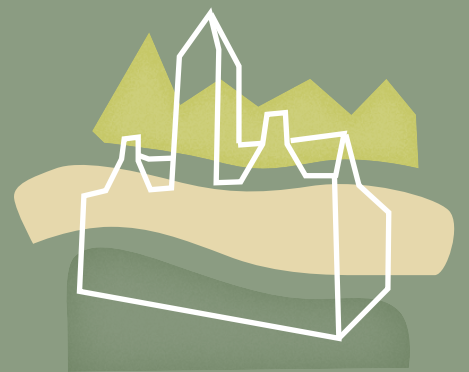


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**COLNE
MASTERPLAN**





This report was commissioned by Pendle Borough Council.

June 2024

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CHAPTER ONE

Introduction

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Introduction

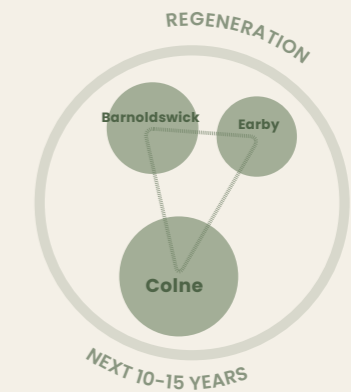
1.1 This report concludes a study commissioned by Pendle Borough Council to prepare a town centre regeneration strategy for Colne. The study has been undertaken by Optimised Environments Ltd with transport and movement advice from WSP, market and delivery advice from Cushman & Wakefield, socio-economic advice from Hatch and Ekosgen and public engagement activities led by Placed.

1.2 The brief for this project was to develop a masterplan to guide future development in Colne. The masterplan sets out a vision for the town and suggests projects to catalyse the proposals for Colne Market, Muni Theatre and Hippodrome, improve the arrival into the town and enhance connections along Albert Road and down to Waterside.

About Colne

1.3 Colne is an attractive market town with ancient origins which sits prominently on a ridge. It has a population of c19,500 people.

1.4 It sits just north east of Nelson and is considered an important gateway town to the 'Calder Valley' and is served by the East Lancashire railway line with its station as the line terminus.



Purpose of the document

1.5 Colne Masterplan acts as a toolkit for shaping regeneration in the town. We have identified key projects based on an understanding of the town and its context, through talking to local people and through reviewing current research on town centres.

1.6 The masterplan will be used by key stakeholders including Elected Members and Council Officers to put forward viable projects which are supported by local people and can provide maximum benefits.

The Report Structure

1.7 **Chapter two** of this report sets out the current and historic context of the town and summarises the key points arising from the baseline analysis.

1.8 **Chapter three** sets out the challenges and opportunities within Colne, setting out how Colne is doing today and summarising ideas and feedback from the consultation events.

1.9 **Chapter four** sets out our vision and objectives for regeneration in Colne, which have been used to shape the masterplan and align ideas.

1.10 **Chapter five** illustrates our recommendations for changing and enhancing spaces in Colne, categorised by theme.

1.11 **Chapter six** sets out the delivery framework, which breaks down the masterplan into a series of projects and provides a delivery and funding strategy to aid implementation of each project, alongside an action plan.

Scope

1.12 Pendle Borough Council appointed the team in September 2022 and this masterplan has been created alongside masterplans for the neighbouring towns of Earby and Barnoldswick.

1.13 Town centres across the country have been facing significant challenges that have eroded high street retailing and its role in underpinning the vitality and economic strength of town centres. These challenges have included:

- Continued and rapid growth in the use of mobile devices and online retailing
- Increasing wages, rents and business rates
- A shift in consumer spending away from products towards experiences and lifestyle

- Challenges as a result of the Covid-19 pandemic, particularly on the retail and hospitality sectors, and
- Wider economic conditions in general.

1.14 Whilst all three locations have demonstrated a level of commercial resilience over recent years, it is apparent that the seismic changes occurring in the physical retailing world will have a major impact on every town and city in the country. The centres that survive the fall-out from the relentless shrinkage of physical retail are those that have adapted effectively to include a diverse range of visitor and leisure attractions, modern workplaces and a reconfigured and varied retail experiences bound by public transport accessibility and a high quality pedestrian experience.



Source: A Well-Designed Place, National Design Guide, 2021

What is a masterplan?

1.15 A town centre masterplan looks at holistic ways to improve a place. It diagnoses challenges and opportunities within the town by looking at data and talking to local people and it identifies key projects and provides information on funding streams and time-scales.

1.16 The 10 characteristics of a well designed place, below, taken from the National Design Guide, helps to focus thinking on what works and what can be improved in Colne.

Limits of the masterplan

1.17 This document provides a coordinated framework for change, identifying our recommended project ideas for the town and how they relate to each other. The report will be used by the Council and local stakeholders for future funding bids and opportunities.

What can't it do?

- 1.18 There are a number of things which the masterplan can't do:
- Provide detailed designs/ business cases for projects - this may take place at a later stage
 - Respond to areas beyond the red line in any great detail
 - Address structural issues around business rates and tax expenditure, but it can highlight these as issues if necessary.

Extent of the masterplan

1.19 The extent of the masterplan for Colne focuses on the area identified in Figure 1 below.

1.20 This study considers the whole of the area within the red line boundary but also acknowledges important physical and economic assets beyond but within close

proximity and within the Town. It is important that the principles of the Vision and Masterplan are not limited by rigidly defined boundaries, and as such consideration as to how the town interacts with the surrounding hinterland and wider spatial context.



Figure 1. Location plan, showing the extents of the red line boundary

Timeframes

1.21 This document constitutes a consultation draft, which will be presented to the public for wider comment and feedback in February 2024.

1.22 Following this consultation period, the team will review the masterplan and publish a final version in March 2024.

1.23 It should be noted that the baseline report and masterplan document, provides a snapshot in time of the situation in Colne, and in particular socio-economic data and market appraisals may be out of date by the time the report is published.

1.24 The project time line is provided below:



Figure 2. Masterplan Timeline

CHAPTER TWO

Setting the context

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Strategic context

2.1 The Borough of Pendle is situated in Lancashire on the border with North and West Yorkshire. Two-thirds of Pendle's population is concentrated in four contiguous settlements - Nelson, Colne, Brierfield and Barrowford – situated in the south of the Borough.

2.2 This densely populated urban area extends 8km north-east from the boundary with neighbouring Burnley, creating an extended area that has a combined population of almost 160,000. To the north, Barnoldswick and Earby are the largest settlements in West Craven, a more rural part of the borough.

2.3 Colne is situated at the end of the M65 corridor and is identified as a Key Service Centre within the wider M65 corridor. It sits just north east of Nelson and is considered an important gateway town to the 'Calder Valley' and is served by the East Lancashire railway line with its station as the line terminus. It is a relatively short distance from Barnoldswick (6.5 miles) and Earby (5 miles).

2.4 The town is surrounded by distinctive and significant natural assets, most notably the imposing Pendle Hill to the west of the town, Boulsworth Hill (SSSI) to the south east and Noyna Rocks to the north. It is situated atop a ridge meaning the town offers long range views to the Countryside as well as having heritage buildings occupying visually prominent locations within the town.

2.5 Whilst the focus of this report is on Colne, it is important to recognise the role that the town plays in the hierarchy of the wider area as a place to live, work and visit. Considering how Colne relates to other centres and how its offer can be promoted in isolation, as well as in conjunction with other areas, will support the town to optimise its potential.

2.6 For example, given the proximity of Colne to the Yorkshire Dales, Pendle Hill and the Forest of Trawden consideration should be given to how Colne can build upon its existing tourism offer, driven by Boundary Outlet, to support visitors to extend their visits and explore the wider area including Earby and Barnoldswick. This would lengthen the time visitors spend in the area and create more opportunities for more spend in the local area. This will help to further boost the profile of Colne and therefore the attractiveness of the town to businesses targeting the tourist market.

2.7 This is an ideal time for masterplanning places like Earby, Barnoldswick and Colne, as the Government recognises the need and importance for regenerating areas outside of London and the South East which have seen underinvestment over many years.

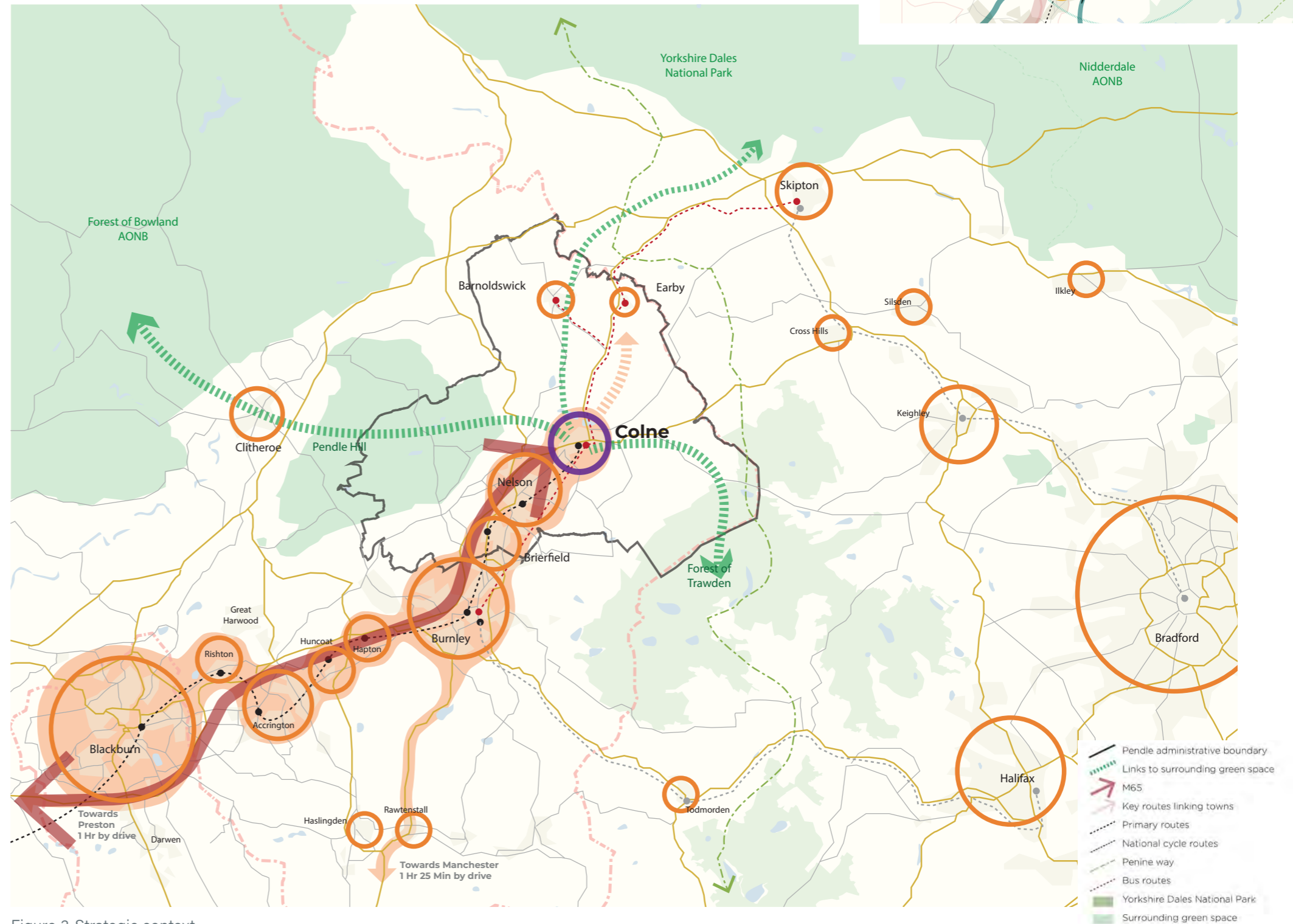


Figure 3. Strategic context

Policy background

2.8 The emerging masterplan for Colne will respond to prevailing local, regional and national policy positions. Ensuring the masterplans complement existing policy and key initiatives will support buy in from local, regional and national policymakers.

2.9 This will also provide Pendle Borough Council with the opportunity to leverage interventions and unlock economic growth.

2.10 The most relevant policies are summarised on the following pages, alongside a review of existing and relevant project interventions. This is not a full comprehensive list of every policy that will likely have an impact on development in the borough. However, the policies listed provide a broad overview of the most pressing issues at the national, regional and local level.

2.11 In particular, the 2022 Government Levelling Up White paper provides the immediate national level policy context for shaping the masterplans. The White Paper pays significant attention to the development of UK regions outside of the London and the South East.

Strategic Alignment-Local Policy

Pendle Local Plan

2.12 The adopted development plan in Pendle comprises the Pendle Local Plan Part 1: Core Strategy (adopted December 2015) and the remaining saved policies from the Replacement Pendle Local Plan 2001-2016 (adopted May 2006) where they are in conformity with the Revised National Planning Policy Framework (NPPF). The development of a new Local Plan is underway and the 'Core Strategy' is to be replaced by a new Pendle Local Plan Fourth Edition in 2025.

2.13 The plan establishes strategic objectives for future infrastructure; responding to climate change; promoting a safe and inclusive city centre economy; protecting and improving access to green spaces and recreation facilities to improve health; and delivering sustainable transport.

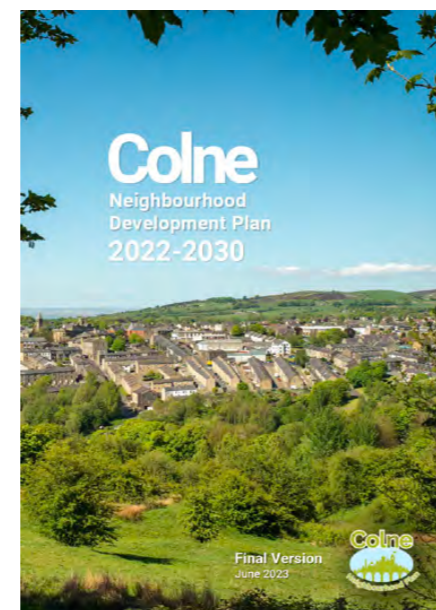
Pendle Economic Recovery and Growth Strategy 2021-2026

2.14 The Pendle Economic Recovery and Growth Strategy was made in response to the impact of the COVID-19 pandemic on the borough. It supports a long term strategy to build a strong and resilient economy and highlights the unequal impacts it has had on groups, sectors and places most exposed to changing circumstances. It focuses on leveraging capacity and investment, building on manufacturing credentials to support future opportunities and

innovation, growing a skilled workforce and addressing poor connectivity to drive economic recovery and growth in a post-COVID world.

Colne Neighbourhood Plan

2.15 The Colne Neighbourhood Plan is part of the development plan for Pendle Borough Council. It identifies a range of key issues such as improving housing quality, developing Colne's market town environment and protecting the town's heritage. It aims to achieve the following vision by 2030: "to further develop Colne as an attractive and thriving town that promotes and protects its natural and built heritage and provides good quality of life with improved connectivity, facilities and services for residents and visitors alike." It identifies 4 key themes to address



the town's issues and to help achieve the vision: the town centre theme, the community theme, the rural theme and the heritage theme.

2.16 This Masterplan seeks to build on the thinking behind the Neighbourhood Plan policies, suggesting ways to capitalise on the opportunity sites and projects recommended in the plan, such as the market and housing sites.

Corporate Plan 2023-27

2.17 The Corporate Plan focusses on four priorities of Proud and Connected Communities and Places; Good Growth; Healthy Communities; and Modern and Responsive Organisation.

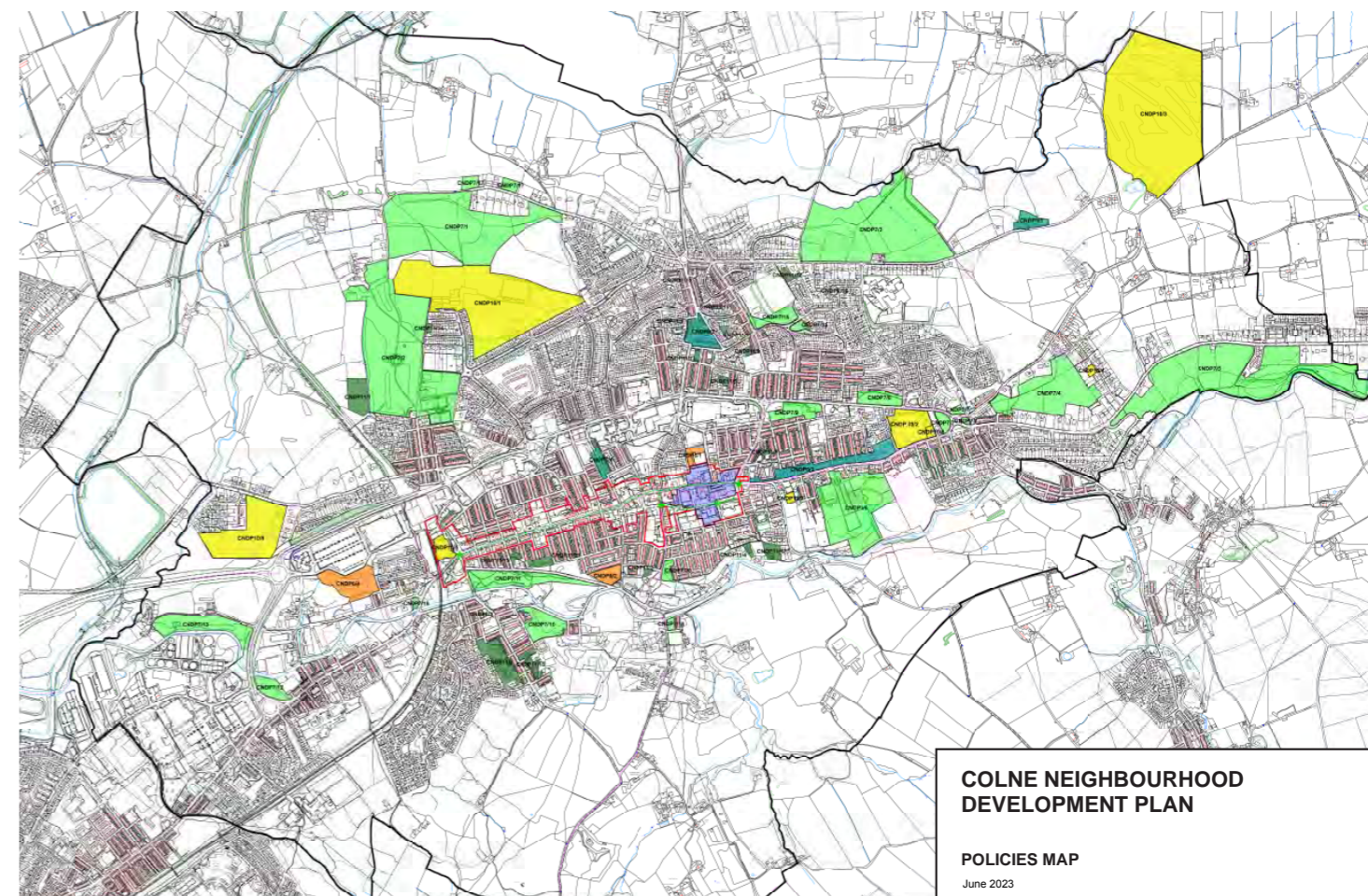
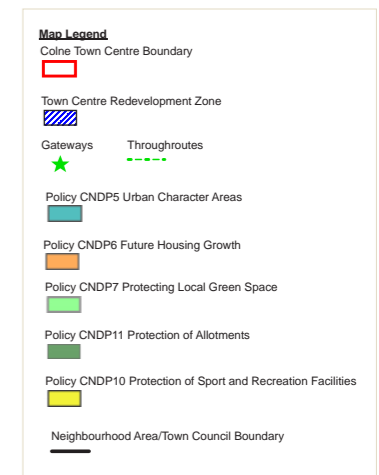


Figure 4. The Colne Neighbourhood Development Plan and map, June 2023

Policy background continued

Strategic Alignment- Regional Policy

NP11: A Place Strategy for the North

2.18 This strategy sets out the economic case for place and culture in the North. Key actions include strengthening the North's place proposition, place asset management, scaling up creative and cultural zones, retrofit and reuse, digital connectivity, green tourism and R&D. It was developed in partnership with Arts Council England, Historic England, The National Heritage Fund and the Environment Agency. It builds on a year-long strategic development programme and has been supported by broad scope engagement with colleagues from across the arts, culture, heritage, creative and environment sectors, and with key stakeholders from the Northern business community, voluntary sector, higher education and civic leadership.

Lancashire County Council Economic Strategy 2023-2025

2.19 This strategy identifies three core strategic priorities including strategic development and connectivity (including championing multi-district regeneration programmes and investment opportunities), business support and skills and talent. This strategy complements the LCC Transport Strategy and Environment Strategy. This is also intended to complement work with local government partners and other key stakeholders in the development of the sub-regional strategy 'Lancashire 2050'.

Lancashire Skills and Employment Strategic Framework 2021

2.20 The Lancashire Skills and Employment Strategic Framework has been refreshed for 2021, building on the previous Strategic Framework which spanned 2016-2021. The Framework is underpinned by an evidence base and was developed in consultation with stakeholder including employers, schools, colleges, universities, private training providers and the third sector. It identifies 4 themes: Future Workforce, Skilled & Productive Workforce, Inclusive Workforce and An Informed Approach and articulates the skills and employment priorities for Lancashire.

Remade: A Cultural Investment Strategy for Lancashire

2.21 This is the LEP's first Cultural Investment Strategy. This Strategy is about increasing the readiness of the county to respond to opportunities to help leverage strategic investment for cultural and creative initiatives: initiatives that can act as drivers for growth, catalysts for innovation and magnets for talent. In summary, to improve the economic value of the culture sector, connectivity needs to be strengthened between the urban and rural areas to create better capacity for skills and infrastructure, and to produce a compelling narrative of Lancashire's cultural offer.

A Ten Year Strategy for Cycling and Walking

2.22 This strategy details an ambitious vision between 2016-2026 to develop Lancashire's walking and cycling offer over the next 10 years, building on an already strong base position. It recognises the fundamental role that active travel plays in our everyday lives, and the contribution this can make to meeting the key government objectives of economic growth, improving health and well-being, and tackling climate change. It contains the following vision: 'More people walking and cycling for every day and leisure journeys in Lancashire' to be met by 2026.

Strategic Alignment- National Policy

Levelling Up White Paper 2022

2.23 The Levelling Up White Paper 2022 sets out the UK Government's main missions for levelling up the UK. This will be achieved through boosting productivity, securing private sector investment, increasing R&D, providing a secure path to home ownership, generating high skilled jobs, and ensuring people have access to gigabit-capable broadband, 4G and 5G.

Build Back Better, Our Plan for Growth 2021

2.24 The Build Back Better Plan sets out the government's plans to support economic growth through significant investment in infrastructure, skills and innovation. Achieved by building on three core pillars of growth: infrastructure, skills and innovation. In doing so, the achieved growth will level up the whole of the UK.

National Planning Policy Framework 2023

2.25 The Framework establishes the Government's economic, environmental and social objectives for achieving sustainable development, building a strong and competitive economy, promoting healthy and vibrant communities, and protecting our natural environment. Recent updates to the NPPF in 2023 have also focused on Levelling-Up and regeneration.

Net Zero Strategy: Build Back Greener 2021

2.26 The Strategy lays the foundation for a green economic recovery from Covid-19 through creating more green skilled jobs, increasing the share of journeys by public transport and investing in active travel infrastructure.

National Infrastructure Strategy 2020

2.27 The Strategy outlines the need to level up and achieve net zero, with priorities including improving road maintenance, digital connectivity, undertaking climate-oriented reforms of key industries including energy, construction and transport, and supporting private investment.

2.28 Other key policy documents which are relevant to the masterplan include:

- Lancashire 2050
- Lancashire Local Nature Recovery Strategy (LNRS)
- Pendle Retail and Leisure Capacity Study (Lichfields, 2023)
- Pendle Housing and Economic Development Needs Assessment (HEDNA) (Iceni Projects, 2023)
- Pendle Level 1 Strategic Flood Risk Assessment (JBA Consulting, 2021)
- Pendle Sustainable Settlements Study (Pendle Council, 2008 and 2023).



Colne as it is

2.29 Colne has a population of c19,500, according to the 2021 Census, and is an attractive, ancient market town with medieval origins which sits prominently on a ridge.

2.30 A former cloth industry town, it today retains and offers a high proportion of independent retailers. The cafés and restaurants lining the elongated high street (c. 1km) and a considerable number (given its size) of well used theatres and music venues make it a popular culture spot and night-time destination.

2.31 Larger format retail can be found bordering the town centre including Boundary Outlet (which attracts visitors from the North of England and North Wales), national retailers occupying retail park units, and employment sites at Whitewalls Industrial Estate. These uses provide a strong mix of retail and commercial uses.

2.32 In comparison to other towns in Lancashire, Colne has very few empty buildings. Buildings identified as vacant in the baseline study in 2022, such as those next to the Red Lion are now fully let. This demonstrates Colne's resilient commercial property market.

2.33 Colne has been granted c£6.5 million in Levelling Up Funding for town centre projects, which will greatly help to tackle some of these issues and stimulate further regeneration, but the masterplan will seek to further maximise the secured investment.

