



# Environment Commissioning Plan for Ribble Valley 2015-16

April 2015

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# 1. INTRODUCTION

The Environment Directorate currently 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.

However, our current directorate structure will cease to exist after March 2016. The county council is currently undergoing a significant transformation in order to achieve savings by 2017-18 in the order of £300 million. As the county council transforms over the next 12 months a new operating structure will come into effect that enables the council to remain committed to providing effective services and improving the quality of life, and the environment for the people and businesses of Lancashire.

This plan contains details of the highway, transport, environment and public protection capital schemes and revenue services to be provided in Ribble Valley in 2015/16. 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.

## In year changes and updates

Changes to how we intend to deliver services will be detailed in the table below.

Progress and updates are also communicated via the quarterly district dashboards. Quarterly bulletins provide in year forward looking service delivery information on a district basis.

Please follow the links to see the latest versions:

Ribble Valley [Environment Directorate dashboards](#)

Ribble Valley [Environment Bulletins](#)

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

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

## 1.1 Shaping Service Delivery in Ribble Valley

### The Commissioning Process

Shaping service delivery for the county council has a number of drivers. In more recent years there has been an ongoing challenge to deliver value for money services, meet 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.

Our commissioning process enables us to deliver services that meet the policy objectives of the political administration, meet the statutory obligations of the county council, and meet the needs of citizens, communities and their environment. It is designed to ensure the most effective use of resources to achieve desired outcomes. 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.

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

Each commissioning plan is supported by a comprehensive 'district needs profile' that 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. Our service offer is aimed at contributing towards addressing those needs, some of which are very complex and of a long standing nature. Many of the issues require internal and/or external partner input. Details of Ribble Valley's needs profile can be found at Appendix A.

Our services are delivered through two types of funding – capital and revenue. Capital funding is used for 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. Revenue funding is used for 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 highway, transport, environment and public protection capital schemes and revenue services to be provided in Ribble Valley in 2015/16. Where necessary, for example as priorities change, this plan will be amended and kept as up to date as possible.

## 1.2 Council Transformation

### Our Vision

Over the next twelve months Lancashire County Council will be continuing to transform into a new-look organisation with a new offer to the people we serve, and a new operating structure that enables us to deliver effective and efficient services for the people of Lancashire. Services will be provided within an overall cost envelope which will be £300 million less by 2017/18. This means that our service offer for 2015/16 involves providing some services differently, and in some cases significantly reducing levels of service compared with previous years. The new organisational structure will be fully operational by April 2016. Although this is a challenging process the council will still be one of the region's biggest spenders and employers will still have the potential to make a really positive difference to our local communities. The consequences of reduced budgets are detailed in the service offers outlined in this commissioning plan.

The prosperity, health and wellbeing of Lancashire people will be our focus and we'll aim to make a positive difference to peoples' lives using the most efficient and effective means.

### Our communities

The county council's role has always been to deliver the best possible service to the people of Lancashire. Serving our communities will be about supporting and creating prosperity, health and wellbeing.

- **Prosperity** because the success of the Lancashire economy will determine the availability of good jobs that allow people to fulfil their aspirations and enjoy independent, productive lives; and because a strong, diverse commercial base will be central to sustaining investment in the county and in turn securing long term economic success.
- **Health** because it is central to every individual's happiness and ability to achieve what they want from life; and because the ageing population profile and unhealthy lifestyles present the greatest challenge to public services in coping with future demand.
- **Wellbeing** because we aim to move from intervention to prevention as much as we can, giving people the opportunities that allow them to stay well and thrive on their own, or as part of their family; and because it allows the council to focus its resources on the most vulnerable members of our communities, while maintaining those universal services that are essential to making Lancashire a good place to live and work.

We will take inspiration from the work the council has been doing over the last few years to identify the most effective ways of reducing health inequalities, which means reducing the gap in health and life expectancy between communities in different parts of Lancashire.

### Our new organisation

The focus on prosperity, health and wellbeing set out above will be clearly reflected in how the new organisation works, how it is structured and how priorities are determined in each part of the council.

It will involve making our services more targeted, with a greater emphasis on the vulnerable who need our support and on enabling people to be independent and enjoy the benefits that can bring.

It will also mean working more effectively across the organisation, delivering a single, joined-up service to our customers that isn't hampered by some of our current structures. Our current directorates will no longer exist and they will be replaced with a structure that is tailored to support the new organisation in achieving its aims.

We will also seek to build closer, more effective working arrangements with partner organisations. The council recognises public services should be more joined-up as a whole and will be proactive in creating and taking opportunities to work more closely and efficiently with other organisations that share our goals.

Our financial model will look very different to how it does now, too. We are already seeing the beginnings of a new funding relationship with central Government, with our core funding reducing but new opportunities to secure money for one-off landmark projects (often referred to as 'capital' projects). Meanwhile, we will look to maintain and, where it makes sense to do so, build the income we receive from partners for delivering our services.

Last but not least, our new organisation will be one with ambition. We will strive to do things to the best standard within the resources available, focusing on outcomes that allow us to measure the difference we make to the communities we serve. We will aim to be the best council in the country because we believe in getting the best for the people of Lancashire.

## Our employees

The council's future success will continue to rely on its employees, both through their dedication to delivering services on a daily basis, and for their wider contribution to improving the council.

Every individual who works for the council has a range of experience and skills, all of which should be valued and recognised by managers and colleagues alike. We'll aspire to be an organisation where people not only feel comfortable expressing their ideas for improvement, but where it's the norm to innovate and put good ideas into practice.

## 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 comprehensive 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 Strategic Economic Plan and Local Development Framework Core Strategies/Local Plans.
- Propose measures that the county council considers 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 be publishing 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 Highways and Transport Masterplan, together with the districts of Hyndburn, Pendle, Rossendale and Burnley and the unitary authority of Blackburn-with-Darwen. 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](#)

Central government funding processes for local transport infrastructure are changing with effect from April 2015. The Local Growth Fund includes a significant amount of local transport funding from the outset. In addition to funding for local major transport schemes, over 40% of the Integrated Transport Block grant funding currently received directly by local transport authorities will be included, thereby reducing the amount of guaranteed funding going forward. Access to the Local Growth Fund is competitive and secured through a Growth Deal negotiated between the Government and the Local Enterprise Partnership. The Lancashire Growth Deal agreed with the Government in July 2014 includes a £12.4million contribution towards the Blackburn to Bolton Rail Corridor Improvements scheme, which in addition to supporting an enhanced train service between Blackburn and Manchester, will improve the reliability of services that operate between Clitheroe and Manchester. The project also includes enhancements to facilities at stations in the Ribble Valley.

In 2015/16 the following projects will be in preparation and/or delivery, the full list of schemes can be found in the approved masterplan which can be accessed via the link given above:

Project Name and description	Delivered by	Project Start (Year)	Project Completion (Year)
<p><b>Blackburn to Bolton Rail Corridor Improvements</b></p> <p>Comprises an extension of the twin track passing loop at Darwen and enhancement works at selected stations on the line including stations north of Blackburn</p>	Network Rail/ Blackburn with Darwin Borough Council/LCC	2015/16	2016/17
<p><b>East Lancashire Connectivity Study (ELCS)</b></p> <p>The study comprises 5 elements:            Burnley – Pendle Growth Corridor (completed)            East Lancashire Rail Connectivity            M66 Gateway            Ribble Valley Growth Corridor            M65 Gateway</p>	LCC	2013/14	2015/16

There are also some countywide projects that will be delivered to compliment the Masterplans, the following table details these projects for delivery during 2015/16:

Project Name	Project Start (Year)	Project Completion (Year)
Bus Stop Compliance	2011/12	Ongoing
Urban Traffic Management and Control System Upgrade	2011/12	2015/16

## 1.4 Approved Capital Projects from 2014/15 for Delivery in 2015/16

During 2014/15 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 2015/16, and will not affect the delivery or allocation of funds in the approved programme for 2015/16.

The following table gives details of these projects:

Project/scheme name	Treatment	Programme
The agreed list of carry forward capital schemes will be added into this table once it has been finalised in June 2015		



## 2. HIGHWAY SERVICES

### 2.1 Road and Street Maintenance

The county council has a statutory 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.

In accordance with the highways service offer, there will be a number of differences in how these services are now delivered. The key differences are as follows:

- Not all highway reports received from elected members and the public will result in works being undertaken. Many will result in no further action as the nature of the problem does not meet defect intervention levels.
- A change to defect intervention levels has been approved that will result in less defects being identified in the footway. The intervention level has changed from 20mm to 25mm for the majority of the footway network (with the exception of busy town centre shopping areas, and footways linking interchanges between different modes of transport).
- Traffic signs and road marking maintenance will be prioritised to ensure that regulations are enforceable.
- Requests for traffic regulation orders such as residential parking/waiting restrictions, residents parking and speed limit orders will be prioritised according to their ability to deliver casualty reduction, strategic traffic management, economic growth, or environmental improvement objectives. This will result in many requests not being progressed.
- The target response time to enquiries and service requests will increase from 10 to 20 working days. All enquirers will be expected to use on-line and electronic media, where those channels are available, to track progress of any investigation and repair activity.

#### Highways Contact Information

In order to ensure that management capacity in the highways service is used most effectively, defect reports and routine enquiries should be made through the following channels:

1. Telephone: 0300 123 6780, this is a local call rate number, and the line is open 8am to 5pm, Monday to Friday.
2. Email: [highways@lancashire.gov.uk](mailto:highways@lancashire.gov.uk). You will be issued with a reference number and if you require an update you can telephone or email and an update will be provided.
3. Report It: Use our online reporting system at [www.lancashire.gov.uk/roads](http://www.lancashire.gov.uk/roads). This map based system will allow you to easily and quickly tell us where and what the issue is. You will be provided with a unique reference number, which you can use to log into the system and track the progress of your report at any time.

For most reports and enquiries a team based approach will be used to support county councillors and liaise with district and parish councils rather than through a designated manager. As indicated above, our service offer is to assess and respond to requests for service within 15 working days. Our aim is to provide quicker response times wherever possible however service users are asked to bear in mind the overarching target response time when using the contact channels for updates and progress tracking.

Outside of our office working hours, the highways service can be accessed for emergencies only and by contacting Lancashire Police on 101.

