

INFORMATION
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**RIBBLE VALLEY BOROUGH COUNCIL**  
**REPORT TO PARISH COUNCILS' LIAISON COMMITTEE**

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Agenda Item No 5

meeting date: 14 NOVEMBER 2013  
title: CONCURRENT FUNCTION GRANT SCHEME  
submitted by: DIRECTOR OF RESOURCES  
principal author: TRUDY HOLDERNESS

1 PURPOSE

1.1 To increase Parish Councils' awareness of the concurrent function grant scheme.

2 BACKGROUND

2.1 A number of years ago Ribble Valley Borough Council introduced a concurrent function grant scheme. This would give financial assistance to those Parishes/Town Councils who provide services in their areas, which elsewhere are provided by the Borough Council.

2.2 In these instances there is an element of 'double taxation' i.e. the Council taxpayer pays for the service in the charge from the Borough Council and then again in the parish element of the Council Tax.

2.3 Since the introduction of the scheme less than half of Parish Councils in the Borough have applied for the grant.

3 CONCURRENT FUNCTIONS GRANT SCHEME

3.1 The Council will support Parish and Town Council **net revenue expenditure** (excluding VAT) on the following concurrent functions:-

- ❖ Burial Grounds
- ❖ Bus Shelters
- ❖ Footpaths
- ❖ Footway Lighting
- ❖ Litter Collection
- ❖ Dog Waste Bins
- ❖ Parks and Play areas

Examples of expenditure claimed under each of these categories are shown at Annex 1.

3.2 The Council will not support administration costs, expenditure on capital expenditure or large one off items through the scheme. Examples of what would be classed as capital expenditure are:-

- ❖ Fixing memorials
- ❖ Landscaping Projects
- ❖ Laying turf

- 3.3 Support will be at a rate of 25% of eligible net revenue expenditure from the previous financial year, subject to the overall cost of the grant scheme to the Borough Council not exceeding £20,000 p.a. If claims exceed this then grants would be scaled back to the funds available. (See Annex 2 for summary of claims for 2013.)
- 3.4 At the beginning of the financial year all Parish/Town Councils are sent a grant application form. The completed application must be returned to the Director of Resources by 31 May each year certified by the Parish Clerk. Any grant sought over £1,000 must include supporting documentation with the application for example copies of invoices and Lengthsman timesheets
- 3.5 Once the allocation of grants has been approved by the Council the Parish Clerks are informed of the grant payable and the date it is to be paid.

#### 4 CONCLUSION

- 4.1 The Concurrent Function grant scheme was introduced in April 2009. Since then a total of 21 Parish Councils have benefited from the scheme by £72,877. We believe that whilst the scheme has been a real success we are concerned that many Parish Councils do not apply for assistance and we would urge all Parish Councils to review their expenditure to see if they would be eligible to apply for a concurrent function grant. If you are at all unsure please contact Trudy Holderness, extension 4436.

SENIOR ACCOUNTANT

DIRECTOR OF RESOURCES

PCL1-13/TH/AC  
18 OCTOBER 2013

Background papers:  
Concurrent Function Grant Scheme – November 2008

For further information please ask for Trudy Holderness, extension 4436

## EXAMPLES OF REVENUE EXPENDITURE

### BURIAL GROUNDS

- ❖ Contribution to maintenance of church yard
- ❖ Joint burial precept
- ❖ Monthly ground maintenance contracts

### BUS SHELTERS

- ❖ Cleaning of bus shelters
- ❖ Repairing of glass

### FOOTPATHS

- ❖ Path clearance
- ❖ Parish Lengthsman work

### FOOTWAY LIGHTING

- ❖ Repairs
- ❖ Replace bulbs

### LITTER COLLECTION

- ❖ Parish Lengthsman work
- ❖ Monthly litter picking contracts

### DOG WASTE BINS

- ❖ Parish Lengthsman work

### PARKS AND PLAY AREAS

- ❖ Monthly playground inspections
- ❖ Repairs to playground equipment
- ❖ Grass cutting (Private contractor / Ribble Valley BC)
- ❖ Contributions to recreation associations