2.34 Some of the important local assets include:

- Albert Road/Church Street/Market Street which acts as Colne's high street
- Boundary Outlet which is an important economic driver for the area
- Employment areas to the south along Colne Water including Riverside and Greenfield Mills and at Whitewalls Industrial Estate (south west of the centre)
- Alkincoats Park to the north west of the centre.

Population

2.35 Examining a trend over time shows that Colne's population has been steady over the past decade, while the population did fall between 2018 and 2020, recent years suggest the population change has increased.

2.36 To ensure long term economic prosperity the town needs to ensure their labour supply meet

the demands of local businesses. It is therefore important to consider the proportion of the population who are of working age (16-64 year olds). Colne has a working age population of 11,600, equating to 61% of the town's 2020 population.

2.37 This is lower than the working age population rate seen nationally – 63%, but slightly higher than the Pendle level, 60%. As with the town's total population, there is some indication that the decline in working age residents is beginning to stabilise in recent years.

2.38 Current demographics in Colne show a population that leans slightly towards an older working age demographic relative to the national demographic picture.

2.39 Compared to national demographics, Colne is home to an older population with higher than national levels of those of older working age and those in retirement age groups. 20% of Colne's residents are aged over 65 compared to 18% nationally, and 18% across Pendle.

2.40 A lower working age population, coupled with a high proportion of over 65s will, in time, begin to create a tightened labour market as supply of skills shortens. It will also mean a greater dependency on services such as health and social care.

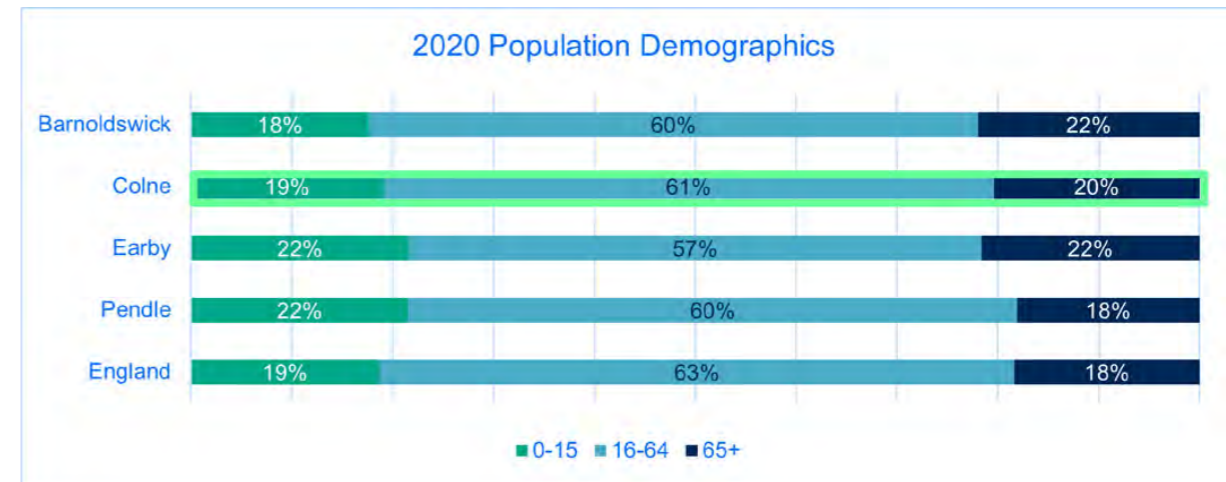


Figure 5. Population Demographics for Barnoldswick, Earby, Colne, Pendle and England 2020

Source: Mid-Year Population Estimates, ONS, 2011-2020; mid-year population data for small areas is only currently available up to 2020, as such population data for 2021 uses 2021 Census data

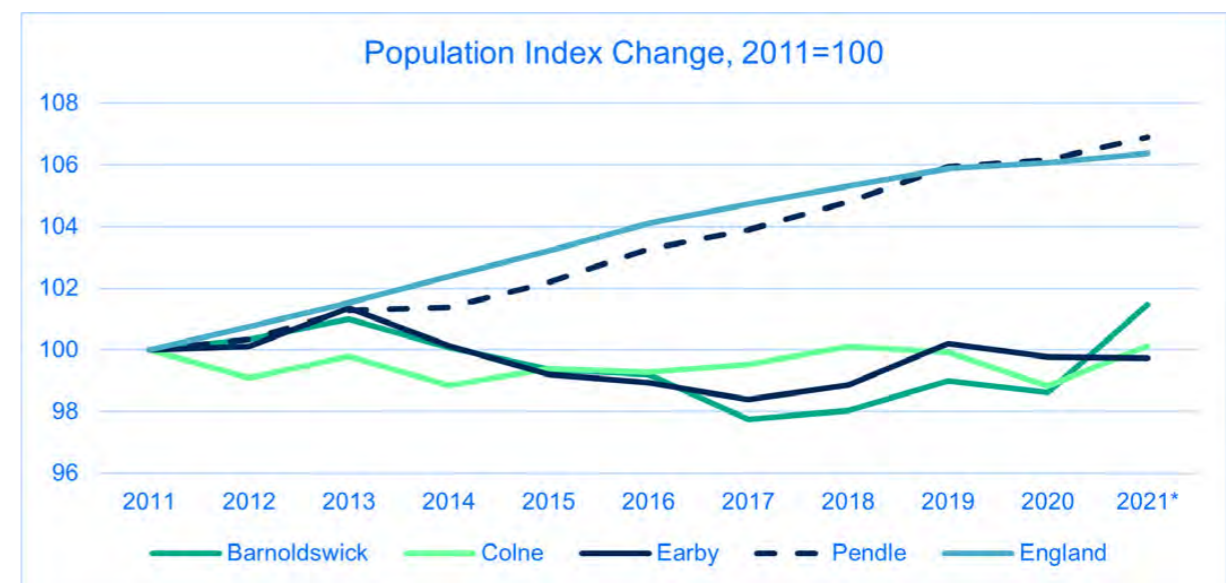


Figure 6. Index Change in Population for Barnoldswick, Earby, Colne, Pendle and England 2011-2021*

Source: Mid-Year Population Estimates, ONS, 2011-2020; Census 2021 *mid-year population data for small areas is only currently available up to 2020, as such population data for 2021 uses 2021 Census data

Colne as it is continued

Commuter Patterns

2.41 Subtracting those who leave the town for work from those coming into the town for work allows a determination of the net commuter flow of the town. In total, Colne has a negative net flow of 1,440 commuters meaning more residents leave the town for work than people coming into the town for work.

2.42 It should be noted that 2021 Census commuting data was collected at a time of restricted movement due to the COVID-19 pandemic, and therefore is distorted with higher than normal home-working rates and abnormal commuting patterns.

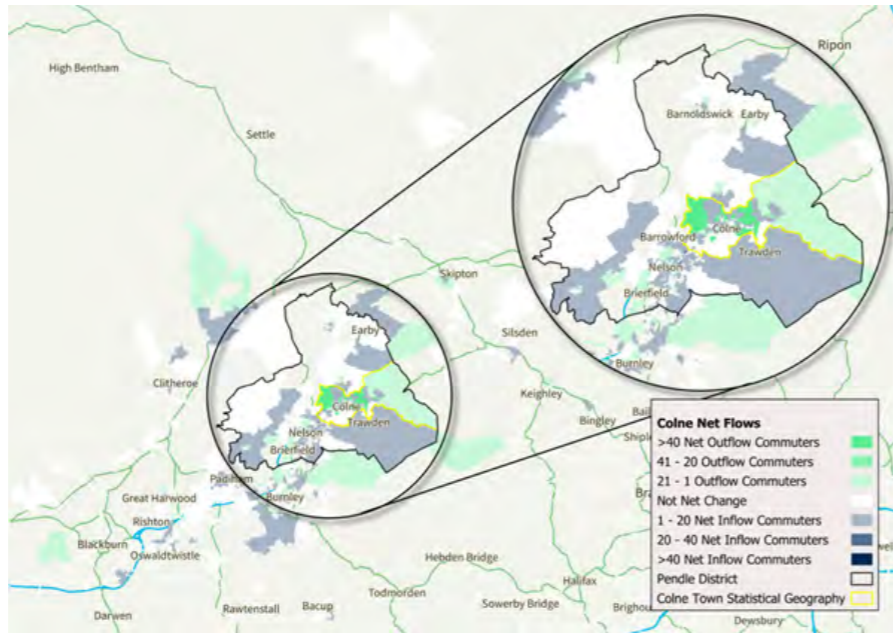


Figure 7. Net Commuter Flows to and from Colne, 2021

Source: Census 2021; Map Contains OS data © Crown Copyright 2023

Local Environment

2.43 The town ranks well on its retail offering, and benefits from good overall air quality, although an Air Quality Management Area (AQMA) exists on Windsor Street (A6068). The data suggests there is a challenge around blue and green space.

2.44 Child poverty is a challenge for Colne, particularly in wards around the town centre where there are spots ranking in the top ten percent most deprived areas in England for the domain of income deprivation affecting children.

2.45 Other aspects of deprivation in the town show particular acute issues around health and the living environment. The former shows there are issues for many residents whose lives may be impaired by poor health or experience low life expectancies. While challenges around the living environment may be the lack of available services or ability for residents to reach the key services they need for a fulfilling life.



Source: Colne BID



Source: Colne BID



Source: Colne BID



Source: Colne BID

Colne as it is continued

People Characteristics

2.46 Colne experiences a distinct divide between those to the south west who are financially stretched and those to the east who are 'comfortable communities' (Acorn Categories 2022). These communities, by contrast, are more likely to save, own their property, and have disposable income.

Crime

2.47 Ensuring communities feel safe is paramount to securing and preserving prosperity. Colne had 152 crimes per 1000 residents reported in 2021; latest data (for the period October 2022 to October 2023) suggests crime rates in the town have fallen by over 25% with the crime rate in the town now being 142 crimes reported per 1,000 residents. This is higher than the 2023 rate for Pendle (89) and of England (93).

Digital Infrastructure

2.48 Strengthening digital connectivity and infrastructure across the town will open up

opportunities for people to live, work and establish businesses in the town, particularly in light of the increased activity of home working. Colne has greater Average Broadband Download Speed (96 Mbit/s) than Pendle (89 Mbit/s), but has slower download speed than the national average (109 Mbit/s).

2.49 Residents have also identified an east west divide in speeds, with the west being considerably faster than the East.

Housing

2.50 The average house price in Colne currently stands at £142,725 (March 2023), this is higher than the average house price for Pendle (£134,000), though lower than national rates of £290,000. Over the past decade, house prices have increased rapidly in Colne at a rate of 52%, meaning homes in March 2023 were, on average, £49,000 more expensive than in March 2013, though this increase was lower than the growth seen at the Pendle level (+58%) and the national level (+58%) for this period.



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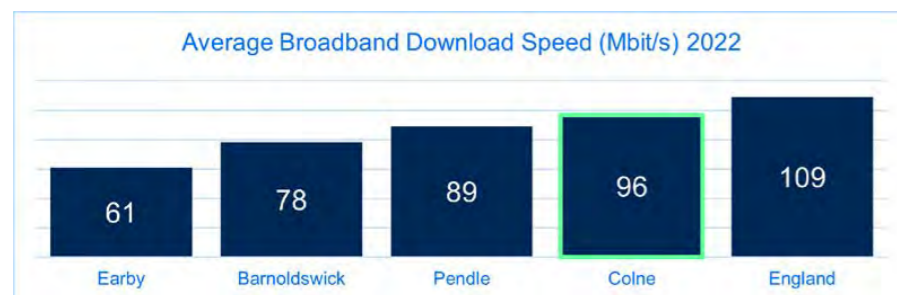


Figure 8. Average Broadband Download Speed (Mbit/s) 2022

Source: Connected Nations 2022, OFCOM

Key development updates:

- Levelling Up Fund (LUF) Projects;
 - Market Hall and the apartments on the first floor will be refurbished as part of the LUF proposals, timescales for completion Summer 2025. Traders have been placed in temporary premises in the former Poundland in Richmond Court
 - Various renovation works underway at the Muni Theatre (due to finish Summer 2024), Little Theatre (due to finish Spring 2024) and the Hippodrome (due to finish Summer 2024)
 - Lancashire County Council (LCC) has completed consultation on the Local Cycling and Walking Infrastructure Plans (LCWIPs), with key proposed routes passing through Colne. Further detail on routes and projects to be taken forward is underway
 - LCC has completed a baseline study on Safer Greener Healthier Streets, which focuses on an area east of the railway station and will propose a number of projects to improve walking and cycling, air quality and environmental quality in this area
 - LCC has completed a first round of consultation on a Bus Service Improvement Plan (BSIP) for Colne and are looking at the scheme in more detail in response to comments
- Colne BID will continue to run for a second term between 2023 and 2028, and will be delivering a programme of events through 2024 including the Soapbox Challenge and Winter Bloom Festival
- Twenty seven shop-fronts have been repaired and repainted in the BID area through the Premises Improvement Grant and Fresh Lick of Paint Schemes
- Colne Action Youth Group (CYAG), headquartered on Byron Road, Colne, has been awarded £189,764 across three years, from the UK Government's Shared Prosperity Fund. The charity provides opportunities, healthy food and productive recreation for young people in Colne and has resulted in a drop in anti-social behaviour and improvements in mental health and well-being for those involved
- Ecologically rich land at Gib Hill has been designated as a Local Nature Reserve, more than doubling the acreage of Pendle Nature Reserve
- Construction completed or currently underway at key sites in the centre:
 - Linden House Apartments, Linden Road (20 apartments)
 - Windermere Avenue (82 homes)
 - Deerwood Park, Knotts Lane/Lenches Road (106 homes)
 - Due to start at former ELE Site, Cotton Tree Lane (50 homes)

Colne's character

2.51 OPEN undertook an urban design analysis in 2022, which involved a site visit and desktop review, looking at the town's character, public realm and environmental features. Below we summarise what we found out:

Urban Design Analysis

2.52 The high street along Albert Road/Church Street/Market Street sits in a prominent position on a ridge. Perpendicular streets to the south offer long range views towards open countryside. This generally assists with legibility and reinforces the linear nature of the town as you approach the Shackleton Hall area.

2.53 The heritage buildings act as focal points along the corridor which create a sense of importance and enhance the arrival experience.

2.54 The area around Colne Market reads as the commercial/retail heart of Colne due to the types of uses and greater amounts of pedestrian activity here. This area also sits on a plateau relative to the western extent of the study area.

2.55 On approach from the south and railway station, the elongated nature of Colne's high street makes for impressive uphill approach views, and ornate stone façades on buildings emphasise the local townscape character.

2.56 The distance from Colne Station to Colne Market is approximately 970m, which when combined with the steep incline means that parts of the centre are less accessible by foot. Likewise several areas to the south of Albert Road sit on significantly steep inclines making active travel more challenging.

2.57 There are areas of spill out space for activity associated with ground floor uses along Albert Road but are currently restricted by carriageway width in some places.

2.58 The intact townscape to the west of the study area reinforces the character and heritage. To the east, more recent but lower quality buildings and spaces impact upon townscape quality and character.

2.59 Around Colne Market and the A56 gyratory the legibility and townscape quality is much weaker, with many larger buildings sitting in large plots with surface car parking.

2.60 The town centre feels disconnected to Colne Water due to the topography and limited routes down to the riverside, plus overgrown green spaces and lack of natural surveillance here.

Character Areas

2.61 The residential areas flanking the linear town centre are predominantly traditional terraced housing with a finer urban grain and higher density.

2.62 The link road to the north runs through an area comprised of mainly large retail and commercial uses.

2.63 The town centre comprised largely of boutique, independent retailers runs parallel with the link road to the north.

2.64 The Colne Water/South Valley area is characterised by industrial warehouses and commercial activity.

Landscape & Public Realm

2.65 Steep topography making access to green spaces to north and south difficult more difficult.

2.66 Within 5 minute walk from town centre, the river and adjoining green spaces create opportunity for people to access rich natural environment.

2.67 Existing quality of public realm across the town varies, there are some high quality spaces, for example outside the Library, benches and signs are well kept, but to the east of the town around the market, the public realm feels more dated. Visitors are not encouraged to dwell around the stretch towards the station and this space feels dominated by the highway.

2.68 Albert Road has a number of well established street trees which contribute to a positive townscape character.

2.69 A lengthy, inclined walk from railway station to town centre but there are a number of benches which allow people to rest or take a break.



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Colne's character continued

Elevation Profile & Views

2.70 The town centre sits high on a linear ridge which inclines to a point at the east near the market. The town historically developed in a ribbon fashion following the topography of the land.

2.71 Traditional terraced houses cascade with the slope creating a dramatic roofscape and offering overlooking views south to open countryside.

2.72 The steep topography also creates a degree of physical separation of the town centre to the lower valley along Colne Water.

Designations & Environmental

2.73 There are two designated parks within the masterplan boundary and three conservation areas. The protected employment area to the east sits mainly within the Primet Bridge conservation area.

2.74 There are 5 Levelling Up Fund Projects sitting within the eastern extent of the masterplan. Future proposals will look to maximise the potential of these secured investment areas.

2.75 Some areas along Colne Water have been identified as lying within flood zone 2.

2.76 The town centre boundary is allocated to the east of the Masterplan boundary, extending west along Albert Road to Colne Station.

Historic Assets

2.77 Colne has a significant number of listed buildings within and beyond the Masterplan Boundary. Within the boundary there are 12 listed buildings. The most prominent of these are the Grade II listed Town Hall, Grade II listed Shakleton Hall and Grade I listed St. Bartholemew's Church.

2.78 Beyond the boundary but within immediate context is the Grade II Listed Primet Foundry to the south of the masterplan boundary, which creates an imposing arrival experience to the town from the west.

2.79 There are three conservation areas that sit mostly or partly within the masterplan boundary including Greenfield Conservation Area, Primet Bridge Conservation Area and Albert Road Conservation Area.

2.80 Albert Road contains the greatest number of listed buildings and the density of these creates a well established historic townscape character along the corridor. There are also a number of attractive buildings which although not listed support the attractive townscape and built form along Albert Road. These have been identified through the Neighbourhood Plan process and are included in the List of Non Designated Heritage Assets.

Facilities & Amenities

2.81 Colne has an abundant array of facilities including, three theatres, nineteen live music venues, four gyms, a boxing gym, a golf club, a tennis club, a leisure centre, a swimming pool, two big parks, ten children's playgrounds, the famous Colne Clamber of around twenty pubs, half a dozen restaurants and numerous cafés, as well as charities like Elisha House, The Citadel and Open Door which are dedicated to getting people's lives back on track.

2.82 Albert Road is an attractive corridor with active uses along its northern street side. Uses here include the Muni Theatre, Hippodrome and a variety of food and beverage retailers, creating an evening and cultural offer.




















2.83 The rich built heritage accommodates a number of independent retailers creating a more experiential shopping experience

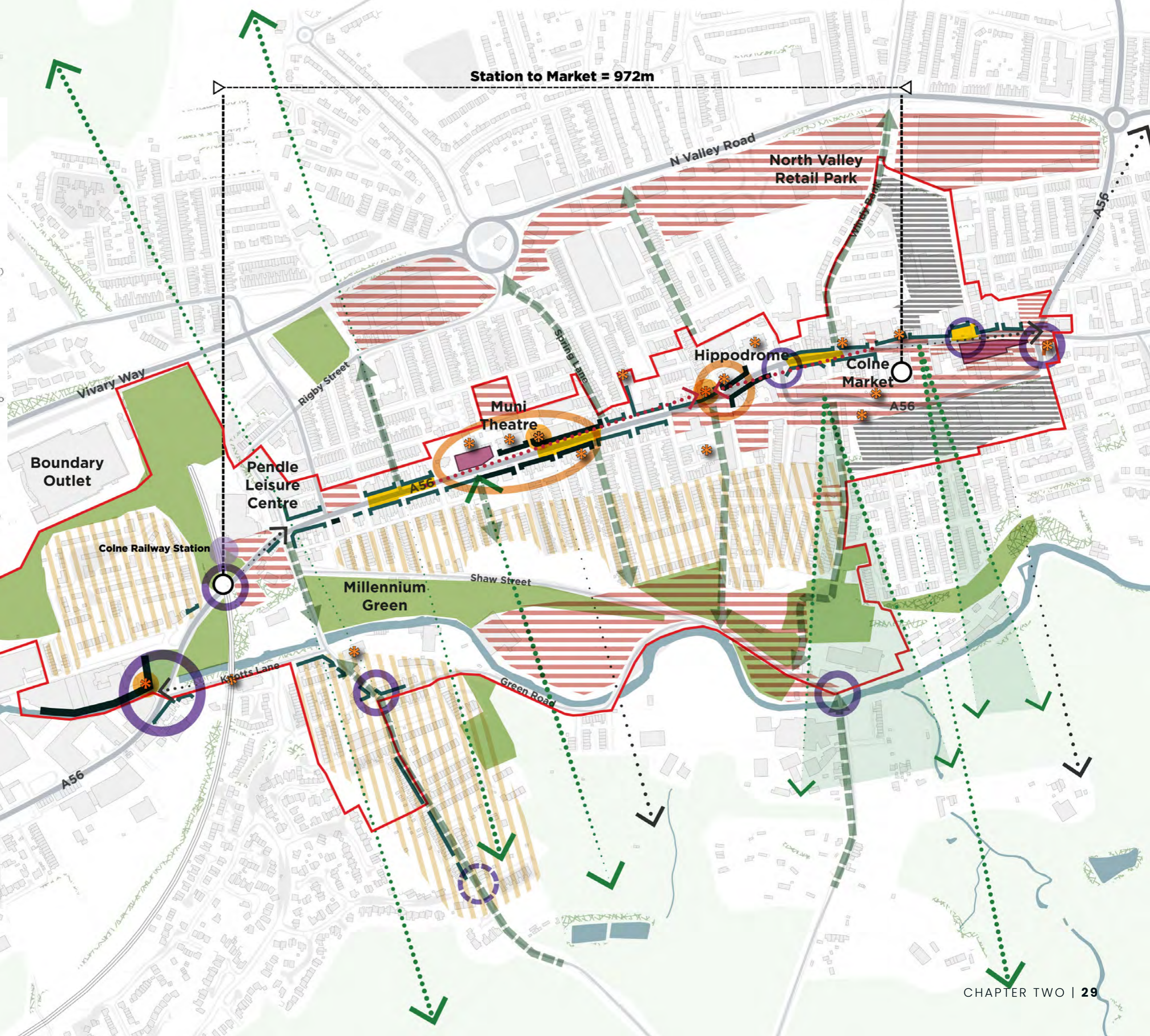
2.84 People have access to nurseries, primary schools and high schools, mostly within a 5 minute walk (albeit along topographical inclines).

2.85 Larger format retail uses sit along North Valley Road and Vivary Way, including Boundary Outlet). Due to the local topography, the sense of proximity of these uses to the town centre does not encourage active travel and may impact pedestrian trips between town centre and larger retail areas.



Figure 9. Urban design analysis plan

-  Master Plan Boundary
-  Buildings
-  Attractive buildings which add townscape interest (Listed and non listed buildings included)
-  Prominent buildings with elements of height which can be seen along Albert Road
-  Well Defined Nodal Points & Building Frontages Which Define The Space / Junction
-  Less Defined Nodal Points
-  Long Range approach views of key buildings
-  Long range views of Shackleton Hall (Grade II Listed)
-  Contained views towards open countryside
-  Areas with more open vistas of countryside
-  Downhill streets which read as connections to greenspace / amenities
-  Areas of poor townscape quality
-  Areas dominated by large block massing and underutilised / single use plot space
-  Areas which feel disconnected to Albert Road due to the steep topography incline
-  Frontages creating a high level of enclosure and defining sense of centre
-  Formal Building Frontages creating enclosure along main routes
-  Grassed open spaces with no clear function
-  Public parks and greenspaces
-  Spill out spaces associated with ground floor activity



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Colne's economy

2.86 Hatch and Ekosgen undertook an initial socio-economic review in 2022, updating key data as required in 2023. Key information from this update is provided below and provides a snapshot in time of the situation in Colne.

Business Base

2.87 Colne boasts a notably larger business base compared to Earby and Barnoldswick, with a total of 890 businesses as of 2023. Over the past five years, the town has experienced significant growth, witnessing a 15% increase in its business base. While the pandemic temporarily impacted the local business landscape, causing a decline to 785 businesses in 2020, there has been a remarkable rebound in recent years.

2.88 Certain sectors have shown more robust growth rates than others over the last five years. The agriculture and wholesale sectors, although smaller in 2023 than in 2018, exhibited a stable business count until 2021, after which there was a noticeable decline. This decline may indicate lingering effects of the pandemic, suggesting that these sectors in Colne have yet to fully recover.

2.89 On the contrary, the Transport, Business Administration, and accommodation and food service sectors have experienced substantial growth of 100%, 73% and 63% respectively. This positive trend underscores the resilience and recovery of these sectors in Colne, contributing to the overall expansion of the town's business landscape.

Employment

2.90 Since 2017, Colne has seen employment contract by 3%, or 255 jobs. Several sectors have experienced significant employment contraction in the last five years, the business administration sector seeing jobs fall by 50% (a loss of 500 jobs) and the retail sector falling by 14% (a loss of 250 jobs) between 2017 and 2022.