## 2015/16 Highway Schemes

The following tables list the highway schemes from our capital programme which are due to be delivered in Ribble Valley in 2015/16. 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**

<b>Maintenance of Highways Assets A, B and C Class Roads</b>					
<b>Priority</b>	<b>Road name</b>	<b>Location</b>	<b>Division</b>	<b>Treatment</b>	<b>Delivery quarter</b>
<b>Surface Dressing of 2014/15 Retread Scheme</b>					
1	A59 Longsight Road	Ribchester Road to A666 roundabout	Ribble Valley South West	Surface dressing	Quarter 1
1	C553 Sabden Road/ Padiham Road Simonstone/ Sabden	Simonstone Road to Whins Lane	Ribble Valley North East	Surface dressing	Quarter 1
2	Clitheroe Bypass	Sawley Road to Sawley Old Road	Ribble Valley North East	Surface dressing	Quarter 1
6	Ribchester Road	Longsight Road A59 to Hollow Head Lane/Wilpshire	Ribble Valley South West	Surface dressing	Quarter 1
7	Trough Road	Dunsop to Sykes Farm	Longridge With Bowland	Surface dressing	Quarter 1
<b>Carriageway Inlay Programme</b>					
1	C571 Birdy Brow	Clitheroe Road to Clitheroe Road	Longridge With Bowland	Carriageway resurfacing	Quarter 2
2	A682 Burnley Road, Gisburn	A59 to Blind Lane	Ribble Valley North East	Carriageway resurfacing	Quarter 2
<b>Pre Patching Programme</b>					
Programme of works to be determined					

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

Priority	Road name	Location	Division	Treatment	Delivery quarter
1	Lowergate	G/E Emporium near Moor Lane	Clitheroe	Carriageway resurfacing	Quarter 2
2	Back King Street	Railway View Road to Railway Avenue	Clitheroe	Carriageway resurfacing	Quarter 2
3	Main Street, Grindleton	Sawley Road to outside No.1 Chestnut Cottage	Ribble Valley North East	Carriageway resurfacing	Quarter 1

**Maintenance of Highways Assets*****Urban Unclassified Pre Patching***

Road name	Location	Division	Treatment
Programme of works to be determined			

**Maintenance of Highways Assets*****Rural Unclassified Roads***

Priority	Road name	Location	Division	Treatment	Delivery quarter
1	Back Lane Newton, Slaidburn	Newton Road, Newton to Chapel Street, Slaidburn	Longridge with Bowland	Carriageway resurfacing	Quarter 2
2	Commons Lane/Higher Commons Lane, Balderstone	Jacksons Bank Lane to Higher Commons Lane/Whalley Road to Osbaldeston Lane	Ribble Valley South West	Machine patch and surface dress	Quarter 1
3	Whins Lane, Read/Simonstone	George Lane to Trapp Lane	Ribble Valley North East	Carriageway surface dressing	Quarter 1

**Maintenance of Highways Assets*****Rural Unclassified Pre Patching***

Road name	Location	Division	Treatment
Programme of works to be determined			

**Maintenance of Highways Assets****Footways**

<b>Priority</b>	<b>Road name</b>	<b>Location</b>	<b>Division</b>	<b>Treatment</b>	<b>Delivery quarter</b>
1	Calder Avenue, Billington	Full length	Ribble Valley South West	Footway reconstruction	Quarter 4
2	Manor Road, Whalley	Full length	Ribble Valley North East	Footway reconstruction	Quarter 2
3	Hampshire Close, Wilpshire	Full length	Ribble Valley South West	Footway reconstruction	Quarter 2
4	Anderson Road, Wilpshire	Full length	Ribble Valley South West	Footway reconstruction	Quarter 1
5	Kemple Drive	Full length	Ribble Valley North East	Footway reconstruction	Quarter 2
6	Hacking Drive, Longridge	Full length	Longridge with Bowland	Footway reconstruction	Quarter 3

**Countywide Funding Allocations****Structural Defects**

Please contact Lancashire Highways at [highways@lancashire.gov.uk](mailto:highways@lancashire.gov.uk) to report any defects or other damage that you are aware of.

**Pre Patching**

Most roads scheduled for surface dressing require some 'pre patching' treatment. Pre patching is best completed a year in advance of the scheduled resurfacing works.

**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 will be made available in 2015/16 to invest in the network.

**Advanced Design Work Funding**

A countywide allocation will be made available to support the development of the 2016/17 capital programme.

**Geotechnics Funding**

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

## 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.

Agreement has also been reached between Lancashire County Council and Ribble Valley Borough Council regarding mutual aid arrangements during the winter. This agreement allows for the county council to provide the borough council with salt for use on footways which borough council staff will spread when called upon.

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.

To ensure that the lighting stock across Lancashire is managed to minimise the consumption of energy, whilst maintaining adequate lighting of the highway network, end of life existing lighting will be replaced with LED units over a five year maintenance cycle. Where this is not possible the units will be operated at a 50% light level all night. This is a service change as currently on residential roads those units that are dimmed do so between 22:00hrs and 06:30hrs, and on main traffic routes dimming takes place between 19:00hrs and 07:00hrs.

## 2.3 Flood Risk Management and Drainage

Lancashire County Council has responsibility for highway drainage under the Highways Act 1980. 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.

The service offer for 2015/16 will be as follows:

- Continue to implement the Flood Risk Management Strategy Action Plan.
- Contribute to the designation of structures as appropriate, and the maintenance of a record and register for assets and features that affect flood risk, as held by Asset Management service.
- Investigate flooding where necessary and appropriate (where this affects 5 or more properties in a single location).
- Act as a statutory consultee to local planning authorities.
- Fulfil the Lead Local Flood Authority role of promoting partnership working with other Risk Management Authorities, including the development of bids for external funding for flood alleviation schemes.
- Issuing consents to control work in ordinary watercourses where the flow may be affected.
- Enforcement to clear watercourses of obstructions, or of unconsented works, so that flow is not impeded and flood risk is reduced.
- Base the frequency of cyclic maintenance of highway gullies on need. This frequency will be fully defined once more on-site information is gathered and local conditions are understood.
- Undertake drainage defect repair works primarily informed through the cyclic maintenance programme, focussing attention on the areas of greatest need enabling work programmes to be efficiently managed to ensure greatest productivity
- Prioritise reactive maintenance works to where highway drainage system defects are causing significant difficulties to the travelling public or affecting property.

This will differ from the 2014/15 service offer in the following ways:

- Proactive engagement in flood investigations that do not meet the policy criteria of 5 or more affected properties in a single location will cease.
- Proactive identification of flood assets for the record/register will cease.
- Resources will be focused on delivering specific statutory processes such as issuing consents, and fulfilling the statutory consultee role. As a consequence, the capacity for officers to devote time to developing potential flood alleviation schemes and bids may reduce.
- Frequency of cyclic maintenance for gullies will change from a minimum of one visit to each gully every 12 months to a maintenance schedule based entirely on need. It is anticipated that the majority of gullies will be visited once every 18 months, however some locations may experience a longer interval between visits where local conditions permit.
- Not all reports of standing water on the highway will result in works taking place.

The following table details the capital project planned to be completed in Ribble Valley in 2015/16:

<b>Maintenance of Highways Assets</b>				
<i>Drainage</i>				
<b>Priority</b>	<b>Road name/location</b>	<b>Division</b>	<b>Treatment</b>	<b>Delivery quarter</b>
1	Shackletons on Clitheroe Road	Ribble Valley North East	Drainage improvement and flood relief to redirect watercourse and to reduce flooding to properties	Quarter 2

## 2.4 Traffic Signals

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

This service supports the network management duty by maintaining and optimising the performance of traffic signal installations at key and sensitive locations on the network. The service also undertakes design and implementation of new installations.

Under the service offer for 2015/16, the chargeable rectification of equipment failures will be prioritised towards those junctions where safety or major delay risks are most acute; so as to optimise network performance for the available investment. This may mean that repairs at more lightly trafficked junctions, where minor delays are being incurred, may take longer to be implemented.

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

- Emergency faults are to be attended within 2 hours and made safe and operational (possibly temporarily) as soon as possible.
- Urgent faults are to be attended within 4 hours and repaired within 2 hours of attendance.
- Non-urgent faults are to be attended within 8 working hours and repaired within 2 hours of attendance.

## 2.5 Keeping Traffic Moving

The county council is responsible for keeping traffic moving around the road network and managing congestion in various ways. The revenue stream below includes activity related to traffic regulation, the management of street works, and sustainable travel.

### **Design and implementation of traffic regulation orders**

The county council is 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. The above allocation includes provision for the cost of advertisement of TRO's. In accordance with the 2015/16 service offer, TRO's will be considered in situations where there is an existing injury accident record and where implementation of the measure would be expected to bring casualty reduction benefits. Where resources allow,

TRO's that contribute to better strategic traffic management, economic growth or significant environmental improvement will also be considered.

### **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, as well as highway maintenance and improvement works carried out by the county council. Until March 2015, anyone wishing to carry out works in the highway had to submit formal notices to the county council, and our role was to use best endeavours to ensure works were co-ordinated so as to minimise disruption to the travelling public. In March 2015 the county council implemented a permit scheme that allows us much greater control over when and how works can be carried out.

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

### **Sustainable travel**

During 2015/16, 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;
- Offer information to support the rural population in planning and making more sustainable journeys, thus improving their access to services and opportunities
- Engage with businesses and organisations

From 2016/17, the sustainable travel output will be focussed on cycling; including cycling scheme development, cycling capital programme development, and provision of advice on cycling issues for development control and planning applications. Activities associated with business engagement will be undertaken as part of the development control process.

### **Cycling**

The county council is committed to investing money and resources in new cycle facilities throughout the county. Cycling has a range of benefits across different policy areas, including health, physical activity, transport, visitor economy, and air quality. It helps reduce congestion, offers a low cost form of transport, enabling people without a car to access a wider range of services and employment than would otherwise be the case, and it can also help improve quality of life. Cycling is a key part of the Highways and Transport Masterplans.

In October 2014 the Government published their draft Cycling and Walking Delivery Plan (the final document is due to be published in 2015). The Delivery Plan seeks to double cycle use by 2025 by entering into partnership agreements with public sector bodies. The county council is likely to request such a partnership with the Government whereby in return for an agreed plan of action we will be given priority consideration for any available funding. Such a partnership will support the county council's new cycle strategy currently being developed in conjunction with partners in public health and sports development.



Cycle safety is a key concern both locally and nationally and money has been allocated to schemes to improve cycle safety across the county in 2015-16.