## CONCURRENT FUNCTION GRANT APPLICATION 2013/14

Nos	Parish / Town Council	Burial Grounds £	Bus Shelters £	Footpaths £	Footway Lighting £	Litter Collection £	Dog Waste Bins £	Parks and Play Areas £	Sub-Total £	Reduced Claim By Parish Clerk £	Project Work / VAT £	Total £	2013/14 Grant (25%) £
-	Aighton Bailey/Chaigley								0.00			0.00	0.00
1	Billington & Langho	1,183.40				3,425.71		14,523.91	19,133.02		-13,573.00	5,560.02	1,390.00
2	Bolton By Bowland			432.00		1,189.00		2,682.00	4,303.00	-303.00		4,000.00	1,000.00
3	Bowland Forest(Higher)							1,854.10	1,854.10			1,854.10	463.53
4	Chatburn					674.00		1,682.42	2,356.42			2,356.42	589.11
-	Chipping								0.00			0.00	0.00
5	Clitheroe							1,818.36	1,818.36			1,818.36	454.59
6	Gisburn					156.00		750.00	906.00			906.00	226.50
7	Grindleton			2,767.21					2,767.21			2,767.21	691.80
8	Longridge					6,000.00		3,000.00	9,000.00			9,000.00	2,250.00
9	Mellor					2,093.43		2,439.18	4,532.61			4,532.61	1,133.15
10	Newton in Bowland						111.69	319.87	431.56			431.56	107.89
11	Pendleton							300.00	300.00			300.00	75.00
12	Read						701.34	4,827.82	5,529.16			5,529.16	1,382.29
13	Ribchester					1,741.00		573.00	2,314.00			2,314.00	578.50
14	Sabden	350.00	36.00	810.80		1,677.00	962.00	1,418.82	5,254.62			5,254.62	1,313.65
-	Salesbury								0.00			0.00	0.00
15	Waddington	850.00		196.00		121.74		2,069.87	3,237.61			3,237.61	809.40
16	Whalley	3,510.58				4,164.00		4,401.00	12,075.58			12,075.58	3,018.90
17	Wilpshire							1,245.00	1,245.00			1,245.00	311.25
18	Wiswell	204.00						1,033.00	1,237.00			1,237.00	309.25
		<b>6,097.98</b>	<b>36.00</b>	<b>4,206.01</b>	<b>0.00</b>	<b>21,241.88</b>	<b>1,775.03</b>	<b>44,938.35</b>	<b>78,295.25</b>	<b>-303.00</b>	<b>-13,573.00</b>	<b>64,419.25</b>	<b>16,104.81</b>

Phone: (01772) 534601

Email: [andrew.hewitson@lancashire.gov.uk](mailto:andrew.hewitson@lancashire.gov.uk)

Your ref:

Our ref: MH/AH/SB

Date: 23 October 2013

CONFIDENTIAL  
20 OCT 2013

Dear Sir/Madam

**EAST LANCASHIRE MASTERPLAN**

Please find enclosed a copy of the East Lancashire Transport and Highways Masterplan.

Copies have also been sent to your Leader of the Council.

The consultation will run for 6 weeks until 4 December 2013.

The master plan is also available on our website at the address below  
<http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=43429&e=e>

Yours faithfully



Marcus Hudson  
Head of Planning



# East Lancashire

## Highways and Transport Masterplan

Lancashire County Council's Local Transport Plan sets out our plans for highways and transport in the county. In the Plan we promised to produce a series of highways and transport master plans to cover the whole county. These master plans will provide the base for future decisions about transport for the county.

This consultation is about the East Lancashire Masterplan, which covers Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale.

In the Masterplan we look at problems, gaps and opportunities affecting the roads and public transport in East Lancashire and the impact of these on the people, places and economy of the area. We set out our vision for travel and transport in the future and explain what we will do next to meet the current and future needs and hopes of the people of East Lancashire.

The Masterplan will also assist us in working with other transport infrastructure and service providers to improve transport for East Lancashire.



## Introduction

After its industrial heyday in the 19th and 20th centuries, East Lancashire suffered a major economic decline. However, that is now changing and there are plans to bring large numbers of jobs to the area.

Manufacturing is very important. East Lancashire has a growing number of 'higher value industries' such as aerospace, advanced manufacturing, advanced flexible materials, digital and creative industries.

We need to improve the transport network in East Lancashire to make sure that the area is competitive by ensuring we can:

- make sure people and businesses can take full advantage of opportunities in areas of growth in Central Lancashire, Greater Manchester and Leeds
- make major improvements to public transport;
- make the best use of the road network; and
- improve our streets and public spaces to encourage more people to walk and cycle.

By 2026, we expect East Lancashire to have about 24,000 extra homes. Large numbers of jobs will be created at our strategic employment sites, in particular on key sites along the M65 and in our town centres and at other priority sites, including Burnley Bridge and Whitebirk. These sites will support the local economy, especially manufacturing; the newly established Enterprise Zone, covering the BAE Systems sites at Samlesbury and Warton, could create up to 6,000 jobs in advanced engineering and manufacturing in the long term.

Our road and public transport networks will need to be able to do more than just cope with this development in the future. They will need to work beyond that, to make sure that this growth is actively supported and can benefit everyone in East Lancashire.

“Transport has always supported East Lancashire’s economy. From the opening of the Leeds - Liverpool canal, through the arrival of the railways and on into the motor age, the area has benefitted from modern transport infrastructure. That continues to this day, with an investment of over £130m in improvements already planned for East Lancashire, as set out in this masterplan.”

*County Councillor John Fillis*  
Cabinet Member for Highways and Transport  
Lancashire County Council

"We want to move forward and make East Lancashire's highways and transport networks fit for the 21st century, something that the area can be proud of as it works to regain its economic strength."