2.91 Despite losing a significant proportion of jobs over the past five years in several key sectors, Colne has seen some significant growth in other sectors. The accommodation and food services sector employs 400 additional people in Colne in 2022 than it did in 2017; in 2017 this sector accounted for 5% of Colne's employment, in 2022 it now accounts for 10% of employment in the town.

2.92 Other sectors where there has been growth include construction (+ 150 jobs) and transport (+25 jobs). While these rates of growth appear relatively small they are significant given the marginal overall loss of employment across the town.

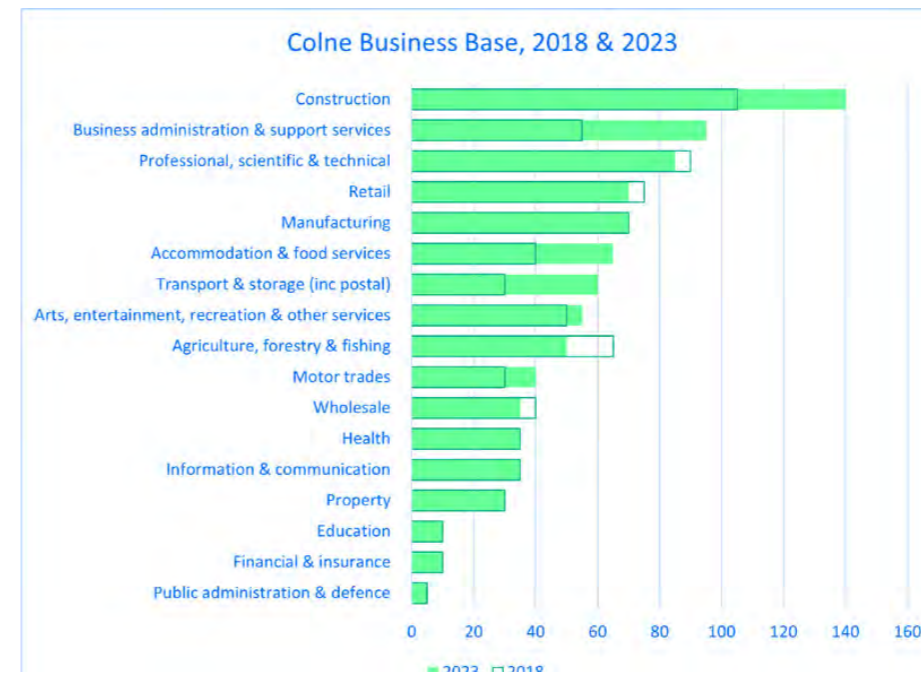


Figure 10. Colne Business Base Sectoral Composition 2018 & 2023
Source: UK Business Count, ONS, 2023

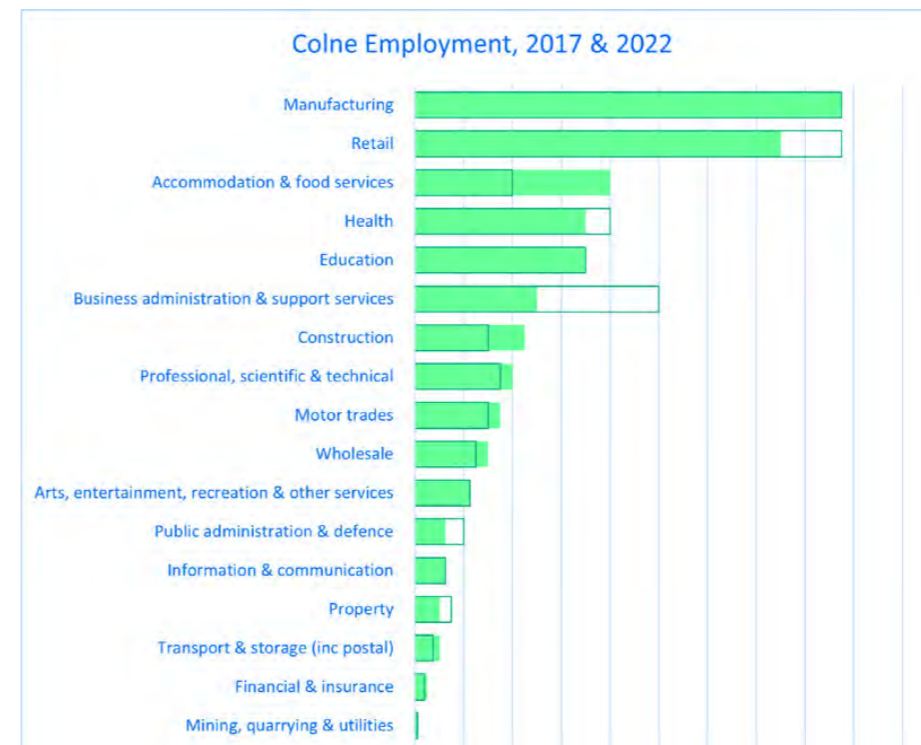


Figure 11. Colne Employment Sectoral Composition, 2017 and 2022
Source: Business Register and Employment Survey, ONS, 2022

Colne's property market

Cushman & Wakefield undertook a market assessment for Colne in 2022, this provides a snapshot in time of the situation in Colne, and it should be noted that some information may be out of date by the time this report is published.

Retail Uses

2.93 Colne has a relatively large retail provision with a total of 150 retail stores across 12 different types. There is a mix of both independent and national brands with the likes of McDonald's, Matalan, Sainsburys and JD Wetherspoon. The national retailers help to attract people from further afield and therefore leads to Colne providing services for other areas in Pendle.

2.94 The high street is broadly split into two offerings, the more affluent in appearance west side which is focused on services such as estate agents and dentists. Towards the east side of the high street there are more national convenience retailers and more of a diversity in shops with a greater footfall.

2.95 Competition for Colne comes from surrounding towns including Nelson, Burnley and Skipton to the north. Being a similar size and in close proximity, there is some natural competition with Nelson, though the unique range of shops

and services found in both help to foster an individual identity and customer base for each. Burnley is a much bigger town offering a greater variety of retail and more national brands. Skipton offers similar shops as well as a diverse street market. Nelson and Colne act as the base locations for supermarket shopping within the borough of Pendle, with Morrisons in Nelson, and Asda, Sainsbury's, Lidl and Aldi in Colne, and which are liable to draw some customer footfall from both towns owing to brand loyalty.

2.96 Boundary Outlet is a large designer retail outlet located to the west of the high street. It has direct access off the M65 at the Colne roundabout. Boundary Outlet is an indoor shopping centre with many well known brands represented in-store. Whilst it is located on the periphery of the Town Centre, it does not act as strong competition as is mainly offering comparison goods such as household goods,

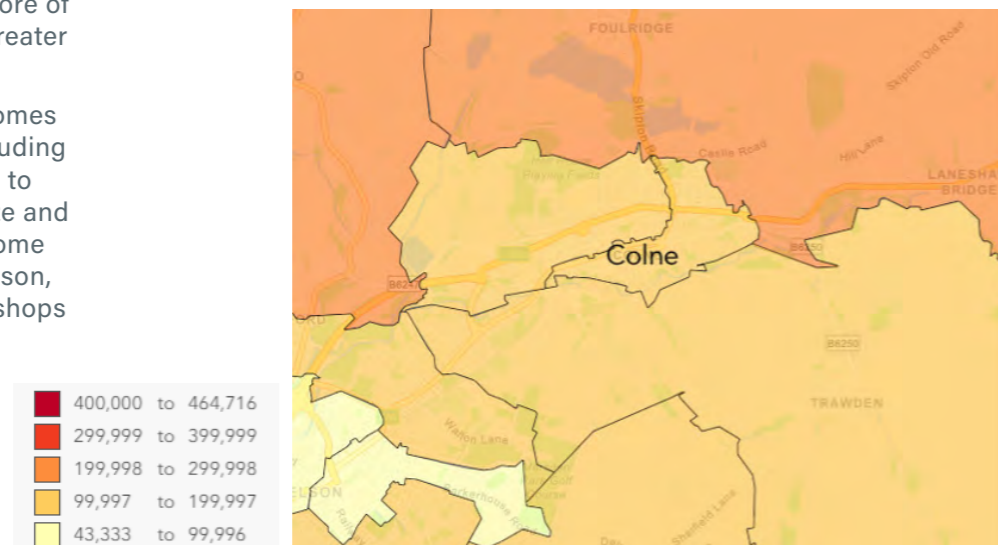
branded clothing and apparel as opposed to more independent comparison shopping and convenience retailing such as Tesco express, found on the high street. There is food and beverage available with restaurants such as The Hive, BB's Café and Banny's Fish and Chip Restaurant and Takeaway, which do act as direct competition for the high street equivalents.

2.97 In 2015 Colne was the runner-up in the Market Town category of the Great British High Street awards.

Residential Real Estate

2.98 The following map shows a thematic map of achieved house prices in 2023 by postcode sector based on HM Land Registry data. The average house price achieved in Colne was £100,000-200,000. The area to north and east of the town centre is achieving slightly higher of £200,000-300,000.

Figure 12. Average house prices 2023



Employment Real Estate

2.99 Typical of a market town, Colne's office market is small, and the majority of office spaces are located above retail units and in former residential properties along Albert Road and surrounding roads in the Town Centre. Holker Business Centre is located just south of Albert Road and is a former mill which has been refurbished into office accommodation. The building is split into suites on the ground and first floors with communal meeting rooms and kitchens.

Hospitality and Leisure (Hotel, Food & Beverage)

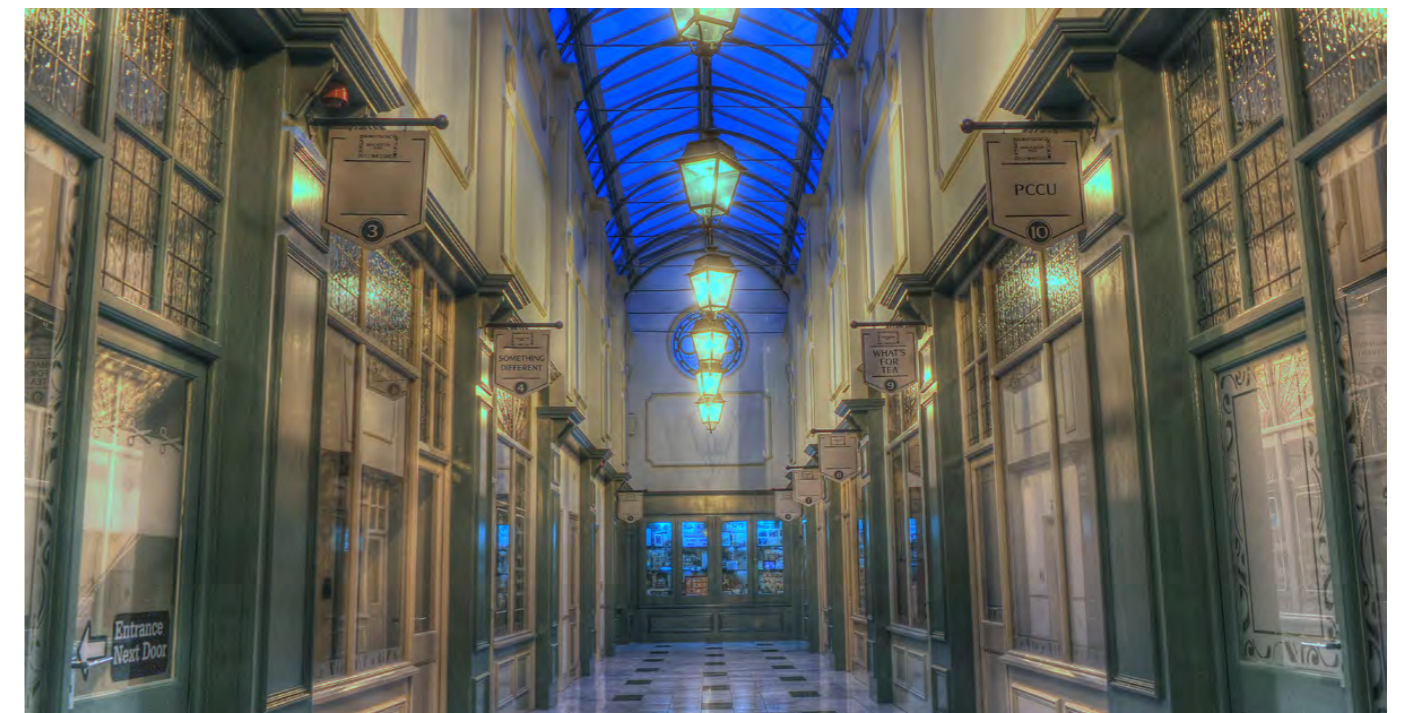
2.100 The food and beverage provision within Colne Centre has been calculated as 20 takeaways (13%) and 38 cafés/ bars and restaurants (25%). (Data taken from Food Standards Agency 2022 as at time of baseline collection Council's Retail Occupancy Survey had not been released)

2.101 Whilst mostly local, Colne does have some national operators. KFC and McDonalds are located in the north of the town, with frontage onto North Valley Road.

2.102 The strong food and beverage offering provides a large choice for residents during the day and night and will bring footfall into the town at all hours.

2.103 The Pendle Retail and Leisure Capacity Study 2023 states that Colne has the strongest provision of units serving the evening economy in Pendle and looking forward, 56% of the projected retail and food/beverage floorspace capacity should be split between Colne and Nelson.

2.104 Small, locally run hotel market with accommodation found in pubs with rooms (e.g. Crown near the train station, Alma Inn in the east) and a growing AirBnB offering in various locations. A weekend one-night stay ranges from £85-125 (January 2023).



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Colne's accessibility

2.105 WSP undertook an assessment of the quality and effectiveness of existing transport facilities, services and infrastructure across the town in 2022. The following chapter gives a summary of transport conditions in the town.

2.106 Colne is located within the Borough of Pendle, approximately 26 miles north of Manchester, 26 miles west of Leeds and 23 miles east of Preston. It is one of the six retail centres within the borough alongside Nelson, Brierfield, Barrowford, Barnoldswick and Earby.

Highways & Parking

2.107 Existing surface car parks surround the retail core, creating a back of house feel in some areas, particularly around the A56/ Craddock Road gyratory.

2.108 The retail area is currently dominated by the highway and presents a negative environment for shoppers in some areas.

2.109 Fast moving vehicles using the town centre's one way system can create a poor and sometimes unsafe environment for pedestrians and cyclists close to the main retail area in the town.

Public Transport

2.110 Colne railway station is located to the west of the town centre and forms the eastern terminus of the East Lancashire Line. The station is managed by Northern and direct trains run to Preston each hour, passing through Nelson, Burnley and Blackburn, but the service is a stopping service and takes over

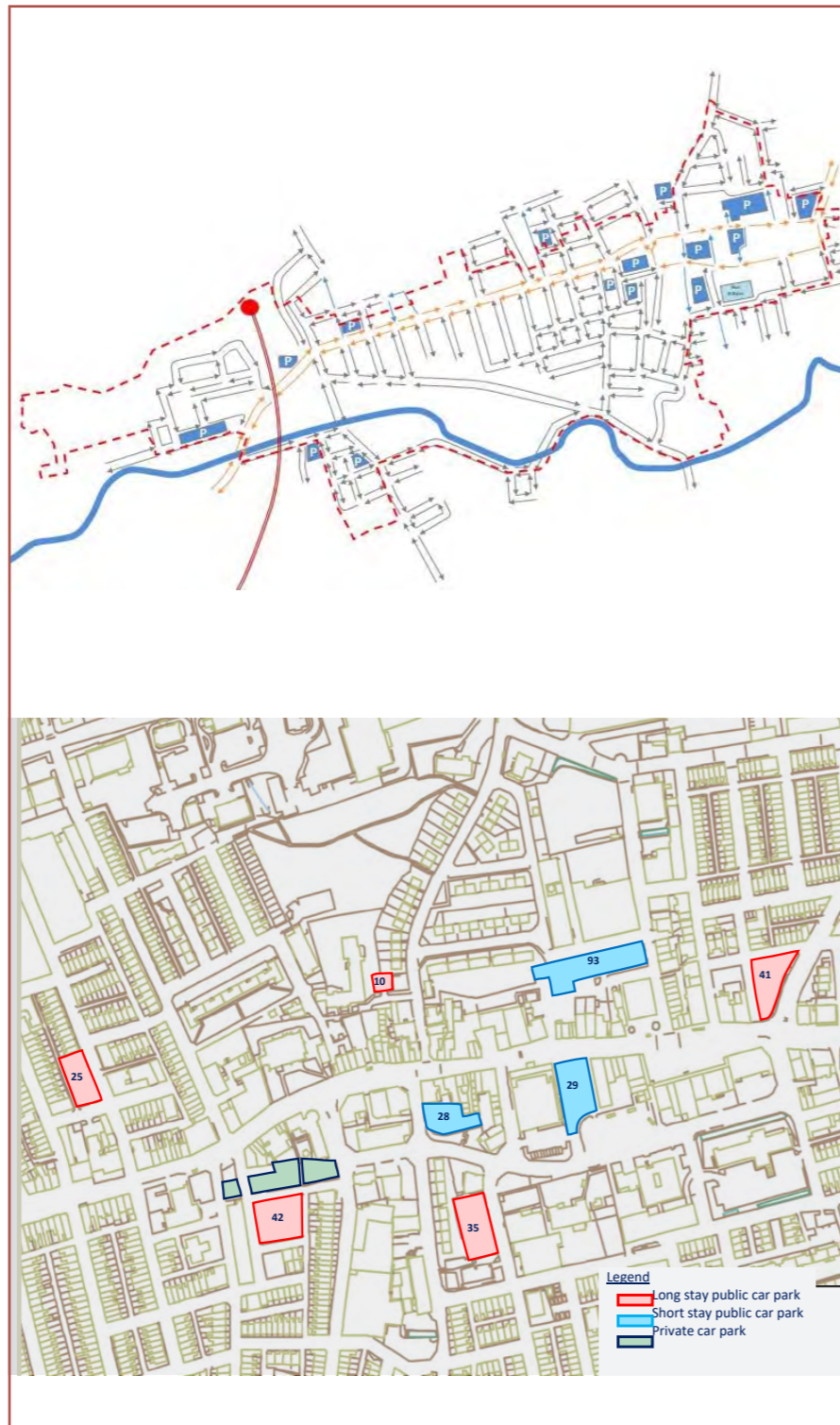


Figure 13. Movement plan and car parking locations

an hour to reach Preston. Quicker express services and higher frequency services could improve access to jobs and amenities in neighbouring towns to the west and south of the town.

2.111 There is also the potential to improve connectivity between Colne railway station, the town centre and bus/cycle facilities in the town.

2.112 Individual bus stops require supporting facilities such as real time travel information.

2.113 Poor arrival experience at the town centre bus station exists and there is a need to enhance public realm in the area to better connect the bus station to the town centre.

Walking and Cycling

2.114 There is currently a lack of cycle infrastructure existing in Colne retail centre linking the retail area to the strategic cycle routes in the area.

2.115 Opportunities to reduce barriers to cycle movements should be investigated further.

2.116 Key crossings in the town centre should be redesigned to accommodate cyclists as well as pedestrians.

2.117 An opportunity exists to strengthen cycle facilities and their visibility at the leisure centre immediately adjacent to the railway station.

2.118 Topography is one of the main barriers to cycling, therefore support for e-bikes/e-scooters might improve access.

LCWIP

2.119 The primary change since our baseline work was undertaken in Colne has been the development of the Local Cycling and Walking Implementation Plan (LCWIP) for consultation by Lancashire County Council. This work will therefore correlate with strategic and local proposals within that document. Perhaps most importantly at strategic level there is a need to ensure that plans correlate directly in relation to the potential for a link northwards on the former Colne-Skipton Railway to link to Earby and potentially (Via Kelbrook) to Barnoldswick,

helping cement Colne's position as a transport hub for a wider slightly more rural geography and as an interface between former industrial Lancashire (and its population) and more rural areas and villages with tourism potential, but also with residents that need to have easy, accessible and affordable links to relatively local employment.

Strategic Opportunities

2.120 During the drafting of the masterplan, the government has confirmed the cancellation of the northern leg of HS2 from Birmingham to Manchester, which has been replaced by a series of 'Network North' proposals. As a result, amongst the context of anticipated improvements to existing railway services across the north, the reopening of the Colne to Skipton line, through Earby, should be considered as part of wider investment into northern connectivity.

2.121 Although unlikely to be a direct beneficiary of funds re-directed from HS2, its potential contribution to wider, sustainable connectivity can add to wider rail improvements.

2.122 At the time of writing, consultation on changes to the one way system around the A56/ Craddock Road gyratory are also underway. Changes are being informed by LCC's Bus Improvement Service Plan for the area.

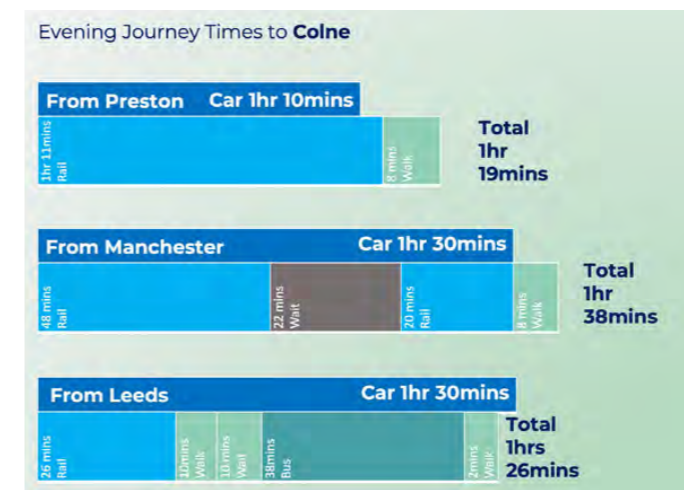


Figure 14. Evening journey times to Colne

What local people think

2.123 Placed are a consultancy which specialises in place education and engagement, developing knowledge and community insights into the built environment.

2.124 Placed led the public engagement on each of the three masterplans in two stages:

- Stage 1: Baseline engagement in October 2022
- Stage 2: Focus area workshops in Summer 2023

2.125 The feedback gathered for Colne from Stage 1 is described here.

Stage 1 Engagement

2.126 Placed conducted community engagement in October 2022 using a range of approaches:

- Pop-up event in Colne on 19th October, in Earby on 20th October (morning) and in Barnoldswick on 20th October (afternoon).
- Colne Steering group meeting on 19th October
- Online survey running between 10th October and 31st October.

2.127 The pop-up events and the online survey followed a similar structure to allow for a combined analysis:

- What is missing in your town? Selection of precedents/ ideas covering six themes:
- Connectivity, Economy, Amenities, Community, Public spaces, and Housing.
- What is unique or special about your town?
- What three words would you like to be able to use to describe your town in ten years' time?
- What do you like about Colne, Earby and Barnoldswick?
- What would you change about Colne, Earby and Barnoldswick?
- How do you usually travel between the towns?

2.128 Events were promoted via social media, the Pendle Council website, and an email campaign.

2.129 In total over **260** people took part in Placed engagement activities across the three towns.

2.130 The box on the opposite page provides a summary of the key messages coming out of the stage 1 consultation and meeting with the ward Councillors in June 2023.



