

**RIBBLE VALLEY LDF CORE STRATEGY**  
**TRANSPORT POSITION PAPER**

(7-7-08)

## **1. INTRODUCTION**

The Ribble Valley has good communications that open the area to the rest of the country. The A59 is the main route across the Borough running west to east, linking directly to the M6 in the west and serving access routes to the M65 to the south-east. It also has a railway line running through the southern part of the Borough connecting to other parts of the network at Blackburn and Preston in the west and Hellifield in the east. The West Coast Mainline connection is at Preston, 30 minutes away from Clitheroe which also has direct services to Manchester. Manchester Airport is approximately 1 hour by car from Clitheroe with links to over 200 destinations worldwide while the rapidly expanding Blackpool International airport is 40 minutes to the west.

As a predominantly rural borough however, the area has a high dependence on private car ownership and a restricted public transport network. Traffic congestion is not a widespread problem but there is conflict between pedestrians and traffic in shopping centres.

There have been recent improvements to two of the area's bus stations and work is currently underway to improve the local railway line for both freight and passenger traffic, which will be completed in early 2009. Apart from this work there are no other major transport investments due for the area in the medium term. There are ongoing discussions regarding the improvement of a section of the rail network between Bolton and Blackburn which currently limits connections from the Ribble Valley to the Manchester City region.

Ribble Valley is one of two Lancashire Districts in which the proportion of people travelling less than 5km to work is below national averages, reflecting the Borough's history as a commuter dormitory. It has significant commuter flows both incoming from workers living outside the area (10,000 journeys per day in 2001) and also an even bigger flow of residents leaving to work outside (12,300 in 2001). Both flows increased from 1991 to 2001. As a proportion of its resident population these flows are higher than adjacent authorities. Road casualties are at or below Lancashire averages but slightly above the national average.

The Borough is also a significant tourist destination hosting 2.7 million tourist days, generating over £90 million in revenue in 2006.

Public transport, both road and rail, has an important role to play in the Borough's transport. Despite Ribble Valley having a higher than average rate of car ownership a significant number of local households still do not have access to a car. Addressing the needs of this group is a challenge as conventional bus services are relatively costly to operate in rural areas. Several commercial operators run bus services in the area, with some services being subsidised by public funds through Lancashire County Council, the Local Transport Authority for the area.

Bus services run from Clitheroe Interchange, which has recently been upgraded, where they connect with rail services, and connect the area to surrounding settlements such as Preston, Burnley, Accrington and Manchester through the hourly X40 bus. There are also rural services including the Bowland Transit service. The Ribble Valley Rider offers a Dial a Ride service and Ribble Valley Community Transport also helps to fill gaps in conventional services partly through voluntary help. Also Whalley bus station has recently been improved

There is a direct rail service from Clitheroe station to Manchester and east – west connections via Blackburn to the main rail system. There are four passenger rail stations within the Borough, at Clitheroe, Langho, Whalley and Wilpshire/Ramsgreave, all of which are seeing increased usage. The line has recently been designated as a Community Rail Partnership line (the Clitheroe Community Rail Partnership) with the current commercial operator being Northern Rail, with the fixed infrastructure such as tracks and signalling the responsibility of Network Rail.

The Lancashire Local Transport Plan states that there are 49 Hackney Taxi Cab Licences in Ribble Valley.

The road system carries the majority of freight, though recent improvements to the rail system will allow it to carry more. There are no significant freight terminals in the area.

In terms of cycling the area is an established destination for recreational cycling by those living in surrounding towns with its attractive countryside and rural lanes, such as those designated under the Quiet Lanes and Greenways initiative around Slaidburn and Chipping. There are character cycle routes and over 500 miles of mapped cycleways in the area with a current initiative underway to boost rural tourism through off road cycle trails in the Gisburn Forest. Ribble Valley and Pendle councils share a Cycle Improvement Programme which includes a number of events aimed at promoting cycling as an everyday transport mode. The local transport authority (Lancashire County Council) manages the existing Rights of Way footpath and bridleway system, which is used both by residents and tourists, especially in the Bowland Fells Area of Outstanding Natural Beauty and in the Gisburn Forest-Stocks Reservoir area.

### **Transport and Planning Policy and Current Transport Issues**

In general government transport and planning policy aims to promote more sustainable transport choices for both passenger and freight transport and promote accessibility to jobs. They also aims to reduce car dependency partly by making the fullest use of public transport, while in general reducing the overall need to travel. The accessibility of places and development sites to public transport, walking and cycling routes will be an important influence in identifying future development locations in plan allocations. Local services should be guided into local centres accessible by walking and cycling while major generators of freight traffic should be located away from congested areas.

In Ribble Valley in 2007 80% of new development was built within 400m of existing bus stops and 65% within 30 minutes public transport time of a GP surgery, hospital, primary/secondary and major health centre. (More detail is available in Appendix 6).

Policy also seeks to limit out-commuting, (a significant aspect of travel in Ribble Valley) by encouraging the development of more employment opportunities in rural areas. Parking standards will be an important part of a mix of measures to limit car dependence. Local authorities are encouraged to identify key routes for bus travel improvement and the potential to expand rail usage is also emphasised. New government proposals in draft PPS 4 do offer more flexibility in parking and other transport issues, recognising the particular problems of rural areas such as Ribble Valley in which the car will continue to be an important feature of local transport.

A new Local Transport Bill is currently being debated and its general proposals are aimed at empowering local transport delivery through a variety of means including more effective partnership working between local authorities and bus operators and the development of Quality Contracts through which local authority investments in infrastructure, such as improved bus stops and bus lanes are matched by improved operator standards, such as new buses. Such agreements could specify minimum frequencies, timings and maximum fares. The bill also offers potentially greater powers to local transport authorities over the local bus market and allows more flexibility to the voluntary sector. It also increases the ability to introduce road charging. As the bill is still progressing through Parliament it is difficult to assess the effect that these ideas will have on local transport in Ribble Valley.

At a regional level the Regional Transport Strategy (RTS) emphasises that the best use needs to be made of existing infrastructure and encourages new development to be located where there is already good public transport. It emphasises that local transport authorities (in Ribble Valley's case this is Lancashire County Council) should also aim to reduce congestion on identified major routes and address the need for effective interchanges between different transport modes, such as between car and rail or bus. Major designated road transport routes should also be effectively and efficiently managed through Route Management Plans. Though there are no major designated transport routes of regional importance within Ribble Valley some exist close by, such as the M65 corridor and these play an important part in Ribble Valley commuting patterns and its freight transport. Within the RTS's major planned transport development proposals there are no major projects within Ribble Valley, but a scheme based around Bus Rapid Transit in the Blackburn-Whitebirk area could offer some improvements to local residents who travel to there.

The RTS also encourages local authorities to develop better walking and cycling options for shorter journeys.

At the county level the Lancashire Local Transport Plan (LTP) considers the most important transport issues facing Ribble Valley to be accessibility to services, social inclusion and improving the pedestrian environment. It also states that many more local commuter journeys could be transferred to foot and bicycle.

The local transport authority has a duty to contract to provide bus services that are not provided commercially and for which there is a proven local need. Currently 20% of

bus services in the county run with a public subsidy, including evening and Sunday services. These include 13 services in Ribble Valley. However increased operating costs have led to the withdrawal of marginal services, though currently no Ribble Valley services are under threat. Bus service subsidy is allocated using criteria laid out within the Lancashire Bus Strategy.

As mentioned above, there are minorities in rural areas such as Ribble Valley who have, for a variety of reasons, no access to a car. In addition to the subsidised bus network mentioned above the county council also supports school bus services and some Community Transport schemes run by Ribble Valley Community Transport.

The County Council also provides concessionary fares to certain groups including older people's groups and these have been recently extended to give users wider access to other services beyond the Borough boundaries. The LTP also includes plans to improve local bus shelters and begin a research project on multi modal transport improvements. In 2001 it introduced a Quality Bus Project including the Ribble Valley Circular service aimed at improving reliability, frequency and availability. Both the Clitheroe bus-rail interchange and Whalley bus station have been recently upgraded.

The RTS and other strategies recognise that road transport will continue to be the most important freight transport mode and there will be a need to identify major freight routes and potential freight distribution terminals in the region, though as yet there are no specific sites proposed for such developments. Current strategies acknowledge that constructing new roads to accommodate future traffic is unsustainable and that specific routes will need to be identified, maintained and managed to operate at maximum efficiency. There are no major such routes identified in Ribble Valley although several lie close by and will be used in local freight journeys. Also current improvement work on the local railway line will enable more rail freight to be carried through the area, including cement and coal traffic.