*County Councillor John Fillis*

## Our Vision

- Strategic employment sites thrive and are well connected nationally and internationally.
- Local developments and businesses have the strategic and local connections that they need to succeed.
- People from all communities are able to travel to employment and education opportunities.
- Sustainable travel is the choice wherever possible, even in rural areas.
- Active travel is encouraged and supported, making walking and cycling safe and easy choices for local journeys.
- Improvements to our streets and public spaces support both new development and existing communities and improve the appearance and safety of sustainable travel routes.
- Visitors find the area attractive and easy to travel around without a car.







# East Lancashire

## Highways and Transport Masterplan

### What We're Doing Now

Because local development plans aren't agreed across all of East Lancashire, we do not have all the information we need to finalise this masterplan. We do know a lot now though; we and our partners already have schemes in place to tackle many of the problems, as this map shows.

Our Local Transport Plan (LTP) sets out a broad strategy for how transport and the way we travel in Lancashire will change moving forward to 2021. The current LTP Implementation Plan sets out schemes that will be implemented in the next three years to 2015/16.

The Lancashire Enterprise Partnership, through Transport for Lancashire (TfL), has approved the Local Major Transport Scheme Investment Programme for Lancashire.

- Todmorden West Curve
- Pennine Reach
- Improvements to Burnley Manchester Road Rail Station
- Rawtenstall Bus Station
- Nelson to Rawtenstall Bus Corridor Study
- Haslingden Road Corridor Improvements
- Blackburn Town Centre Orbital Route Completion

And through Transport for Lancashire:

- Clitheroe to Manchester Rail Corridor Improvements
- Centenary Way Viaduct Major Maintenance Scheme
- M65 Junction 4 Upgrade
- A56 Colne-Foulridge Bypass





### Taking our Vision Forward

We are already making improvements in East Lancashire. However, there will still be problems so we know that we will need to do more in the future. These problems have been grouped into 3 strands of future work:

**Connecting East Lancashire** looks at how East Lancashire connects to other areas, particularly to the rest of the county and neighbouring growth areas like Central Lancashire, Greater Manchester and Leeds.

Key to this will be the rail network. We will need to provide better connections and standards of service to support East Lancashire's people and businesses in the future.

The main motorway gateways (the M65 and the M66) will also need to be able to cope with the demands placed on them.

**Travel in East Lancashire** is about the links between East Lancashire's towns and the major employment and housing locations. We need to ensure that the key corridors can cope with the traffic that wants to use them.

As well as improving public transport reliability, we also need to do what we can to improve public transport in East Lancashire to make bus travel an attractive and practical option where possible, particularly for journeys to work and education.

**Local Travel** takes up the challenge of making sure that everyone, regardless of their background or where they live, can get to the services and opportunities that they need, from education and employment to leisure and health.

Making our cycling and walking networks attractive is key to this. We need to make it easy to change between methods of travel so that whether people are travelling short or long distances, we can reduce how much we depend on private cars.

These strands are closely linked to each other. Easy local travel, by walking and cycling, needs to join up with the bus and rail networks for longer journeys. The bus and rail networks themselves need to connect properly both for journeys in East Lancashire and to the wider area. No matter how far from East Lancashire people and goods are going, the connections to strategic road and rail networks must work to make national and international travel as easy as possible.

Running through all 3 strands is the need for transport to support transformational economic growth across East Lancashire.

From the largest to the smallest investment that results from this masterplan, from strategic rail improvement schemes down to local footpaths, East Lancashire's transport networks must be made fit for use in the 21st century.

"We believe we need to act now to put in place a programme of investment and of further work to make sure that we take every opportunity we can to support East Lancashire's development. This is not something that we can leave to chance; this is something we need to plan carefully to create a real momentum for change."

*County Councillor John Fillis*

### What we propose:

#### Connecting East Lancashire

- A **Rail Connectivity Study** will focus on improving connections between East Lancashire and the growth areas of Preston and Central Lancashire, Manchester (including Manchester Airport) and Leeds.
- An **A56/M66 Haslingden/Rawtenstall to Manchester Gateway Study** will look at the A56/M66 corridor and how congestion can be reduced and the reliability of bus services improved.
- A **Samlesbury/Cuerden/Whitebirk Growth Triangle Study** will focus on the main routes between these 3 key economic growth locations.

#### Travel in East Lancashire

- The **Burnley/Pendle Growth Corridor Study** will look at what needs to be done to make sure that our roads can support the economic growth planned for Burnley and Pendle. It will reflect the changes we propose to A56 Colne-Foulridge Bypass; we are changing where the bypass leaves the motorway to make sure that we do not make it impossible to re-open the Colne to Skipton railway.
- The **Ribble Valley Growth Corridor Study** will include the A59 between Samlesbury and North Yorkshire boundary and also the A671/A6068 route between Whalley and M65 Junction 8. The study will look at how these important roads can be made to work as well as possible for cars, freight and for other users.
- The **East Lancashire Accessibility Study** will focus on travel between the main towns and employment areas, but will include travel to education and for leisure. It will also consider how public transport can best serve rural East Lancashire.