As well as cycle specific schemes new road schemes and developments provide opportunity to improve provision for cycling. New roads will have cycling provision as appropriate. We will also be working with British Cycling to extend the Sky Ride programme to the whole of the county in 2015. A new cycling website for the county is being developed in partnership with Visit Lancashire.

Where good cycle provision exists in the county cycle use has grown. For example between 2009 and 2013 cycle flows on the cycle track south east of the Millennium Bridge in Lancaster grew by 32% and the Old Tram-Road Bridge in Preston by 23%. In 2012 around 14% of staff at Lancaster University cycled to work. Preston Guild Wheel has recorded 1,000 cyclists at a count point in a day.

Cycling is an important part of the area's tourism offer and 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.

The county council will support the proposed Ribble Valley Cycling Festival which is being run by local cyclists groups in June 15.

As part of the implementation of the East Lancashire Highways and Transport 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 Ribble Valley Growth Corridor Strategy currently under development will identify appropriate links for inclusion in the East Lancashire Strategic Cycle Network, including links to Preston and Central Lancashire.

## **Local Sustainable Transport Fund: Connecting East Lancashire**

Connecting East Lancashire is a package of revenue measures which will support the development of the East Lancashire Strategic Cycle Network and it's interactions with other forms of sustainable transport. A £1.8m revenue programme will be delivered in partnership across East Lancashire in Blackburn with Darwen, Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale. This funding from The Department for Transport will bring in over £1million in local contributions from various partners to deliver a significant behaviour change programme.

Schemes will include:

- Improved access to sustainable travel information
- Adult cycle training
- Bike hire
- Lancashire Cycle Challenge
- Station travel plans – improving access to rail stations by sustainable modes
- Engagement with businesses – encouraging more sustainable access to their sites and more sustainable business journeys
- Engagement with schools – increasing active travel to schools

## 2.6 Highway Improvements

Highway improvements may be made to improve road safety, or the local environment, 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 2015/16 This is principally due to the fact that these projects are subject to third party influences that the county council has no direct control over.

### Section 278 schemes

There are currently no S278 schemes being progressed in Ribble Valley.

### 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 significant affect the highway network throughout the year.

Severe weather incidents can affect any part of the network at any time and on-going cyclic maintenance programmes such as gully emptying and tree felling help to avoid issues arising during periods of severe weather. Where issue do arise these are dealt with through a responsive service, including an out of hour's 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 salt stocks provided by Lancashire County Council.

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

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

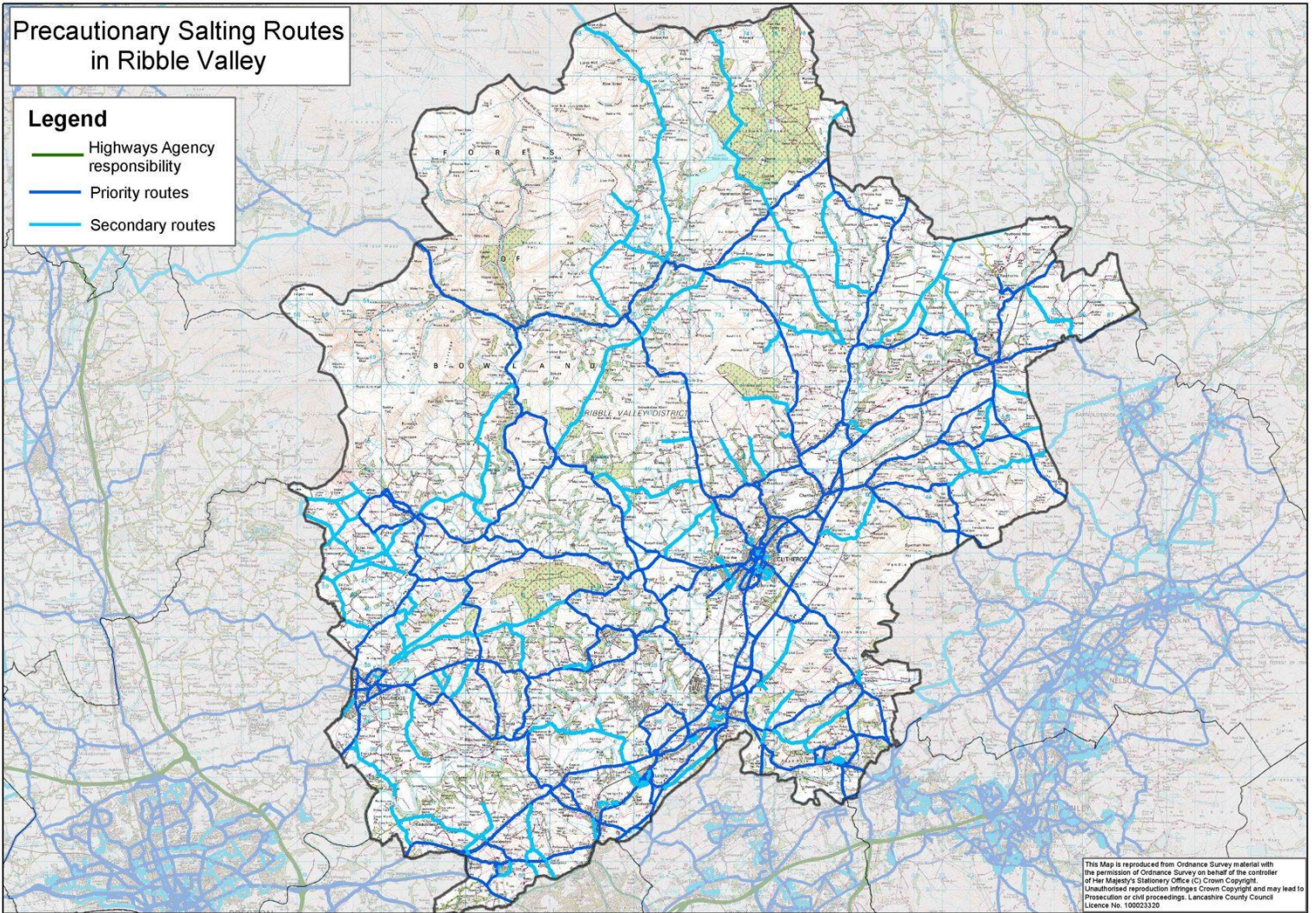
<b>Ribble Valley</b>	<b>Length of road treated</b>
Priority road network	348 km
Secondary road network	208 km

During 2015/16 a route optimisation project is being delivered in conjunction with the Meteorological Office. This work will establish the most efficient and effective way of traveling and treating the priority routes across Lancashire. This will take account of route travel times, topographical and climatic factors affecting the gritting routes and is expected to achieve financial and operational efficiencies without reducing the priority network. It is intended that the new gritting routes informed by this process will be available for implementation at the start of the 2015/16 winter season.

Precautionary Salting Routes  
in Ribble Valley

**Legend**

- Highways Agency responsibility
- Priority routes
- Secondary routes



## 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 are 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 most needed. In addition 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:

Type	Number
Bridges	210
Subways	1
Highway footbridges	2
Retaining walls	130
Major rural footbridges	50
Minor rural footbridges	242
Miscellaneous structures	1
<b>Total</b>	<b>636</b>

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 the 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. Once identified by the bridges team or reported by members of the public they will be added to the inventory record.

Bridge inspections provide the most up-to-date data on the condition of our highway structures. There are two Bridge Condition Indicators, BCI (Critical) for high risk elements, and BCI (Average) for all elements of the structure. Prioritisation of bridge maintenance schemes is given to structures with a low BCI (Critical). There will also be circumstances such as where structural defects may have a direct impact on the load carrying capacity; where structures have low strength parapets at risk critical sites; where structures have safety related defects; and structures with defects which, if not remedied, are likely to become more expensive problems.

The average value of the bridge condition on a district and county basis is called the Bridge Stock Condition Indicator (BSCI Average). The current average BSCI (Average) for the whole of the county is 89.42 (January 2015) which indicates stock in "good" condition. It is anticipated that in the medium term, funding allocations may not be sufficient to maintain the BSCI (Average) at its current level, and as a consequence the condition of the stock countywide may reduce slightly. It is however intended to maintain the county bridges stock at the overall "good" condition level.

For Ribble Valley the current BSCI (Average) is 87.77 (January 2015), 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.

<b>Maintenance of Highways Assets</b>				
<b><i>Bridges</i></b>				
<b>Name of scheme</b>	<b>Location</b>	<b>Division</b>	<b>Details</b>	<b>Delivery quarter</b>
6367B1 Arley Brook	A677 Preston New Road	Ribble Valley South West	Design of maintenance scheme	Quarter 4
6581B1 Higher Whitewell Farm	C477 Dunsop Road	Longridge with Bowland	Design of strengthening scheme	Quarter 4
9328F1 Clay Hill Footbridge	Footpath 12, Ribchester	Longridge with Bowland	Scour protection	Quarter 4
6492B1 Pinder Hill Strengthening	C571 Twitter Lane	Ribble Valley North East	Design of strengthening scheme	Quarter 4
1027B1 Ribchester Principal Bridge Inspection I	B6245 Blackburn Road	Longridge with Bowland/Ribble Valley South West	Principal bridge inspection	Quarter 4
971B1 Cock Principal bridge inspection	A680 Whalley Road	Ribble Valley North East/Great Harwood	Principal bridge inspection	Quarter 4
1075B1 Brungerley Principal Bridge Inspection	B6478 Waddington Road	Ribble Valley North East/Clitheroe	Principal bridge inspection	Quarter 4
1043B1 Hodder Higher Principal Bridge Inspection	C571 Birdy Brow	Longridge with Bowland/Ribble Valley North East	Principal bridge inspection	Quarter 4
4315B1 Paythorne Principal Bridge Inspection	U40472 Kiln Lane	Ribble Valley North East	Principal bridge inspection	Quarter 4
4264B1 Sawley Principal Bridge Inspection	C590 Sawley Bridge Lane	Ribble Valley North East	Principal bridge inspection	Quarter 4
1065B1 Watt Street Principal Bridge Inspection	U22879 Watt Street	Ribble Valley North East	Principal Bridge Inspection	Quarter 4
1026B1 Oakes Principal Bridge Inspection	B6245 Ribchester Road	Ribble Valley South West	Principal bridge inspection	Quarter 4

1032B1 Duddel Brook Principal Bridge Inspection	B6243 Dean Brow	Longridge with Bowland	Principal bridge inspection	Quarter 4
1069B1 Worston Brook Principal Bridge Inspection	U22904 West Lane	Ribble Valley North East	Principal bridge inspection	Quarter 4
1157A1 Gill Principal Bridge Inspection	U5118 Chipping Road	Longridge with Bowland	Principal bridge inspection	Quarter 4
4297B1 Pepper Hills Principal Bridge Inspection	C594 Hellifield Road	Longridge with Bowland	Principal bridge inspection	Quarter 4
Bridge Structural Maintenance	Various as necessary	Various as necessary	Structural maintenance works to bridges	Quarter 4
Retaining Wall Structural Maintenance	Various as necessary	Various as necessary	Structural maintenance works to retaining walls	Quarter 4
Footbridge Structural Maintenance	Various as necessary	Various as necessary	Footbridge repairs/replacements identified by public complaints or bridge inspections on larger footbridges	Quarter 4
Parapet Risk Ranking and Programme Investigation	Various as necessary	Various as necessary	Parapet risk ranking and programme investigation	Quarter 4
Strategic Route Principal Bridge Inspections	Various as necessary	Various as necessary	Strategic route principal bridge inspections	Quarter 4
Post Tension Special Inspection Reviews	Various as necessary	Various as necessary	Review of post-tensioned pre-stressed concrete bridges for potential deterioration	Quarter 4
Structural Reviews	Various as necessary	Various as necessary	Structural reviews and assessments	Quarter 4

## 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 of the PCNs, and the management of payments, challenges and appeals, in accordance with statutory procedures and timescales.