What we heard:

Love

- Friendly, helpful, sense of community
- Local facilities - flower shops, theatres, independent shops, leisure centre, health centre, library, police station
- Events - Super Soap Box Challenge, Great British R&B Festival, Grand Prix Cycle Race, night-life
- Market
- Independent shops
- Good amount of parking
- Location near hills and countryside
- Heritage architecture and unique landscape

Don't love

- Traffic issues
- Economic inequalities preventing citizens playing full part in the town
- Unaffordable shops
- Public transport - bus routes and railway frequency
- Anti-social behaviour

Hopes

- More pedestrian areas and more space for events
- Better public transport
- Cleaner and better maintained streets
- Fewer empty shops
- Stronger market town identity
- Improved opportunities for young people
- More planted areas
- Well-lit spaces
- New housing on brownfield land/ in the centre
- More local independents
- Activities for children and more inclusive community events
- Welcome and thank you signs at key points into/ out of the town

Figure 15. Summary of feedback from the Public consultation pop-up in October 2022/ Meetings with Councillors

CHAPTER THREE

The challenges and opportunities

FINAL DRAFT
FOR EXECUTIVE
BOARD



How Colne is doing

3.1 Below we summarise the key strengths, weaknesses and threats which have been identified through the previous work:

Strengths

- Heritage architecture - a large collection of intact heritage buildings defines the town centre character, with a number of Grade I & II listed buildings and the Albert Road Conservation Area
- Proximity to the railway station, good bus links and proposed upgrades to bus services provide sustainable travel options to the town
- A key service centre and market town with a diverse and varied mixed use town centre, and a strong cultural and retail offer capturing day trippers and spend more widely
- Large mix of recreation facilities including leisure centre, rugby and football clubs, outdoor gym, bowling greens, four country parks and many others
- Boundary Outlet, an indoor designer outlet, offers a range of named brands such as Clark's, Asics and Timberland which attracts visitors locally and from across the sub-region
- The steep topography creates vistas and viewpoints from multiple areas within town centre adding to a unique visitor experience

- Proximity to M65 corridor for employment and commuter opportunities
- Green space offer, including access and proximity to Pendle Hill and wider outdoor assets e.g Langroyd Country Park
- Significant landscape character to south of town along Colne South Valley
- £6.5m LUF funding secured for 5 projects including Muni Theatre, Little Theatre, Pendle Hippodrome, Colne Market and Colne Bus Station to develop a heritage quarter, a mixed use residential and retail scheme with improved bus infrastructure provision
- A linear, attractive and notable town centre corridor contains a number of amenities as well as local services and facilities
- Notable growth in employment over the last 5 years (up to 2022) (13%) compared to Pendle and the national average (9% and 3%), creating a driver for associated housing and associated services
- An attractive location for companies to do business represented by positive growth in the number of businesses and by its above average high business density and concentration of start-ups to end of 2022. Levering sector strengths including manufacturing, retail, the visitor economy, and the foundational

- economy (including education and health) will support continued growth and scale up
- Lower house prices compared to the Pendle and national average reflects an affordable and potentially attractive place to live
 - High demand for older persons' accommodation as criteria being set for new tenants
 - Large number of free car parks and on-street parking spaces close to the centre, which could encourage visitors from further afield

Weaknesses

- Steep topography to the north, south and west reduces active travel and pedestrian journeys and likely creates more vehicle dependency to access town centre services
- Railway station and retail centre located c. 1.0km apart and A56 climbs from west to east
- Poor rail service, with slow services to Preston and lack of express services to reduce journey times
- High number of dense, terraced houses close to the town centre offering little housing choice close to town centre services as well as little provision of green space / outdoor space
- Poor quality-built environment to the eastern end of the A56 around the

- bus station and market, which is unsympathetic to the historic setting and character of historic buildings and overall townscape character
- Terraced streets surrounding the A56 feel dominated by parked cars due to their width and density. Although there are good views to the surrounding countryside, the immediate residential environment lacks a connection to nature, which could be provided by more street trees and landscaping
 - Separation from Boundary Outlet and larger format retail offer along Vivary Way due to topography and lack of signage and promotion
 - Slow economic growth pre-pandemic coupled with a contracted economy during Covid-19 poses challenges to the future quality of life and prosperity of Colne residents
 - Employment is dominated by sectors which traditionally provide lower paid roles which leads to low productivity and are more vulnerable to current drivers of change
 - Net flow of out-commuters - despite a relatively high jobs density and positive employment growth, Colne experiences a net flow of out-commuters to elsewhere in Lancashire and West Yorkshire. Opportunities to further strengthen local opportunities for employment can yield economic and

- environmental benefits for the town
- Not well used blue/green spaces which are expensive to maintain due to litter and flytipping - which creates challenges for improving health outcomes and ensuring access to key services
 - Relatively high crime rates reduces pride in place, community cohesion and perceptions, and deters people from wanting to live, work and visit
 - Poor health outcomes as illustrated by below life expectancy, prevalence of childhood obesity and health deprivation. An improved living environment can facilitate enhanced health and well-being

Threats

- Large retail areas to the north and west drawing people away from town centre
- Steep topography making the town inaccessible to the less mobile and continue to encourage vehicular based trips to access town centre leading to air quality impacts
- Risk of lower than planned investment levels into LUF projects which could dampen the wider impact and benefits of their investment
- Hot spots of deprivation in Colne limits life chances and opportunities which, in light of rising inflation and the cost of living, could exacerbate existing inequalities in the town
- If Colne's working-age population continues to decline, this will create gaps in its labour market as more people exit than enter. This places additional pressures of public services and deters future business investment in search of areas with a ready supply of labour
- Challenging development opportunity sites across the town (topography or flood risk) which may further force out of town development and Colne losing housing opportunities to support town centre services
- Low rents for commercial floorspace and low demand suggested by minimal transaction data is likely to have an impact on the ability to unlock new development due to viability constraints
- Commercial competition from nearest town Nelson with purpose built, modern office accommodation
- Lower than average residential values may also have an impact on viability and the ability to unlock new development

Opportunities mapping

3.2 The plan on the following pages is our focus areas plan, which was tabled at the Colne public consultation on 10th August 2023. It sets out a long list of potential interventions, based on the opportunities identified here, which came out of the baseline and early public consultations.

3.3 Opportunities which could be considered through the masterplan were set out in a list accompanying the plan, detailed in the key/table on the following page.

Opportunities

- Create a stronger arrival, particularly from the west, combining the distinctive and dramatic townscape character of the mill buildings here and railway arches with the station and surrounding area to create a positive and high impact arrival to the town
- Utilise the relative proximity to Boundary Outlet and Vivary Way to capture significant patronage and encourage onward, sustainable trips into the town centre as part of a wider, more diverse day trip offer
- Use the story of the Pendle Witch trials and how Colne features to boost tourism in the town
- The proximity of the river and green space to the south could be better utilised through improved connections and mobility options
- Enhance and improve the quality of existing streetscape to create more opportunities to rest, dwell and appreciate heritage and natural views in relation to the towns topographical setting
- Open up greater access to Colne Water where possible as part of a wider green and blue asset for the benefit of the town and onward active travel links to existing leisure facilities
- Introduce new public spaces / and enhance those existing as part of new or redevelopment proposals to create town centre green space within the town centre
- Ensuring continued resilience in Colne's diverse labour market whilst supporting key growth sectors such as business administration and support
- High job density at a time during employment growth represents an opportunity to attract people to live and work in Colne. Ensuring an appropriate housing and town centre offer will enhance the appeal of the town. Meeting identified housing need such as older person units will respond to the needs presented by an ageing population
- Strong digital connectivity and quality of life offer presents an opportunity for capitalising on the increased trends towards home-working. This should be harnessed to support heritage and other buildings in the Centre to be repurposed to offer flexible workspace for those who want to work close to homes (not in their homes) some of the week and in a more central office the rest of the week
- Enhancing rail links to Manchester and Preston to increase access to more and wider range of jobs
- Redevelopment of the Market Hall offers a significant opportunity to enhance Colne's identity and boost the shopping experience in the centre.



Key	Focus Area Reference	Description
	C1 Key arrival points	Key arrival gateways into the town, which could benefit from: <ul style="list-style-type: none"> Signage/wayfinding Improved pedestrian crossings Feature lighting Artwork Identified locations: <ul style="list-style-type: none"> C1.1 Knotts Lane/ Burnley Road C1.2 Spring Lane C1.3 Keighley Road roundabout C1.4 Boundary Outlet C1.5 Knotts Lane C1.6 Lenches Road
	C2 High street area	The retail corridor and historic core of the town, which could be the focus area for the following interventions: <ul style="list-style-type: none"> C2.1: Public realm* and streetscape interventions to reduce the dominance of vehicular traffic and improve the setting of heritage assets (e.g. through new paving materials, street furniture, lighting, bins, street planters and trees) C2.2: Key activity zones, using tactical urbanism interventions, such as coloured paving, movable planters and temporary street furniture to provide spill out spaces for shops, pocket parks, new areas to sit and dwell and defined areas for small outdoor events. C2.3: Shop-front improvements (as set out in the Colne Neighbourhood Development Plan) C2.4: Indicative locations of information / local heritage information signs to inform people of Colne's local history and upcoming events C2.5: Improvement to existing pocket spaces which could be enhanced
	C3 Priority sustainable movement corridors	Routes and junctions which connect to key assets around the town centre, which could benefit from: <ul style="list-style-type: none"> Improved pedestrian crossings Enhanced footpaths and uniform high quality pedestrian paving Signposting Reduced car dominance, through highway interventions Planted verges to separate vehicular and pedestrian lanes Seating areas on steeper routes, to allow points of rest
	C4 Terrace street enhancement areas	Areas of historic terraced housing which could benefit from environmental improvements, such as: <ul style="list-style-type: none"> Introducing gardens and play spaces in alley ways New trees along streets Rainwater management (sponge parks) Improved lighting Alleyway gating to reduce through routing
	C5 Opportunity sites	Sites / buildings which may be suitable for: <ul style="list-style-type: none"> Refurbishment and investment New development (housing, employment) Redevelopment Housing development sites, identified in the Colne Neighbourhood Development Plan
	C6 Working with flood risk	Opportunity for creation of a green linear park, which could include built elements, subject to further testing
	C7 Improving key corridors	Improvement to the A56 corridor which could include: <ul style="list-style-type: none"> Looking at ways to try and manage vehicle speeds Address quality of foot ways Introduce new pedestrian crossings Introducing traffic calming and speed reduction measures
	C8 Priority junctions	Priority junctions which could benefit from improvement/ reconfiguration to reduce the dominance of vehicles, such as: <ul style="list-style-type: none"> Narrowing junction necks Foot way build-outs Enhanced paving materials Improved pedestrian crossing Traffic calming as part of a movement network around the town and through residential environments Identified locations: <ul style="list-style-type: none"> CB.1 Pendle Leisure Centre/ A56 junction CB.2 Hill Street/ A56 junction for Muni Theatre access CB.3 Exchange Street/ A56 junction for Colne Town Council access CB.4 Colne Lane/ A56 junction to enter into High Street
	C9 Town centre promotion points	Promotional signage and information along Vivary Way, directing passing trips towards key town centre locations or events
	C10 Improvements to naturalised green areas	Existing wooded spaces and pathways can be enhanced by improving: <ul style="list-style-type: none"> Maintenance of existing pathways Better management to promote biodiversity Formalising greenspace and safeguarding land from future development Education trail and information boards
	C11 Enhancing Colne Water	Creating high quality public realm improvements along Colne Water could include: <ul style="list-style-type: none"> Providing seating and platforms to improve views into Colne Waters Enhancing the biodiversity value with planting and better management Education trail and information boards
	C12 Public space improvements	Existing public spaces that could be improved to include more play & dwell facilities as well as improving biodiversity features
	C13 Station and Leisure Centre area	Creating a positive gateway arrival into Colne focused around the station and leisure centre. This could include new development or investment into existing buildings and spaces to improve services and accessibility to surrounding destinations
	C14 Town Centre Regeneration Focus	A mini masterplan area which includes the area identified in the Neighbourhood Development Plan as well as other areas benefiting from Levelling up Funding. Could benefit from a refreshed an updated vision to provide a more modern mixed use offer to support the wider town. <ul style="list-style-type: none"> Town Centre Redevelopment Zone (as identified in the neighbourhood development plan) C14.1 Bus Service Improvement Plan: Potential to improve bus journey times and overall service reliability in the town centre by introducing two way traffic back onto Market Street with bus gates (to limit access to buses, cycles and taxis only) as well as bus priority traffic lights. (Lancashire County Council will be consulting on these proposals in September)
	C15 Station-Market Transport connection	Opportunity to explore a public transport connection between the station/leisure centre/Boundary Outlet and the market area, to improve accessibility between key assets. For example a shuttle service.
	C16 Residential area improvements	Opportunity for further environmental and building improvements to housing area

Other features	
	Key wider walking routes/ PROW network
	National Cycle Route
	High Street
	Buildings
	Existing green spaces
	Key assets
	Masterplan boundary
	Waterways
	Listed buildings
	LUF Projects
	1 Muni Theatre
	2 Little Theatre
	3 Pendle Hippodrome
	4 Colne Market
	5 Colne Bus Station

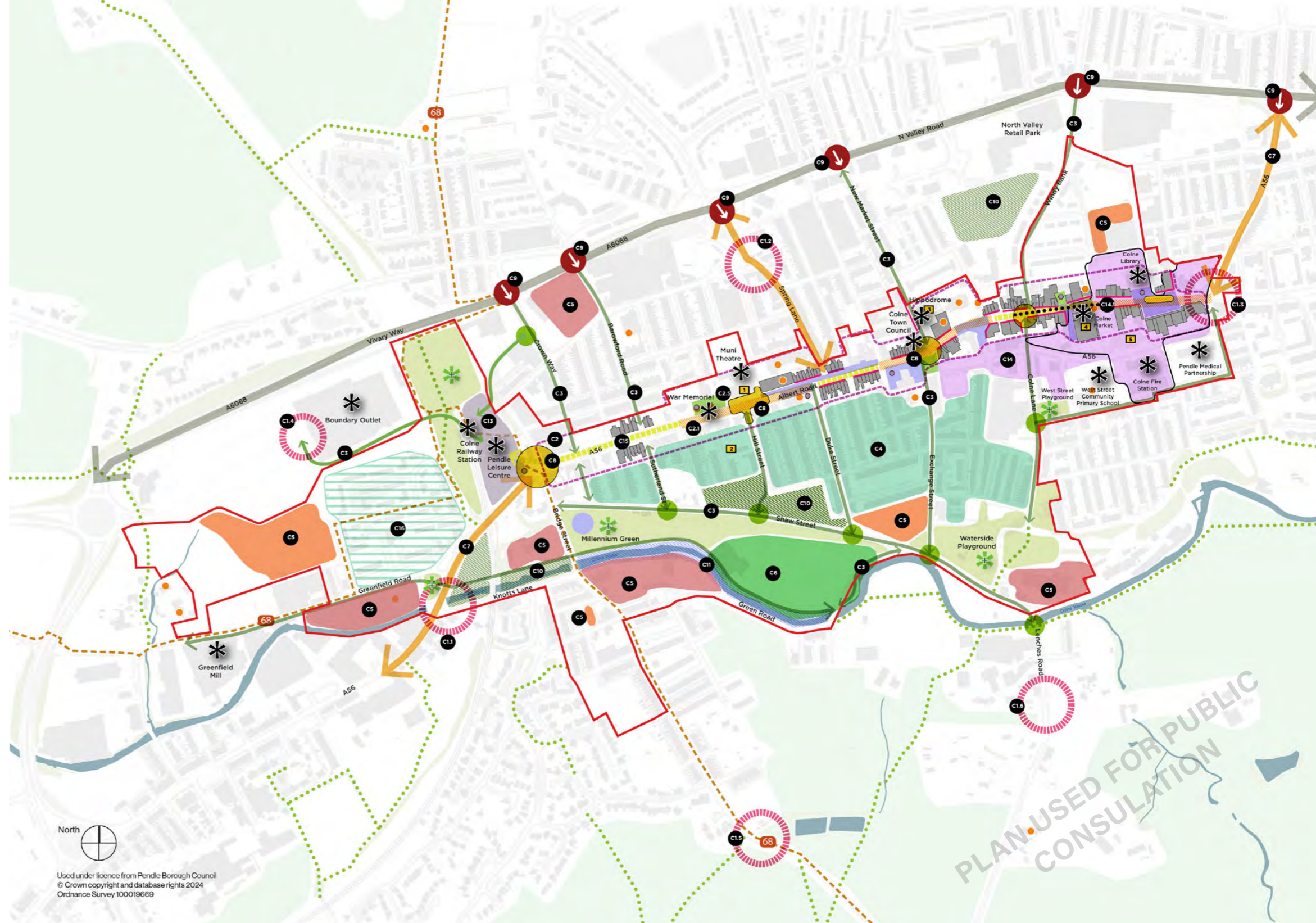


Figure 16. Focus areas key, which should be read in conjunction with the plan on the next page.

The plan and key sets out possible interventions for the town centre, and we asked people to comment on these at the public consultation in August 2023. Their responses are provided on the following pages.

Figure 17. Focus areas plan, August 2023

Public consultation

3.4 In Summer 2023, the team carried out a second round of community consultation. This round of consultation wasn't planned in the original Council brief, but following feedback from Councillors and the local community, it was decided that it would be useful to consult with the community earlier in the programme and provide sessions for each of the three towns, rather than all together.

3.5 This resulted in separate engagement sessions in each of the towns and allowed the team to get local people's views on the emerging opportunities and ideas for the town.

Stage 2 Engagement

3.6 Pendle Borough Council promoted and hosted the session in Colne, which took place on Thursday 10th August between 5:30pm and 7:30pm in the Colne Town Council Building.

3.7 The community engagement workshops followed the following structure:

- Presentation from Pendle Borough Council to outline what a masterplan is and the benefits of having one
- Presentation led by OPEN to outline the findings from the baseline study and previous engagement exercise and how these had fed into the emerging draft focus areas/opportunity mapping plans
- Breakout workshops which involved participants being split into groups across several tables, to discuss the large print out plan showing the key focus areas and emerging opportunities (see plan on the previous page). Each table was facilitated by a member of the consultant team or Council
- Discussion on which projects attendees felt were priorities for their town and the timescale in which they felt each priority should take place.

3.8 Events were promoted via social media, the Pendle Council website, posters displayed in prominent local spaces, and an email campaign.

3.9 The session was attended by 17 participants.

Feedback

3.10 Below we summarise feedback from the event. It is based on the views of those who participated on the day, so may not reflect the opinions of other people in Colne.

3.11 In general, people seemed largely happy with existing provisions in Colne and most feedback was general rather than project-specific.

3.12 Comments have been grouped by the key themes as follows:

Roads and traffic calming:

- Most comments were fairly minor – largely about potholes and localised traffic congestion (Albert Road and Vivary Way)

Walking, cycling and public transport:

- Lots of support for increased cycling provisions, particularly increased bike racks and introducing e-bike charging stations
- People support the idea of creating movement corridors along Colne Water, but say it currently feels unsafe to walk through, day or night.

Parking:

- In general, people feel there are enough existing parking provisions in the town.

Signage, street furniture and art:

- Strong support for all signage, street furniture and lighting to be in-line with the historic character of the town
- Some felt the key arrival points should be focused on the east-west movement.

Heritage:

- People favour heritage buildings and want to restore and maintain existing structures where possible, noting the buildings surrounding Market Square to be 'poor quality design'.

Greening:

- Some people didn't like the idea of green spaces along the high-street, as they linked them with the current issue of rats and vermin, and felt more green spaces near shops would increase this. They did like the idea of large, moveable planters here though
- Some suggested having more green spaces along Albert Road and near the library.

Youth Provision:

- The lack of youth provisions was a common topic across all 3 towns. In Colne, people feel that there's a lack of places for young people to spend time socially. They also highlighted a lack of aspirational career prospects for young people (no sixth form college or university, and job opportunities largely unskilled labour).



Draft Masterplans for Public Consultation:

Following the round of summer consultation in 2023, the team reviewed the feedback gathered and incorporated these comments as the Draft Masterplan for Consultation was being prepared.

These Drafts were published on the Council's website for a period of 3 weeks, from 19th February to 11th March 2024 allowing the community to view and comment on the Draft Masterplan.

Once the consultation window closed, all comments were collated, reviewed and evaluated by the Council and team. Those comments that could be included as far as practically possible were, and for any that could not be, a justification was made and recorded within a comments tracker, held by the Council.

CHAPTER FOUR

Vision and objectives

FINAL DRAFT
FOR EXECUTIVE
BOARD



Vision

4.1 The Vision for Colne is set out below. It will help to guide future opportunities identified within the masterplan, ensuring that future projects, investment opportunities and interventions fundamentally supports and aligns with the Vision and its objectives.

An attractive, vibrant and healthy town, Colne offers culture, independent retail, heritage, and a bustling food scene all set amongst stunning views of the Lancashire Valleys.

A proud, welcoming, and inclusive town, with an enviable collection of built heritage and cultural activities, Colne is a key centre that offers high quality services, a variety of retail offers, diverse employment opportunities and aspirational housing, all connected through people focused streets and spaces and with links to its surrounding hillsides and river valleys. Building upon its Levelling Up Fund success, Colne will continue to offer and grow its genuine mix of cultural heritage, enhanced accessibility, and attractive town centre environment to support existing services, businesses, and choice to help improve the quality of life for residents and visitors alike.



Strategic objectives

4.2 The objectives below have been developed alongside the vision to help steer the spatial framework. They are cross-cutting statements which could be met through a number of different projects, and have been identified based on the feedback from the consultation and baseline reviews.

- SO1 Maximising the potential of its committed LUF projects and potential future projects by unlocking investment and focusing change around the railway station.
- SO2 Improving the quality of the environment along A56 corridor to better connect the western and eastern ends of the town to create a better balance between space used by pedestrians and road users.
- SO3 Create arrivals to the town and improve presence of the Town Centre along Vivary Way, Bridge Street and Shaw Street.
- SO4 Celebrating the Town Centre's heritage assets and character by bringing derelict buildings back to life and improving the quality of the built environment around the Town Centre.
- SO5 Managing vehicle movements where we can to promote a more people focused series of streets which provide alternative connections to local amenities and the railway station.
- SO6 Provide a better choice of energy efficient and well designed housing, through renewal and development, in areas within close proximity to the town centre in order to support its future vibrancy & vitality. This will also enhance the affordability and housing choice in Colne.
- SO7 Seek to better connect the town centre to its river valley to the south and west through active travel, improved accessibility and promotion of well-being benefits.
- SO8 Enhance the town centre environment so that it is welcoming, safe and attractive to reinforce the town's independent retail, cultural, visitor and commercial offers.
- SO9 Expand our cultural offer combined with stronger links to surrounding assets to promote a whole day experience in Colne in order to maximise the spend potential from our highest performing attractors for the whole benefit of the town.
- SO10 Seek to attract new employers and employees to the town, drawn by the high quality lifestyle options and access to public transport, local services and mix of amenities.



CHAPTER FIVE

The spatial framework

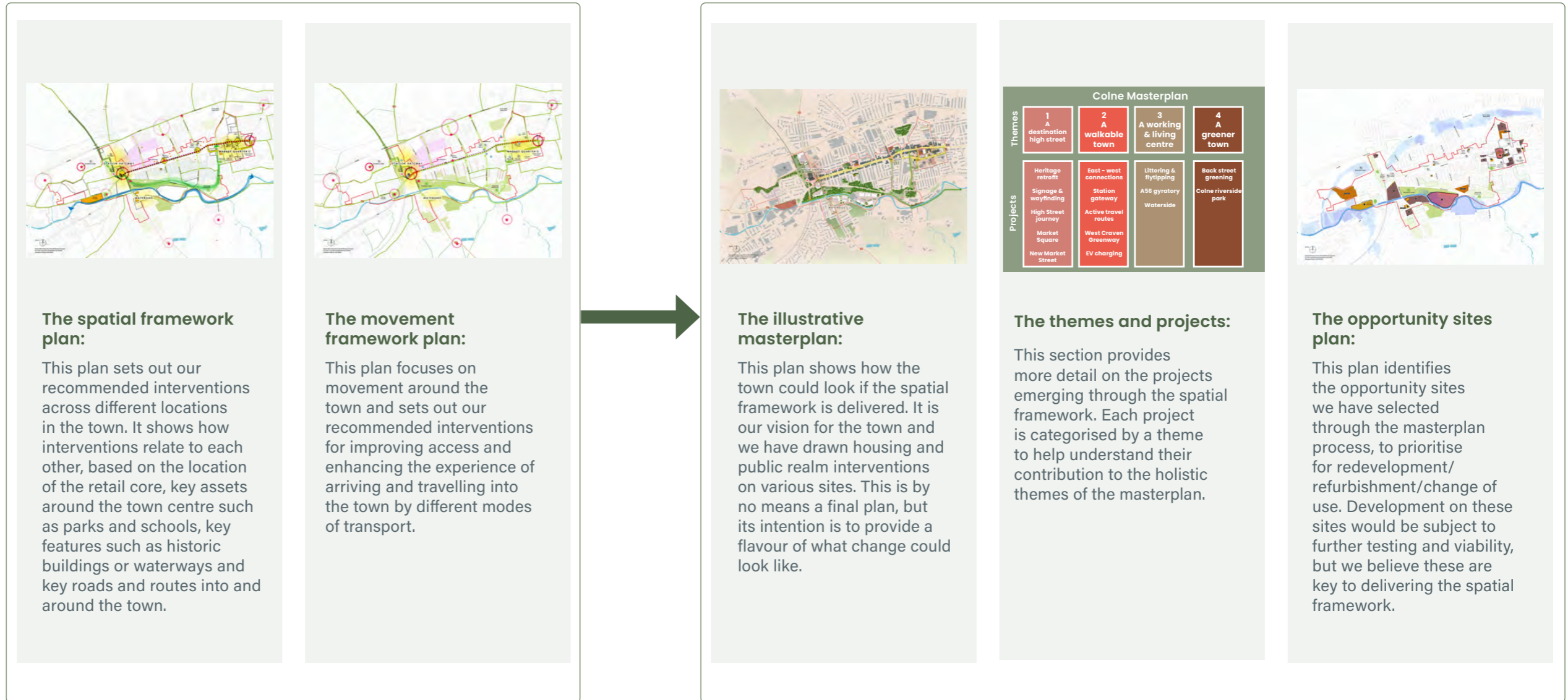
FINAL DRAFT
FOR EXECUTIVE
BOARD



Introduction

5.1 The spatial framework organises our place based priorities for change across the town centre. These priorities then translate into a series of projects, which we have categorised by theme and introduce from page 64.

