td>Maintaining standards and ensuring a fair trading environment.</td>
</tr>
</tbody>
</table>

### Petroleum and explosives

<table>
<thead>
<tr>
<th>Demand/activity</th>
<th>Anticipated work</th>
<th>Aim/outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspections of petroleum and explosives storage premises and the licensing and provision of advice to businesses</td>
<td>Risk based/intelligence led visits. Currently 28 licensed/registered petroleum and explosives premises in the Ribble Valley.</td>
<td>Protecting the health and safety of Ribble Valley residents and businesses. Environmental protection in relation to petroleum storage. Supporting local businesses.</td>
</tr>
<tr>
<td>24/7 emergency response to reported/suspected petroleum leaks.</td>
<td>Response to any report of suspected petroleum loss.</td>
<td>Minimising the impact on the health and safety of the residents and businesses of the Ribble Valley and damage to the environment and drinking water supply.</td>
</tr>
<tr>
<td>Appropriate legal action taken against the worst offending traders.</td>
<td>Where serious legal breaches are identified – offenders prosecuted</td>
<td>Maintaining standards and ensuring a safe trading environment</td>
</tr>
</tbody>
</table>
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 Ribble Valley Borough Council, members of Lancashire County Council Emergency Planning Service maintain close regular liaison with the appropriate Ribble Valley 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 Ribble Valley, 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 Ribble Valley 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 Ribble Valley 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 Ribble Valley council staff also involves co-operation on training and exercises.

In addition Lancashire County Council has a statutory duty to prepare a specific plan to deal with the off-site consequences of an emergency at Johnson Matthey Ltd, a chemical site in Clitheroe. As part of the off-site plan preparation, liaison is maintained between Lancashire County Council and Ribble Valley Borough Council.
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 Ribble Valley, 24 individual issues have been identified under the following themes – Economy, Deprivation, Health, Population, Education Community Safety, Transport, and Road Safety. This evidence shows that Ribble Valley is the least deprived district in the county and also one of the least deprived in the country. There are very low levels of material deprivation, although geographical deprivation (deprivation by distance) can be a significant issue for many of Ribble Valley's rural residents.

The health of Ribble Valley residents is generally very good, however, there are emerging issues that will need to be addressed including higher than average levels of binge drinking. Other needs include reducing the number of people killed and seriously injured on the district’s roads.

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 | Supporting access to employment particularly for those aged 16-19 and/or those from rural locations.  
|        | The need for appropriate employment opportunities in the district and the development of local entrepreneurship, particularly in the rural areas.  
|        | Developing the tourism and leisure industry while supporting existing rural enterprises including agriculture.  
|        | Supporting the development of the Enterprise Zone at Samlesbury. |

Summary

Ribble Valley has a small mixed economy, with manufacturing, agriculture, and tourism the most prominent sectors. Distribution, hotel and restaurants account for a large proportion of employment. The district is home to BAE Systems, a major local employer for Ribble Valley and the broader Lancashire area and there are a number of well established local businesses. The rural nature of Ribble Valley means that supporting access to employment opportunities is key.

Environment Directorate

1. Continue to maintain the highway, focusing particular attention on the network that supports areas of economic development, local tourism and leisure facilities, and
**delivery actions**

- routes to principal market towns in the district.
- Continue to provide access through public transport to areas of economic development.
- Encourage residents and visitors to access the open spaces available in Ribble Valley.
- Support LCC’s initiative to provide high speed broadband in rural areas.

**Deprivation** (see below for the index of multiple deprivation map)

<table>
<thead>
<tr>
<th>Issue</th>
<th>Summary</th>
<th>Environment Directorate delivery action</th>
</tr>
</thead>
<tbody>
<tr>
<td>High rates of fuel poverty for some households.</td>
<td>In Ribble Valley 20% of households are living in fuel poverty. 6% of the population are considered to be income deprived, with 640 children living in poverty.</td>
<td>Provide information and signposting to appropriate sources, which will help vulnerable Ribble Valley residents to keep warm in winter.</td>
</tr>
<tr>
<td>The number of children living in poverty.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Health**

<table>
<thead>
<tr>
<th>Issues</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>High percentage of adults binge drinking.</td>
<td>The health of people in Ribble Valley is generally much better than the England average. However, one identified need for Ribble Valley is to reduce binge-drinking levels, alcohol consumption in general and reduce alcohol-related diseases and there is a lower percentage of pupils spending at least three hours each week on school sport (52.6%), compared with the England average of 55.1%.</td>
</tr>
<tr>
<td>High numbers of physically inactive children.</td>
<td></td>
</tr>
<tr>
<td>Managing long-term conditions including diabetes.</td>
<td></td>
</tr>
<tr>
<td>Maintaining low rates of obese children (year six).</td>
<td></td>
</tr>
<tr>
<td>Maintaining low rates of obese adults.</td>
<td></td>
</tr>
</tbody>
</table>

**Environment Directorate delivery actions**

1. Provide information about healthy living; including promoting access to open spaces and good quality, affordable food.
2. Promote behavioural change activities and awareness raising in terms of the misuse of alcohol and tobacco.
3. Help increase personal and community resilience by responding quickly, flexibly and responsively to local concerns.
4. Promotion and delivery of active travel options e.g. walking and cycling.