Historically the local rail line has suffered from low line speeds and therefore long journey times due to inadequate infrastructure, making rail travel unattractive. In addition, the platform at Blackburn used for interchange to Manchester has no canopy and is not DDA (Disabled Access) compliant. The line also has capacity constraints as demand has been rising significantly in the area. Because of these problems the line has fallen below acceptable performance standards and until these issues are resolved no further extensions to direct peak services to Manchester, a major destination for local residents, can be considered. Current rail strategies make no mention of developing new stations on the Ribble Valley part of the network.

Work is currently underway by Network Rail to improve the Ribble Valley part of the network and this will bring the infrastructure into its best condition for many years enabling the current passenger services to operate more reliably and offering the potential for future increases in both passenger and freight traffic as traffic is moved from the West Coast Main Line. This work should be complete early in 2009. The draft Rail Utilisation Strategy (RUS) offers support for increasing the number of peak trains from Clitheroe to Manchester, though no final decision has yet been made.

However it currently does not support increased investment in rail infrastructure between Bolton and Blackburn, a significant infrastructure problem that limits better access from Ribble Valley to Manchester. The case for this work is being made to a variety of funding bodies by stakeholders, including Ribble Valley Borough Council.

The Clitheroe Community Rail Partnership is also currently working on a variety of initiatives to improve rail facilities in the area. These include improving station facilities, marketing and promotional campaigns and encouraging timetable improvements.

In terms of pedestrian and cycling initiatives in the area the LTP has designated some local roads in Ribble Valley as Quiet Lanes on which walking and cycling are being promoted and car traffic signed elsewhere. The County Council have produced a Rights of Way Improvement Plan which has, among other things, identified some parts of the area as having a low density of footpath provision. This plan encourages the promotion of the existing network to users, the creation of better links within it and to the wider network and the negotiation of new paths through developer negotiation. The Ribble Valley Way access trail is marked in the plan for improvement work.

Nationally the government is seeking to promote cycling as both a leisure activity and a credible alternative to short car journeys to work. In recent years cycling to work and school in Ribble Valley has fallen, with low satisfaction rates for cycling facilities. There are both County and Borough strategies to address these issues which include general measures to attract developer contributions for cycling, traffic management measures and enhanced parking facilities, better promotion of cycling to school children and development of leisure cycling to help support the rural tourism economy of the area. These include some specifically Ribble Valley related projects including the completion of a national cycle trail link through the Borough and the development of mountain biking initiatives in the Gisburn Forest.

### **Ribble Valley Local Development Framework Issues and Options Public Consultation -Transport Related Comments**

As a part of public consultation relating to the development of the LDF Core Strategy a series of transport related questions were posed to local residents. The responses below give some idea of local feelings and will need to be taken into account along with the other influences mentioned above.

A majority of respondents to the consultation felt that existing roads should not be expanded or widened, with only 28% of people stating this to be a good idea. 85% of people supported putting better footpaths and cycleways within development and to locating new businesses and housing near to bus and train stops or on the main roads, with nearly 67% stating that this is a good or a great idea and only 9% considering this a bad or terrible idea. A significant majority of respondents also felt that major new development should improve access to public transport services including rail.

## **2. NATIONAL POLICY**

### **2.1 Draft Local Transport Bill (Department for Transport)**

A new local transport bill is currently going through Parliament which aims to tackle congestion and improve public transport. Its intention is to empower local transport delivery through a variety of means including more effective partnership working between local authorities and bus operators and the development of “quality contacts” through which local authority investments in infrastructure, such as improved bus stops and bus lanes are matched by improved operator standards, such as new buses. Such agreements could specify minimum frequencies, timings and maximum fares

The bill also offers local transport authorities greater control over bus services giving them the ability to suspend a deregulated bus market and grant exclusive rights to one operator, subject to a series of public interest criteria. It also gives Traffic Commissioners greater powers to hold both operators and local authorities to account for local bus performance. It strengthens the ability of the voluntary sector to provide transport services through easing the current permit system and allowing drivers to be paid.

It clarifies the powers of local authorities to subsidise improvements in the standards of service, such as frequencies and quality of vehicle and extends the lifetime of subsidy contracts. It also includes the requirement for local authorities to publish schemes of proposals to improve transport performance.

The bill also increases the local ability to set up and publicly account for road pricing schemes. The current duty of local transport authorities to produce Local Transport Plans (see Lancashire Local Transport Plan below 3.6) remains.

### **2.2 PPG13 Transport (March 2001)**

PPG13 seeks to integrate planning and transport at both national and local levels to:

- Promote more sustainable transport choices for both people and freight
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- Reduce the need to travel, especially by car

It does recognise that the car will continue to play an important part, particularly in rural areas, where it will remain the only real option for travel in some localities.

When preparing development plans local authorities should:

- Actively manage the pattern of urban growth to make the fullest use of public transport, and focus on major generators of travel demand in city, town and district centres and near to major public transport interchanges
- Locate day to day facilities in local centres to be accessible to those walking and cycling

- Locate housing mainly in existing urban areas in locations which are highly accessible to public transport, walking and cycling
- Ensure that development offers a realistic choice of access by public transport, walking and cycling, while recognising that this may be less achievable in some rural areas
- In rural areas locate most development in local service centres and encourage better transport provision in the countryside
- Closely link development plan allocations and local transport investment priorities
- Use parking policies, alongside other measures, to promote sustainable choices and reduce reliance on the car
- Give priority to people over ease of traffic movement
- Protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements

PPG13 emphasises the importance of the Regional Transport Strategy (RTS, see 3.5 below)) as the long term strategic transport framework for development planning, local transport plans and transport operators in developing plans and programmes.

Its underlying key objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. In preparing development plans, local authorities should give particular emphasis to accessibility in identifying sites to ensure safe, realistic and easy access to a range of transport modes.

It acknowledges that in rural areas the potential for using public transport is more limited but states that the need for the same overall policy approach is as great here as elsewhere in order to promote social inclusion and reduce isolation by locating jobs, housing and services at the most accessible locations. In “remote locations” development should be focused in or near local service centres, such as market towns or a single large village, and ideally on brownfield locations.

PPG13 also emphasises (para 43) that to reduce out commuting (an important aspect of Ribble Valley’s travel pattern) it is important to promote adequate employment opportunities in rural areas and, considering the need for agricultural diversification, be realistic about the availability of alternatives to access by car.

Local service providers, such as health and education authorities, should work together to achieve maximum benefit in terms of service delivery and this could include flexible and shared use of existing facilities. Also local authorities should seek to make maximum use of the most accessible sites and be pro active in promoting intensive development in these areas working in partnership with transport

providers and operators. In terms of retail and leisure existing centres should be promoted as the preferred locations for future development.

Where new developments have significant transport implications Transport Assessments should be submitted alongside planning applications illustrating accessibility to the site by all transport modes and showing detail of proposed measures to improve access by public transport, walking and cycling.

In terms of design people should come before traffic and the design and layout of road and footpaths should take account of safety and security issues.

It concedes that ICT will have an unpredictable effect on working and commuting patterns. This could result in more home working (a significant part of Ribble Valley's employment mix) but also, by increasing the distance between home and work, lead to fewer but longer journeys. A flexible approach is recommended to the use of residential properties for home working.

While freight transport will continue to be mainly by road planning should promote sustainable distribution by rail and water where feasible. Routes and sites for critical infrastructure, for instance for major freight interchanges, should be identified and protected. Where possible development generating major freight movements should be located away from congested central areas.

PPG13 also deals with the management of travel demand. Interchange points between different transport modes should be well related to traffic generating uses and sites which would be critical to widening travel choices should be protected. Reducing the levels of parking in new development will be essential to help promote sustainable travel choices and therefore maximum parking standards should be set for broad classes of development as part of a package of measures which could include park and ride schemes. This is also emphasised in the RTS, however the current draft PPS 4 (see 2.5 below) encourages flexibility in rural areas.

In generating development plans local authorities should identify key routes for bus improvement and explore the potential for improving rail travel, including the reopening of closed stations and the creation of new ones. Improving potential interchange points between different transport modes should also be investigated. Local authorities should negotiate for improvements to public transport as a part of development proposals.

Walking strategies should also be a part of Local Transport Plans and include a review of existing provision for pedestrians. Walking as a prime means of access should be promoted through encouraging high density mixed use development in and around town centres and protecting day to day shops and services which are close to housing areas as well as creating more safe and direct routes in local neighbourhoods.