#### Local Travel

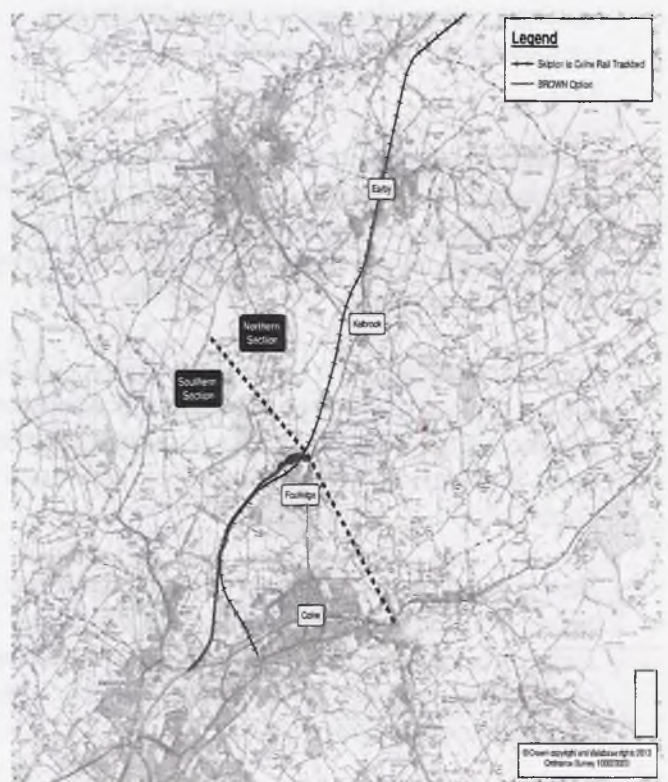
- The **East Lancashire Strategic Cycle Network** will provide 'good' links between towns, employment, education and housing.
- **Local Links** between neighbourhoods, town centres and employment need to be good enough standard to make travel easy for everyone.

#### A56 Colne-Foulridge Bypass

The A6068, as it passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. Not surprisingly, this causes severe problems, with congestion and delays throughout much of the day. In the peak hours, the congestion is among the worst in Lancashire. The standing traffic affects local air quality and the road effectively severs the North Valley housing areas from all amenities in Colne.

A route for the bypass has been protected for a number of years. The M65 to Yorkshire Corridor Study was commissioned by Lancashire County Council to investigate whether a bypass was still the most appropriate solution to Colne's problems and, if so, whether the old scheme was still the route to take forward.

The evidence from the study suggests that whilst a bypass is still the most appropriate solution to removing traffic from North Valley, the line of the bypass should be amended. The new line will be shown in the map below.



# East Lancashire

Highways and Transport Masterplan



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# East Lancashire

## Highways and Transport Masterplan

Because of the scale of improvements that we want to make, we will need to work with other organisations to deliver our plans and there will need to be substantial funding and commitment from a variety of other organisations to see it through ~ District Councils, Lancashire's Local Enterprise Partnership, Highways Agency, Network Rail ~ as well as the support of private business and house builders.

The cost of the proposals up to 2021 as presented in the draft masterplan is estimated at about £150 million.

The masterplan shows the sources of funding, both private and public, that would be needed to deliver these improvements. The funding that will be available means that the improvements are affordable if all partners work together and help pay for the improvements.

"I want to hear as wide a range of opinions as possible so that we can listen to all points of view and look at ideas that are put forward. We need to be sure that there is broad agreement with our vision and what we want to do next."

*County Councillor John Fillis*

### Let us know what you think

The public consultation on the Highways and Transport Masterplan for East Lancashire lasts until 6th December 2013.

As part of the consultation it is important that we get your views on the vision presented in the masterplan.

This questionnaire is your opportunity to let us know what you think.

The full Masterplan can be viewed at libraries and council offices or downloaded from our website. To access the documents go to:

[www.lancashire.gov.uk](http://www.lancashire.gov.uk) and then search for Local Transport Plan on the A-Z list.

You can also fill in the questionnaire online.

**If you require this leaflet in  
large format text please call:**

**0845 053 0000**

**or email:**

**[enquiries@lancashire.gov.uk](mailto:enquiries@lancashire.gov.uk)**

**Part I**

Electoral Divisions affected:  
Clitheroe; Longridge with  
Bowland; and Ribble Valley  
North East;

**Proposed Revision to Subsidised Bus Service: Bowland Transit**  
(Appendices 'A' to 'F' refer)

Contact for further information:  
Tim Gornall, 01772 534587, Environment Directorate  
[tim.Gornall@lancashire.gov.uk](mailto:tim.Gornall@lancashire.gov.uk)

**Executive Summary**

This report seeks to review the operation of the Bowland Transit subsidised bus service and consider proposals to revise the route and timetable.