**Population**

<table>
<thead>
<tr>
<th>Issues</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>An increasing proportion of residents aged 65+ years.</td>
<td>Between 2010 and 2035 it is predicted that there will be a higher proportion of the population in Ribble Valley aged 75 and over, as the number is expected to increase by 5,100 (100%). The highest increase will be the number of people aged over 90 years (240%).</td>
</tr>
</tbody>
</table>

**Environment Directorate delivery action**

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

<table>
<thead>
<tr>
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<th>Summary</th>
<th>Environment Directorate delivery action</th>
</tr>
</thead>
<tbody>
<tr>
<td>To increase the number of people with the minimum (NVQ2 and above) qualifications required by employers.</td>
<td>Levels of educational achievement in Ribble Valley are continuing to improve and remain above the rates for England and Lancashire. In 2011/12, 67.9% of pupils gained at least 5 GCSE grade A*-C (including maths and English) passes or equivalent, an increase of 8.4% from 2009/10. However, In 2011, the proportion of the working age population (16-64) qualified to NVQ4 or above in Ribble Valley was 25.1%; whilst 37.8% of people aged 16-64 were not qualified to a minimum of NVQ2 (England average 30.5%).</td>
<td>Provide easier access high quality education, through improving the road conditions and congestion, the provision of effective public transport and supporting sustainable travel options.</td>
</tr>
</tbody>
</table>

### Road Safety

<table>
<thead>
<tr>
<th>Issues</th>
<th>Summary</th>
<th>Environment Directorate delivery actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>High numbers killed or seriously injured overall in the district.</td>
<td>On average, between 2007 and 2011 there were 45 people, including four children and 14 young adults (16-25 year olds), killed or seriously injured in Ribble Valley per year. Speed and accidents resulting from excessive speed are a concern on some roads in Ribble Valley.</td>
<td>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 though Lancashire Road Watch and Speed Tasking. 4. Deliver the following programmes in schools:   - Engagement with primary schools - Right Start pedestrian training, Safer Cycling, 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 Primary Schools and other engagement initiatives. 5. Deliver 'Wasted Lives' project for young drivers in 6th forms.</td>
</tr>
</tbody>
</table>

### Transport

<table>
<thead>
<tr>
<th>Issues</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving public transport links to the rest of the county and to centres of employment outside of the county.</td>
<td>Improving public transport links to the rest of the county and to centres of employment outside of the county.</td>
</tr>
<tr>
<td>Supporting access to employment particularly for those aged 16-19 and/or those from rural locations.</td>
<td>Supporting access to employment particularly for those aged 16-19 and/or those from rural locations.</td>
</tr>
</tbody>
</table>
Ribble Valley has relatively high levels of car ownership due to the dispersed nature of the population, with the majority of people relying on the private car for transport. Those without ready access to private transport can therefore find themselves isolated. In this predominately rural district, the delivery of reliable and accessible public transport to provide access to services is vital to many residents.

### Environment Directorate delivery actions

1. Continue to deliver sustainable travel options in the rural areas.
2. Deliver countywide Local Transport Plan (LTP) schemes.
3. Deliver the actions identified in the East Lancashire Masterplan for Ribble Valley. Further details in 1.3 Local Transport Plan.
4. Provide local Solutions to tackle road safety and congestions issues.
5. Inspect and maintain roads and footways to keep them safe.

### Community Safety

#### Issues

- Compliance with licensing regulations to reduce alcohol misuse (including underage sales and fake products).
- Decreasing rates of anti-social behaviour.
- 'No Cold Calling' zones.
- The quality of the public realm.

#### Summary

Overall, 97% of respondents were satisfied with their local area as a place to live (from the Perception 2011 survey). The 2011 Living in Lancashire found that 96% of Ribble Valley residents feel 'very' or 'fairly' safe during the day and 80% feel safe after dark, both of which are above the county averages. However targeting anti-social behaviour remains important.

#### Environment Directorate delivery actions

1. Consultation with young people aged 14-17 via online alcohol and tobacco survey in order to:
   - 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:
   - 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. Twenty planned underage sales operations which may increase according to complaints and intelligence received; identifying problem areas.
5. Maintain the 15 'No Cold Calling' zones and seek to establish further areas in conjunction with local residents.
6. Under take alcohol misuse prevention measure for example, underage sales 'age check' operations.
7. Support and deliver initiatives that improve the local area, for example improving open spaces.
8. Maintain street lighting in line with the current county council policies for example emergency rapid response to fixing street lighting.
9. Road safety actions as included in the road safety section.
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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| Main contact details address | Lancashire County Council  
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<tbody>
<tr>
<td></td>
<td>PO Box 78, County Hall, Fishergate, Preston Lancashire, PR1 8XJ</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:enquiries@lancashire.gov.uk">enquiries@lancashire.gov.uk</a></td>
</tr>
<tr>
<td>General enquiries</td>
<td>0300 123 6701</td>
</tr>
</tbody>
</table>
| Lancashire Highways         | 0300 123 6780  
|                             | highways@lancashire.gov.uk |

This is a new freephone number (available from 27 March 2014).