5.2 The components which make up the spatial framework are detailed below:



The spatial framework

5.3 This plan sets out our recommended interventions across different locations in the town.

5.4 The plan highlights three areas of change around Colne Station, Waterside and the Market.

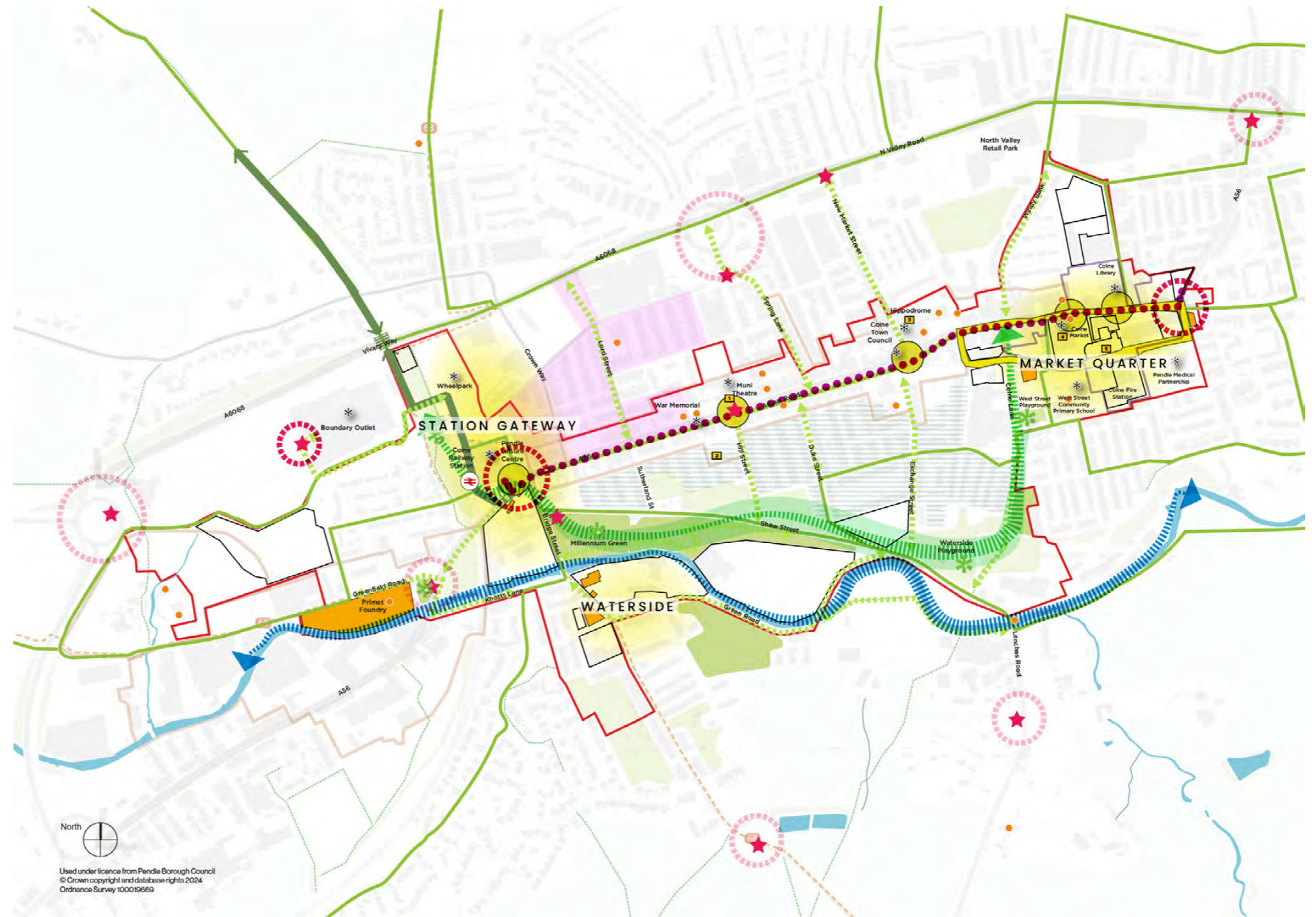
5.5 Within these areas we are promoting:

- **Station Gateway:** Enhanced connections between existing walking and cycling routes, residential development and a new cycle/mobility hub to signal the start of the West Craven Greenway
- **Waterside:** New residential led development, to provide housing in a sustainable location, and open up views and routes to the river
- **Market Quarter:** A re-imagined space along Market Street, which encourages people to dwell and spend time, and easily access bus services. New residential led development along the A56 gyratory (to the back of the Market), to help repair the urban grain here, and redefine this area as a new mixed use neighbourhood, rather than just a road corridor.

5.6 The plan also highlights key zones for activity (tactical urbanism focus areas) along the high street, to help break up the journey and attract more footfall, along with key active travel routes and the extent of the opportunity to enhance the green space along Colne Water, located to the south of the masterplan area.

Figure 18. Colne spatial framework plan

- Key:
- Masterplan boundary
 - Key assets
 - Listed buildings
 - Conservation Area
 - Local green space (Protected in CNDP)
 - Town Centre Redevelopment Zone (CNDP)
 - Existing watercourses
 - Public right of way network
 - National Cycle Network
- Opportunity sites/key sites with planning applications
- Buildings to be improved
- LUF Projects:
- Muni Theatre
 - Little Theatre
 - Pendle Hippodrome
 - Colne Market
 - Colne Bus Station
- Key town centre gateways
 - Wider gateways
 - Areas for signage/artwork/town branding
 - Key areas of change
 - Tactical urbanism focus areas
 - A56 gyratory and BSIP proposals area
 - High street bus pilot
 - Riverside park green corridor
 - Colne water blue corridor
 - Pendle Greenway route
 - Key town centre active travel connections
 - LCWIP: Proposed aspirational cycle network
 - Safer, Greener and Healthier Streets focus area
 - Back street greening and street greening



Movement framework

5.7 This plan focuses on movement around the town.

5.8 It identifies key town centre gateways where we might introduce better signage or improve crossings for pedestrians and cyclists. It also identifies wider gateways which serve as key entry points into the Colne built up area, where we might introduce new signage to better signify crossing over threshold into Colne, and creating a better sense of place.

5.9 The plan identifies existing key cycling routes around the railway station and how these might converge with new active travel routes and the start of the West Craven Greenway, following the line of the former Colne to Skipton railway, which would take visitors to Earby and Barnoldswick.

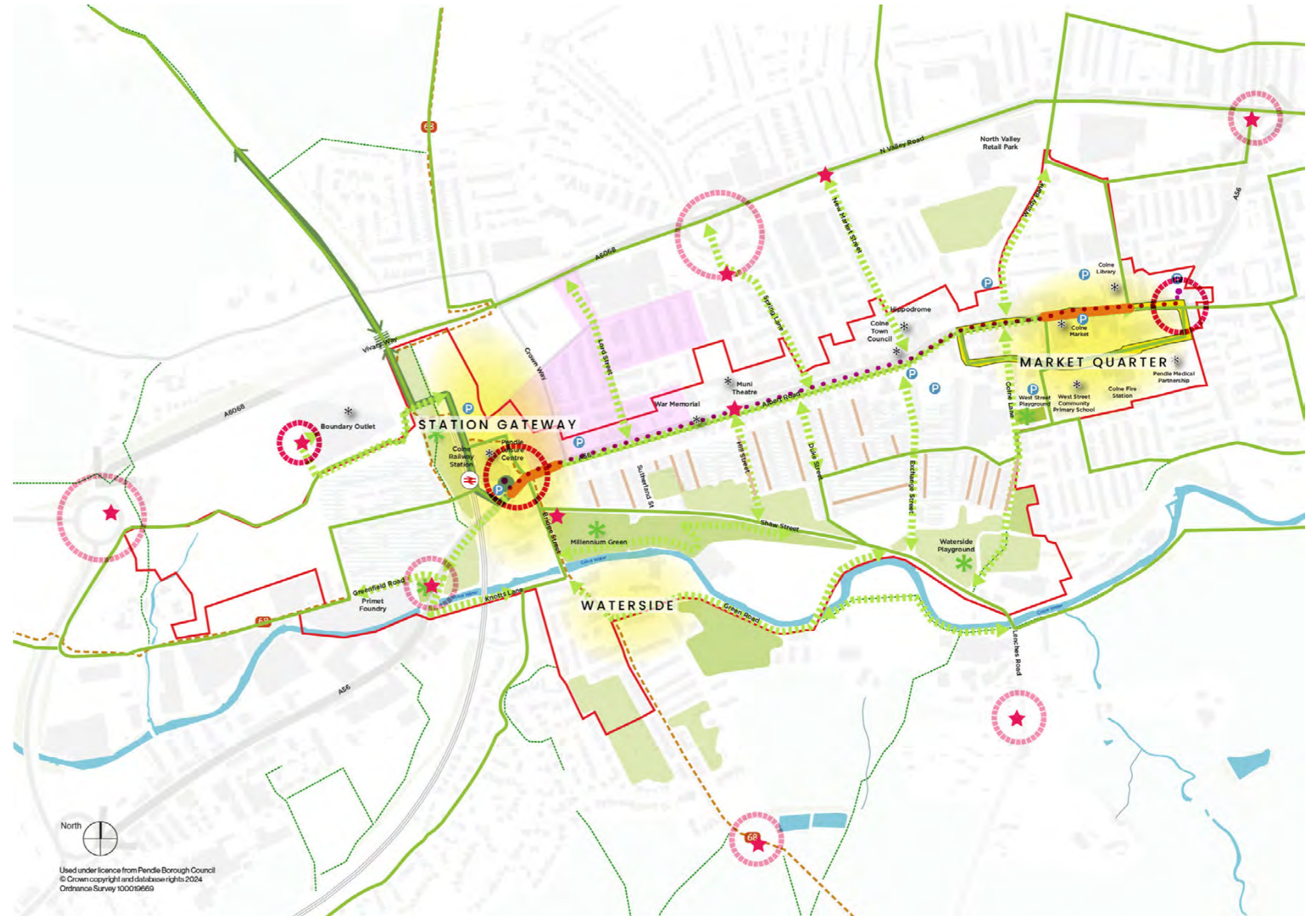
5.10 It identifies key active travel routes through the greenspaces to the south of the town centre along Colne Water and how these would connect up to the high street and onto Vivary Way.

5.11 Street sections which could benefit from public realm improvements are shown, located by the station and outside the market.

5.12 The plan also shows the expanse and spread of car parks across the town, the majority of which would be retained to ensure continued ease of access to Colne by car, as highlighted in the public

Figure 19. Colne movement framework plan

- Key:
- Masterplan boundary
 - ✱ Key assets
 - Local green space (Protected in CNDP)
 - Existing watercourses
 - Public right of way network
 - National Cycle Network
 - Key town centre gateways
 - Wider gateways
 - ★ Areas for signage/artwork/town branding
 - Key areas of change
 - A56 gyratory and BSIP proposals area
 - High street bus pilot
 - Pendle Greenway route
 - Key town centre active travel connections
 - LCWIP: Proposed aspirational cycle network
 - Safer, Greener and Healthier Streets focus area
 - Back alley greening and street greening
 - Improved town centre streets
 - Car parks



The illustrative masterplan

5.13 The illustrative masterplan for Colne is a vision of how the town could look and change if the projects proposed through the masterplan are realised.

5.14 It is by no means a definitive plan, it rather seeks to open discussion on the scale of change achievable in Colne and help attract investment.

5.15 The plan highlights the potential scale of change around the Station Gateway, Waterside area and Market Quarter and new housing development has been shown on the sites identified through the Colne Neighbourhood Development Plan, based on the masterplanning work carried out to test viability.



Figure 20. Colne illustrative masterplan

The themes and projects

5.16 The following themes have been identified as areas for intervention and informed through public consultation feedback and discussion. The key themes are set out below, with each theme having a number of potential projects to support its delivery.

5.17 Each theme supports the Vision and objectives of the Colne Masterplan.

5.18 The projects set out on the following pages have been chosen based on impact, deliverability, reach and support, and information provided under each project would be subject to more detailed design development and stakeholder consultation as and when they come forward for delivery/development.

Tackling climate change

5.19 In 2019 Pendle Borough Council declared a climate emergency and themes focused around carbon reduction are outlined in the Council's Climate Emergency Action Plan (CEAP), which include:

- Supporting and enabling sustainable travel
- Reducing carbon emissions and energy demand from the built environment
- Reducing the harmful impacts of waste and water consumption

- Supporting our communities to take action
- Supporting our future generations to find solutions
- Making sure we consider climate change in everything we do
- Supporting biodiversity and the natural environment to help local carbon off setting opportunities

5.20 As well as supporting and securing the economic vitality of Colne, these themes and their supporting projects will contribute to addressing the themes within the CEAP, ensuring that both new development and existing urban areas respond to the challenges associated with climate change and biodiversity decline.

5.21 The themes for Colne are identified as:

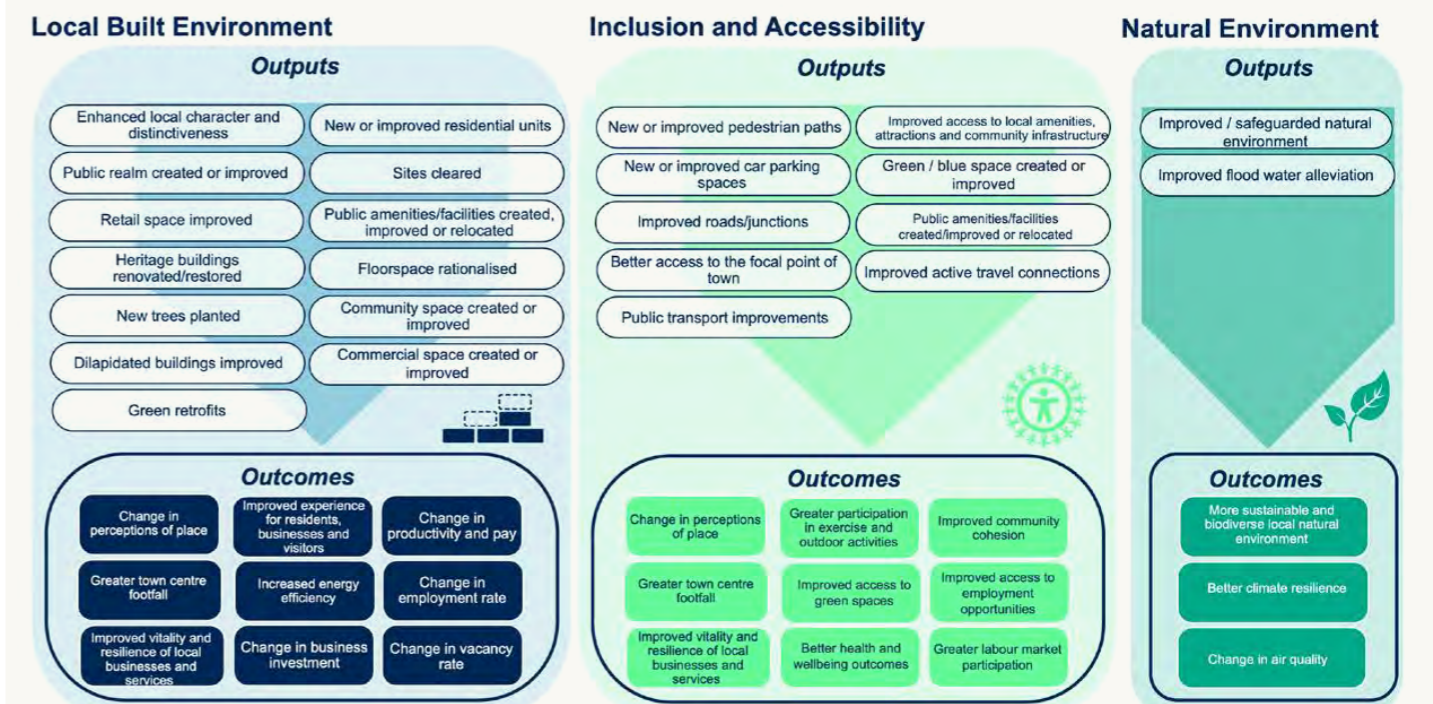
<p>Theme 1 - A destination high street</p> <p>A destination high street is about ensuring Colne thrives as a local centre, attracting new businesses and retaining existing ones, increasing footfall and visitor numbers and ensuring the centre continues to adapt to the future requirements for large scale and high profile events. It is also about designing a bold brand for Colne, to help create a better sense of place.</p>
<p>Theme 2 - A walkable and connected town</p> <p>A walkable and connected town is about improving the environment for those on foot, using public transport and cycling. It is about making sure space for street users is more balanced between people and vehicles and designs for the public realm encourage more active travel between key destinations and amenities, with a particular focus on east to west connectivity between the railway station and market.</p>
<p>Theme 3 - Town centre living and working</p> <p>Town centre living and working is about encouraging new residential development in the town centre alongside more workspace and attracting the investment to help deliver this. More residents in the town centre will mean more visitors to the high street and more sustainable travel choices, as people will be close to existing facilities and amenities. More opportunities for employment in the town centre will have a similar effect and can help attract a future work force to live in the area and make Colne their home.</p>
<p>Theme 4 - A greener town</p> <p>A greener town is about enhancing existing greenspaces in the town, with a focus on Waterside and improving the biodiversity and amenity value of Colne Water. There are a number of streets in Colne which lack greenery - trees and plants, and we see an opportunity to retrofit nature back into these traditional dense, urban neighbourhoods to improve the landscape amenity for residents.</p>



Figure 21. Colne Themes and Projects Summary

Benefit realisation

The info-graphic below displays the outputs and outcomes that will flow from the delivery of the masterplan projects. These have drawn inspiration from intervention frameworks developed under recent public funding initiatives such as Levelling Up and UKSPF, demonstrating alignment with the prevailing funding environment. Outputs are summarised under three broad thematic areas: local built environment, inclusion and accessibility and natural environment.



Theme 1: A destination high street

Introduction to theme 1

5.22 'A destination high street' is about enabling Colne to realise its full potential as a thriving retail centre with a unique night time and cultural offer.

5.23 A long linear high street, full of heritage buildings, a mix of shops and services and views across the Lancashire Valleys, we want to ensure Colne continues to attract footfall and investment, continues to develop its cultural and night time economy and better captures visitors from further afield.

5.24 This theme seeks to catalyse on several projects and interventions being delivered in the centre, including renovations to the Market Hall, Muni Theatre, Little Theatre and the Hippodrome, which secured Levelling Up Funding (LUF) in 2023, Lancashire County Council's Bus Service Improvement Plan (BSIP) proposals along Market Street and Craddock Road and the ongoing work by the Colne Business Improvement team and ward Councillors to attract visitors and improve the town centre environment.

5.25 A strong, unified branding strategy will help Colne to better advertise its buoyant retail and cultural offer and tactical urbanism measures at targeted areas along the high street could help create more defined zones or quarters and help break up the kilometre long journey from the railway station to the market.

5.26 There was strong support for projects which enhanced and protected heritage buildings, which this theme also seeks to address through looking at energy efficient retrofit of listed and non-designated heritage assets, to ensure these assets reduce their impact on the environment and can continue to attract businesses in the future.

5.27 The key projects that support theme 1 are:

- Heritage retrofit
- Branding and wayfinding
- The high street journey
- Market Street
- New Market Street

Potential benefits

5.28 Theme 1 will deliver an improved local built environment through investment which enhances local character and distinctiveness and improves the public realm and local environment in the town centre. This will drive key benefits including a change in perceptions of place; improved experience for residents, businesses and visitors, and greater town centre footfall supporting improved vitality and resilience of local businesses and services. The theme will also facilitate the energy-efficient retrofitting of heritage assets that will support the viable re-use of these assets and alter perceptions of the town centre.

Alignment with vision and strategic objectives:

- ✓ SO1 – Maximising LUF funding and focus change around the high street
- ✓ SO2 – Quality of the A56 corridor
- ✓ SO3 – Improved arrival
- ✓ SO4 – Celebrate the town's heritage and assets
- ✓ SO5 – Better balance between cars and people
- ✓ SO8 – Welcoming, safe, attractive town centre
- ✓ SO9 – Expand cultural offer, promote a whole day experience

Thematic Grouping	Indicative Outputs	Indicative Outcomes
Local Built Environment	<ul style="list-style-type: none"> • Green retrofits • Heritage buildings renovated/restored • Enhanced local character and distinctiveness • Public realm created or improved • Public amenities/facilities created, improved or relocated 	<ul style="list-style-type: none"> • Increased energy efficiency • Change in perceptions of place • Improved experience for residents, businesses and visitors • Greater town centre footfall • Improved vitality and resilience of local businesses and services

Project 1.1: Heritage retrofit

5.29 In 2019 Pendle Borough Council declared a climate emergency and themes focused around carbon reduction are outlined in the Council's [Climate Emergency Action Plan \(CEAP\)](#).

5.30 Reducing carbon emissions and energy demand from the built environment is a key focus, and retrofitting heritage assets (by increasing energy efficiency and transferring to renewable energy for heating) will ensure this goal can be met.

5.31 Retrofitting of heritage assets in the town will be vital, if these assets are to be preserved for future generations. Acting now will mean landlords keep up with emerging legislation and ensure these buildings and assets can compete for tenants looking for more energy efficient premises which cost less to heat. It could also have the added benefit of supporting landlords to repurpose vacant space into flexible workspace. This will be key to a future proof high street which continues to thrive.

5.32 In light of recent rises in gas prices, there is a good opportunity to decarbonise heating now to secure lower bills and reduce the payback time for investment. We recommend a Retrofit Pilot is established in Colne to cost and test retrofit options which are appropriate for historic and heritage assets and monitor potential carbon savings, with a view to roll this out to a number of selected properties along the high street.

5.33 There are a number of organisations currently undertaking pilots which learning can be shared across, especially with regards to best practice techniques for solid stone construction. On these types of building, special attention would need to be paid to the management of moisture levels within the fabric of the building and internal spaces (through for example the use of natural, permeable materials and the addition of mechanical ventilation).

5.34 The Lancashire & Yorkshire Bank building is a good example. This project, which is part of the 'decarbonising Rossendale' project is being led by [Valley Heritage](#) with funding awarded by the Department for Levelling Up, Housing and Communities from the Community Renewal Fund.

5.35 Valley Heritage is using funds to reinvent the neglected building in Bacup. The funding will help bring an old building back into use as a low-carbon community space. Work has already been undertaken to install air source heat pumps at the old bank. Studying how well these perform will give the local community a better understanding of what decarbonisation looks like and how it can work in local settings.

5.36 All potential retrofit projects should adhere to the guidance and strategic processes set out within PAS 2035/2038 for dwellings and commercial properties.



Theme 1: A destination high street continued

Project 1.2: Branding and wayfinding

5.38 As one of the larger towns, and offering a unique mix of independent theatres, bars, restaurants we believe Colne could benefit from a design led branding and placemaking strategy, to help advertise Colne to a wider market, capture visitors from a wider catchment and elevate Colne's profile particularly in the culture, arts and night-time economy space.

5.39 The brand could then be translated into signage, wayfinding and heritage information installations, set around the town, to improve the experience of being in the town and encourage more people to visit and appreciate the local characteristics and history of the place, especially with modern trends towards head down navigation using phones.

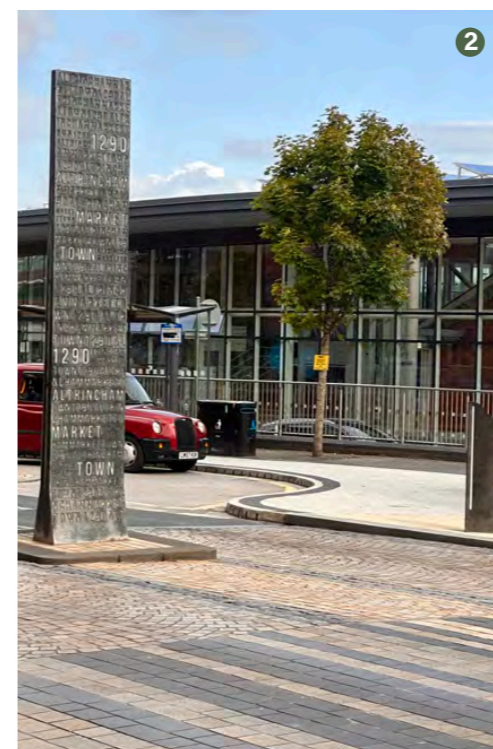
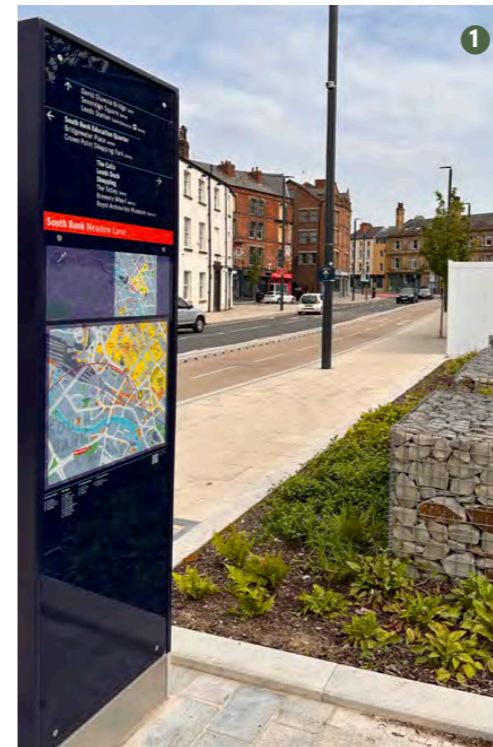
5.40 This intervention was strongly supported by local people at the public consultation and to ensure Colne remains a thriving destination, we recommend;

- Developing a town-wide branding strategy with a palette of logos, fonts, graphics, textures and colours which could be used across websites, digital adverts, posters and existing electronic totems in the town centre. The new town centre logo for example could be added to events taking place in Colne, such as literature for the R&B festival. This could build on the branding work already developed by the Colne BID, which could be tested by brand consultants and expanded into a wayfinding strategy
- Developing a wayfinding strategy, to identify key routes, town assets and gateways which could be better signposted. The strategy should understand where people will arrive into the town (for example at key car parks/the railway station/key gateways) and identified points for signage should also align with the active travel corridors being promoted through the masterplan, for example the Colne to Skipton Greenway. There are some high quality sign posts already displayed across the town, for example on the pavement opposite the town hall, outside the library, market and railway station. This style could be replicated and provided at other key nodes across the town centre
- Points of historic interest or heritage assets could be identified to be part of a physical heritage trail. Heritage displays could be designed, in keeping with the character of the area, to provide passers-by with interesting historic information and anecdotes about life in Colne. This will help create a sense of place within the town. Signs could include key points of interest in the town which featured in the Pendle Witch trials. Additional Blue Plaques could be installed across relevant historic buildings and locations to commemorate famous men and women who lived/worked there or special events which took place there
- Commissioning a local artist to create key pieces of artwork at key nodes/gateways along Albert Road/Church Street/Market Street which take inspiration from the local area and branding strategy. These could take the form of sculptures and installations or be introduced within the materials which make up the public realm, such as paving, benches and street furniture

Focus areas

5.37 We have identified key areas where we believe new sign posts could have greatest impact:

- At Boundary Outlet to point visitors towards Colne Town Centre.
- At the junction of Shaw Street and Bridge Street, to point visitors towards Waterside and the greenspaces here.
- At key activity/ active travel corridors, e.g at New Market Street and at the junction of Hill Street and Albert Road (outside the Muni Theatre)
- At key arrival gateways outside of the town centre, for example on the greenspace in front of Primet Foundary, on Knotts Lane to the south of Colne and at the junction of Spring Lane and North Valley Road.