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.

Parking enforcement hours have recently reduced from 70,000 to 63,000 hours annually and this reduced level constitutes the service offer for 2015/16. The impact of this will continue to be offset by better targeting of enforcement, and this approach of targeting enforcement towards areas of significant and persistent parking transgressions will be further refined, meaning rural and some urban areas will receive little or no enforcement.

In Ribble Valley, a total number of 1,113 Penalty Charge Notices (PCNs) and Warning Notices were issued from 1 April 2014 to 31 March 2015.

## 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 of £50 million for building construction projects, along with the authority's annual building repair, maintenance and management programmes.

### 2013/14 to 2015/16 capital programme

Within this 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 as appropriate during the course of the financial year as further projects and programmes are determined and approved.

### Retained repair and maintenance programme:

- **Reactive maintenance**

Reactive maintenance relates to reactive and emergency maintenance needs. During 2014/15 the number of orders in respect of this type of work in Ribble Valley was approximately 3,125.

- **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 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 in late spring 2015.



### 3. TRANSPORT SERVICES

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

The Lancashire Growth Deal includes funding in 2015/16 for improvements to the rail infrastructure between Blackburn and Bolton, subject to final acceptance of the business case by the Lancashire Enterprise Partnership, expected in April 2015. This will provide increased capacity and reliability and thereby improve Ribble Valley's connectivity with the economic growth centre of Manchester. The wider issue of rail services connecting East Lancashire and the growth centres of Preston and Central Lancashire, Manchester including Manchester Airport, and Leeds is being considered through the East Lancashire Rail Connectivity Study, due to report in spring 2015.

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 in 2015/16. 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 journey. 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 in June 2015.

The county council will undertake a review of its financially supported public bus network during the next twelve months. This work will be based on a revised service monitoring criteria that takes into account the priorities set out in the Local Transport Plan and measures services in a more sustainable way.

In addition, the county council are considering the introduction of a policy which would see the provision of capital funding for the purchase/lease of minibuses or similar vehicles and their operation by parish councils to provide passenger transport services to their local communities. The county council would maintain the vehicles whilst the parish councils would cover the operating costs such as drivers, fuel and management of operations.

With effect from 1 April 2015, restructuring within the county council will see the formation of a new Public and Integrated Transport Service within Community Services which will include public transport, in-house passenger transport services, including SEN and Adult Services transport, together with Fleet Services. This will bring the management of all transport activity within one team and will allow better co-ordination of services being provided.

### 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 for Ribble Valley from 2014/15 are quoted below:

Service number	Route description	Average monthly passengers	Average annual passengers
2, 4 7, 7A, 7B	Clitheroe Town Services Nelson – Barley/Rimington – Clitheroe	11,250	135,000
4	(Preston) – Fulwood – Broughton – Whittingham – Longridge	13,333	160,000
5, 5A 14, 14A 15 25 35	Chipping – Longridge – Clitheroe RBH – Accrington – Rishton – Clitheroe Blackburn – Mellor – Mellor Brook Clitheroe – Whalley - Blackburn Chipping – Longridge – Blackburn	19,167	230,000
7S/72	Nelson – Barley – Clitheroe – Padiham – Burnley – Nelson (Pendle Witch Hopper, summer Sundays week before Easter until last in October)	325	3,900
10, 11	Clitheroe – Hodder Valley Circular	542	6,500
22	Clitheroe - Preston (Monday – Saturday evenings and Sunday daytime)	1,417	17,000
231	Accrington – Clitheroe (Saturdays) (The passenger figures also include Service 8 Accrington – Spring Hill; as this forms part of the same service contract)	525	6,300
180, 280, X80	Preston – Clitheroe – (Barnoldswick) – Skipton	13,750	165,000
<b>Total</b>		<b>60,309</b>	<b>723,700</b>

### 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>
- 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 over 10,000 senior citizens and to over 500 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 1,353 free student bus passes were issued in 2014/15, including 98 bus passes where parents pay an annual denominational fee. There are currently 50 school service contracts and 21 commercial contracts which are provided on an existing public service, the total carried on both contract types is 514,140 passengers annually.

## Community transport services

A contract has been awarded to Lancashire Community Transport, a consortium of existing community transport operators, to provide a community transport service operated through a combination of minibuses and volunteer car schemes. The contract specifies a 20% increase in passenger numbers and the number of volunteers over the three year life of the contract. Travelcare, the county's in-house operator, will continue to provide dial-a-ride services in Lancaster, Fylde, Wyre, Hyndburn, Burnley, Pendle and Rawtenstall.

### 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 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 is currently carrying out a Rail Connectivity Study for East Lancashire. The Rail Connectivity Study is one of five components that make up the East Lancashire Connectivity Study as identified in the East Lancashire Highways and Transport Masterplan which was adopted in February 2014. The Rail Connectivity Study is identifying existing constraints in East Lancashire's rail network that the rail industry, working with local partners, will need to address. The outputs from the study will support the case for future investment in the network and future franchise specifications.

The county council also plays a big role in implementing the Government's 'Community Rail Development Strategy' (CRDS). 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 in April 2005. The Department for Transport formally designated the Preston to Colne route as a Community Rail Line and Service in November 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

We 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. We also address road safety issues through safety related highways improvements.

The Lancashire Road Safety Strategy 2011-2020 sets out the priorities for road safety, and proposed approach and targets to reducing casualties in Lancashire until 2020.

#### Children and Young People – all ages

##### **Safer Schools Moodle**

All educational establishments across Lancashire can access and utilise road safety, bus safety and sustainable/active travel 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, and hand-outs, and also contains information that parents can access and use with their children. During 2015/16 we will continue to develop and improve Moodle resources and encourage school communities to maximise their potential use. Development of the Moodle will allow less direct engagement in schools, with engagement concentrated on the areas of highest need, whilst allowing all schools access to a wide range of education resources.

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

- **In Car Safety:** Information and resources to raise awareness among early years' practitioners, parents and carers of the dangers of inappropriate and incorrectly fitted car seats.
- **School Based Road Safety Education:** This includes the 'Little Safety Stars' package for early year's practitioners to deliver to ages 0-5, and 'Safety Stars' which engages with all primary school ages through creative and innovative 'club' based activities, animations and creative lesson plans to raise awareness of road safety issues during the transition period between primary and secondary school. It also supplies information for assemblies and lessons for high school pupils on a range of road safety topics applied through a number of school curriculum subjects. Mosque Marshalling resources are available in a number of languages, with links to assist school staff on general road safety and parking issues.
- **Sustainable/Active Travel Promotion:** Information and resources to encourage safe walking, cycling and scooting to school for pupils of all ages across Lancashire.
- **20mph Speed Limits:** A toolkit for teachers, lesson plans, posters and guidance on banner creation to raise awareness of 20mph speed limits, and encourage compliance within communities.
- **Bus Safety:** Assemblies and lessons focusing on safety whilst travelling on school and public transport, and the surrounding the bus network.
- **Parking:** Information and resources to assist school communities with the management of parking outside schools.

#### Primary School Delivery

**School Engagement:** We will engage with schools in areas that have higher casualty records and are amongst the most vulnerable communities to deliver road safety education initiatives. We will engage with schools with the greatest potential for a modal shift from car to safe active travel.

**Right Start and Right Start Swift:** This comprises pedestrian training for children aged 4 – 7. We will support schools with resources and assist with training for teachers and school volunteers to help

them deliver the programme to children. Right Start Swift is a condensed, easy to deliver version for schools unable to deliver Right Start.

**Bikeability:** We will manage funding procurement and co-ordinate delivery of Bikeability training to Year 6 pupils in Lancashire to enable young cyclists to use the road in a safe, competent and confident way. For 2015/16 we have secured £132,000 of Department for Transport (DfT) funding to provide training to 3,300 children across Lancashire, which will mainly be delivered by external providers through service level agreements. To support Bikeability training we will continue to provide Passport to Safer Cycling classroom workbooks which help children develop a greater understanding of road usage, traffic, a positive attitude towards other road user, and to ride with an improved degree of safety. In Ribble Valley Bikeability will be delivered to 100 pupils.

## **High School and College Delivery**

**School/College Engagement:** We will engage with schools in areas that have higher casualty records and are amongst the most vulnerable communities to deliver road safety education initiatives. We will also engage with schools with the greatest potential for a modal shift from car to safe active travel.

**Bespoke Road Safety Engagement - Youth Stars:** This is an initiative to help young people develop bespoke projects/presentations/educational sessions addressing the road safety priorities in the district. It aims to develop relationships with partner agencies and promote road safety messages and strategies.

**Bus Safety Assemblies:** We will deliver safer travel assemblies to schools who have a large number of pupils travelling by school and public transport; and have reported a high incident number of unsafe or antisocial behaviour on school journeys. We aim to provide pupils with the skills to travel easily and safely, whilst also defining criminal and anti-social behaviour, and how it affects public transport and the wider community. The assemblies also highlight the consequences of becoming involved in either.