This is deemed to be a Key Decision and the provisions of Standing Order No 25 have been complied with.

**Recommendation**

The Cabinet Member for Highways and Transport is asked to:

- i. introduce a revised route and timetable to operate between Slaidburn and Clitheroe on an off-peak Monday to Friday basis, and
- ii. reduce the annual net subsidy by an estimated £165,000.

**Background and Advice**

Lancashire County Council, in partnership with North Yorkshire County Council, subsidise the rural bus Services 10 & 11 which link together to operate between Clitheroe & Settle and Settle & Horton-in-Ribblesdale.

**Service 10 Clitheroe – Dunsop Bridge – Slaidburn – Settle**

Service 10 currently operates between Clitheroe and Settle via Bashall Eaves, Whitewell, Dunsop Bridge, Newton, Slaidburn, Tosside, Wigglesworth and Rathmell.

The service runs every two hours in each direction on a Monday to Saturday daytime basis, with certain am & pm peak journeys operating between Clitheroe and Slaidburn only.

### **Service 11 Settle – Horton-in-Ribblesdale**

Service 11 currently operates between Settle and Horton-in-Ribblesdale via Longcliffe and Stainforth.

The service runs every two hours in each direction on a Monday to Saturday daytime basis.

The contract to operate these services has become unsustainable, significantly failing the County Council's current financial guideline where at least 40% of the cost of running the service must be met through fares income, including concessionary reimbursement.

**The cost of continuing operation of these services is an annual net subsidy of £265,000 based on an estimated revenue of £25,000 and 22,000 passenger trips per annum, returning a revenue to cost ratio of 8.6%. North Yorkshire County Council currently contributes an agreed £39,000 per annum to the cost of providing the services which results in a net annual cost to the County Council of £226,000 for the service. This contribution will cease from 28<sup>th</sup> September 2013.**

### **Proposal**

North Yorkshire County Council have indicated their intention to look at alternative ways to provide public transport in their area and are currently considering utilising alternative subsidised services they operate to maintain the link between Settle and Horton-in-Ribblesdale.

Lancashire County Council, therefore, need to assess how best to maintain public transport to this rural area of Lancashire, around Dunsop Bridge, Newton and Slaidburn, in a more sustainable way.

### **Option 1**

A proposal to revise the route and timetable to operate a reduced service between Clitheroe and Settle, on Tuesdays & Saturdays only, would allow access to Clitheroe and Settle on Market Days with the added benefit of allowing access from Clitheroe to the Dunsop Bridge, Slaidburn and Settle areas for recreational purposes.

Tuesdays and Saturdays remain the most popular days for travel with 60 to 70 passenger journeys made each day. However, even at this level of patronage, it only averages 4 passengers per journey on the current timetable. The proposed timetable provides for the most popular journeys and it is estimated that the average passenger trips per journey can be increased to 11.

The timetable would be designed to allow for either approximately 2½ or 5 hours in both Clitheroe and Settle. A timetable for this option is shown at Appendix 'A'.

**The cost of providing this level of service would be an estimated annual net subsidy of £60,000 based on an estimated £7,500 revenue and 5,000 passenger trips per annum, returning a revenue to cost ratio of 11.1%.**

Whilst this option fails the County Council's financial guidelines, it does focus on the key journeys passengers currently make on the two main operating days of the week.

**This option would result in an estimated annual saving of £165,000.**

## **Option 2**

Following analysis of consultation responses to Option 1 (above), and a meeting with the combined Bowland Parishes, it is suggested that a reduced service operates between Clitheroe and Slaidburn only on 5 days per week on an off-peak basis.

This option would omit Tosside, Rathmell and Settle (with onward connections to Horton-in-Ribblesdale) but continue to provide remaining communities with a link to amenities in Clitheroe on a regular basis. This is considered to be increasingly important with the possibility of the surgery in Slaidburn being relocated to Clitheroe.

Surveys show that there is an average of one return journey per day from Tosside to Clitheroe and it would not be sustainable to maintain public transport provision for such low levels of patronage.

A timetable for this option is shown at Appendix 'B', and the cost is unlikely to exceed that described in Option 1 for a two day per week service.

**The estimated cost of providing this level of service would be an estimated annual net subsidy of £60,000 based on an estimated £9,000 revenue and 6,000 passenger trips per annum, returning a revenue to cost ratio of 13.0%.**

**This option would result in an estimated annual saving of £165,000.**

## **Recommendation**

Following consideration of consultation responses, the Equality Analysis document (Appendix C), and the outcome of a meeting with the Hodder Valley Parishes Joint Council, it is recommended that the service be continued on a Monday to Friday basis as outlined in Option 2 (above) and reviewed on a six monthly basis pending the outcome of a further review of all subsidised bus services as part of any future budget setting.

## **Consultations**

Lancashire County Council has carried out an Equality Analysis including consultation with existing passengers and stakeholders (Appendix 'F' shows responses and data from 114 passengers interviewed on the bus).