Local Authorities are also required to produce a cycling strategy as part of the Local Transport Plan. This should include a review of existing provision and identify existing routes to be given cycling priority measures, design and cycle parking guidance. Cycling should also be promoted through wider traffic management and traffic calming measures.



In seeking developer contributions and in negotiating obligations more will be expected from developments located away from town centres than from central sites.

Local authorities are encouraged to raise awareness of the impact of travel decisions through encouraging travel plans. A travel plan should accompany applications for all major developments and for smaller developments which would be major traffic generators in areas of high traffic or poor air quality.

The Highways Agency and the relevant local highway authority (in Ribble Valley's case this is Lancashire County Council) are responsible for access and development affecting Trunk Roads, such as motorways, and local roads.

### **2.3 The Future of Transport; A Network for 2030 (2004)**

This describes the Government's overall transport strategy building on the Ten Year Plan for Transport (2000). It focuses on sustained long term investment; improvements in transport management to achieve better value for money and advanced planning for transport policies and programmes.

### **2.4 PPS11 Regional Spatial Strategies (2004)**

Emphasises that the RSS (Regional Spatial Strategy), which includes the RTS (Regional Transport Strategy) will steer the Local Transport Plans such as the Lancashire Local Transport Plan (see 3.6 below).

### **2.5 Draft PPS4 Planning for Sustainable Economic Development (Dec 2007)**

In encouraging planning bodies to plan positively to encourage sustainable economic growth, some of PPS 4s proposals have transport related implications. It also makes specific mention of the needs of rural locations such as Ribble Valley.

It encourages local authorities are to identify, protect and promote key distribution networks and locate or co-locate developments which will be major freight generators in locations which will minimise carbon emissions and congestion. It also allows office development that is ancillary to other developments not to be tied to town centre locations and states that changing spatial working patterns, such as those resulting from advances in IT, should be recognised in terms of live/work units and home working (the latter already significant in Ribble Valley's employment structure). All the above could have transport related implications to existing and future commuting patterns in areas such as Ribble Valley.

It states that non-residential car parking maximum standards should, among other considerations, recognise the "differing needs of rural and urban areas" (para 25) and the current and future levels of public transport accessibility. In addition Local Planning bodies should prepare locally specific parking policies rather than simply following national maxima as outlined in PPG13. This will enable "greater flexibility for economic development..."

It goes on (para 32) to emphasise that in rural areas accessibility is a key consideration and that local authorities should “recognise that a site may be an acceptable location for (employment related) development even though it may not be readily accessible by public transport”. In addition they should “support small scale economic development where it provides the most sustainable option in villages that are remote from, and have poor transport links with, local service centres. Again in mentions (Part 3 para 38) “that lack of accessibility should not always prevent remote rural applications from being accepted.”

Part 3 para 31 recognises that “ where local car parking maxima are higher in some places, given local circumstances, businesses may benefit by being able to attract workforces more easily. Where justified, rural planning authorities may provide more car parking which will improve access for those areas that have poor public transport links”.

### **Government Funding of Transport.**

#### **2.6 Regional Funding Allocations: Guidance on Preparing Advice (2005)**

The Regional Transport Strategy (RTS see 3.5 below) outlines various transport schemes that will be put forward for central government funding through the Regional Funding Allocations (RFA) programme. The RFA apportions national government transport spending as well as actual budgets up to 2007/8 and includes indicative budgets up to 2015/16.

This equates to a spend of £113m for the North West in 2005 rising to £135m in 2015. The transport elements of the RFA covers all major schemes in the Region (outlined in the RTS) plus works on Regional Routes managed by the Highways Agency.

The RFA does not include schemes that would be funded by Network Rail or by the Government’s Transport Innovation Fund (see TIF 2.7 immediately below). The NWDA (North West Development Agency) and NWRA (North West Regional Assembly) have agreed a series of Major Transport Schemes (which have been included in the RTS recommendations) to be put forward and the Government will ultimately decide which will attract funding. One of these Major Schemes is the East Lancashire Rapid Transit scheme, which may have implications for the Ribble Valley. (see Lancashire Local Transport Plan see 3.6 below)

#### **2.7 Transport Innovation Fund (TIF)**

This will direct funding towards two specific objectives: tackling congestion (including through demand management) and improving economic productivity. It is additional to the Regional Funding Allocations (RFA) mentioned above. In 2008 £290 million will be available nationally to those schemes that can demonstrate value for money rising to £2.55 billion by 2015.

### **3. REGIONAL and SUB-REGIONAL STRATEGIES**

There are a variety of regional and sub regional strategies which take account of the higher level strategies and policies mentioned above and influence the future development of transport in Ribble Valley in a variety of general and specific ways.

#### **3.1 Northern Way**

The Northern Way, led by the three northern RDAs, has published a Growth Strategy and Business Plan 2005 –8 which includes a Northern Way Transport Compact. This includes a specific workstream relating to improving connectivity. Parts of this workstream may have relevance to parts of Lancashire and influence the Lancashire Local Transport Plan (LTP).

These include the improvement of the Trans Pennine rail services between Blackpool and Leeds, which runs in part through the Ribble Valley and reference to the East Lancashire Rapid Transit proposals (see LTP 3.6 below).

#### **3.2 Central Lancashire City Region Development Programme (CLCRDP)**

This identifies the importance of multi-modal connectivity within the city region, which includes Ribble Valley, and between it and other city regions to support regeneration and sustainable growth. Motorway congestion and poor rail connections between East Lancashire and areas further west and to Manchester are regarded as major problems. The CLCRDP proposes schemes, some of which are dependent on the actions of the Highways Agency and Network Rail. These include the East Lancashire Rapid Transit scheme (which will operate close to Ribble Valley) which it is hoped will increase the internal connectivity within the city region. (see LTP 3.6 below).

#### **3.3 Elevate East Lancashire**

As a part of this key project to renew the housing market in parts of East Lancashire the Lancashire Transport Plan includes efforts to co-ordinate transport improvements with housing renewal. This includes support for the bid to enhance the Blackburn to Manchester rail corridor which connects directly with Ribble Valley rail services.

#### **3.4 Regional Economic Strategy (RES)**

The RES recognises that transport has an important bearing on regional economic growth in particular through improving road and rail infrastructure, developing airports and ports and linking areas of economic opportunity and need.

#### **3.5 Regional Transport Strategy (RTS) (North West Regional Assembly)**

The Regional Transport Strategy (RTS) is included within the Regional Spatial Strategy (RSS) and both currently (March 2008) are approaching formal adoption, having been through an Examination in Public and a subsequent amendment by the Secretary of State. Many of its policies influence the Lancashire Local Transport Plan (see 3.6 below).

Its main objectives are:

- To maintain the existing transport infrastructure in good order
- Improve journey time reliability, tackle congestion and overcrowding in the region's main transport corridors particularly within and between City Regions (these include the Central Lancashire City Region (CLCR), of which Ribble Valley is a part and the Manchester City region to which a significant number of local residents commute.
- Secure a shift towards the use of more sustainable modes of transport
- Secure safe and efficient access between residential areas and key destinations, including the centres of employment, schools, shops and other services
- Improve surface access and interchange arrangements at the region's international, national and regional gateways
- Reduce the adverse impacts of transport, in terms of safety hazards, climate change, environmental degradation, residential amenity and social exclusion
- Integrate the management and planning of transport systems, so as to achieve these outcomes.

The following policies are most relevant to Ribble Valley:

Policy RT1 emphasises the multi modal nature of transport provision and the need to make the best of the existing infrastructure using intelligent transport systems and transport ICT solutions. These should focus on improving journey time reliability in the region's defined transport corridors, which both link the various city regions in the North West to each other and connect the region to the wider world, and enhancing the accessibility of the region's gateways and interchanges, particularly the international ones.

Of these corridors the Ribble Valley lies close to the Central Lancashire City Region – Leeds City Region Regional Public Transport Corridor. It does not contain a national or regional gateway or interchange, the closest being the Preston Railway and Bus Station Regional Interchange. Appendix RT (b) of the RTS contains criteria for Local Transport Authorities to help define future sub-regional interchanges.