**Wasted Lives:** The Wasted Lives Young Driver Education Programme aims to challenge new and soon to be young drivers' attitudes to the risks associated with driving. It aims to improve their ability to assess risk, make the right decisions, and take responsibility for their own actions as a driver and as a passenger. It is a classroom based, peer led session aimed at 16-25 year old drivers and passengers

## **Speed Management**

**Managing Speed:** Speeding vehicles are a major concern for communities in Lancashire, particularly 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. Engagement in 20mph areas and the Lancashire Road Watch and Speed Tasking approach helps to ensure enforcement and engagement activities are focused in the areas of highest need. Both of these approaches are supported by the deployment of Speed Indicating Devices (SpIDs) to reinforce positive driver behaviour. As the budget for the deployment of SpIDs is reduced we will ensure that the SpIDs are deployed to have the greatest effect, and we will work through the Lancashire Partnership for Road Safety to establish a shared funding model.

**20mph area programme:** Lancashire County Council has introduced 20mph speed limits to residential areas, and outside all the schools in Lancashire, with the aim 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. We will continue to promote these initiatives through 2015/16.

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

**In Ribble Valley, Lancashire Road Watch is taking place on the following roads:**

- A59 - From BAe Salmesbury to the county boundary east of Gisburn
- B6243 - From Clitheroe to Grimsargh

### **Road safety improvement schemes and improvements to the highway infrastructure**

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

The following scheme is programmed as part of the Evidence Based Accident Reduction Measures that received funding in 2014/15 but will be delivered in 2015/16:

Scheme Name	Division	Description
Wilpshire	Ribble Valley South West	Introduce 20mph speed limits in Wilpshire with strategic traffic calming on Knowsley Road (subject to consultation)

### **Road Safety Schemes**

In 2015/16 a countywide allocation has been made available to address road safety issues. The programme of works is currently under development.

## **Motorbike and Scooters**

**Mike's Last Ride:** Mike's Last Ride is a film made in partnership with Lancashire Police with a road safety message for motorcyclists focusing on fatigue. It is shown at motorcycle meets and has been 'advertised' and shared via social media.

**Targeted Promotion of Motorbike and Scooter Safety:** As Ribble Valley has been identified as a priority district for reducing motorbike and scooters casualties we will work with key partners to identify opportunities to develop additional initiatives in this area.

## **Cyclists**

A countywide allocation has been made available to specifically address cycling casualties. The following table details the scheme planned to be completed in Ribble Valley:

<b>Improving the Safety of our Streets for Vulnerable People Cycling Safety</b>		
<b>Project Name</b>	<b>Division</b>	<b>Project Description</b>
York Street and Chatburn Road	Clitheroe/Ribble Valley North East	Review the roundabout design

**On-line Cycling Safety Advice:** We will further develop on-line cycling safety advice including seasonal messages on the Cycle Lancashire website - [www.cyclelancashire.com](http://www.cyclelancashire.com)

**Education and Resources:** We will further develop and promote cycling safety advice and resources, building safety messages into the cycling promotion activities of internal and external partners.

**Adult Cycle Training:** A limited number of free adult cycle training sessions will be available countywide.

**Children and Young People:** For primary school activity see Bikeability and Passport to Safer cycling above. During 2015/16 we will work with partners to identify opportunities to reach 16 to 25 year olds with cycling safety messages and education as this age group has been identified as particularly vulnerable to involvement in collisions while cycling.

## **School Crossing Patrols**

The county council provides over 340 school crossing patrols throughout Lancashire. During 2015/16 the council will continue to provide all existing school crossing patrols, and this provision will continue to be fully funded by the county council.

The county council will continue to review options for the future funding of the School Crossing Patrol Service. A small number of schools had been in contact to say that they would be willing to offer part funding for wholly new crossing provision. This is being taken into account in the development of the revised proposals and our aim is to move the discussions forward quickly enough to enable this additional provision to be put in place for September 2015.



## **Older Road Users**

We will investigate factors contributing to collisions involving older road users across Lancashire, and work with partners to identify opportunities to develop countywide initiatives to reduce road casualties in this age group. As part of the budget proposal the overall number of Driving Safer for Longer course will be reduced. The courses are offered to all Lancashire residents, however the promotion will be focused on the areas with the highest older road user casualty statistics. Development of the other engagement activities will ensure advice and support is available to all older road users across Lancashire.

**Travel4Life Resources:** We will develop and improve older road user resources, and work with partner organisations to reach residents in this age group in greatest need of advice and assistance to enable them to maintain their mobility and independence whilst travelling safely.

**Travel4Life On-line Safety Advice:** We will develop road safety and travel advice for older road users – these are available at [www.safe2travel.co.uk](http://www.safe2travel.co.uk)

**Driving Safer for Longer Course:** This course is aimed at drivers over 65 and involves two driving sessions over three months. It provides guidance to older drivers to improve their driving skills and confidence.

**Targeted Promotion of Older Road User Safety:** As Ribble Valley is considered a priority district for reducing casualties aged 65+, we will work with partners to identify opportunities and events to target advice and develop local initiatives for older road users.

## **Communities**

**Road Peace:** We will co-ordinate the delivery of this annual service held to remember road accident victims, and to mark the dedication and bravery of emergency crews, police and medical professionals who deal with the traumatic aftermath of road deaths and injuries every day.

**Healthy Streets:** We will continue to support communities to build on their existing assets, and help residents to identify and implement schemes and activities to encourage and enable safe walking and cycling, increase activity levels and improve local environments and community cohesion. The Healthy Streets budget will be reduced but the development of Community Champions to reduce the management costs, focusing on projects with greatest propensity to increase active travel and identifying joint funding projects will ensure optimum use of the budget.

### **Safer Travel Operations:**

Working with the Lancashire Constabulary, we will deliver targeted operations within the community to improve safety, and to reduce crime and anti-social behaviour on and around the public transport network.

## 4 ENVIRONMENT AND PUBLIC PROTECTION SERVICES

### 4.1 Environmental and Community Projects

The Environment and Community Projects team works with local communities and provides a range of services that deliver urban and rural regeneration, health and well-being, economic, energy and biodiversity related outcomes for the benefit of all Lancashire residents.

As the county council's transformation progresses and the team re-shapes, the opportunity will be taken to carry out a wholesale review of the current work programme. All project activity will be considered against the county council priorities. Where projects demonstrate a clear link to priorities, these will form the basis of the 2015/16 work programme.

As resources become tighter (reduction in both staff and budgets) and community expectations continue, a change in our approach to supporting community groups will be implemented. A basic principle will be that all residents making contact with the team can expect some level of service and support. For communities who are deemed more able, this may mean a site meeting to advise and signpost.

However, those organisations or projects that come from the Lancashire's more deprived areas can expect to receive greater levels of support to bring their project ideas forward. As well as environmental activity, the team will seek to engage with communities on projects that promote social capital by developing citizenship, neighbourliness, social networks and civic participation.

Building social capital is not a new concept for the team. We will be extending the community side of our activity to engage in a greater diversity of projects. This might include; supporting community asset transfer, the development of new community groups, and helping residents' access LCC services.

Activities such as these can identify, and overtime begin to address issues that affect residents and help to build social capital, resulting in better health, education and employment outcomes for communities and reductions in crime and anti-social behaviour. We will continue to optimise all opportunities to draw external grants and the team has a strong track record in attracting funds for physical environmental improvement projects. Assisting projects that may require revenue support offers further opportunities to attract funds from external grant sources such as Trusts and Big Lottery programmes. Many of these funders target geographical and social groups that align with the most deprived communities in Lancashire, as well as outcomes that align with county council priorities.

All projects, regardless of origin or location will be subject to a renewed process where an enquiry is considered on the basis of whether it can be considered a community scheme, that is feasible and in line with stated county council priorities.

The team will focus its resources on supporting communities in Lancashire's most deprived communities, as well as supporting strategic environmental projects and the delivery of projects in the Forest of Bowland AONB.

We will continue to 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.

## Key Performance Indicators

As part of the renewed process Key Performance Indicators (KPI's) have been developed and include:

- Percentage of projects located in Priority Neighbourhoods
- Added value (there would be an expectation of at least doubling the leverage of the LCC pound)
- Customer feedback and customer satisfaction (data collected on project completion)
- Change in groups perception (data gathered at beginning and end of the project)

## 2015/16 Projects

The projects listed below reflect the priority projects that will be developed and delivered during 2015/16:

<b>Main Work Programme for 2015/16 Projects in Development and Delivery</b>		
<b>Project/activity name and division</b>	<b>Description</b>	<b>Desirable outcomes</b>
<b>Tramper Projects: Forest of Bowland AONB Divisions: Working across all divisions within the AONB where opportunities present themselves or are created by project staff</b>	Support the evolution of the 'Wyresdale Wheels' and 'Bowland Experience Tramper for Hire' schemes.	Improved opportunities for less able people and those with health issues to explore / engage with their environment and an improved sustainable offer for the tourism sector.
<b>Parish Lengthsman</b>	Continue to support parishes who share Parish Lengthsmen to deliver maintenance and enhancement locally. Continue to support the LCC Public Rights of Way (PRoW) Parish Local Delivery Scheme in conjunction with the Parish Lengthsmen.	Improved local delivery of environmental maintenance and enhancements. Locally employed small contractors. Enhanced local delivery of PRoW maintenance and improvements.
<b>Traditional Boundaries-rural skills-Forest of Bowland AONB and North Lancashire Divisions: Working across all divisions within the AONB where opportunities present themselves or are created by project staff</b>	Continue to organise and deliver rural skills training in particular hedge laying and dry stone walling for local community volunteers, contractors and farmers.	Rejuvenation of traditional rural skills within the local community: volunteers, contractors and farmers. Improved maintenance and enhancement of these key landscape and biodiversity features

**Main Work Programme for 2015/16  
Projects in Development and Delivery**

<b>Project/activity name and division</b>	<b>Description</b>	<b>Desirable outcomes</b>
<b>Cosy Homes in Lancashire (CHIL)</b>  <b>Divisions: Countywide as necessary</b>	Working with district councils through the Lancashire Home Energy Officers Group to identify opportunities and an approach to securing ECO funding for Lancashire residents.	Securing ECO funding for Lancashire residents to improve energy efficiency of homes, reduce bills and reduce fuel poverty.
<b>Affordable Warmth</b> <b>Divisions: Countywide as necessary</b>	Developing a sustainable winter warmth programme that provides interventions for vulnerable residents living in cold homes over winter.	Improved thermal comfort of homes with the ultimate aim of reducing hospital admissions and excess deaths during winter.
<b>Lancashire Peat Project</b> <b>Divisions: Countywide as necessary</b>	Support the Lancashire Peat Partnership with the delivery of bare peat restoration, grip and gully blocking, monitoring and associated access improvement works. Funding support potential through EU LIFE + and new Countryside Stewardship.	Habitat improvements with associated public access improvements. Associated reduction in carbon loss. Improvements to the water holding capacity of these habitats with associated benefits to the wider environment.