Lancashire County Council has received 32 written responses to the consultation document (Appendix 'E') and these are summarised at Appendix 'D'.

A special meeting of the Hodder Valley Parishes Joint Council was convened by the County Councillor for Longridge with Bowland to discuss the proposals with



Lancashire County Council and the following points were raised as part of the consultation:

1. That consideration be given to running a five/six day service with reduced hours of operation.
2. That journeys operate between Slaidburn and Clitheroe only, omitting the Slaidburn- Settle section and using one bus instead of the current two.
3. That journeys be operated in a clockwise fashion from Clitheroe (i.e. via Bashall Eaves, Cow Ark, Whitewell, Dunsop Bridge, Slaidburn and Newton to Clitheroe). This has the advantage of providing a more direct service in one direction.
4. That greater emphasis be placed on the use of school buses/taxis that already operate in the area.
5. That recognition is made of NHS Trust proposals to relocate health facilities from Slaidburn to Clitheroe and the continued need for public transport to allow people to attend appointments.
6. An ageing population will require transport provision into the future.

#### **Implications:**

This item has the following implications, as indicated:

#### **Risk management**

The service continues to fail the County Council's financial guidelines although a complete withdrawal would leave a number of rural communities without any public transport. The proposed option ensures that villages, with the exception of Tosside, maintain a public transport link with Clitheroe on 5 days per week.

#### **Financial**

The proposal estimates a net annual reduction in subsidy of £165,000.

#### **List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A.

**CLITHEROE – HODDER VALLEY CIRCULAR**

via Whitewell - Dunsop Bridge - Newton - Slaidburn  
 MONDAY TO FRIDAY

Service Number	10 \$	10 \$	10 \$	10 \$	10 \$	10 \$
					SchH	SchH
CLITHEROE Interchange	0925	1035	1235	1345	1545	1655
CLITHEROE Market Place	0926	1036	1236	1346	1546	1656
BASHALL EAVES School	0936	1046	1246	1356	1556	-DR-
COW ARK Junction Road	0942	1052	1252	1402	1602	-DR-
WHITEWELL Inn	0950	1100	1300	1410	1610	-DR-
DUNSOP BRIDGE Post Office	0957	1107	1307	1417	1617	-DR-
SLAIDBURN Car Park	1010	1120	1320	1430	1630	-DR-
NEWTON Police House	1015	1125	1325	1435	1635	-DR-
WADDINGTON Waddington Arms	1023	1133	1333	1443	1643	-----
CLITHEROE Interchange	1030	1140	1340	1450	1650	-----

- \$ - Operated on behalf of Lancashire County Council
- SchH - School Holidays only.
- DR - The 1655 journey will leave Clitheroe town centre on a Demand Responsive basis to set down customers only.

No service – Christmas Day, Boxing Day and New Years Day.  
 No service – on all Bank Holidays, Public Holidays and all replacement Public or Bank Holidays.

**Monday to Saturday**

Route Number	11	11	11	11	11	11
Note						
<b>Horton in Ribblesdale</b>	0900	-	1115	-	1315	-
Stainforth	0907	-	1122	-	1322	-
Langcliffe	0912	-	1127	-	1327	-
Settle Market Place	0915	1000	1130	1200	1330	1400
Settle Station	-	1001	-	1201	-	1401
Rathmell Memorial	-	1007	-	1207	-	1407
Wigglesworth Post Office	-	1012	-	1212	-	1412
Tosside Crow Trees Caravan Park	-	1019	-	1219	-	1419
<b>Tosside Village</b>	-	1022	-	1222	-	1422

**Notes**

Route Number	11	11	11	11	11	11
Note						
<b>Tosside Dog &amp; Partridge</b>	1030	-	1230	-	1430	-
Tosside Crow Trees Caravan Park	1033	-	1233	-	1433	-
Wigglesworth The Plough Inn	1040	-	1240	-	1440	-
Rathmell Memorial	1045	-	1245	-	1445	-
Settle Station	1050	-	1250	-	1450	-
Settle Naked Man Café	1052	1053	1252	1253	1452	1503
Langcliffe	-	1056	-	1256	-	1506
Stainforth	-	1101	-	1301	-	1511
<b>Horton In Ribblesdale</b>	-	1108	-	1308	-	1518

**Notes**

No service on Sundays, Public or Bank Holidays

# RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PARISH COUNCIL LIAISON COMMITTEE

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Agenda Item No.

meeting date: 14 NOVEMBER 2013  
title: INVITATION TO SUBMIT HIGHWAY SCHEMES FOR POTENTIAL INCLUSION  
IN THE 2014/15 LCC ENVIRONMENT DIRECTORATE DRAFT  
COMMISSIONING PLAN  
submitted by: JOHN HEAP, DIRECTOR OF COMMUNITY SERVICES  
principal author: TERRY LONGDEN, HEAD OF ENGINEERING SERVICES