1) Example of information signage, branded to respect the heritage and identity of the place

2) Example of a gateway feature at an arrival point to a town. A bespoke sculpture, alongside improved materials and narrowed roads create an arrival experience unique to the place

3) Sculpture/artwork and benches aligned to place branding, Sheffield Grey to Green

4) Place Branding, Camden

Theme 1: A destination high street continued

Project 1.3: The high street journey

The historic retail and service core of Colne which connects Albert Road/Church Street and Market Street sits on a ridge with views over the surrounding rural landscape. A high concentration of listed buildings establishes a unique historic townscape character along the corridor and a mix of shops, services, bars, restaurants and public buildings, provides interest and attracts footfall. The town benefits from an active BID network which promote local businesses and helps to run a series of large events, attracting crowds in the tens of thousands - the Super Soapbox Challenge in June 2023 attracted over 25,000 visitors.

We believe there is an opportunity to create a better arrival experience for visitors onto the high street and better defined zones to help break up the sheer length of the high street, by providing exciting spaces in the public realm in which people want to pause and dwell, and encourage visitors to stay into the evening.

Tactical urbanism is a quick, cost-effective and action-oriented approach to making change in public spaces. These measures could be focused at key areas along the corridor, to maximise impact, but within achievable budgets. We would look to locate these in key locations around the Muni Theatre, Town Hall and Market, to catalyse on existing LUF funded regeneration schemes and help break up the journey along the high street into zones with different functions - cultural, to civic to retail.

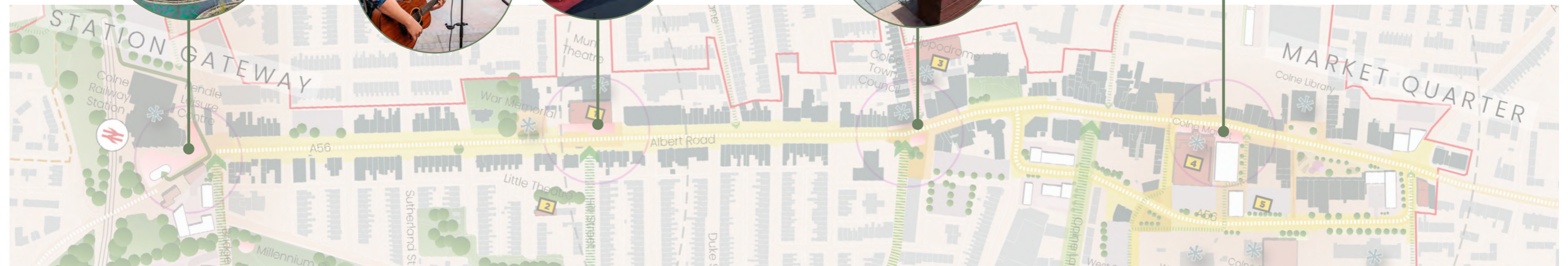
Planters and feature cycle parking to signify arrival into the station gateway



Street art, planters, seating and designated busking spots to create activity zones



Spill out spaces outside cafés, bars and restaurants to encourage activity in the street



Recommended interventions could include:

- Curated pop-up spaces at the locations identified above, with seating and planters, taking inspiration from materials and features of local heritage buildings. These could involve pop-up exhibitions or posters with information about 'what's on' to attract activity and footfall
- Parklets, temporarily using on-street parking spaces to provide seating outside local restaurants and bars, to create more activity in the street and encourage people to try somewhere new or stay longer
- Using street paint to temporarily reclaim space from the roadway, and direct footfall to the next pop-up destination
- Creating play spaces for areas to sit and dine, to create opportunity for play and community interaction
- Designated 'busking spots', marked by paint on the ground to give musicians a space to perform in prominent locations.

Focus areas

Key areas which could benefit from tactical urbanism interventions are listed below:

- At the station gateway/leisure centre
- Outside the Muni Theatre, where the pavement is larger
- Outside the Town Hall or
- Outside the Market, or Library and key civic amenities.

Theme 1: A destination high street continued

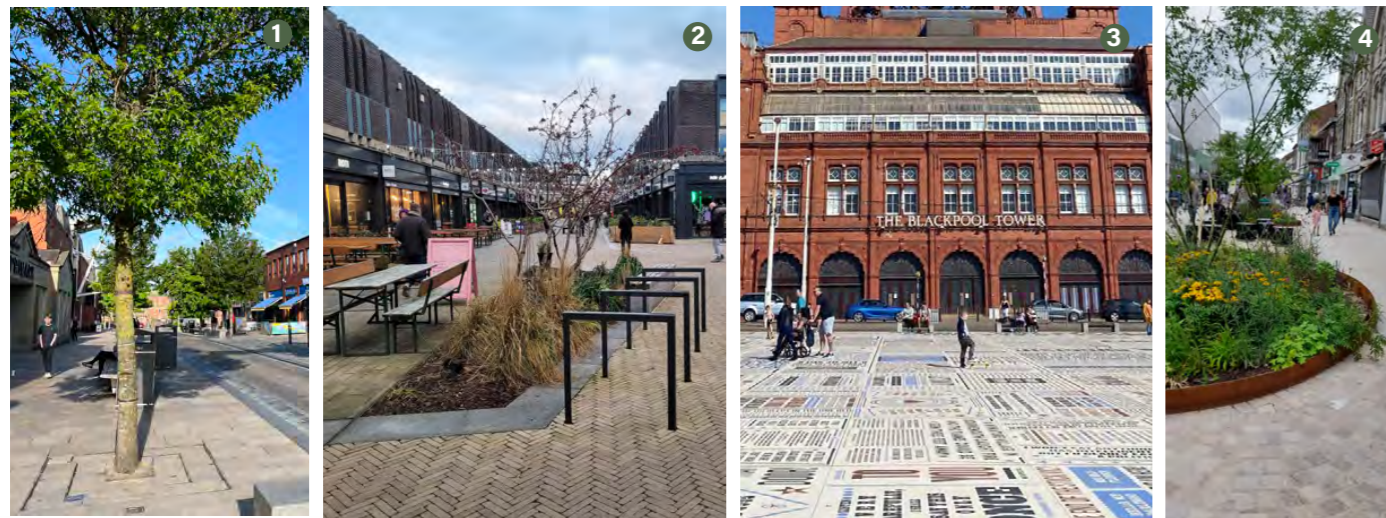
Project 1.4: Market Street - public realm remodel

5.42 Capitalising on LUF proposals to revamp the Colne Market, there is a real opportunity to enhance the public realm in this area, which is particularly expansive outside the Market, and design a scheme, incorporating treatments to the highway to create a really high quality public space, which allows for vehicle and bus movements, but creates a space in which people want to dwell in, feel comfortable sitting outside in and safely crossing between shops.

5.43 The Bus Improvement (BSIP) Proposals for Market Street, which could introduce two-way traffic back onto Craddock Road could help to reduce congestion on Market Street whilst improving access to the bus network.

5.44 Re-imagining the space as a Market Quarter and drawing inspiration from schemes such as Fishergate in Preston, Stanley Square in Sale and Altrincham Market could help create a really high quality space in Colne, we would recommend a more detailed scheme to improve the public realm alongside the BSIP proposals is explored and includes:

- Identifying the best location for new bus stops - citing stops outside the market could offer the opportunity to reconfigure access and parking at the front of Hartley Square, creating more of a public space which could be used for events
- Looking at how the highway interacts with public space, to see whether there is an opportunity (and budget) for updating the public realm here, with shallow kerbs and paved crossings, to encourage walkability but maintain good traffic flow
- Looking at ways to incorporate street trees and planting into the scheme, alongside lighting, benches, bins and new public artwork
- Identifying options for the short term, reconfiguring the space based on the BSIP proposals and longer term which might see more extensive public realm works in this area, for example high quality shared space akin to those schemes at Fishergate in Preston or around Altrincham Market in Greater Manchester



- 1) High quality public realm which promotes walkability and reduces street clutter, Fishergate, Preston
- 2) Stanley Square in Sale, uses lighting and planting that creates spaces where people want to dwell
- 3) Comedy Carpet art installation on Blackpool promenade, attracts visitors and acts as a stage for large and small events
- 4) High quality paving and planters add greenery to the street and enhance the setting of heritage buildings, Altrincham town centre



CGI showing how the Market would look after refurbishment works. Image credit: Pendle Borough Council/ Campbell Driver Partnership Architects

Theme 1: A destination high street continued

Project 1.5: New Market Street

5.45 New Market Street, contains a collection of quirky bars, just off the high street by the town hall and in close proximity to the Hippodrome theatre. The heritage value of the street is clear, with a number of notable buildings, however there remains a number of vacant units along it.

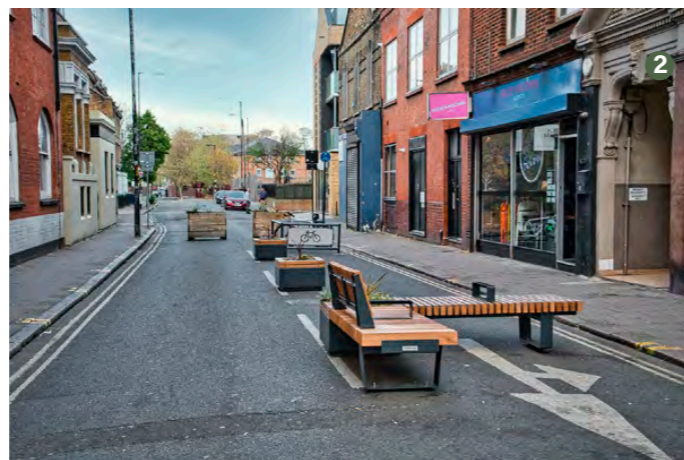
5.46 There is an opportunity to create more of an evening destination here and create an environment which promotes more of a cafe culture. This could be achieved through pedestrianisation and we would recommend some temporary interventions at first, to test the idea and gauge the response from businesses here, before any more permanent measures are installed.

5.47 There are a number of tactical urbanism type interventions which could work well here:

- Moveable planters on the street to stop traffic, but allow pedestrians to filter through
- A parklet type set up with planting and seating, could also include bike racks and charging points
- Seating, chairs and tables in the street, to allow al fresco drinking and dining, and create a buzz of activity within reasonable time frames for local residents
- Use of vibrant colours on seating and street furniture to draw people to the space and emphasise the space is for people and not cars
- Awnings between buildings on each side of the street to help create a sense of enclosure

5.48 If the project is a success, more traditional public realm interventions could be designed to make changes permanent.

5.49 This project was put forward by members of the Colne BID team and using the street as spill out space to support music being performed in the micro pubs during the Rhythm and Blues Festival has proven successful in the past.



1) Meristem parklet in Hammersmith, removes a parking space for one car, but provides seating and space for bike storage, attracting people onto the street

2) Moveable planters, benches and cycle racks frame eating areas and enriches the street space



3) Awnings and artwork bring vibrancy to the street, to help enclose the space, add interest and create a destination, Coppergate Walk, York.



Theme 2: A walkable and connected town

Introduction to theme 2

5.50 'A walkable and connected town' is about making Colne more user friendly for pedestrians and cyclists, whilst maintaining good access for vehicles, identified as a key mode of transport for getting to the town centre.

5.51 There was strong support at the public consultations for the provision of more cycle facilities, including bike racks and e-charging points to make cycling more accessible, given the steep topography in and around Colne.

5.52 There is a significant opportunity to develop the former Colne-Skipton railway corridor as an active travel route, connecting Colne to Earby and Skipton and there is an opportunity to promote a key gateway to this corridor at the original terminus of this route in Colne.

5.53 The urban design analysis also identified a disconnect between the railway station and the Market Hall, caused by the topography and the length of the high street, which often meant a drop in footfall between the two. This theme addresses ways to reduce the time it takes to get between the Eastern and Western points of the high street, using best practice case studies.

5.54 The key projects that support theme 2 are:

- A better east west connection
- Colne station gateway
- Active travel routes
- West Craven Greenway
- New Market Street

Potential benefits

5.55 This theme will support inclusion and accessibility through investment which delivers improved public transport, active travel connections, new or improved car parking spaces, and improved roads/junctions. This will facilitate improved access to the town centre leading to outcomes such as greater town centre footfall which in turn will improve the vitality and resilience of local businesses and services and an improved experience for residents, businesses and visitors. Improved active travel infrastructure will improved health and well-being outcomes through greater participation in exercise and outdoor activities.

Alignment with vision and strategic objectives:

- ✓ SO2 – Quality of the A56 corridor
- SO3 – Improved arrival
- ✓ SO5 – Better balance between cars and people
- ✓ SO7 – Better connection to Colne water river valley and greenspaces
- ✓ SO8 – Welcoming, safe, attractive town centre
- ✓ S10 – Attract new employers in the town

Thematic Grouping	Indicative Outputs	Indicative Outcomes
Inclusion and Accessibility	<ul style="list-style-type: none"> • Public transport improvements • New or improved pedestrian paths • Improved active travel connections • Improved roads/junctions • Better access to the focal point of town • New or improved car parking spaces 	<ul style="list-style-type: none"> • Improved pedestrian and road safety • Greater town centre footfall • Improved vitality and resilience of local businesses and services • Improved experience for residents, businesses and visitors • Greater participation in exercise and outdoor activities • Better health and well-being outcomes

Project 2.1: A better east-west connection: Pilot transit system along Albert Road

5.56 Connecting the key attributes of the town could be achieved by provision of an attractive link that combines 'tourism potential' with 'practical use for locals.' The key to this is keeping cost low but impact high and making sure that such an opportunity is the blend of image forming and practical. A simple route is readily available from Station (and perhaps Boundary Outlet) along Albert Road to the town centre and could with 3-4 key stops require minimal vehicles to become a feature that the town becomes known for. Whilst there is a transport element to such an opportunity there is an economic regeneration argument for creating an offer that is unique to Colne. There are numerous examples of where globally simple transport routes have helped image form or image change a place. These include;

- Tampa Streetcar – a short scheme in the USA linking downtown to historic attractions
- Melbourne, Lisbon or San Francisco Trams – Iconic vehicles that have become part of the city scape and which are intrinsically linked to city image
- Beamish - where a historic tram on a simple circuit adds to the attraction but provides a practical transport link too

5.57 Of course such schemes do not have to be historic in nature and in this case should be rail-free, to reduce need for significant operating costs associated with rail schemes. Examples locally include Manchester City Centre's Free Metrobus services, established as part of the integrated transport offer, but to stimulate economic growth across the city.

5.58 Similarly Belfast's 'Glider' Bus system uses a sleek modern tyre based vehicle that starts to look more like a trackless tram.

5.59 The opportunity in Colne is for simplicity, using minimal vehicles, with the potential for sponsorship and use of perhaps forward thinking technology or fuel sources as part of its offer. While Colne may appear a small place for such a system such a route could become a fore-running trial for other locations and therefore a UK led investment opportunity in itself.



← Belfast Glider Bus, provides bus rapid transit between Belfast City Centre and the Titanic Quarter.

Theme 2: A walkable and connected town continued

Project 2.2: Colne station gateway

5.60 The key gateway between the proposed West Craven Greenway, rail services towards Preston and Blackpool, the A56/high street corridor and Boundary Outlet, this area has significant potential to become a mixed use, sustainable neighbourhood.

5.61 At present, arrival onto Albert Road from the station is fairly low-key, and it is easy to miss the station completely, with no building, or frontage onto the main road.

5.62 There is also an opportunity to improve legibility of routes between the railway station and key destinations within the town such as Boundary Outlet, shops and amenities along Albert Road, the start of the West Craven Greenway, the wider catchment of residential areas within a 10 minute walk and greenspaces adjacent to the railway.

5.63 We recommend a more detailed study/masterplan for this area to explore the following:

- Feasibility of consolidating parking for the station with parking for the leisure centre, to free up frontage onto A56 for a building/landscaping for the station, to improve visibility of the railway station itself. Parking could be provided in a decked format to make better use of space
- Opportunity to look at options for gateway improvements at Bridge Street/A56/Guysyke junction to manage traffic movements and deliver improvements to pedestrians and cyclists
- Opportunities for reinstating vehicular access onto Crown Way from the A56, to improve connection to the leisure centre from the high street
- Opportunities for a new pavilion building on the station car park to signal the arrival at the station, and provide space for bike racks and electric bike charging points close to the station, to enable last mile commutes by bike
- Upgrades to the station with improved lighting, CCTV and passenger travel information on the platforms, and potential for a bridge crossing, should the Colne-Skipton line be reinstated
- Long term aspirations for residential led development on existing employment sites along Bridge Street. New homes and apartments, of a density appropriate to the setting could be provided here
- Opportunity for a new commercial building onto Vivary Way, which is designed to provide natural surveillance over the Greenway
- Enhanced connection through to Boundary Outlet through using lighting and signage to create a safer route
- Opportunity to create more of a gateway to the West Craven Greenway, with cycle parking, signage and artwork
- Opportunity to make more of a feature of the northern elevation of the Pendle Leisure Centre to signify arrival into Colne, for example by introducing a colourful piece of art or play space
- Provision of signage (in keeping with branding detailed in theme 1)
- Better connections to the existing green space to the west of the station, to make it a more attractive place to dwell, with activities such as urban gyms, playgrounds, benches and lighting

5.64 The masterplan supports plans to incorporate a new Wheelpark in this area, and see this as a great feature and asset at the start of the Greenway, promoting skateboarding, parkour and BMX activities.



1+2) Grey to Green in Sheffield had transformed a grey, highway dominated space into a walkable and public space and gateway, with artwork and benches to invite people to not just pass through but to dwell and enjoy the space

3) Feature wall and play space adds vibrancy to a blank facade, Fosse Park, Leicester

4) New medium density residential development which could incorporate apartments and townhouses, and designed around local heritage features and greenspaces.



An artists impression of how this area could look and connect in to existing active travel routes. New development is shown in white and these sites are discussed in more detail on pages 94-99.

Theme 2: A walkable and connected town continued

Project 2.3: Active travel routes

Travel by more active modes such as walking, wheeling or cycling provides a number of benefits, including improved health and wellbeing, reduced trips by car (resulting in lower pollution and emissions) and increased activity and footfall in the centre.

The consultation highlighted local people’s aspirations for more walking and cycling friendly routes, one participant mentioned how they had recently bought an electric bike to commute to work and this helped them to cycle over the steeper hills across Colne.

We endorse the emerging proposals in the LCWIP and have met with the team working on these to put forward and prioritise a number of routes which could benefit from being included in the framework.

The plan opposite shows routes we have identified, alongside routes included in the LCWIP consultation. We have identified the following routes and possible measures:

- East west routes:
 - Albert Road/Church Street/Market Street: To improve access along the high street and between the station and market with a focus on pedestrian movements. Interventions could include new pedestrian crossings, raised surfaces and kerb build outs. The feasibility of a cycle lane here would need to be explored further, with a preference to prioritise cyclist movement on the West Craven Greenway and through Waterside, to reduce congestion along the high street.
 - Through Waterside greenspaces and along Colne Water: To improve access to river and greenspaces. Interventions here could include new or improved crossing facilities, cycle lanes, improved access and new signage directing users onto the National Cycle network and wider Public Right of Way network
- North south routes:
 - Spring Lane/New Market Street/Windy Bank: To improve pedestrian and cyclist access from Vivary Way to the high street, focused around routes with key town centre assets (e.g. Town Hall). Interventions could include new pedestrian crossings, raised surfaces and kerb build outs, cyclist crossings, bike lanes
 - Bridge Street/Hill Street/Exchange Street/Colne Lane: To improve access between the high street/ railway station and residential areas to the south, plus the river corridor and riverside greenspace. Interventions could include new pedestrian crossings, raised surfaces and kerb build outs, cyclist crossings, bike lanes, improved access and new signage directing users onto the National Cycle network and wider Public Right of Way network

^{5.65} Public realm interventions within the Conservation Area should be sensitively designed to enhance the setting of historic buildings and spaces here.

Focus areas

- Albert Road
- Hill Street
- New Market Street
- Green Road
- A6068



1) Dedicated cycle lane in Altrincham

2) Feature parking for bicycles, Copenhagen



Figure 22. Active travel routes plan

Theme 2: A walkable and connected town continued

Project 2.4: The West Craven Greenway: Colne Station

5.68 The former Skipton-Colne railway line that runs from Colne railway station presents a significant opportunity for the town to create an accessible route for pedestrians, walkers, wheelers, horse riders and cyclists. The former line connects Colne to Earby, and which via the Kelbrook Junction can also potentially be linked to Barnoldswick. It could also continue back towards Skipton, through Thornton-in-Craven and Elslack, sustainably connecting the historic towns through sustainable active travel.

5.69 We see the Greenway as a major catalyst project which could really raise the profile of Pendle, not only increasing the opportunity for active travel between the towns and their shops, services and schools but also creating a new tourist trail, linked to the canal, wider walking and cycling networks and natural environment (as shown on the plan below).

5.70 The route enters each of the towns very close to the centre, and there is also an opportunity to use enhancement of the route to drive wider regeneration around the stop, for example in Colne, the start/terminus for the route at the station can drive regeneration around the station and leisure centre, help better connect it to the high street and drive investment in more residential led development in the area (as discussed in the previous project 2.2).

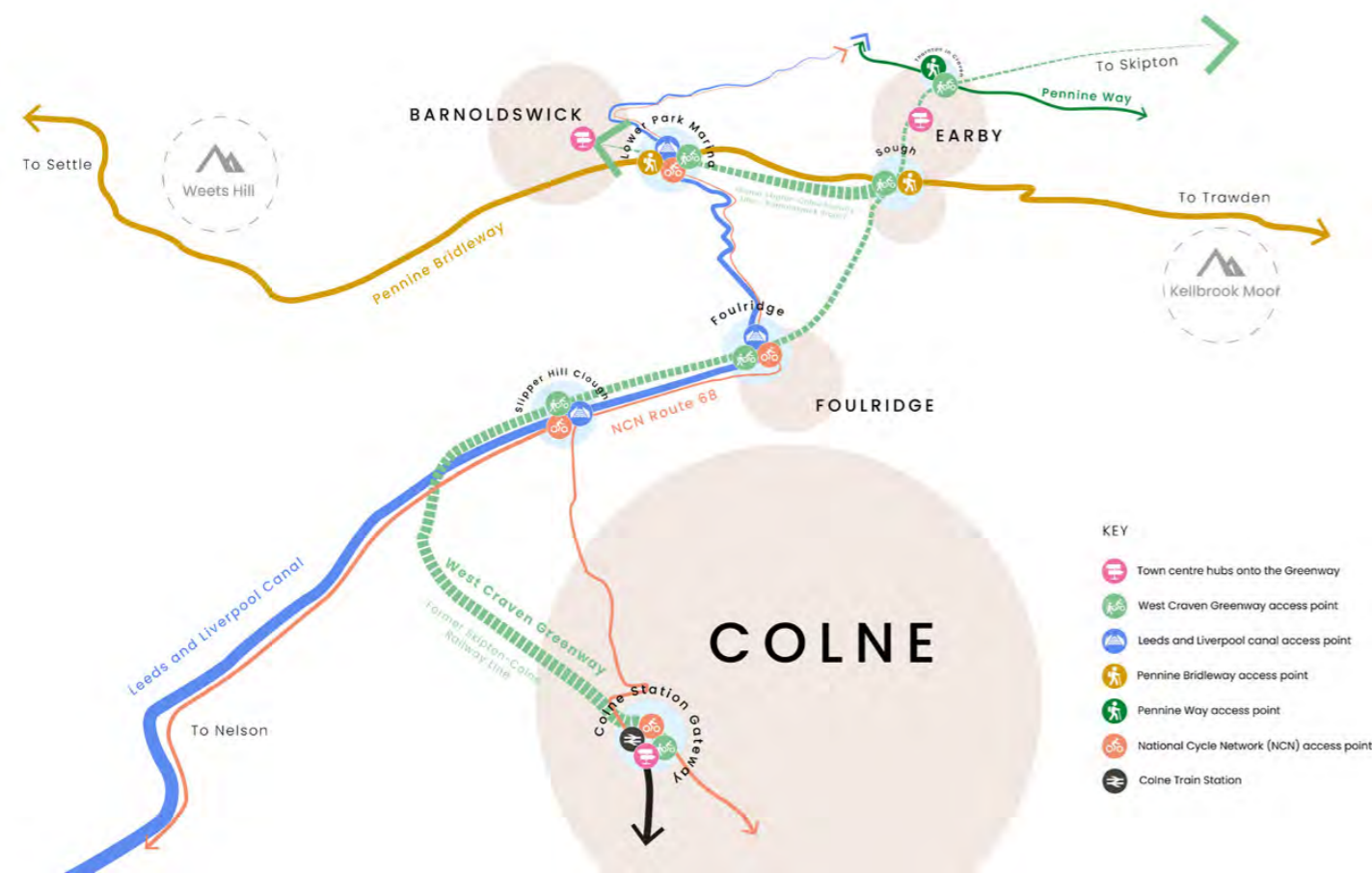


Figure 23. The West Craven Greenway and connections to strategic active travel routes

5.71 Other successful examples of creating traffic free, sustainable active travel attractions as well as connecting rural towns includes Padiham Greenway, Burnley (c. 2 miles) which is built on a former branch line, the Comber Greenway, Northern Ireland (c.7 miles); the Tarka Line Trail (c.18 miles) in Devon and; the Monsal Trail in the Peak District (c.8.5 miles). There are a number of benefits which we believe the route could promote, including:

- Enabling active travel between the towns, reducing the reliance on cars to get to local services between the town
- Creating a shared project between the towns, to create an excitement and buzz around regeneration in Pendle, and raise the profile of the three towns
- A wider tourism benefit, to attract visitors into the towns, to experience the heritage and landscapes along the trails and create opportunities for them to spend money at landing points in each of the towns.