RT2 encourages local authorities to co-ordinate the management of travel demand, especially car traffic at peak periods. In rural areas, "the focus should be on major tourist areas where visitor pressure is threatening the local environment...". It goes on to state that major new developments should be located where good access to public transport already exists. Private car use should be reduced through incentives and "smarter choices" such as Travel Plans, car clubs and park and ride schemes; road space should be reallocated in favour of public transport, pedestrians and cyclists and parking and other charges should be used to a greater extent. There should also be

greater use of maximum parking standards as defined in attached RTS Regional Parking Standards.

RT3 sets out a Regional Public Transport Framework and states that similar frameworks should be developed at other spatial levels. The RTS Framework defines the main public transport corridors and a hierarchy of gateways and interchanges within the region and emphasises that the best use should be made of existing infrastructure. It goes on to say that strategies should aim to reduce actual and anticipated overcrowding on public transport corridors and that the rail network should be enhanced through provision of more car parking at stations. It emphasises that local authorities should identify gaps in public transport provision in Local Transport Plans.

RT3 also emphasises the need for effective interchanges between different transport modes, through ticketing, better information and improvements to safety and security. Local authorities will, under certain circumstances, be able to introduce bus quality contracts with private operators. Community and demand responsive transport will also have a part to play, especially in rural areas (such as Ribble Valley).

RT4 relates to the management and maintenance of the defined Regional Highway Network. It emphasises that the best use needs to be made of existing infrastructure through Route Management Plans and that proposals for major highway improvements should only be included following examination of all practical alternative solutions. Highway networks of sub regional importance should be identified in Local Transport Plans.

The Regional Highway Network mentioned above relates to a Functional Road Hierarchy (FRH) (as set out in Appendix RT2.1 in Submitted RSS). This places all routes within the region into one of a series of categories including: routes of strategic national, or regional importance; trunk roads and local authority and other non trunk roads, and finally routes of sub regional importance.

The FRH contains no routes of national or regional significance within Ribble Valley but the regionally important M65/A6068/A56 route north-east from A56 at Junction 8 of M65 to Yorkshire lies close to the Borough's southern border.

Plans and strategies for traffic management should focus on improving road safety, reducing traffic growth and mitigating environment impacts. In rural areas particular emphasis should be placed on maintaining the tranquillity of the countryside including speed management measures.

Policies RT7 and 8 deal with freight transport and emphasise that plans should take into account the Regional Freight Strategy (see 3.14 below). Local authorities should also develop sub-regional freight strategies. The Regional Highway Network mentioned above will form the strategic road freight network supplemented by other sub regional routes identified in the Local Transport Plan. Local authorities are also encouraged to work with distribution companies to develop a consistent approach to lorry management. RT7 also states that road haulage accounts for the majority of all goods moved in the region and will continue to be the dominant mode into the future

though plans and strategies should also seek to aid the transfer of freight from road to rail and water by identifying inter-modal freight terminals.

RT8 deals specifically with inter modal freight terminals and suggests a series site evaluation criteria and possible locations for such facilities, none of which lie in Ribble Valley

RT9 concerns walking and cycling and encourages local authorities to help develop integrated networks that will widen existing provision. High priority should be given to routes linking residential and employment areas, schools and services. It goes on to state that proposals for new development should incorporate “high quality pedestrian and cycle facilities...”. The policy mentions the introduction of measures such as pedestrianisation, Home Zones, Quiet Lanes and other methods to help improve the walking and cycling experience. It states that Local Authorities should produce action plans for walking and cycling development (see Rights of Way Improvement Plan, Cycling Strategies and the Quiet Lanes Initiative mentioned below)

RT10 deals with Regional Priorities for Transport Investment. It relates to a series of schemes originally laid out within the submission RSS as Transport Investment Priorities (in Tables 10.2 a to c of submitted RSS). These contain some transport schemes with relevance to Ribble Valley.

Table 10.2a outlines Committed Schemes of both national and sub regional importance within the North West. These schemes have committed funding and are either complete or underway. None of the above schemes are within Ribble Valley.

Table 10.2b deals with Schemes Within the Regional Funding Allocation Programme (see RFA 2.6 above). These schemes are regarded as the basis of the region’s RFA allocation until 2018 – 19. A review of the RFA is due but funds are already over subscribed. Again there are no schemes in this list within Ribble Valley but it does contain the proposed £20 million East Lancashire Rapid Transit project (see LTP 3.6 below). Other projects mentioned are contingency schemes intended for funding bids beyond 2015.

RT10 also sets out a series of considerations that should inform the selection of transport developments and emphasises that the scope for improving the region’s transport networks are limited while recognising that there is still a need for further targeted investment.

The RSS panel welcomed proposals to improve rail access between East Lancashire and the Manchester City region and also to investigate better links to the Leeds City region.

### **3.6 Lancashire Local Transport Plan (LTP) (2006 – 2010) (Lancashire County Council)**

The Transport Act 2000 requires local transport authorities (in Ribble Valley’s case this is Lancashire County Council) to prepare 5 year Local Transport Plans. The current plan for Lancashire runs from 2006/7 to 2010/11. It relates closely to the Community Strategy, RTS and other national guidance and to other documents quoted

in more detail below including the Rights of Way Improvement Plan, Lancashire Rail Services outline and the Lancashire Bus Strategy mentioned below.

It recognises that road transport will continue to play an important part in the county's transportation system but will be part of a broader approach in which people will be able to reach jobs and services by a variety of means.

It sets out a five year capital programme which includes three Major Schemes, one of which, the East Lancashire Rapid Transit scheme, will influence Ribble Valley travellers. Currently a business case is being prepared for this scheme.

LTP's Key Objectives are:

- Reduce road casualties
- Improve access to jobs and services
- Improve air quality
- Improve infrastructure condition
- Reduce delays
- Increase journeys by bus and rail
- Increase active travel

The structure of the LTP is set out under four headings reflecting national priorities:

**Tackling Congestion:** through managing the current road network using modern technology, identifying the causes of congestion and co-ordinating maintenance schedules to minimise delays. Car dependence will be reduced through developing Quality Bus services and improving rail services. As many local journeys are short and could be made on foot or by cycle the local footpath and cycleway network will be improved. Also personalised travel planning will be used to promote the transfer of car journeys to other types of transport.

**Delivering Accessibility:** by developing partnerships between providers to improve efficiency and co-ordination. A Lancashire Rights of Way Improvement Plan (see 3.16 below) has been completed, while improvements to and promotion of countryside access are intended to strengthen the rural economy.

**Safer Roads:** through a prioritised programme of local safety schemes to reduce road casualties.

**Better Air Quality:** by monitoring air quality. Action will be taken in Air Quality Management Areas to reduce the degree of pollutants together with broader measures to reduce car dependency.

The LTP also aims to aid economic development by improving internal accessibility to key employment locations, (in part through the East Lancashire Rapid Transit proposal mentioned below), enabling tourism related economic development and through improving connections to Strategic Employment Sites identified in the RES.

## **LTP Key Schemes in Ribble Valley**

Within Chapter 4 of the LTP five Key Schemes are identified for Ribble Valley in 2006 – 10:

### **1. Ribble Valley Multi-Modal Transport Study**

This research project will take a 20 year horizon and consider the overall need for transport improvements across the Valley balancing high car ownership with sustainable public transport services. This project is not yet underway

### **2. Ribble Valley Rural Transport Improvements**

This programme will address the need to substantially upgrade Ribble Valley's bus shelters. Discussions between partners are on-going.

### **3. Community Links in Ribble Valley**

Currently the County Council, through the LTP, supports Bowland Transit bus service, a demand responsive facility. It is being currently revised but it is hoped that it will be retained with a link to Settle. Ribble Valley Community Transport provide a Dial a Ride services (see 3.13 below) aimed at complementing the commercial and subsidised bus services (see Bus Strategy 3.12 below).

### **4. Countryside Access in Ribble Valley**

This relates the LTP to the Rights of Way Improvement Plan (ROWIP mentioned below 3.16) under which bridle ways will be improved. Particular Ribble Valley related projects are:

- The extension of the North Lancashire Bridleway from Halton in Lancaster to Chipping in Ribble Valley to improve tourism facilities.
- Extensions to the network in the Gisburn Forest and around Higham, overlapping Ribble Valley and Pendle Boroughs.
- A link from Sawley to the Pennine Bridleway
- Improved mountain biking facilities in Gisburn Forest.

In addition there are specific projects to improve safe crossings of ROW across roads carrying heavy traffic including crossings at Chatburn and Pendleton. A feasibility study is also proposed to investigate extending a cyclepath along a former railway from Preston to Longridge to provide an alternative to the heavily used B6243.