## 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.

There are number of factors which present a significant risk to the county council's waste management budget.

In August 2014 the county council terminated its Waste PFI contract and took ownership of the main strategic waste processing facilities in Farington and Thornton; along with the company that had been operating them under the PFI contract. Whilst an overall reduction in expenditure was achieved, as a result of the contract termination the new arrangements present significant challenges and a greater financial risk profile for the council against its revised waste budget, as a result of having responsibility for all aspects of plant operations and maintenance.

In addition the waste budget faces other external pressures such as the potential for growth in waste arisings, possible increases in inflation and, at present, the significantly reduced value of recyclable materials brought about by the reduction in oil prices.

The waste management group will be working to mitigate these additional financial risks during 2015-16, and will need to continuously review the services it delivers throughout the year, in order to be able to respond to these pressures as they develop.

**Household Waste Recycling Centres** - Two HWRCs are provided in Ribble Valley, one on Chapel Hill, Longridge, and one on Henthorn Road, Clitheroe. A limit on how much inert waste people can dispose of for free at our household waste recycling centres will be introduced in 2015/16.

**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 and Altham in order to ensure that these waste types can continue to be dealt with efficiently.

**Waste Recovery Parks (WRPs)** - Approximately 14,700 tonnes of residual (burgundy bin) waste and 4,600 tonnes of doorstep collected recyclables from Ribble Valley are taken (via Ribble Valley Transfer Station) to Lancashire County Council's WRPs.

**Green Waste** - Approximately 3,100 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.

Ribble Valley Borough Council has recently indicated their intention to enter into a cost sharing agreement with Lancashire County Council, and both authorities are currently finalising the formal agreement. The cost sharing agreement offers annual support to Ribble Valley waste collection services. A rolling annual service delivery plan will be agreed which will outline the waste collection and recycling services to be provided by Ribble Valley Borough Council.

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 (0300 123 6781) telephone service to answer any questions people have about waste.

Lancashire schools can take part in our Environmental Education Service which provides two outreach visits to the school and the opportunity for the school to visit the Farington Environmental Education Centre for a walkway tour around the waste plant. The Service has an annual target to engage 300 Key Stage 2 classes in the Service. Our household battery recycling scheme is also another option for Lancashire schools to get involved with recycling, with prizes given out to schools collecting the most batteries per pupil in each district.

### 4.3 Planning and Development Support

The planning and development support teams:

- Determine planning applications for minerals and waste developments and the county council's own development proposals, and attends public inquiries in relation to such.
- Provide specialist advice on archaeological and ecological matters in response to consultations on planning applications determined by the county council, and provide advice on archaeological matters in response to consultations on planning applications by the district councils 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 by a local planning authority. Our service will ensure that the highway network (existing/modified) can accommodate appropriate development safely as efficiently as possible thereby maximising the level of economic development and regeneration. In addition, if development is not supported by the local highway authority we will provide highway expert witnesses and evidence at planning appeals.

### 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.

Location	Description
Jeffrey Hill, Chipping, near Longridge	Lay-by car park at popular viewpoint. Links with access land and walks on Longridge Fell.
Marles Wood, near Ribchester	Car park and riverside access land. Fishing rights let. Agricultural tenant with Higher Level Stewardship. Popular walking and picnicking area. Income from fishing rights and agricultural tenancy.
Barker Brow, near Ribchester	Car park and picnic area on former chipping store, links to local rights of way network.

Springwood, half a mile east of Whalley	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. Pay and display car parking charges to be introduced in 2015/16.
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. Individual protection of naturally regenerated trees following felling of Larch and Rhododendron completed as a result of Phytophthora infection.
Billington Moor, Billington	10.01 hectares of predominantly coniferous woodland. Permissive bridleway circuit. Possible future wood fuel harvesting site.
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:

Ribble Valley public rights of way	
PROW footpath length	1,101km
PROW bridleway length	144km
<b>PROW total length</b>	<b>1,245km</b>

### 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. The statutory purpose of an AONB is to conserve and enhance the natural beauty of the landscape.

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 Arnsdale and Silverdale AONB Executive Committee.

The Forest of Bowland AONB Management Plan 2014 - 2019 was adopted by Lancashire County Council in March 2014, and the Arnside and Silverdale AONB Management Plan 2014 - 2019 was also adopted in March 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.

The AONB unit is employed by the county council on behalf of the AONB partnership and is 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). The AONB unit has 3-year rolling business plans agreed annually by the AONB partnership to guide day-to-day work.

Planned partnership activity from AONB unit business plans for 2015/16 include:

1. Development of Pendle Hill Landscape Partnership, a £2.4million programme to support landscape heritage restoration, improved management of countryside sites and assets, environmental education, outreach with local communities and apprenticeships, training and skills. A Stage 1 bid to Heritage Lottery Fund Landscape Partnership Scheme will be submitted in May/June 2015.
2. '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. Currently awaiting decision on EU LIFE+ funding to support c.£1.5 million investment in peatland restoration in the AONB
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 bring forward potential collaborative projects to be supported EAFRD and LEADER Rural Development funding programmes within the AONB from March 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 attractions, activities, visitor information and promotions (e.g. Discovery Guide, Festival Bowland events programme, Electric bike network, 'Dark Skies')
8. Support for local communities to conserve and enhance the landscape, through the Sustainable Development Fund, Parish Lengthsman Schemes and Traditional Boundaries Programme.
9. Legacy activity following the 50<sup>th</sup> Anniversary of the designation of the Forest of Bowland AONB in 2014, including second year of 'Bowland Revealed' arts project and Museum of Lancashire exhibition
10. Bowland Outreach Project to help develop a stronger connection with the AONB for neighbouring disadvantaged urban communities (subject to Big Lottery 'Our Environment, Our Future' funding being secured)

Further details will be available as the AONB unit business plans are finalised in April 2015.

<b>AONB in Ribble Valley</b>	
Forest of Bowland area	38,672 hectares



## 4.5 Trading Standards and Scientific Services

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 trading standards service offer includes:

- Consumer support
- Animal health and agriculture related inspections
- Sampling and handling complaints
- Product safety test purchasing and dealing with complaints
- Administering poisons licensing regime
- Risk based visits to petroleum and explosive premises and sites
- Food safety
- Metrology
- Fair trading and door step crime
- Intelligence management
- Tasking and coordination with regional and national enforcement systems
- Underage sales enforcement
- Legal process
- Support to businesses
- Pursuing commercial opportunities to generate income
- Delivery of safe trader projects
- Issues related to alcohol and tobacco related regulatory interventions

Lancashire County Scientific Services (LCSS) provides a wide range of UKAS accredited environmental, food substance and agricultural testing services for the council, and on behalf of the council as an income generating service.

The intention is to consolidate the delivery of activities and operate as one analytical service. A cohesive approach to Trading Standards and Scientific Services under one Head of Service will lead to efficiencies and benefit both of the services. Delivery will be targeted to the priority neighbourhoods and areas of deprivation as appropriate. Activities will be prioritised towards vulnerable consumers and priority neighbourhoods where this is appropriate.

## Trading Standards

The following tables provide some examples of anticipated demands and activity levels in Ribble Valley based on actual activity recorded during 2014/15:

### Trading Standards

<b>Demand/activity</b>	<b>Anticipated work</b>	<b>Aim/outcome</b>
Provision of advice to members of the public	Approximately 715 complaints.	Supporting, empowering and protecting Ribble Valley residents. Informed and compliant Ribble Valley businesses A fairer trading environment leading to economic wellbeing For every pound spent on Trading Standards services, it is estimated that consumers gain a benefit of around £10
Provision of advice and visits to businesses	Approximately 1190 visits and advice.	Supporting local businesses and protecting consumers.
Media Releases and Early Warnings	12 media releases across the County in relation to current consumer and business scams and poor practice. Use of Scambuster Stan Facebook page to distribute information about product recalls, scams and warnings and linking in with the Police "in the know" network to increase "reach".	Informed and empowered consumers and businesses. Legitimate businesses safeguarded and protected. Disruption of rogue trading.
Testing weighing and measuring equipment used for trade purposes.	Petrol pumps, weighing machines in shops, beer and spirit measures, weighbridges, fuel tankers and other equipment inspected/tested on basis of risk/identified problems.	Protecting consumers and honest businesses. Creating a fair trading environment and contributing to a strong local economy.
Dealing with referrals from National Scams Hub relating to potentially vulnerable scam victims	Initial contact/advice visit to victims followed by appropriate enforcement and support work, including liaison and referral to partner agencies (approx. 10 visits per district). Regular publicity and awareness raising regarding scams. Presentations and training to Police, Adult Social Care Staff and others.	(1) Identification of current victims to ensure problems are addressed and relevant support is sourced from appropriate agencies. (2) Intel exchange and raised awareness of scam issues with partners so that intervention is possible at an early stage reducing the number of long term, chronic scam victims.

Demand/activity	Anticipated work	Aim/outcome
Appropriate legal action taken against the worst offending traders.	Where serious legal breaches are identified – offenders prosecuted. Includes prosecutions for serious consumer frauds, and contraventions of legislation designed to protect and maintain public health standards. 55 prosecutions anticipated countywide.	Creating a fair trading environment and contributing to a strong local economy. Protecting public health and wellbeing Disrupting activities of rogue traders in Lancashire
Tackling doorstep crime by the establishment of 'No Cold Calling Zones' and dealing with complaints from residents. Provide a rapid response where rogue traders are present on Consumers premises. Deliver proactive doorstep crime awareness training to consumers and partners including the police.	16 zones maintained and seek to establish a number of further zones according to local support and risk 11 doorstep crime complaints dealt with. Awareness training to partners proactively offered and delivered on request.	Protecting consumers (especially the most vulnerable). Supporting honest businesses. Disruption and displacement of rogue traders Reduction in crime Increased reporting and awareness of doorstep crime Safeguarding victims and potential victims and preventing re targeting Improved partnership response to doorstep crime incidents Prevention of the life savings of elderly vulnerable consumers being targeted and acquired by the criminal community. Improve the capacity of older people to continue living in the community and feel supported.