## 1 PURPOSE

- 1.1 To inform the Parish and Town Councils that Lancashire County Council invite each Council to identify three highway schemes for potential inclusion in the 2014/15 LCC Draft Environment Directorate Commissioning Plan
- 1.2 Relevance to the Council's ambitions and priorities:
  - To develop shared priorities and sense of direction
  - To listen and respond to local communities
  - To stimulate active and engaged town and parish councils

## 2 BACKGROUND

- 2.1 Discussions on the condition of the highway network throughout the Ribble Valley area were continued at the 16 September 2013 meeting of the Three Tier Forum. It was highlighted that the unclassified roads in the area, whilst minor compared with some of the highways in other districts, were in fact the arteries of the Ribble Valley area and hence carried an importance that was disproportionate to their physical size. The forum were informed of the undertaking given to the June meeting of this committee by the Assistant Director for Commissioning, that the condition of the unclassified road network would be assessed for potential inclusion in future highway maintenance programmes.

## 3 ISSUES

- 3.1 At this Three Tier Forum meeting, the County Council requested that all Parish and Town Councils in the Ribble Valley area be invited to each identify three roads that they considered need attention. Each Council should then propose one of their three submissions as a top priority.
- 3.2 All the suggestions received, together with any additional proposals from individual councillors or officers would then be considered and a final list of potential schemes produced for consideration at the next meeting for the forum.
- 3.3 Timescales are tight and it is requested that in order to meet the deadlines the suggestions are e-mailed directly to the LCC Public Realm Manager, [andy.ashcroft@lancashire.gov.uk](mailto:andy.ashcroft@lancashire.gov.uk) no later than Friday 22 November 2013.

#### 4 RISK ASSESSMENT

4.1 The approval of this report may have the following implications:

- Financial – No Implications for this Council
- Technical, Environmental and Legal – No implications for this Council identified
- Political - No such implications arise out of this report
- Reputation – The Council is keen to ensure that the condition of the road network supports all communication, commerce and recreation uses.
- Equality & Diversity – No particular implications identified

#### 5 RECOMMENDATION

5.1 That Parish and Town Councils are aware of the invitation and if they are so minded, they e-mail their prioritised list directly to the LCC Public Realm Manager

JOHN HEAP  
DIRECTOR OF COMMUNITY SERVICES

TERRY LONGDEN  
HEAD OF ENGINEERING SERVICES

List of Background papers: -

- Minutes 135 Parish Council Liaison Committee 20 June 2013

For further information please ask for Terry Longden, extension 4523

REF: TL/PCL/14:11:13



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Our Ref: MC/83773,

25 SEP 2013

Thank you for your letter of 27 August, on behalf of your constituent, John Shorter of 14 Whins Avenue, Sabden, about HGVs being directed on unsuitable routes by satnavs.

On 1 February 2011 the Government opened a consultation proposing to decentralise responsibility for the primary route network (PRN) and roads classification, and restating its policy on the principles of the strategic road network (SRN) and detrunking policy. This consultation included a chapter on satellite navigation, which discussed the merits of satnav devices and the problems associated with them, but stressed that neither the Department nor individual local authorities have any direct power over the routing of satnav devices.

Satnav manufacturers produce special satnav devices for lorries to provide them with routing information appropriate to their vehicle, including warning them about narrow roads and low bridges. However, one of the problems manufacturers face is that lorry drivers sometimes use a satnav device intended for an ordinary car and therefore do not receive the appropriate guidance.

Similarly, some devices require regular updates to mapping information, which is the responsibility of individual device owners, who should use devices responsibly and with a proper understanding of their limitations.

It is also important to ensure that mapping information used in satnavs is up to date. The two companies that make most of the maps in satnavs, Navteq/Nokia and Tomtom, both have the facility (through their websites) to provide feedback and offer corrections; I would recommend this as a route for your constituents to raise their concerns.

In our 2011 consultation, we said we would look for ways in which private satnav companies can work together with central and local government to manage traffic and provide better information to motorists. Following consultation, there was clear agreement among respondents that the existing situation was not ideal, but there was less certainty about a potential solution. We made clear that the most practical approach to improving the situation around satnav devices was greater data-sharing between highway authorities (including the Highways Agency) and, in particular, mapping providers.

We committed to organise a workshop between local authorities and satnav companies, and in March 2012 we hosted a Satnav Summit, run by ITS (UK) and ADEPT, to engage device manufacturers, mapping companies, local authorities and other industry organisations to discuss how they can communicate better with one another to overcome challenges and exploit opportunities presented by satnav technology. Discussions focused on how to help local authorities in directing traffic on their network, allow satnav manufacturers to provide the best and most accurate products, avoiding the provision of incorrect routing information to users and ultimately giving motorists a better service from their satnav devices.

There was a strong sense amongst participants at the Summit that cooperation and communication on all sides are vital to improving the situation around satnavs. Local authorities need to provide the right data; satnav companies need to provide the right contacts to help solve any problems; and users need to make sure that their maps are up to date and they are driving with the right equipment.