### **5. Active Travel in Ribble Valley**

This scheme includes measures to promote walking and cycling including School Travel Plans, Local Access Improvements and Local Safety Schemes. LCC are currently working towards a target of every school having a School Travel Plan by 2010. So far seven Ribble Valley schools have had such plans approved with more awaiting submission. Schools are selected on the basis of the proportion of their



pupils travelling to school by car and the potential to change their trips to other modes of transport.

Local safety schemes also include on going pedestrian measures in town centres such as Clitheroe, Longridge and Whalley to improve access and safety for pedestrians, cyclists and wheelchair access.

### **Major Scheme Proposals Within LTP**

#### **East Lancashire Rapid Transit (ELRT)**

In addition to the above key area schemes relating specifically to Ribble Valley, the LTP also describes a series of more major and strategic projects which will have County-wide bearing. One, the East Lancashire Rapid Transit (ELRT) scheme may have some relevance to Ribble Valley commuters. It forms part of the RTS RFA programme mentioned above in 3.5 and 2.6)

Its main aims are to improve connectivity between the East Lancashire towns including Blackburn, Accrington, Darwen and others, and the Whitebirk Strategic Employment Site identified in the submission RSS. It is being promoted by Blackburn with Darwen Borough Council and Lancashire County Council working in partnership with Elevate Housing Market Renewal and Lancashire Economic Partnership. The scheme will be appraised through the DfT's (Department for Transport) Major Schemes programme as part of the North West's Regional Funding Allocation (see RFA 2.6 and RTS 3.5 above).

Its key aim is to improve public transport connectivity from within and outside Blackburn with key Strategic Employment sites and to support the regeneration of East Lancashire's towns. It will focus on the Darwen – Blackburn – Accrington bus corridor linking with the strategic east – west and north – south rail lines. It would also encompass possible highway improvements, traffic management systems, Smartcard ticketing and information provision.

The following elements were being appraised in 2006:

- Inbound bus lanes on congested parts of the A666
- Completion of the Furthergate bus lane to Whitebirk
- Selected junction widening with increased priority for buses and cycles
- Interchange enhancements in Darwen, Blackburn and Accrington town centres
- Major bus priority measures within Hyndburn
- Smartcard Integrated Ticketing

Consultations on these proposals are ongoing (June 2008).

### **3.7 Rail Transport**

#### **The Railway – General Background**

The Government's role in the running of the railways is to provide strategic direction and to procure rail services and projects that only it can specify. Responsibility for the day to day delivery of services rests with the industry.

The DfT's (Department for Transport) Rail Group works with the industry to secure the best rail service given available funds. This body includes the consumer group Passenger Focus, the infrastructure provider Network Rail, the passenger train operators (TOCs), the independent economic and safety regulator Office of Rail Regulation and the rail freight industry

The DfT is responsible for specifying and letting contracts to TOCs to run franchised passenger services. These franchises specify who will operate the trains, the frequency of services and other aspects of the service. Ownership of track and infrastructure lies with Network Rail, a state owned not for dividend company. Freight train operators have no contracts with government and rely on competitiveness to maintain market share and profitability.

In July 2008 the Government will specify what it wants to buy from the railway in terms of safety, performance and capacity in a five year High Level Output Specification and stated what funds it was prepared to commit. This will lie alongside a long-term rail strategy.

Within the North West part of the national rail network the recent West Coast Route Modernisation programme and other recent rail improvements will have a major impact on passenger and freight services in many parts of Lancashire.

The only rail line in Ribble Valley runs from Blackburn in the west, where it connects with other lines into the wider rail system, including links to Manchester and Preston, (where it joins the main West Coast line), and to Hellifield in the east, again connecting to other lines including those to West Yorkshire. The TOC for this line is currently Northern Rail and there are stations at Ramsgreave-Wilpshire, Langho, Whalley and Clitheroe.

There has been recent investment in the Clitheroe station, including the creation of an Interchange with local buses, and this has led to an increase in rail patronage. The Manchester to Clitheroe line has seen strong growth in recent years but limited capacity could be an obstacle to future growth prospects. In 2005 it carried 3000 passengers a day. Recent patronage data for all Ribble Valley stations has shown recent growth and is described in Appendix 5.

There are several interconnected strategies relating to the current condition and future development of those parts of the network regularly used by residents, both within and outwith the borough. These are described below.

### **3.8 Lancashire Local Transport Plan 2006 – 11. Rail Services in Lancashire (Lancashire County Council)**

The key passenger rail policies in Lancashire relate to the following objectives:

To contribute to increased modal shift to rail  
To contribute to integrated public transport  
To improve safety  
To improve accessibility  
To reduce social exclusion through increased accessibility  
To contribute to sub regional regeneration initiatives

Key policies for Lancashire County Council are to:

- Maintain partnership working with other relevant bodies
- Develop Community Rail Partnerships
- Audit services to assess quality
- Seek improvement to infrastructure and minor infrastructure works which would not be progressed commercially by Network Rail
- Open new stations where justified and not provided by train operators or Network Rail
- Seek improvements to security
- Enhance integration between rail and other modes

Recent and on going improvements to the West Coast Main Line have improved journey times and improved the usage of feeder rail and bus services in the area, benefiting those commuters in the Ribble Valley using the wider network. Apart from this work there are no other major infrastructure improvements envisaged for the area. In terms of stations there are no significant improvements planned as part of existing franchises.

In addition to the above, during the lifetime of the LTP Lancashire County Council will focus on the following:

**Community Rail Partnerships** - in Ribble Valley this would include support for necessary fund raising for the local Community Rail Partnerships

**Station Improvements/Bus/Rail Interchanges** - No new interchange plans exist for Ribble Valley but LCC will continue to develop a programme of station enhancements focusing on Community Rail lines including the Clitheroe line.

**Real Time Information Provision** – the intention is to develop this area but this work would be better placed within a regional standard as most Lancashire lines do not begin or terminate in the county.

**Cycling** - storage and associated facilities will be considered in station development plans.

**New Stations** – it is unlikely, due to cost, that new station projects will be supported unless external funding can be found. It is possible that this could be investigated through Community Rail Partnerships but a business case would then need to be made to DfT and the TOC. The draft Route Utilisation Strategy (see RUS 3.9 below) makes no mention of new stations in Ribble Valley.

**Disability Discrimination Act (DDA) related projects** – rural stations are regarded as particularly costly to bring up to the required DDA standards. It is hoped that this issue can be progressed through Community Rail Partnerships

**Fares/marketing** – to be progressed by developing “through rail to bus products” such as the Clitheroe Combi ticket and the continued development of successful initiatives such as the Dales Rail project, which uses the Ribble Valley rail system.

**Cross Boundary Issues** – LCC will work with Blackburn with Darwen and Greater Manchester Passenger Transport Executive to develop a case for the enhancement of services and facilities along the line between Bolton and Clitheroe which could include platform lengthening at the 4 stations between Blackburn and Clitheroe and associated improved signalling. The improvement of this part of the rail network, while lying outside the Borough, is important to developing better services to the Manchester City Region.

Also LCC will continue to work with partners including Network Rail to secure major improvements to Preston Station as a gateway to the Central Lancashire City Region which will have implications for travellers in Ribble Valley accessing the wider rail network.

### **3.9 Draft Lancashire and Cumbria Rail Utilisation Strategy (Network Rail 2008)**

Rail Utilisation Strategies (RUS) set out the strategic vision for the majority of the rail Network. This RUS relates to Lancashire and Cumbria and includes those parts of the network within Ribble Valley. RUSs allow Network Rail and other bodies providing rail services to better plan their businesses, and funders to plan their activities. They also set out feasible options for network capacity, timetable outputs and network capability and the funding implications of these options. They are developed through joint working between industry stakeholders (these include the passenger and freight operating companies, DfT, NR and Passenger Focus) and through wider informal consultation.

RUS recommendations form the basis for agreed bids for future funding from Government and other funding bodies. NR uses them to help it decide on the allocation of network capacity.

#### **The Draft Lancashire and Cumbria RUS**

This RUS outlines the current and future issues facing the rail network in the area and goes on to present recommended options to address them, including immediate next steps in what in some cases are long term problems. It predominantly covers the period 2009 – 2019 but also considers significant changes in a 30 year horizon.

It re emphasises the RSSs view of the importance of improving inter regional links and connectivity to key urban centres to allow greater access to their employment and other opportunities, to attract inward investment and help tourism develop.