Demand/activity	Anticipated work	Aim/outcome
<p>Tobacco and Nicotine containing products: To deliver a holistic response to underage sales issues, Service takes a multi-agency approach to prevention and intervention opportunities.</p>	<p>Intelligence led underage sales operations determined by complaints, intelligence received and identified problem areas.</p> <p>Consultation with young people aged 14-17 via online alcohol and tobacco survey.</p> <p>Development of an E-learning platform which will provide easy access to a wide range of alcohol and tobacco information, training and support.</p> <p>Promote registration and usage of Lookout Alcohol and Tobacco websites to all primary schools across the district.</p> <p>Promote Lancashire as a 'Check 25 County' to prevent sales of tobacco and nicotine containing products to under 18's by developing and implementing a communications plan</p> <p>Offer training and free due diligence resources for businesses to assist them in preventing sales of tobacco and nicotine containing products to under-18's</p> <p>Develop and deliver a countywide communications plan for parents, adults and peers to raise awareness of the health impacts, potential fines/legal issues and where to get advice and support</p> <p>Engage Young People through schools and other settings by promoting existing and developing new tobacco and nicotine containing products educational resources</p> <p>Increase the amount of intelligence provided to Trading Standards in relation to the sale and supply of tobacco and nicotine containing products in Lancashire to under 18's.</p>	<p>Tackling anti-social behaviour. Protecting the health of young people.</p> <p>Good quality data to enable resources to be targeted effectively and to inform performance management and monitoring.</p> <p>Local needs analysis enabling identification of 'hotspots'. A regular collection of contemporaneous data on young people's attitudes to, and use of, alcohol and tobacco.</p> <p>Improving the health choices of young people in schools and colleges.</p> <p>Supporting teachers, tutors and other agencies who work with young people.</p> <p>To reduce the supply of tobacco and nicotine containing products to under 18's through;</p> <ul style="list-style-type: none"> <li>- Underage sales</li> <li>- Parental supply</li> <li>- Peer supply</li> </ul> <p>To develop, produce and distribute awareness raising resources to the target audiences, young people, retailers, parents and professionals working with young people.</p> <p>To encourage resilience to risk taking behaviours and improve children and young people's health and wellbeing through healthy lifestyle choices.</p>

Demand/activity	Anticipated work	Aim/outcome
<p>Lancashire Community Alcohol Network: To deliver a holistic response to underage sales issues, the Alcohol and Tobacco team takes a multi-agency approach to prevention and intervention opportunities.</p>	<p>To continue to facilitate and support localised district activity through engagement with the local Community Alcohol Network partnerships in East Lancashire.</p> <p>Promote Lancashire as a 'Check 25 County' to prevent sales of alcohol to under 18's by developing training and free due diligence resources for licensees to assist them in preventing sales of alcohol to under-18's</p> <p>Engage Young People through schools and other settings.</p> <p>Collect and analyse data for Lancashire's bi-annual Young Peoples Alcohol &amp; Tobacco Survey and disseminate reports to inform strategy and plans</p> <p>Develop a partnership with Lancashire Constabulary to conduct intelligence led, targeted activity, to identify young people (U18) who are, or may become vulnerable through alcohol or substance misuse (illegal substances and legal highs).</p> <p>Introduce a consistent approach for the offence of selling alcohol to persons under 18 which seeks to educate rather than criminalise where appropriate.</p>	<p>To reduce the supply of alcohol to under 18's through;</p> <ul style="list-style-type: none"> <li>- Underage sales</li> <li>- Parental supply</li> <li>- Peer supply</li> </ul> <p>To develop, produce and distribute awareness raising resources to the target audiences, young people, retailers, parents and professionals working with young people.</p> <p>To encourage resilience to risk taking behaviours and improve children and young people's health and wellbeing through healthy lifestyle choices.</p>

### Animal health and agriculture

Demand/activity	Anticipated work	Aim/outcome
<p>Provide advice and support to farms and businesses</p>	<p>Approximately 51 requests for advice on legislation or requests for movement documents.</p>	<p>Support local businesses and protect the wider farming community and public health.</p>
<p>Monitor food standards at primary producer level on farm.</p>	<p>Approximately 8 risk based visits will be carried out for animal health and welfare, feed and food standards.</p>	<p>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.</p>

Investigate complaints relating to the health and welfare of farmed animals and contraventions of disease controls.	Approximately 145 complaints expected based on previous years. Approximately 30 complaints will require an officer visit.	Protecting businesses which may be affected by disease outbreaks and the community from health risks.
Assess animal health and welfare standards at abattoirs, both at the premises and livestock received. Carried out in liaison with the Meat Hygiene Service.	1 primary visit to the premises expected, with 15 Official Veterinarian referral visits, plus responding to any referrals from the Meat Hygiene Service	Supporting businesses, maintaining standards to protect animal health and welfare and ensuring a fair trading environment.
Audit of animal feed manufacturers in relation to hygiene and trading standards.	1 primary visit, plus one sampling visit to analyse products/raw materials for presence of toxins.	Supporting businesses, maintaining standards to protect animal health and ensuring a fair trading environment.
Register and advise new feed businesses.	Approximately 5 food businesses which supply co-products to the animal feed industry to be registered and advised. 7 Feed on Farm Visits.	Support local enterprise and economy with legal and technical guidance and ensuring products supplied to animal feed are safe for animals.
Monitor compliance with animal health and welfare standards at livestock auction marts.	Approximately 168 market days attended to ensure compliance with market welfare requirements and animal movement and traceability.	Maintaining standards to protect the health and welfare of animals and traceability of animals within the food chain. Supporting business and protecting public health.
Appropriate legal action taken against the worst offending traders.	Where serious legal breaches are identified – offenders prosecuted.	Maintaining standards and ensuring a fair trading environment.

**Food safety**

<b>Demand/activity</b>	<b>Anticipated work</b>	<b>Aim/outcome</b>
Provide advice and guidance to individuals and Ribble Valley businesses.	Approximately 35 Consumer complaints resolved and business enquiries satisfied.	Support local businesses and protect and improve the health of Ribble Valley residents.
Monitor food standards and composition at all stages of food production.	Approximately 65 Samples taken and analysed. Support offered to Ribble Valley companies where adverse results found.	Maintain fair, healthy and legal products from raw material to finished article.
Offer guidance to and register new food businesses.	25 new food businesses projected in 2015/16.	Support local enterprise and economy with legal and technical guidance.
Assess food standards, compliance at major food businesses in Ribble Valley.	Approximately 10 high priority inspections carried out.	Supporting businesses, maintaining standards and ensuring a fair trading environment.
Appropriate legal action taken against the worst offending traders.	Where serious legal breaches are identified prosecution cases considered.	Maintaining standards and ensuring a fair trading environment.
Businesses signed up to Recipe for Health Award.	2 businesses on the scheme, new members assessed throughout the year.	Formal recognition of Healthy businesses.

**Petroleum and explosives**

<b>Demand/activity</b>	<b>Anticipated work</b>	<b>Aim/outcome</b>
Inspections of petroleum and explosives storage premises and the licensing and provision of advice to businesses	Risk based/intelligence led visits. Currently 32 licensed/registered petroleum and explosives premises in the Ribble Valley.	Protecting the health and safety of Ribble Valley residents and businesses. Environmental protection in relation to petroleum storage. Supporting local businesses.
24/7 emergency response to reported/suspected petroleum leaks.	Respond to any report of suspected petroleum loss.	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.
Appropriate legal action taken against the worst offending traders.	Where serious legal breaches are identified – offenders prosecuted.	Maintaining standards and ensuring a safe trading environment

## **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.

### **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 Borough Council staff also involves co-operation on training and exercises.



Lancashire County Council also has a duty to prepare emergency plans under the Pipeline Safety Regulations for certain pipelines that criss-cross the county. The plans for pipelines within the district are developed with partner organisations including the district council.

Under the Reservoirs Act/Flood and Water Management Act Lancashire County Council are required to prepare plans to deal with the offsite consequences e.g flooding that could arise from a dam breach; as with other plans these are developed with partner organisations including the relevant district council.

In addition Lancashire County Council has a statutory duty to prepare a specific plan (under COMAH regulations) to deal with the off-site consequences of an emergency at Johnson Matthey, 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.

From 1 April 2015 Emergency Planning becomes part of the new Emergency Planning and Resilience Service which integrates Emergency Planning, Health and Safety, Health Protection and Employee Support within the wider Public Health functions delivered by Lancashire County Council. This new service links related activities to give a more coordinated approach to employee and public protection issues encountered in the common areas of these activities.

## 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 2015/16 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.

	<b>Major challenge</b>	The Issue has a significant immediate and/or ongoing impact and requires immediate and/or ongoing action.
	<b>Pressing issue</b>	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.
	<b>Minor issue</b>	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.

<b>Economic</b>	
Issues	<ul style="list-style-type: none"> <li>■ Supporting access to employment particularly for those aged 16-19 and/or those from rural locations.</li> <li>■ The need for appropriate employment opportunities in the district and the development of local entrepreneurship, particularly in the rural areas.</li> <li>■ Developing the tourism and leisure industry while supporting existing rural enterprises including agriculture.</li> <li>■ Supporting the development of the Enterprise Zone at Samlesbury.</li> </ul>
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 delivery actions	<ol style="list-style-type: none"> <li>1. Continue to maintain the highway, focusing particular attention on the network that supports areas of economic development, local tourism and leisure facilities, and routes to principal market towns in the district.</li> <li>2. Continue to provide access through public transport to areas of economic development.</li> <li>3. Encourage residents and visitors to access the open spaces available in Ribble Valley.</li> <li>4. Support LCC's initiative to provide high speed broadband in rural areas.</li> <li>5. In partnership with Blackburn with Darwin Borough Council and working closely with the Lancashire Enterprise Partnership we will work towards delivering the ambitions set out in the East Lancashire Masterplan, which are the first step towards making sure we have the right transport network to boost economic growth by supporting new businesses and homes while promoting healthy lifestyles and avoiding gridlock on the roads.</li> </ol>
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<b>Deprivation</b> (see below for the index of multiple deprivation map)	
Issue	<ul style="list-style-type: none"> <li>■ High rates of fuel poverty for some households.</li> <li>■ The number of children living in poverty.</li> </ul>
Summary	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.
Environment Directorate delivery action	Provide information and signposting to appropriate sources, which will help vulnerable Ribble Valley residents to keep warm in winter.