5.72 Our recommendations for next steps on establishing the route and possible interventions include:

- Develop a more detailed route appraisal for the scheme and business case, looking at route locations to identify any issues or challenges and alternative route sections were required
- Produce a phasing strategy for the long term transformation of the route back into a railway corridor linking Colne to Skipton. Proposals for the line should be a meanwhile use, to enable a railway line to be reinstated in the future as required. As part of this strategy consider alternative routes for active travel/ improvements if the greenway turns back into a railway line
- Providing a cycling/mobility hub at the landing point in each town, to raise the on-street profile visibility of the trail and cycling
- The route appraisal will need to take into account existing Local Plan designations, which include Policy SP08: Natural Environment (which designates the route as a Biological Heritage site) and Policy SP11: Transport and Connectivity (which safeguards the route for former transport use).



- Cycle parking
- Self-service bike repair station, which could be provided as part of a cycle hub

Theme 2: A walkable and connected town continued

Project 2.5: Electric charging points

5.73 Lancashire County Council (LCC) approved the Lancashire and Blackburn with Darwen Electric Vehicle (EV) Infrastructure Strategy in July 2023 which sets out a plan to provide more EV charging points across the county to help residents convert to EVs and to help reduce transport related emissions. Additional EV charging points are needed to meet the expected growth in EV usage for those without access to off-street charging. The county council have already completed installation of bp Pulse charge points in county council car parks or on adopted highway. This includes 6 bays on Church Street (outside Shakleton Hall).

5.74 Future EV charging for cars, but also for Scooter and E-bikes should be considered at suitable locations within the masterplan area such as in public car parks, within on-street parking spaces and at cycle/scooter hubs to help with access to charging and reducing transport related emissions.

5.75 In Colne we recommend that these are provided within the Station Gateway i.e. in the railway station or leisure centre car park, and behind the library in Dockray Street car park.

Focus areas

- Church Street
- Leisure Centre Car Park
- Dockray Street Car Park



Theme 3: Town centre living and working

Introduction to theme 3

5.76 The theme 'town centre living and working' is about facilitating new residential development in the town centre and offering more flexible office spaces which can attract new businesses to the town. Through the baseline work, consultation and Neighbourhood Development Plan process, a number of sites have been identified which would be suitable for residential and employment development.

5.77 Providing homes and workspaces in or adjacent to the town centre provides many benefits including:

- Providing homes in a sustainable location - where people can easily walk or cycle to jobs, local services, amenities and public transport, reducing the reliance on private cars
- Increasing the population in the town centre, increasing footfall and spend in the centre, and capturing visitors to the night time economy in the centre
- Making more efficient use of brownfield sites - improving the use and layout of sites which respond to natural features around them such as topography greenspaces and bluespaces, developing derelict sites and sites which have a negative impact on the town centre environment.

5.78 The key projects that support theme 3 are:

- Combating littering and flytipping
- A new Market Quarter
- Waterside regeneration area

Potential benefits

5.79 Theme 3 will deliver an improved local built environment through investment which improves public amenities, enhances local character and distinctiveness benefiting residents, businesses and visitors alike. The re-imagining of parts of the town centre will unlock opportunities for residential and office development that could revitalise local shops and services, supporting a range of positive economic outcomes such improved business investment, productivity and economic activity as well as reduced vacancies. The theme also supports new residential areas set within existing, but enhanced green spaces which will lead to positive social and environmental outcomes.

Alignment with vision and strategic objectives:

- ✓ SO1 – Maximising LUF funding and focus change around the high street
- ✓ SO2 – Quality of the A56 corridor
- ✓ SO4 – Celebrate the town’s heritage and assets
- ✓ SO6 – Better choice of housing
- ✓ SO7 – Better connection to Colne water river valley and greenspaces
- ✓ SO8 – Welcoming, safe, attractive town centre
- ✓ SO10 – Attract new employers in the town

Project 3.1: Combating littering and flytipping

5.80 Through the consultation exercise it became clear that litter was a problem across the town centre and this was significantly reducing the quality and experience of existing green spaces, particularly along Albert Road, with a prevalence of flytipping also mentioned across certain streets in the Waterside area.

5.81 It was highlighted that this in turn was attracting vermin and costing the Council significant sums of money and time to deal with.

5.82 The charity [Keep Britain Tidy](#) has a number of case studies, where they have used extensive research into littering and the psychology behind it, to action strategies which successfully reduce both littering and flytipping in certain areas.

5.83 The Better Streets Programme, developed with Newham Council in London helped to reduce littering and fly-tipping by up to 72% through a range of interventions, which included:

- Crime scene investigation tape: high vis tape and stickers was placed on fly-tipped items and left in-situ for a fixed period of time to counter the draw attention to acts of fly-tipping (research suggested some people didn't realise they were fly-tipping when leaving rubbish next to existing bins) and counter the expectation that rubbish would be collected quickly and was socially acceptable
- Social impact stencils: chalk based stencils were used each time a fly-tip was removed, to highlight the impact on the local community, using slogans such as - 'Dumping waste wastes £x for your community'
- Values-based communication: Using a series of positive nudge actions, targeted campaign materials were designed to highlight the importance of disposing of waste responsibly.

5.84 Another campaign, 'Bin it for Good' - transformed bins into 'Charity collection bins' using large bin stickers to encourage people to use them, the more collected in each bin, the more money was donated to local charities.

5.85 We recommend connecting with Keep Britain Tidy to partner and make use of their resources for tackling littering and fly-tipping in the town. This will be a crucial measure for ensuring Colne remains a great place to live and work.

5.86 We also recommend identifying key locations for the provision of larger bins, and split waste bins for recycling where there is evidence of bins regularly overflowing.

Focus areas

- Albert Road/Church Street/Market Street
- Targeted streets in the Waterside area



Thematic Grouping	Indicative Outputs	Indicative Outcomes
Local Built Environment	<ul style="list-style-type: none"> • Public amenities/facilities created, improved or relocated • New or improved residential units • Commercial space created or improved • Enhanced local character and distinctiveness 	<ul style="list-style-type: none"> • Change in perceptions of place • Improved experience for residents, businesses and visitors • Greater town centre footfall • Improved vitality and resilience of local businesses and services • Change in business investment • Change in productivity and pay • Change in vacancy rate • Change in employment rate
Inclusion and Accessibility	<ul style="list-style-type: none"> • Green / blue space created or improved 	<ul style="list-style-type: none"> • Improved access to green space • Greater participation in exercise and outdoor activities • Better health and well-being outcomes
Natural Environment	<ul style="list-style-type: none"> • Improved / safeguarded natural environment 	<ul style="list-style-type: none"> • More sustainable and biodiversity local natural environment

Theme 3: Town centre living and working continued

Project 3.2: A new Market Quarter - humanising the A56 gyratory

The area of the A56 around the heart of the town centre has become a severance of the town centre itself from residential areas to the south. It is of an era when 'car was king' adding capacity to that previously afforded along Market Street.

It is generally underused and has created a town centre offer in the middle of a gyratory. Reducing this barrier entirely would risk significant amendment and increased traffic on Market Street, however proposals to reinstate Craddock Way as two-way and change the way inter-linking routes around the gyratory are used offers a significant opportunity to re-imagine this area that has inadvertently been the 'service yard' for the town, and where positive frontage lacks, adding to the feeling of disconnect created.

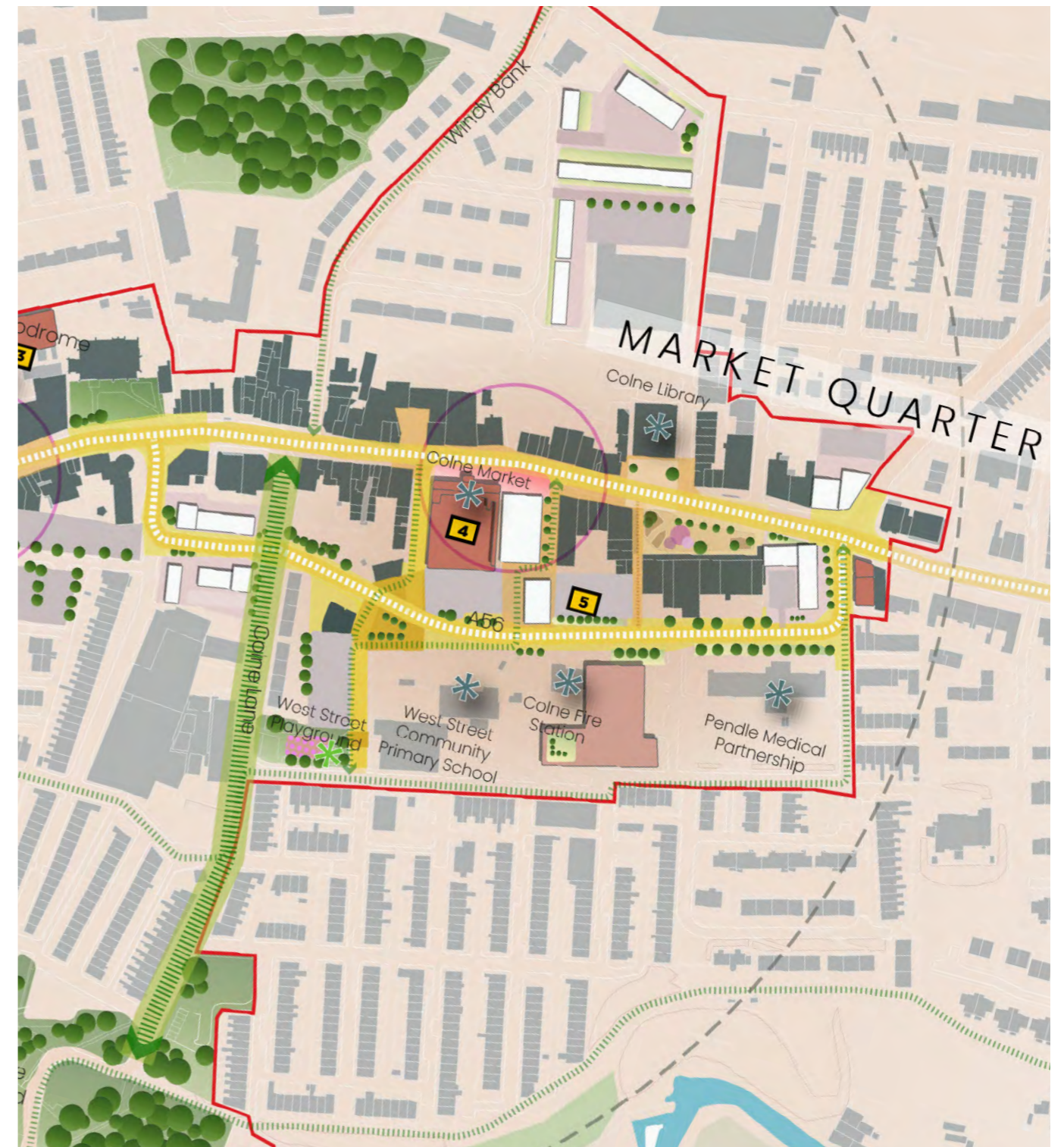
Change here could unlock land for new uses such as homes and offices/workspaces and catalyses on nearby investment in the market. This project builds on the thinking in Policy CNDP1 - Colne Market Town, in the Colne Neighbourhood Development Plan (CNDP) and proposes a number of sites which could promote 'repair of the urban grain' and have the potential to provide new homes and office space, improve the setting of existing heritage buildings and help to stitch back together the town centre core with the neighbouring residential areas and community facilities to the south.

5.87 An artists impression of how these opportunity sites could look are provided on the plan opposite (with new buildings shown in white), these sites are discussed in more detail on pages 96-101.



Medium density residential development precedents which could be appropriate on opportunity sites in the Centre.

Re-purposing a vacant retail unit with flexible workspace in Congleton Town Centre, Cheshire



Theme 3: Town centre living and working continued

Project 3.3: Waterside regeneration area

5.88 A critical mass of opportunity sites was identified through the baseline work in the Waterside area of Colne, south of the high street, providing a significant opportunity for change in this area, and what we foresee as a shift to more residential focused neighbourhood, whilst maintaining key sites for employment and light industrial uses.

5.89 The consultation exercises highlighted feeling unsafe in the waterside area, incidences of flytipping detracting from the local environment and overgrown areas limiting access to the area.

5.90 We see Colne Water and the existing, designated green spaces in this area as a great draw to the area and believe new development here could make this space feel safer, and act as a catalyst for enhancing the open space here and improving biodiversity and wildlife habitats along Colne Water.

5.91 The South Valley Masterplan from December 2007 provides a comprehensive insight into the area and what change could look like. Although key buildings have since been demolished and updated flood modelling reduces the feasibility of some sites, we still agree with the message to move towards more residential focused development in the long term, as sites come forward.

5.92 Through new development there is also more opportunity to open up the river for walking and cycling, and connect into new routes proposed through the LCWIP.

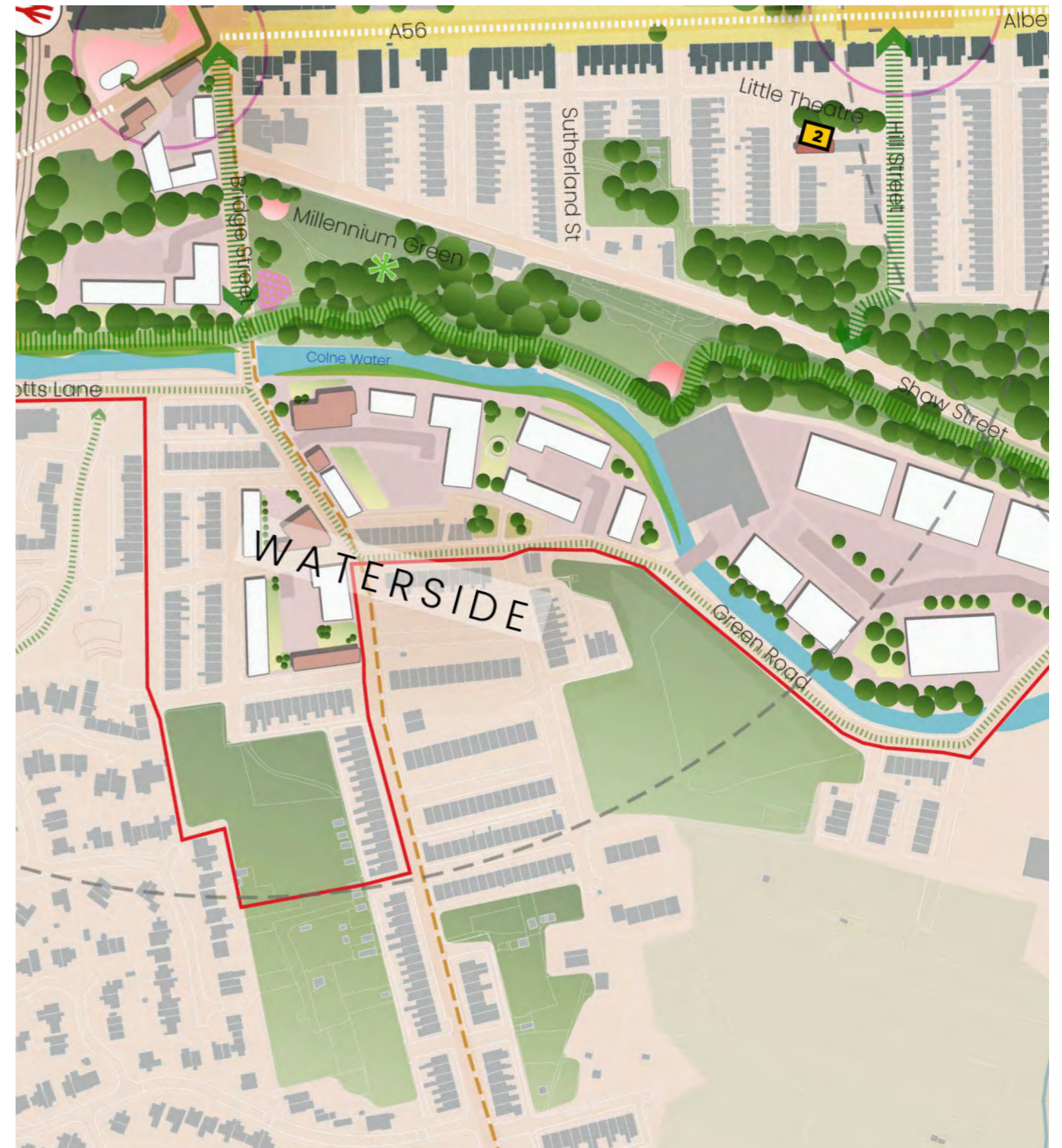
5.93 An artists impression of how these opportunity sites could look are provided on the plan opposite (with new buildings shown in white), these sites are discussed in more detail on pages 96-101.



Scale and density of the houses and apartments which could be delivered in the Waterside area. New homes could be designed specifically for multi-generational living or for the elderly, as requested at the consultation.

Focus areas

- Knotts Lane
- Green Road



Theme 4: A greener town

Introduction to theme 4

5.94 The 'a greener town' theme responds to the need to better reflect the wider landscape setting of Colne, by enhancing and better integrating existing green spaces in the town centre.

5.95 Colne has some very well kept green spaces, gardens and playgrounds, however, we feel Colne Water is a under appreciated asset, with a significant opportunity for enhanced biodiversity, measures to make it more accessible and more opportunities to attract footfall and ensure it is a safe space.

5.96 The layout of many terraced streets in Colne has resulted in a lack of front and back garden space, and so we see an opportunity to create green alley ways and 'retrofit' street trees back in, enhancing biodiversity and bringing neighbours together over community garden projects and shared interests in gardening and eco-projects.

5.97 The key projects that support theme 4 are:

- Back alley greening
- Colne riverside park

Potential benefits

5.98 Theme 4 will deliver investment to create and improve green spaces in the town as well improving access to these spaces. This will facilitate health and well-being outcomes through greater participation in exercise and outdoor activities and encourage social outcomes through improved community cohesion. This theme will also enhance the local character and distinctiveness benefiting residents, businesses and visitors alike and supporting a shift in the perceptions of place. Through the introduction of opportunities for biodiversity, Theme 4 will facilitate a more sustainable and biodiverse local natural environment.

Alignment with vision and strategic objectives:

- ✓ SO4 - Celebrate the town's heritage and assets
- ✓ SO5 - Better balance between cars and people
- ✓ SO7 - Better connection to Colne water river valley and greenspaces
- ✓ SO9 - Expand cultural offer, promote a whole day experience

Thematic Grouping	Indicative Outputs	Indicative Outcomes
Local Built Environment	<ul style="list-style-type: none"> • Enhanced local character and distinctiveness • Public amenities/facilities created, improved or relocated • New trees planted 	<ul style="list-style-type: none"> • Change in perception of place • Improved experience for residents, businesses and visitors • Greater town centre footfall • Improved vitality and resilience of local businesses and services
Inclusion and Accessibility	<ul style="list-style-type: none"> • Green / blue space created or improved 	<ul style="list-style-type: none"> • Improved access to green space • Greater participation in exercise and outdoor activities • Better health and well-being outcomes • Improved community cohesion
Natural Environment	<ul style="list-style-type: none"> • Improved / safeguarded natural environment 	<ul style="list-style-type: none"> • More sustainable and biodiverse local natural environment • Better climate resilience

Project 4.1: Back street greening

5.99 The layout of 19th century terraced housing in Colne, resulting in a number of tight, terraced streets means some areas lack trees and plants and can in some places feel very grey.

5.100 The masterplan identifies a number of existing back streets which could be brought forward for improvement for the benefit of existing residents. Case studies show multiple benefits which include fostering better relationships between neighbours, allowing neighbours to host mini-events, increasing amenity value, reducing instances of anti-social behaviour through improved boundary treatments and creating more child-friendly spaces.

5.101 There are many successful examples of where back street or alley way greening has worked, and which still allow for daily requirements such as secure bin storage, being able to access bins for refuse collection and maintaining vehicular access for residents parking.

5.102 There are also a number of community gardens in Colne already such as on Cliff Street, behind Burnley Road, Mabel Street and Clarence Street which residents could share tips and learning across.

5.103 Organisations such as Groundwork have supported a number of communities to bring forward back street improvement schemes through community co-design.

5.104 They provide local community groups with nature based solutions, technical advice and capital funding. Any proposals for back street improvements in Colne would be delivered through co-design and consultation with local residents.



Focus areas

The masterplan has identified the following streets where this could be further explored and developed, if residents are interested:

- Streets between Bridge Street and Colne Lane

Further design development and testing is required to understand the extent of potential green infrastructure improvements that can be achieved.

Theme 4: A greener town continued



Project 4.2: Colne riverside park

5.105 There is an opportunity to improve and enhance the area and green spaces around Millennium Green and along Colne Water. Investment has been made into some of the green spaces and playgrounds, but during the consultation, attendees mentioned feeling unsafe in this area and there not being enough there to draw them down. We see an opportunity to improve access to greenspaces here and along the Colne Water corridor, to attract more footfall, enhance biodiversity and better appreciate the setting of the river and topography. We recommend the following measures and have illustrated how the riverside could be transformed on the plan above:

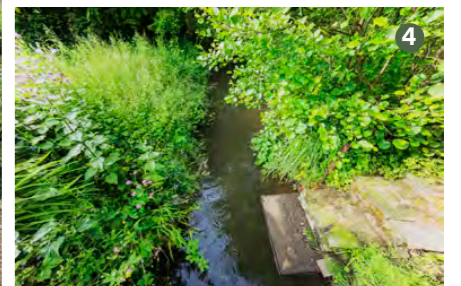
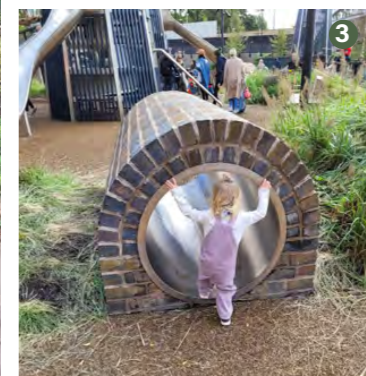
- Providing new signage to Waterside and the green spaces here, from the town centre
- Improving street lighting around this area, making a feature of the bridge archways over Knotts Lane
- Providing activities such as urban gyms, playgrounds and picnic spaces to attract people to visit
- Setting up a biodiversity/nature trail along the watercourse to help link the spaces together and highlight the importance of biodiversity and conservation
- New habitat rich planting to increase biodiversity, and restore wildlife numbers.

5.106 This project goes hand in hand with redevelopment of the opportunity sites in the Waterside area for residential led development (project 3.3). Providing more homes here will bring more people to the area and housing designed in keeping with the Colne Design Code, will ensure buildings appreciate their setting, use suitable materials and can provide more active surveillance over the river and green spaces.

5.107 This area should be Colne's riverside park, and should easily draw visitors from not only the surrounding residential areas but from further afield. It should capture visitors to the high street, offering an all day experience for families in Colne, and providing more opportunities to connect with nature and water.