It considers the current capacity and capability of the network to cater for existing demand and highlights any “gaps”. It then considers forecast future demand and forecast future gaps in catering for that future demand, taking into account committed infrastructure developments due to come on stream in the next few years.

It then goes on to describes a set of options which could address the existing and predicted gaps. These options are examined and tested for the most promising and value for money solutions and finally a set of recommendations as to which should go forward for future funding are laid out.

### **Ribble Valley’s Position in the Rail Network Covered by the RUS**

Within the RUS geography the Ribble Valley part of the network is discussed within the “Roses Line” sub area (this includes lines around Preston, Blackburn to Hellifield, Farington to Lostock and Gannow to Colne, including Burnley).

### **Current Problems Relating to Ribble Valley’s Section of the Network**

In general this line has suffered from low line speeds and therefore long journey times due to inadequate infrastructure, making rail travel unattractive. In addition, the platform at Blackburn used for interchange to Manchester has no canopy and is not DDA (Disabled Access) compliant. Given these issues the Clitheroe line currently falls below acceptable performance standards due to these capacity constraints and until this capacity issue is resolved the RUS states that no further destinations can expect to have a direct peak service to Manchester.

### **Current Rail Passenger Demand**

This area is one of the few in the region suffering from severe crowding as it is at the limits of its current capacity. In terms of the Roses route and Ribble Valley growth will be 38% or 2.7% per year again with a Manchester destination bias. Current station patronage figures for Ribble Valley stations are shown in Appendix 5.

### **Current Rail Freight Demand**

The RUS area in general is carrying a substantial and increasing volume of freight traffic, with coal traffic a significant part of this and set to increase further. This predicted increase can’t be handled within existing capacity but improvements to address this problem are due for completion this year.

Some freight is likely to be re-routed from the West Coast Main line along the Blackburn – Hellifield line, (which includes the Ribble Valley section of the network) and track renewal, structural work and signalling alterations, including the Horrocksford Junction, are currently underway to increase capacity to handle this.

These improvements could also benefit passenger traffic. In addition there will be a regular cement flow from Clitheroe to Scotland using the line from April 2008. Freight growth in the region will require four extra trains a day in each direction travelling through the Ribble Valley transferring traffic from the West Coast Mainline to the Settle Carlisle line.

### **Planned and Proposed Schemes Relevant to Ribble Valley**

The predicted demand growth the RUS identifies gives rise to a number of projects with potential to cater for growth, deliver economic benefits and meet government value for money criteria. These projects are grouped into two categories, planned and proposed schemes.

#### **Planned Schemes**

The RUS goes on to a more detailed description of the major railway enhancement schemes which are either planned (ie committed) or proposed (ie uncommitted) by various bodies within its forecast horizon. The RUS takes the committed schemes as given, whereas with those uncommitted it considers what effect their implementation will have on RUS's strategic recommendations.

The committed schemes include the enhancement of the Blackburn – Hellifield line which mentioned above. This includes the Ribble Valley parts of the network already mentioned above. It is being managed by Network Rail and includes new signalling at Gisburn and Langho due for implementation December 2008. It also includes upgrading work to the Horrocksford Signal Box, renewal and strengthening of 10 miles of track and plans for drainage and fencing work.

The RUS states that this work will increase capacity to accommodate re routed traffic from the West Coast Mainline and future freight traffic, reduce passenger journey time and increase performance.

#### **Proposed Schemes**

Of the proposed (uncommitted) schemes there are none directly relating to Ribble Valley's part of the network but there is a scheme proposed by Access For All to improve lift access to parts of Blackburn Station used for traffic changing onto services to Manchester.

### **RUS Recommendations Relevant to Ribble Valley**

Going beyond the above schemes the RUS presents a series of options to address the gaps in service provision it has identified and appends Benefit Cost Ratios (BCRs) to each using a DfT formula. DfT funding criteria permit recommendation for funding through the RUS process if the BCR for a scheme is at least 1.5.

Those schemes below are recommendations for the **medium term (2009 – 14)** as they might affect the Ribble Valley part of the network.

In terms of the Roses Line Option R1b proposes increasing the Clitheroe to

Manchester Victoria peak service to half hourly. This has a BCR of 3.4 partly as it competes better with local bus services to Manchester than other possible locations such as Burnley. It is therefore recommended by the RUS as a medium term recommendation.

However this is predicated on lengthening the current trains by adding extra carriages. This which is an issue for Northern Rail and the DfT's rolling stock deployment. Currently one of the services that would be used to provide this extended Clitheroe service goes to Burnley and the RUS states that its operator Northern Rail is currently considering the patronage of this service before making a decision as to whether it should be transferred to Clitheroe.

The RUS also examined a proposal (option R2) to provide additional services to Blackburn, Burnley or Clitheroe throughout the day did but this did not gain a high enough BCR, even before considering whether any additional infrastructure would be needed between Blackburn and Bolton. Therefore this was not recommended by the RUS though it goes on to state (page 82) that "...it is recognised that other parties are working on refining costs and benefits and identifying other potential sources of funding" and also says that the situation could be reviewed if other funds become available. Currently Ribble Valley Borough Council and other stakeholders are investigating further funding options.

The RUS also found that a proposition (option R4 and R4a) to run half hourly services out of Blackburn giving good connections from Clitheroe to Preston and Manchester and intervening destinations could not be recommended due to a low BCR. A further option (option R9b) to increase line speeds on various sections of the route from Blackburn to Clitheroe need further work before a decision can be reached.

Under a Miscellaneous Options category (option MC5) the RUS also found that there was a case for providing a canopy at platform 4 of Blackburn station to cater for interchange passengers, including those travelling from Ribble Valley to and from Manchester. It states that this should be addressed in the short term (ie 2008 -9).

The RUS does not have any recommendations for this area in the long term (2014-19 and beyond).

### **3.10 Clitheroe Community Rail Partnership (CLCRP)**

The Community Rail concept is a pragmatic and practical approach to improving the financial viability and value for money of local and rural railways. The Community Rail Development Strategy of 2004 sets out three key priorities for Community Rail Partnerships, which are not for profit organisations. These priorities are: to increase patronage and revenue, seek greater community involvement and reduce costs, with a fourth priority of aiding local social and economic regeneration added more recently. In the Ribble Valley it is the service that has been designated within the Clitheroe Community Rail Partnership (CLCRP) scheme rather than the line itself.. Direct cost reduction of rail services is seen to be a matter specifically for Northern Rail and Network Rail.

The CLCRP is an informal partnership including Lancashire County Council, Blackburn with Darwen Borough Council, Northern Rail, Network Rail, Greater Manchester Passenger Transport Authority, The Association of Community Rail Partnerships, Ribble Valley Rail (a local rail users group) and Ribble Valley Borough Council. It also liaises with a wider stakeholder group.

The Partnership area covers the railway line between Bolton in Greater Manchester and Clitheroe and the rail service between Manchester and Clitheroe, along with the Dales Rail service, which begins at Blackpool and runs through the area between Blackburn and Hellifield in Craven before continuing to Carlisle. The communities of Bolton, Darwen, Blackburn, and the Ribble Valley communities of Whalley and Clitheroe form the core area for the CLCRP.

It aims to develop the line as a showpiece inter-urban railway with well co-ordinated facilities and a value for money service. Stations on the line will be developed as gateways to areas of natural beauty and more innovative fare schemes will be investigated to improve long-term financial viability.

A recent SWOT analysis of the CLCRP line found it a well-used, relatively punctual line with growing patronage across several market segments. However it has limited capacity at peak times, limited car parking facilities, an ageing rolling stock and poor links to longer distance routes.

The current CLCRP Action Plan 2008 focuses on general timetable improvements, improving bus/rail integration while new marketing initiatives are laid out in a separate Marketing Plan. There are no specific projects within either relating to the Ribble Valley's part of the line.

### **3.11 Bus Transport**

#### **Commercial Bus Services**

There are 8 commercial bus services in Ribble Valley operated by one of 5 companies (Transdev Burnley & Pendle, Transdev Lancashire United, Stagecoach in Lancashire, M & M Coaches and Travel For All), providing a good network of regular local and inter-urban bus services. (Both the commercial and subsidised services mentioned below are described in more detail in Appendix 2)

#### **Subsidised Bus Services**

Lancashire County Council, as the relevant Transport Authority, support a range of local bus services to complement the commercial network and provide public transport to areas that otherwise would have none. It currently subsidises 13 local services which make a significant contribution to some of the County Council's corporate objectives particularly around social inclusion and accessibility. All these services are operated with Low Floor Easy Access vehicles. It currently costs £825,000 per year to subsidise these services.