Recent developments in HGV-specific satnavs have meant that properly-equipped lorry drivers can now avoid low bridges and narrow lanes, saving time, fuel and money as well as reducing the impact on local communities. Further cooperation can help satnav companies to cut their costs and provide a better service. ITS (UK) are currently seeking to work with the freight and haulage industry to promote the use of appropriate satnav devices, designed specifically for use by HGVs, by the Industry.

ITS (UK) and ADEPT are now working together to lead further communication and cooperation between industry and local government, in taking forward the outcomes from the Summit. If you would like more information on this ongoing work, ITS (UK) may be able to provide you with more details on the actions emerging from the event and on next steps - and can be contacted via [mailbox@its-uk.org.uk](mailto:mailbox@its-uk.org.uk).

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**STEPHEN HAMMOND**

## RIBBLE VALLEY BOROUGH COUNCIL REPORT TO PARISH COUNCILS' LIAISON COMMITTEE

Agenda Item No.

meeting date: 14 NOVEMBER 2013  
 title: UNAUTHORISED ADVERTS  
 submitted by: CHIEF EXECUTIVE  
 principal author: DIANE RICE

### 1 PURPOSE

1.1 To inform Committee about the steps the Council is taking to address the problem of unauthorised adverts.

1.2 Relevance to the Council's ambitions and priorities

- Community Objectives -        }
  - Corporate Priorities -         }
  - Other Considerations -        }
- The Council's aims include promoting public safety and the quality of the environment. Adverts can be a distraction for road users, impact on highway safety and clutter the landscape, thereby adversely affecting the appearance of the area.

### 2 BACKGROUND

2.1 The Council receives numerous complaints about unauthorised adverts, both on areas of public land such as highways and on individual premises.

### 3 ISSUES

3.1 Enforcement is a discretionary remedy and the Council has to manage the resources it has available for enforcement in a way which reflects the expectations of local residents and businesses set in the context of the Council's policies about enforcement.

3.2 The complaints the Council receives divide into two types, namely complaints about adverts which are displayed on business or private premises, and complaints about adverts which are placed in locations remote from the business which they advertise eg on the A59.

3.3 This report deals with the second type of adverts.

3.4 The law relating to advertisement consent is complex but in general terms adverts which are placed elsewhere than on the premises they advertise must have express consent.

3.5 In addition to consent from the Local Planning Authority to display the advert, consent will also usually be required from the landowner to place the advert on the land.



- 3.6 In general adverts which are remote from the premises they advertise are displayed on or near the highway and often use highway land or highway furniture, eg sign or lamp posts.
- 3.7 County Council officers have confirmed that the County Council objects to such adverts but unfortunately does not have the resources to remove all unauthorised adverts from the land or property which it owns.
- 3.8 The action being taken by the Council has the support of the County Council. The Council also regularly receives requests from Parish Councils acting on behalf of their residents, to address unauthorised adverts.
- 3.9 Examples of the work carried out by the Council include steps to secure the removal of unauthorised adverts from the A59, to address concerns about the increased use of A boards on the pavements and signs on lampposts and railings in Whalley, and responding to complaints received about an increasing number of A boards in Clitheroe, including several complaints from individuals who had narrowly avoided injury due to obstruction caused by the A boards.
- 3.10 The Council is always keen to work with local businesses to ensure that the way it enforces is expedient and appropriate to local conditions, and the approach taken has been to inform and assist for example by providing advice about alternative signage eg LCC brown signs.
- 3.11 An example of the approach being taken in relation to the A59 (the highway) is as follows:
- The highway was surveyed from the A671 Whalley roundabout through to the boundary adjacent to Barnoldswick.
- 3.12 The survey found that 23 businesses were displaying unauthorised adverts. A letter was sent to all of them requesting their co-operation in removing the adverts. No information can be given in relation to individual businesses etc in order to ensure that further formal enforcement action can be taken if necessary.
- 8 responded immediately by removing their adverts, they were sent a letter thanking them for their co-operation and informing them that the A59 would continue to be monitored. Thereafter a further letter was sent to all remaining unauthorised advertisers enclosing a copy of the Home Office guidance in relation to advert consent. Further co-operation was received from local businesses and when last surveyed and only a handful of signs remained.
- 3.13 The Council's next step will be to utilise the power it has to remove adverts. This requires the Council to serve notice on the person responsible for the advert, the Council can seek recovery of any costs incurred from the person responsible for displaying the advert.
- 3.14 The ultimate sanction for display of unauthorised adverts is prosecution.

4 **CONCLUSION**

4.1 That Committee note the report.

DIANE RICE  
HEAD OF LEGAL AND DEMOCRATIC SERVICES

MARSHAL SCOTT  
CHIEF EXECUTIVE

For further information please ask for Diane Rice, extension 4418.

REF: DER/141113/PCL/EL