<b>Health</b>	
Issues	<ul style="list-style-type: none"> <li>■ High percentage of adults binge drinking.</li> <li>■ High numbers of physically inactive children.</li> <li>■ Managing long-term conditions including diabetes.</li> <li>■ Maintaining low rates of obese children (year six).</li> <li>■ Maintaining low rates of obese adults.</li> </ul>
Summary	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%.
Environment Directorate delivery actions	<ol style="list-style-type: none"> <li>1. Provide information about healthy living; including promoting access to open spaces and good quality, affordable food.</li> <li>2. Promote behavioural change activities and awareness raising in terms of the misuse of alcohol and tobacco.</li> <li>3. Help increase personal and community resilience by responding quickly and flexibly to local concerns.</li> <li>4. Promotion and delivery of active travel options e.g. walking and cycling.</li> </ol>

<b>Population</b>	
Issues	<ul style="list-style-type: none"> <li>■ An increasing proportion of residents aged 65+ years.</li> </ul>
Summary	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%).
Environment Directorate delivery action	<ol style="list-style-type: none"> <li>1. Consider services in terms of their accessibility for the ageing population.</li> <li>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.</li> <li>3. Provide options to enable the aging population to maintain their independence, through the provision of buses and trains as a subsidised or free service through the NowCard scheme, or enable access to an appropriate community transport network, that can address an individual's transport need.</li> </ol>

<b>Education</b>	
Issue	<ul style="list-style-type: none"> <li>■ To increase the number of people with the minimum (NVQ2 and above) qualifications required by employers.</li> <li>■ To maintain the high GCSE attainment rates.</li> <li>■ Ensuring that opportunities exist to increase higher level skills across the population to support the future economy/high-value jobs and reduce the potential skills gap.</li> </ul>
Summary	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%).
Environment Directorate delivery action	Provide easier access high quality education, through improving the road conditions and congestion, the provision of effective public transport and supporting sustainable travel options.

<b>Road Safety</b>	
Issues	<ul style="list-style-type: none"> <li>■ High numbers killed or seriously injured overall in the district.</li> <li>■ High numbers of car occupants killed or seriously injured.</li> <li>■ The safety of vulnerable road users, including the older population, children and young people.</li> </ul>
Summary	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.
Environment Directorate delivery actions	<ol style="list-style-type: none"> <li>1. Offer and provide speed awareness courses.</li> <li>2. Engage with schools and communities to embed the '20's plenty' message.</li> <li>3. Work with the police on appropriate engagement and enforcement through Lancashire Road Watch and Speed Tasking.</li> </ol>

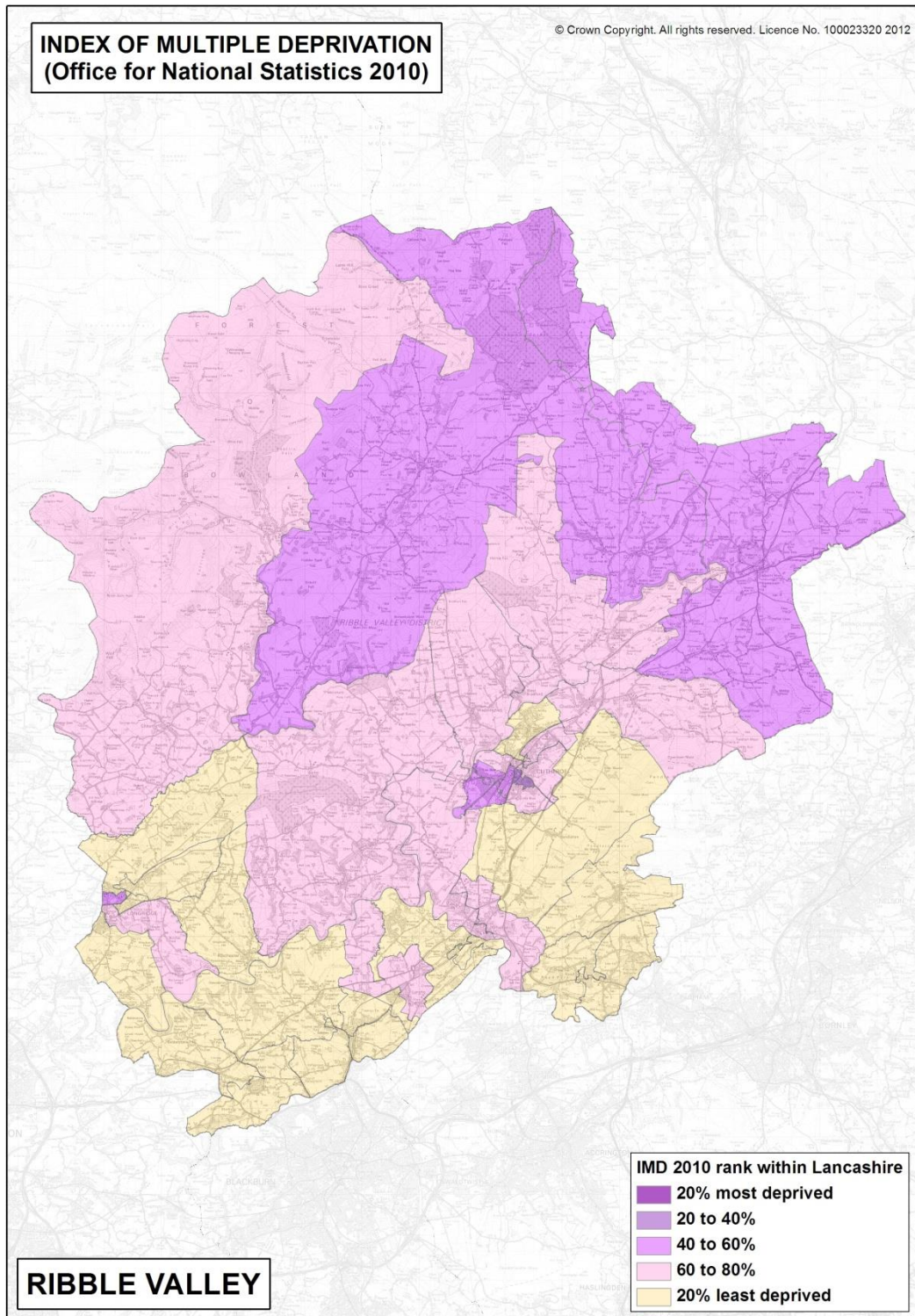
	<p>4. Deliver the following programmes in schools:</p> <ul style="list-style-type: none"> <li>• Engagement with primary schools - pedestrian training, safer cycling and other engagement initiatives.</li> <li>• Engagement with secondary schools - Wasted Lives, Youth Stars and other engagement initiatives.</li> </ul> <p>5. Deliver 'Wasted Lives' project for young drivers in 6<sup>th</sup> forms.</p>
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Transport	
Issues	<ul style="list-style-type: none"> <li>■ Improving public transport links to the rest of the county and to growth centres outside of the county (for example, Manchester).</li> <li>■ Supporting access to employment particularly for those aged 16-19 and/or those from rural locations.</li> </ul>
Summary	<p>Ribble Valley has relatively high levels of car ownership due to the dispersed nature of the population (and a generally higher amount of disposable income), 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.</p>
Environment Directorate delivery actions	<ol style="list-style-type: none"> <li>1. Continue to deliver sustainable travel options in the rural areas.</li> <li>2. Deliver countywide Local Transport Plan (LTP) schemes.</li> <li>3. Deliver the actions identified in the East Lancashire Highways and Transport Masterplan for Ribble Valley. For further details see section 1.3 - Local Transport Plan.</li> <li>4. Provide local solutions to tackle road safety and congestions issues.</li> <li>5. Inspect and maintain roads and footways to keep them safe.</li> </ol>

Community Safety	
Issues	<ul style="list-style-type: none"> <li>■ Compliance with licensing regulations to reduce alcohol misuse (including under-age sales and fake products).</li> <li>■ Decreasing rates of anti-social behaviour.</li> <li>■ 'No Cold Calling' zones.</li> <li>■ The quality of the public realm.</li> </ul>
Summary	<p>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 average. However targeting anti-social behaviour remains important.</p>

Environment Directorate delivery actions	<ol style="list-style-type: none"> <li>1. Consultation with young people aged 14-17 via online alcohol and tobacco survey in order to: <ul style="list-style-type: none"> <li>• Enable resources to be targeted effectively;</li> <li>• Identify local 'hot spots';</li> <li>• Establish data on young people's attitudes to, and use of, alcohol and tobacco.</li> </ul> </li> <li>2. Develop an e-learning platform to provide easy access to a wide range of alcohol and tobacco information, training and support for: <ul style="list-style-type: none"> <li>• Young people in schools and colleges;</li> <li>• Teachers and tutors and other agencies who work with young people.</li> </ul> </li> <li>3. Promote registration and usage of 'Lookout' alcohol and tobacco websites to all primary schools across the district.</li> <li>4. Underage sales operations planned and delivered in line with complaints and intelligence received; identifying problem areas.</li> <li>5. Maintain the 16 'No Cold Calling' zones and seek to establish further areas in conjunction with local residents.</li> <li>6. Under take alcohol misuse prevention measure for example, underage sales 'age check' operations.</li> <li>7. Support and deliver initiatives that improve the local area, for example improving open spaces.</li> <li>8. Maintain street lighting in line with the current county council policies for example emergency rapid response to fixing street lighting.</li> <li>9. Road safety actions as included in the road safety section.</li> </ol>
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# Index of Multiple Deprivation 2010



## 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.

**Bituminous 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 and Wales. 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 England:** A new company established through the Infrastructure Act 2015 that will be responsible for the Strategic Road Network in England from April 2015. The Strategic Road Network comprises those roads, principally motorways, which are not the responsibility of the county council.

**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.

**LGF: Local Growth Fund:** Established by the Government in June 2013 and effective from 2015/16, the Local Growth Fund includes all central government funding for local major transport schemes and a proportion of grant funding previously paid as direct grant to local authorities for smaller scale transport improvements. Access to the fund is through a Growth Deal negotiated between the Government and the Local Enterprise Partnership.

**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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