## **School Bus Services**

The County Council provides one home to school bus service, the service 522, which is funded through the public transport budget at an annual net cost of £14,834. A further 56 school bus services operate in Ribble Valley and are funded by the Directorate for Children and Young People. These services are provided for students who are entitled to free home to school transport. Further details of the above bus services are outlined in Appendix 2

### **3.12 The Lancashire Bus Strategy 2006/7 to 2010/11 (Lancashire County Council)**

This is a supporting document to the Local Transport Plan, required by the Transport Act 2000. The current legislative framework governing the provision of bus services places initial responsibility for the extent of the network with bus operators who determine the services they wish to operate. Lancashire County Council (LCC), as the local transport authority, has a duty to contract for the provision of local bus services that are not provided on a commercial basis and for which there is a local need. The Transport Act 2000 gives local authorities additional powers and duties to enhance, integrate and promote bus services within the statutory context of the Local Transport Plan. These duties and powers may be increased by proposals in the draft Local Transport Bill currently passing through Parliament (see 2.1 above).

This strategy shares four main Priorities with the Transport Plan; improved accessibility for all to key services; reduced road congestion; reduced accident rates and better air quality.

Commercial services provide the great majority (over 80%) of journeys.. The County Council provides the remainder through subsidy including many evening and Sunday services. In rural areas subsidised routes provide a significant proportion of the network.

In addition to the subsidised bus services above LCC supports 7 Dial a Ride and Dial a Bus services and 15 Community Car schemes. Also there are a variety of informal community transport groups funded by other means such as The Lottery.

Increased bus operating costs have led to the withdrawal of marginal commercial services and rises in tender prices for subsidised routes. However bus passenger figures have grown in Lancashire since 2001.

The Bus Strategy has two main objectives; to make a positive contribution to the LCC Accessibility Strategy and to provide an attractive alternative to the private car, reducing congestion, accidents and air quality. To achieve these the strategy lays out several policies:

- Improve quality, reliability, frequency and availability through partnership working
- Adopt a transparent and rigorous approach to subsidies.
- Deliver targeted multi operator ticketing schemes.
- Ensure the provision of good quality information

- Improve safety
- Improve the integration of services at interchange points
- Investigate concessionary travel schemes
- Promote Travel Plans
- Adopt a consistent approach to developer contributions to fund additional public transport services
- Promote bus vehicle accessibility compliance
- Limit timetable changes
- Develop safe walking routes to bus stops
- Consider pump-priming improvements to commercial bus services
- Implement a programme of Park and Ride Schemes
- Encourage the adoption of alternative fuel technologies
- Identify and overcome congestion problems on parts of the network
- Co-ordinate the Countrywide Concessionary fares Scheme, including the NoW smart card system
- Assess the feasibility of introducing yellow School Bus Schemes.

There have been a number of commercial services in Lancashire which have been de-registered over the last few years, leading to “severe pressure” on the LCC revenue budget and this has led to selective reduction in services. The Rural Bus Subsidy Grant (RBSG), a specific Government grant source, has also come under pressure and this has led to a revision of policies for supporting rural bus services and the allocation of subsidy. As a part of this process all rural bus services and settlements were linked in a threefold structure described below:

**Category A:** Services providing direct links between major centres but serving intermediate areas classed as rural. These will be mostly run on a commercial basis with some support on certain routes at certain times

**Category B:** Services that provide direct links between market towns or into major centres/market towns from larger rural settlements. These services will provide the core rural bus network and be funded primarily through the RBSG as they would be unlikely to be provided on a commercial basis.

**Category C:** Services serving populations of under 2000 people. Provision here will be based on the LCC Accessibility Strategy (this is a part of the Lancashire Local Transport Plan (LTP) mentioned above). Options here will include demand responsive transport, community based solutions or integration with other available transport such as Social Services Clients services.

In general services generating less than 40% of their costs through fares will be subject to a variety of value for money tests.

### **Interchanges**

The LTP identified a programme of interchange improvements based around a hierarchy of standards. This programme included the improvement scheme at Clitheroe interchange, (a category B Major local facility within the strategy) was

completed recently. An improvement scheme to the Whalley interchange was due for completion in 2005, and is the only other such scheme planned for the Ribble Valley.

One Quality Bus Partnership project has been implemented in the Ribble Valley on the Ribble Valley Circular service which included investment in shelters and buses. No further Quality Bus Services or park and ride schemes are proposed for the area.

### **Bus Services and New Development**

The strategy recommends that Local Planning Authorities should, as a part of the planning process, secure developer contributions for transport improvements, normally through Section 106 agreements, and especially where the proposed development is not easy of access except by car.

For commercial development a framework is being established that will require the developer to produce both a Transport Assessment (TA) and a Travel Plan for all developments over a certain threshold. These contributions could finance improvements to public transport and infrastructure. The strategy also regards it as “essential” that the design of major new developments take full account of public transport requirements. LCC have also encouraged the use of Workplace Travel Plans to promote greater use of bus services.

### **Bus Based Rapid Transit**

LCC, and Blackburn with Darwen local authority have identified a pilot scheme for Bus Based Rapid Transit in East Lancashire which could include extensive bus priority measures, segregated kerb-guided bus ways, road widening for bus ways and the reconfiguration and redesign of a number of key road junctions. This is now being taken forward as the East Lancashire Rapid Transit proposal within the LTP (mentioned above in 3.6).

### **Community Transport**

#### **3.13 Community Transport Schemes**

There are a variety of community transport schemes operating in the area which supplement the commercial and subsidised regular bus services. Within Ribble Valley Ribble Valley Community Transport (soon to become the Little Green Bus (LGB) organisation) is a not for profit organisation funded from a variety of sources which supplies the following services under contract from Lancashire County Council:

**Dial a Ride** – a service that provides door to door transport on specific routes on specific days with pick ups arranged in advance by individuals registered as members. This currently supplies over 10,500 journeys a year.

**Demand Response**- this service provides door to door transport for pre booked journeys. Anyone can use this service for shopping trips, doctors appointments or connections to other services. This currently provides 4,000 journeys a year.

Both the above services are free to residents possessing a concessionary NoW card

**Community Cars** – this service is co-ordinated through the Little Green Bus company and is provided by a team of volunteer drivers using their own cars. It operates within a 20 mile radius of the user's home and is available to those who either live outside a public service route or for whom mobility is a problem.

In addition the company provides group hire for local community groups and small extended contracts with Extended Schools, youth, community and mainstream educational groups for half and full day trips. Currently the LGB is investigating developing a Transport Brokerage Project which focuses on using currently underused vehicles owned and operated by other local organisations.

## **Freight Transport**

### **3.14 North West Regional Freight Strategy (2003) (North West Freight Advisory Group)**

The Advisory Group responsible for this strategy includes private sector providers, Network Rail, Highways Agency, North West Development Agency, Government Office North West and North West Regional Assembly. It deals with general strategy and does not contain any specific Ribble Valley proposals

The strategy recognises the dominant role of road freight, which will continue to transport the vast majority of freight into the future, but sets out to promote the use of other transport systems such as rail and waterways for freight (so called “modal shift”) while avoiding setting targets.

Its main aims and objectives are:

- To maximise efficient use of existing infrastructure
- Implement selective enhancements
- Minimise the social impacts of freight movement
- Recognise the inter relationship of planning and transport in making decisions
- Reduce the threat of peripherality by improving access
- Ensure efficiency and safety of freight movement
- Involve both public and private sectors in partnership

It proposes that:

- Preferred freight routes across the region should be identified together with traffic management schemes to improve safety and journey time reliability.
- Consistent approaches to access restrictions be developed
- Opportunities to introduce priority access for freight should be identified
- Lorry parking locations should be identified
- Inter-modal movements and modal shift should be monitored and promoted

It identifies two major internationally significant transport corridors in the region, a north-south one comprising the West Coast Main Rail line and the M6, linking the

region to the Midlands and south and to Europe, and an east-west one including Trans Pennine rail routes, the M56 and M62 motorways linking the region to the east coast ports and to Yorkshire.

Recent changes in industrial production and retail towards production to order and a drive to reduce stock holding has led to new, time sensitive distribution techniques which depend on an efficient supply chain and ultimately on efficient transport infrastructure.