- 1) Creating paths through woodlands using natural materials
- 2) Podium overlooking a watercourse to provide views and create a better sense of connection with the water
- 3) Introducing play spaces, inspired by heritage and historic uses in the area, Mayfield Park, Manchester
- 4) Improving biodiversity and restoring wildlife habitats



Opportunity sites

5.108 A number of opportunity sites have been identified through the study, which we believe would be suitable for redevelopment/refurbishment or change of use. We are not proposing instant change on these sites, rather see these as the most suitable sites for re-development in the future, should current uses or business requirements change. Below we provide a description of the opportunity for each site, which has been informed by the wider objectives and themes, presented earlier in the masterplan:

Site	Ref	Ownership	Opportunity
Buck Street Site	CNDP 6/1	Various	Identified in the Colne Neighbourhood Development Plan 2023 (CNDP) and allocated for residential development.
Shaw Street Site	CNDP 6/2		
Thomas Street Car Park	CNDP 6/3		
Bankfield Street Site	CNDP 6/4		
Primet Foundary/ Greenfield Mill	1	Various private ownerships including AJ Bell Trustees Ltd and Sportex Investments Ltd	Historic Mill at prominent gateway into Colne from Nelson along the A56. Good mix of businesses which should be supported to thrive in the centre – e.g. through schemes to improve energy efficiency and attract further businesses.
Area around Colne Station and Pendle Leisure Centre	2	PBC (2 leaseholders of Lloyd Motors Ltd and Pendle Leisure Ltd)	Key gateway into the town identified through the masterplan. Opportunity to improve visibility of the station, upgrade the public realm and create a new gateway feature as the area becomes the entrance to the Greenway. Opportunity to provide new cycle/ mobility hub here, with improved cycle crossing onto the A56. Opportunity for more efficient use of parking areas to the north of the leisure centre, could free up space for a commercial/retail unit with frontage onto A6068/Vivary Way, sensitively designed to provide active frontage onto the cycle routes/Greenway here. Northern area of the Leisure Centre Car Park is set aside for a Wheelpark that is currently being designed, this would provide a space for skateboarding, parkour, and BMX activities and would provide a complimentary use at the start of the Greenway.

Site	Ref	Ownership	Opportunity
Employment sites off Bridge Street, including Colne Tyre Centre, Grahams of Colne, Supergrip UK, Sites off Bridge Street	3	Mainly 2 private companies Bridge Street Stone Ltd and R Kirk & Sons Ltd but split into multiple sites. Also Colne Town Council own land in North West.	Key sites at the station gateway, with an opportunity to better frame arrival into Colne from the west and station area. Could be included in a long term strategy to promote residential led mixed use in this area. Sustainable location for travel by public transport, overlooks waterside green spaces and meets objectives to provide more housing in the town centre. Not recommended for CPO as established businesses here important for the town. If the sites are no longer suitable/required for established businesses, they should be redeveloped for residential. Sites could be brought forward together to deliver higher density scheme, we recommend Primet Community Centre and garden and retail buildings fronting A56/Primet Hill would be retained.
Sefton Works, Shed Street*	4	Unique Property Company Ltd	Building with character, which could be refurbished and promoted for residential or mixed use development in the long term. Adjacent to site identified for housing in the CNDP. Planning application 18/0388/FUL approved in August 2018 for change of use from car park to B1a/B8.
Green Works (Formerly Hycrome Europe Ltd.) site on Knotts Lane*	5	Private owner	Mill and scrap yard, some heritage value but in a state of disrepair. Good location for residential development in waterside area of change. Opportunity to retain some of the existing mill features/buildings.
Employment sites, former Gas Works, Knotts Lane/Green Road*	6	Bridge Street Stone Ltd., Jimobi Ltd.,	Employment site, across two ownerships adjacent to Colne Water and outside of flood zone. Long term opportunity for residential development to transform waterside area. Opportunity to open up access to the river and provide higher density residential developments with apartments overlooking water and green space, around 50-85 dph. Mill buildings of character on Knotts Lane should be retained and incorporated into the scheme. Not recommended for CPO, but if sites no longer meet requirements, could be repositioned as residential in the long term. Planning (19/0649/FUL) approved in November 2019 for erection of B1 industrial unit – unsure if been built yet.
Land on west side of Spring Gardens Road	7	NP Structures Property Ltd.	Large employment site adjacent to Colne Water within the Flood Zone. Opportunity to intensify employment uses on the site. Could relocate decanted employment uses here. Opportunity to provide a green buffer along Shaw Street, to bolster green link through waterside area. Planning permission for light industrial uses (steel and fabric storage building and open storage area) granted 2019, may have expired.

*These sites were also identified through the Colne Neighbourhood Development Plan process

Opportunity sites continued

Site	Ref	Ownership	Opportunity
BT Site, Craddock Road	8	British Telecommunications Plc (4 leaseholders of British Telecommunications, Arqiva Services, AutumnWindow Ltd, AutumnWindow No.2 Ltd)	Dated building on the A56 gyratory/key area of change. Opportunity to redevelop the site for residential in the long term, but may be challenges and substantial costs to relocate telephone infrastructure.
Trawden Furniture Shop	9	Private owner	Opportunity for new residential development fronting onto the A56 gyratory/area of change. Residential led, with opportunity for ground floor retail. Existing building (Colne Auction Saleroom) on the eastern side of the site has character but is not listed, siting may impact redevelopment potential.
Ambulance Hall, Midgley Street	10	Colne Ambulance Association	Building with heritage character in prominent position on A56 gyratory/area of change. Opportunity for continued refurbishment and energy efficiency retrofit to aid use of building for community or employment/workshop uses.
Colne Market and car park	11	PBC	<p>Planning application(23/0601/FUL(granted in December 2023. Works supported by LUF.</p> <p>Refurbishment and extension of the existing market hall and first floor apartments, including demolition of the existing glazed canopy and rear garages, the construction of a new stair and lift tower and the formation of 2no. 1 bedroom apartments through material change of use with ancillary external works to form a new public car park and bus stop.</p> <p>Plans for a cinema on car park to the eastern side of the Market being explored, this would compliment regeneration of the market quarter..</p>
Colne Bus Station	12	PBC	<p>Bus shelters and bus turning area with potential to be decommissioned as part of wider scheme to improve bus services. Opportunity to provide new public car park here, to replace spaces lost around the market and on A56 through public realm enhancement. Could also be used as temporary events space during festivals, as has been used in past years with little disruption to buses.</p> <p>There is also an opportunity for development on part of the site with frontage onto Craddock Road, this could provide residential development with scope for ground floor retail uses.</p> <p>Also opportunity to consider the site alongside adjacent retail units to the north, as described below.</p>

Site	Ref	Ownership	Opportunity
42-52 Market Street	13	Various including Pendle Enterprise and Regeneration Ltd.	Two storey commercial units at the western end of Hartley Square, with active retail units. Removal/ re-location of this block of units could help to improve pedestrian links between the refurbished Market Hall, shopping precinct and library and create a large 'town square' space for hosting events such as the Grand Prix. As units are well occupied, feasibility will need to be further explored. There is potential to consider this site alongside the bus station area to the south, to provide a town square fronting onto Market Street, with a mixed use development (residential apartments and ground floor retail and commercial units) on the bus station area.
Colne Police Station	14	Police and Crime Commissioner for Lancashire	Former police station, (stations are being consolidated into one large station in Nelson). Long term opportunity for residential here. Short term opportunity for refurbishment, and could attract new employer/ flexible workspace operator which can bring higher skills and professional services into town centre
Building at the end of Hartley Square	15	Pendle Enterprise and Regeneration Ltd.	One storey corner unit at key eastern gateway into Colne town centre. If demand for current commercial floorspace reduces, there is an opportunity for higher density residential led development here (3-4 storeys), with potential for ground floor retail/commercial space to replace lost floorspace.
Cross Skelton Street Car Park	16	PBC	<p>Existing car park which holds prominent frontage at key gateway into Colne Town centre from the east. A new high quality building with frontage onto the A56 would enhance entrance into town here, opportunity for residential apartments with ground floor commercial/ mixed use. Some public car parking could be retained at back.</p> <p>Site would need to be tested against parking strategy, to ensure loss of spaces would be acceptable.</p>
Tower Building, Newtown Street/ Keighley Road	17	Private owner	Key three storey heritage building at eastern gateway to town centre. Opportunity for sensitive redevelopment of heritage building into residential apartments, potential for commercial units at ground floor to be retained.
Caravan storage site, Dockray Street/Norfolk Street.	18	Private owner	Caravan storage site adjacent to a site allocated for housing in the CNDP. Large site and good opportunity for residential redevelopment in a sustainable location, should business operations relocate. Would need to take into account steep change in levels.

- Key:
- Masterplan boundary
 - ✱ Key assets
 - Land in PBC ownership
 - Conservation Area
 - Local green space (Protected in CNDP)
 - Existing watercourses
 - Flood risk areas - Flood zone 2
 - Flood risk areas - Flood zone 3
 - Sites with current planning proposals
 - Housing sites identified in the CNDP
 - Town Centre Redevelopment Zone (identified in the CNDP)
 - Redevelopment opportunity sites
 - Longer term redevelopment opportunity
 - Buildings to be improved
- LUF Projects:
- 1 Muni Theatre
 - 2 Little Theatre
 - 3 Pendle Hippodrome
 - 4 Colne Market
 - 5 Colne Bus Station

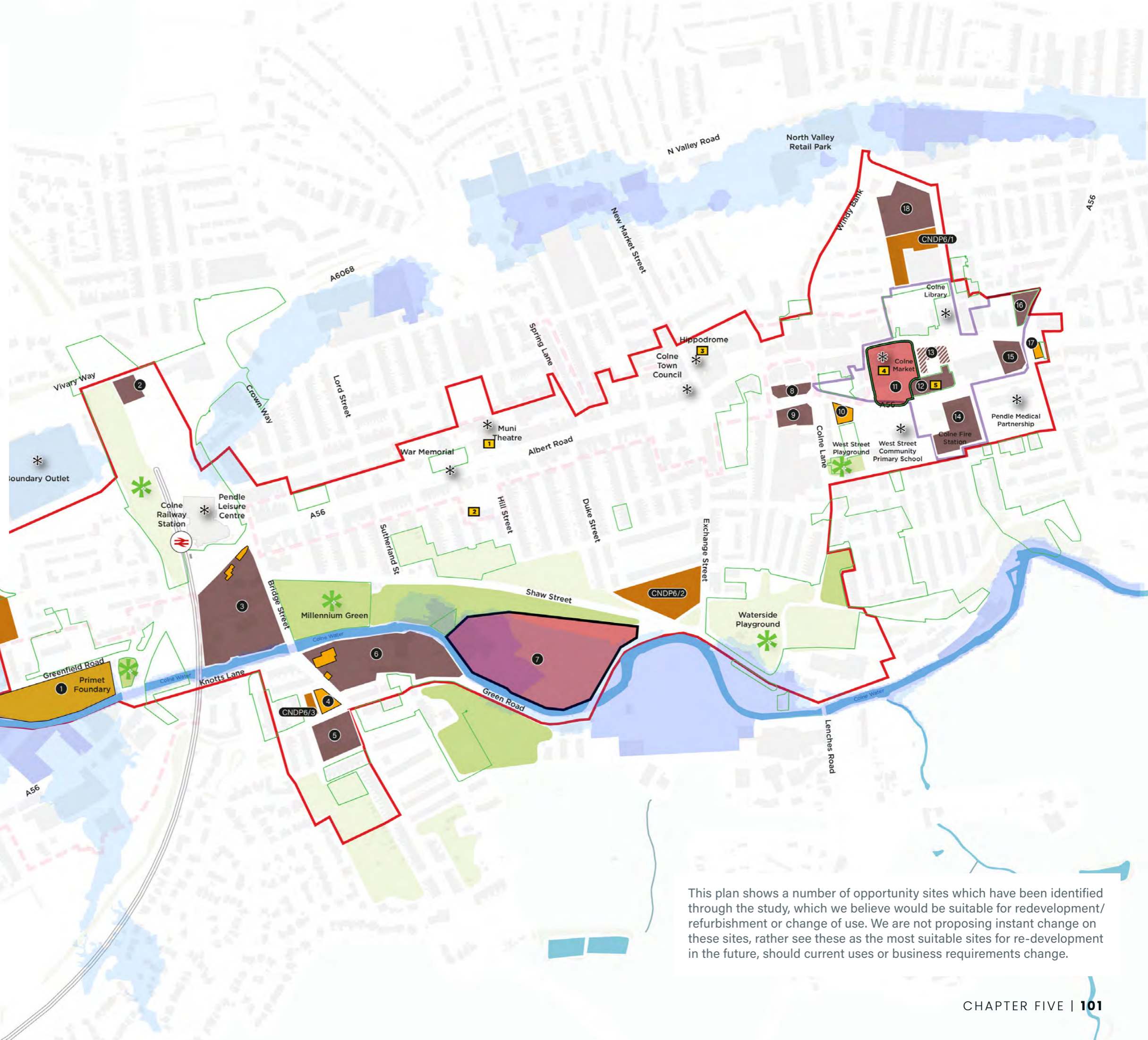


Figure 24. Colne opportunities plan



This plan shows a number of opportunity sites which have been identified through the study, which we believe would be suitable for redevelopment/refurbishment or change of use. We are not proposing instant change on these sites, rather see these as the most suitable sites for re-development in the future, should current uses or business requirements change.

Opportunity sites continued

Potential benefits:

5.109 The redevelopment and refurbishment of opportunity sites enhance the local built environment and will drive economic outputs and outcomes through the provision of commercial floorspace driving productivity growth, job creation and the increased vitality and resilience of local businesses and services. The delivery of new or improved residential units will deliver increased energy facility, change in the perception of place, and improved experience for residents.

5.110 Improvements to inclusion and accessibility through public transport improvements and new or improved car parking will support access to employment opportunities, deliver a change in passenger experience and satisfaction, drive greater town centre footfall, and improve the vitality and resilience of local businesses and services.

Thematic Grouping	Indicative Outputs	Indicative Outcomes
Local Built Environment	<ul style="list-style-type: none"> New or improved residential units Sites cleared Dilapidated buildings improved Public amenities/facilities created, improved or relocated Floorspace rationalised Community space created or improved Commercial space created or improved Heritage buildings renovated/restored 	<ul style="list-style-type: none"> Change in perception of place Improved experience for residents, businesses and visitors Change in business investment Change in productivity and pay Change in employment rate Change in vacancy rate Improved vitality and resilience of local businesses and services Increased energy efficiency
Inclusion and Accessibility	<ul style="list-style-type: none"> Public transport improvements New or improved car parking spaces 	<ul style="list-style-type: none"> Improved access to employment opportunities Greater town centre footfall Improved vitality and resilience of local businesses and services



CHAPTER SIX

Delivery framework

FINAL DRAFT
FOR EXECUTIVE
BOARD



Delivery and funding

6.1 This masterplan could promote real change in Colne.

6.2 Although Pendle Borough Council has commissioned this masterplan and will need to take a lead role in its delivery, the realisation of the vision will require collaboration with the private sector (developers, local businesses and potential investors) and other local partners (including the local community) to determine detailed action plans for each of the proposed projects.

Governance

6.3 It will be important to ensure that appropriate governance is put in place to oversee and steer the delivery of the masterplan. Wherever possible the agreed structure should align with existing governance structures rather than introduce additional structures which could be unsustainable in the longer term.

6.4 More intensive support will be required in launching the masterplan, determining priority actions (including identifying/ accessing funding) and commencing quick wins and short term projects but should become less onerous in the medium term as identified partners drive specific projects forward.

6.5 Consideration should be given as to whether a layer of governance is required above the individual towns overseeing the three masterplans (and potentially Nelson to ensure opportunities for collaboration are considered).

Delivery

6.6 It is anticipated that responsibility for driving the delivery of the whole masterplan will sit with the Council but that individual projects will be led by identified partners (not necessarily Pendle Borough Council). This would include LCC, Colne Town Council, Colne BID and other local business/ community groups as well as technical support from wider partners such as Environment Agency.

6.7 Once priority actions are agreed (see below), it is recommended that dedicated working groups are set up to drive specific short term priority actions forward. The action focused working groups will be responsible for:

- Defining the details of the proposed action
- Seeking funding - this might require support from other partners
- Determining the timetable for intervention
- Monitoring and evaluating progress against key performance indicators and refining actions if agreed outcomes are not being met.

6.8 There are a number of common themes (for example greener and more walkable and connected towns) and draft projects (branding and wayfinding, back-street gating and active streets) across the masterplans for

Barnoldswick, Colne and Earby. Consideration should be given to the benefits of setting up some working groups which cover all three centres (and potentially Nelson) where there may be economies of scale and improved access to funding through a larger programme of improvements.

6.9 The makeup of the working groups will vary depending on the specific actions they are focused on. It is important to ensure that the same people are not tasked with getting involved in all the working groups as this will impact on progress. As such the number of working groups and pace of delivery will depend on the number of stakeholder partners that can be engaged with and encouraged to get involved.

6.10 The working groups will report progress into the agreed governance structure and Pendle Borough Council.

6.11 Where issues regarding progress/delivery are identified discussions will need to be held to determine the required refinements to get progress back on track.

Action Plan

6.12 An action plan is provided from page 109.

Funding

6.13 Potential sources of funding to support delivery of the masterplan could include:

- Private sector – working with local landowners to encourage them to bring their sites forward or local developers who are keen to make their mark in an area which they are passionate about. Working with local businesses (including Boundary Outlet, those located in the North Valley Retail Park as well as local independents situated in the Centre) to encourage them to deliver social value in their local areas and encouraging local specialist to add value for example around marketing and landscaping
- Other public sector partners - encourage them to release underutilised sites/ building so that they can be repurposed into more productive uses. As well as encouraging public partners to invest their budgets into the area including LCC, Environment Agency and Groundwork
- S106 monies from new developments
- Community Funds – there are a number of funding pots available that community groups can apply for such as United Utilities
- Homes England – to access existing sources of funding such as BIL but also to be ready to respond to new opportunities which might

emerge specially to support investment in existing homes and to improve energy efficiency to meet climate commitments

- New funding streams – the Masterplan has been prepared to be flexible to that the project can be adapted to respond to new funding sources which a new Government may look to deliver.

6.14 Importantly this Masterplan will provide the platform to support funding bids by public partners and community groups establishing the strategic framework to demonstrate the need for intervention and its wider support.

6.15 It must be recognised that in the current period of public sector spending cuts, Pendle Borough Council cannot be expected to lead and fund all the projects identified in the masterplan. Future investment in Colne will be maximised where public and private partners come together with the local community to access available funding and harness local talent and resources.

Engagement

6.16 Building upon the engagement undertaken to prepare the masterplan, an engagement plan will be prepared and delivered which ensures that the local community and local partners are aware of the masterplan and its priority actions and how their delivery is progressing. This will include updates through the following mechanism:

- Pendle Borough Council, Colne Town Council and Visit Pendle websites
- Social media – such as Colne Levelling Up website and Colne Talk
- Businesses including Boundary Outlet, those located on North Valley Retail Park and those within the heart of the Centre
- Colne Business Improvement District (BID)
- Identification of local ambassadors who can promote positive messages about the centre and progress on delivery of the masterplan
- Events such as those held for Christmas, Easter and Halloween and Soapbox Challenge

6.17 Key partners who will need to be engaged with initially will include Colne Town Council, Lancashire County Council, Environment Agency, Visit Lancashire and local businesses and community groups including local sports clubs (Colne Football Club and Colne Cricket Club) and cultural destinations (including Muni Theatre, Little Theatre and Hippodrome). As well as active developers in the Centre such as Barnfield Construction and PEARL Together.

Delivery and funding continued

Future re-instatement of the Colne-Skipton Railway

6.18 There is potential for the Colne to Skipton historical rail line to be considered for re-opening as a new east-west link across the north improving rail connectivity in the region.

6.19 This is a longer-term aspiration, as improvements to other lines in the north are currently on-going and planned.

6.20 In the shorter term, the line is proposed as an option for a green corridor, providing a cycle route between Colne and Skipton.

6.21 This would provide an opportunity to build up non-car patronage along this corridor and build a profile of the route and the sustainable links that it can create.

6.22 If in the long term, plans for the rail re-opening come forward, there is scope to assess the feasibility of maintaining a cycle route, as well as providing a rail connection.

6.23 This creates both a short and long term sustainable transport corridor along this historic route connecting key local towns and centre within the region.

Key

- Short 1-2 years
- Medium 3-5 years
- Long 5+ years

Action plan

6.24 The table on the following pages provides a summary of the key actions to support the Colne Masterplan. For each action it provides the following, grouped by theme:

- Project name
- Potential timing - projects are grouped into short (1-2 years), medium (3-5) and long (5+ years) term
- Project description
- Alignment with strategic objectives
- Lead organisation and other potential partners
- Alignment with neighbouring towns

Project	Time-frame	Description	Alignment with Strategic Objectives	Lead Organisation and Partners	Alignment with Neighbouring towns
Theme 1: A destination high street					
1.1 Heritage retrofit		Identification of key heritage assets along Albert Street/Church Street/Market Street and Craddock Road for retrofit to increase energy efficiency and reduce carbon emissions.	SO4, SO8	Pendle Borough Council, Local Businesses, Colne Town Council	
1.2 Branding and wayfinding		Branding and wayfinding exercise to create strategy and commission signage, street furniture and artwork along the high street.	SO1, SO3, SO7, SO8, SO10	Pendle Borough Council, Local Businesses, Creative Lancashire, Colne Town Council	✔
1.3 The high street journey		Tactical urbanism style interventions in select areas along the high street, to include seating, parklets, artwork and planters.	SO1, SO2, SO4, SO8, SO9	Pendle Borough Council, Local Businesses, Colne Town Council	
1.4 Market Street - public realm remodel		Project to enhance the public realm and function of the area around the market for visitors on foot, cycling and using public transport. Opportunity for more extensive public realm works once the BSIP proposals and highway interventions have been tested.	SO1, SO5, SO8	Lancashire County Council, Pendle Borough Council	

Action plan continued



Project	Time-frame	Description	Alignment with Strategic Objectives	Lead Organisation and Partners	Alignment with Neighbouring towns
1.5 New Market Street		Project to stop-up the highway and provide a temporary outdoor space for sitting and gathering on New Market Street, to attract and accommodate activity generated by the Hippodrome Theatre and bars and restaurants along this street.	SO1, SO5, SO8, SO9, SO10	Lancashire County Council, Pendle Borough Council, Colne Town Council	
Theme 2: A walkable and connected town					
2.1 A better east-west connection: Pilot transit system along albert Road		A transit option to increase connectivity along the high street and improve access from the station to Market.	SO2	Lancashire County Council	
2.2 Colne Station Gateway		Procurement of a more detailed masterplanning exercise to explore the arrival experience at the station, transfer to wider cycling network, parking, future residential opportunities along Bridge Street.	SO1, SO3, SO6, SO10	Lancashire County Council, Network Rail	
2.3 Active travel routes		Prioritisation of key walking and cycling routes through Colne, to improve access, crossings and user experience.	SO2, SO3, SO5, SO7, SO9	Lancashire County Council, Pendle Borough Council, Colne Town Council	✔
2.4 The West Craven Greenway: Colne Station		Creation of the West Craven Greenway, a walking and cycling route connecting Colne, Earby and Barnoldswick, using sections of the former Skipton-Colne railway line, with it's start/terminus in Colne.	SO5, SO9	Lancashire County Council, Pendle Borough Council	✔
2.5 Electric charging points		Project to provide more Electric Vehicle, bike and scooter charging points at key locations in Colne.	SO5	Lancashire County Council	✔



Project	Time-frame	Description	Alignment with Strategic Objectives	Lead Organisation and Partners	Alignment with Neighbouring towns
Theme 3: Town centre living and working					
3.1 Combating littering and flytipping		Development of a partnership with Keep Britain Tidy to carry out investigations and suggest a campaign/project to tackle littering on the high street and flytipping in the Waterside area.	SO7, SO8, SO9	Pendle Borough Council's Environmental Services, Local Community Groups, Local Businesses	
3.2 A new Market Quarter		Transformation of the A56 gyratory through new development sites to provide new residential and employment spaces in the town centre.	SO1, SO2, SO5, SO6, SO8, SO10	Lancashire County Council, Developers	
3.3 Waterside regeneration area		Transformation of the waterside area through new development to provide new residential and/or employment development in the Waterside area.	SO6, SO7	Developers	
Theme 4: A greener town					
4.1 Back street greening		Community-led gardening scheme to enhance environment and function of streets behind rows of terraces, providing planting, playspaces and enhancing biodiversity.	SO8	Local Community Groups, Local Businesses, Pendle Borough Council, Groundwork, Colne Town Council	
4.2 Colne riverside park		Project to enhance greenspaces around Waterside with a focus on enhancing the river corridor and access along it, increasing biodiversity and creating an attractive destination for local residents and visitors.	SO7, SO9	Local Community Groups, Local Businesses, Pendle Borough Council, Groundwork, Environment Agency, Colne Town Council	

List of supporting documents

Key Findings Presentation: Colne, Barnoldswick and Earby, October 2023

Colne, Earby and Barnoldswick Masterplans, Placed Community Engagement Final Report, October 2023

Placed Community Engagement Interim Report, November 2022

Colne Baseline Document, February 2023

Colne Masterplan Plan Pack, February 2024

Index of sources

Socio-economic statistics;

- Census 2011
- Census 2021
- Business Register and Employment Survey
- ONS 2022
- ONS 2023
- UK Business Count

Property market statistics

- Census 2011
- Rightmove, October 2022
- Food Standards Agency 2022