To help address these the strategy promotes the development of Freight Quality Partnerships between local authorities and operators to help resolve freight distribution issues. It also advocates improved signing strategies and a consistent approach to delivery curfews and suitable parking facilities. It deals in more detail with freight movement according to transport mode.

### **Road Haulage**

While the region's strategic road system is of a good quality, parts are under pressure. Some non-strategic roads have concerns over safety and there are environmental issues associated with through traffic in small towns, villages and the wider countryside. The Strategy recognises that constructing new roads to accommodate future traffic growth is unsustainable and that the current network will have to be used to optimal efficiency. To aid this it proposes that a Functional Road Hierarchy be established to help direct traffic onto the most suitable routes and away from inappropriate routes. It also proposes as actions signage improvements, better information systems, including the Active Traffic Management pilot scheme and more consistent maintenance standards.

Appendix 2 of the strategy identifies, as part of the issues around developing a Functional Road Hierarchy, several "Strategic Access Routes", that is routes of regional significance which link the region's main population and activity centres to the rest of the country and the wider world. While none of these are within Ribble Valley two, the M65 and A56 pass close to the area on its southern boundary.

### **Rail Freight**

Rail freight tonnages are increasing and could increase further. However there are capacity constraints on the West Coast Mainline. The strategy proposes infrastructure improvements including the development of diversionary routes, longer trains, greater route flexibility and better loading gauges.

The strategy also emphasises the need to create a number of inter modal freight terminals together with rail linked warehouses and distribution centres at key locations in the region. While it does not identify specific sites for these it does outline a variety of locational criteria, including the need for connections between the rail and strategic highway networks, relationships to regional investment sites, site size and ease of access. Local authorities are also encouraged to protect former rail routes for future use.

## **Pedestrian and Cycling Transport**

### **3.15 Quiet Lanes and Greenways Around Chipping and Slaidburn**

The previous Lancashire Transport Plan 2001 – 2005 included a Lancashire wide initiative to designate, through selective signage, some rural lanes as quiet roads on which cycling and walking would be encouraged. Some lanes around Chipping and Slaidburn in Ribble Valley were selected as a pilot for this initiative and signed as Quiet Lanes to encourage vehicular traffic to use alternative routes. Currently these pilot lanes are being monitored before decisions are made on the future of the project.

### **3.16 Lancashire Rights of Way Improvement Plan (Lancashire County Council, Blackpool Borough Council and Blackburn with Darwen Borough Council, June 2005)**

The Countryside and Rights of Way Act 2000 requires all highway authorities to prepare a Rights of Way Improvement Plan (ROWIP). It must consider whether the current system meets modern needs; the opportunities it provides for recreation and exercise and its accessibility by the blind, partially sighted and those with reduced mobility. Better footpath and cycle access have a variety of benefits, not only for recreational and tourist travel but the equally important everyday travel to work and shopping journeys currently unnecessarily taken by car.

The policy context for this strategy includes PPG17 (para 32) which emphasises that Rights of Way (ROW) are important recreational facilities and that Local Authorities should seek to provide better facilities for walkers, cyclists and horse riders. PPS7 also supports the need to improve the ROW network. North West Development Agency and North West Tourism Forum also support the development of the ROW system for tourism development reasons.

The Lancashire Transport Plan (LTP) also refers to the need to improve walking and cycling access for both recreational and wider travel reasons. This involves the provision of on and off road cycling routes; improved and better signed pedestrian routes and school and business travel plans.

Within the Ribble Valley the Forest of Bowland AONB Management Plan has specific and detailed recreation policies for both residents and tourist access. The LDF process allows local authorities to consider seeking improvements to ROW as opportunities within particular development negotiations, while also considering more strategic improvements.

The strategy identified a number of Ribble valley parishes that have a low density of ROW. These are: Downham, Mearley, Middop, Worston, Bowland Forest High, Bowland Forest Low and Newton. Overall 82% of the Lancashire ROW network is classed as being in good condition, in line with national averages.

The Strategy lays out a series of policies under seven main themes. These policies include:

- Maintaining the Definitive ROW Map and keeping the current system to an acceptable standard.
- Deciding path improvement priorities in relation to improving access to other communities and the open countryside, increasing safe access to schools and developing “Access for All” in partnership with other bodies, including the Borough Council.
- Developing information materials including contributions to rural tourism development
- Advising Local Planning Authorities on how best to incorporate access provision into planning documents and within planning obligations
- Promoting the development of safe routes and the better use of the existing network
- Creating links from towns and villages and existing bridleways onto National Trails and create new bridleway links to improve the network
- Seeking to extend and improve the network available to those with reduced mobility or visual impairment
- Supporting the Quiet Lanes and Greenways initiatives. (see 3.15 above)

While many of the above priorities will relate to Ribble Valley in a general sense there are few specific actions in the plan relating to the area. Within the Improvement theme the Ribble Valley Way, which runs through the area, is marked for improvement work.

### **3.17 Draft Lancashire Cycling Strategy. October 2007 (Lancashire County Council)**

As part of the Department for Transport Overview of Cycling 2007 the government expects highway authorities to develop cycling strategies as a part of their Local Transport Plans. The promotion of cycling as both a leisure and tourism activity and a more general mode of transport, especially in replacing short car journeys, is supported in a wide variety of policy documents including PPG13. The National Cycling Strategy of 1996 aims to double UK cycling trips by 2002 and double these again by 2012. The Lancashire Transport Plan also sets targets of doubling by 2006 and doubling use again by 2016

While in general cycle use in Lancashire is increasing, cycling to work has declined, though by less than it has nationally. In Ribble Valley, cycling to work fell by 20% between 1981 and 2001. In Lancashire only between 2% and 3% of children cycle to school, rates being even lower in Ribble Valley. A 2003 survey showed that satisfaction rates with cycle facilities in Ribble Valley were among the lowest in Lancashire, while cycle casualties were significantly lower than elsewhere. National Cycle Routes 90 and 91 (the Lancashire Cycle Way Northern and Southern Loops) pass through the Ribble Valley.

The strategy has four objectives:

- 1. Increasing Cycle Use** – by both improving infrastructure and better promotion.

In more detail the strategy seeks to have cycling considered in all Local Development Frameworks (LDFs) and that all new developments be cycle accessible, including highway schemes. The strategy also aims to secure at least £1.5 million per year in developer contributions for off site cycle facilities. Traffic management measures will include speed reduction measures, road space allocation, safer crossings and better cycling conditions on rural roads as well as increasing cycle parking facilities in town centres and improving access by cycle to employment sites and at bus/rail interchanges. The current network of paths will continue to be maintained and developed and general and specific promotional material will be produced aimed at a variety of audiences

**2. Reducing Road Casualties** – this will be addressed through developing 20 mph zones and other speed management measures and through specifically considering cycle needs in highway development schemes, together with awareness training.

**3. Encouraging Cycling by Children and Young People** – helping to remove the congestion associated with the school run and addressing childhood obesity. In addition to the measures outlined above cycling to school will be promoted through the introduction of school travel plans and the development of new school cycle routes together with targeted education activities.

**4. Using Cycling to Improve Health, Social Inclusion and Economic Vitality** – aims at a general improvement in health through cycling and promoting cycling as a valid means of transport to work, especially for those on low incomes. In addition the growing market in cycle tourism could be particularly important in helping diversify rural economies in areas such as Ribble Valley. Programmes relating to these aims include developing national cycle trails, developing cycle routes linking poorer areas with employment and services, cycle tourism promotion.

### **Specific Proposals in Ribble Valley**

There are two specifically Ribble Valley related projects mentioned under Objective 4 of the strategy. The first is the completion of a national cycle trail link through the Borough from Padiham to Great Harwood by 2010 and the second is the improvement of mountain biking areas in the Gisburn Forest. Both are currently in progress (April 2008) together with the conversion of a section of bridleway from Pendleton Hall to Worston to cycling standards.

## **4. LOCAL PLANS**

### **4.1 Ribble Valley Cycling Strategy 2005 – 2010 (Ribble Valley Borough Council )**

In line with Ribble Valley Borough Council's ambitions to both make people's lives safer and healthier and to enhance the existing environmental quality of the area, a cycling strategy was developed in 2005.

Its objectives are: to maximise cycling's role as a transport mode, especially in reducing car use; to develop safe and attractive transport infrastructure and to ensure that the needs of cycling are fully considered in the planning process.



The policies and mechanisms in the strategy include:

- Cycling audits within highway and development schemes
- Consultation on and assessment of possible impacts on the cycling network of development proposals
- The best possible use of developer contributions to improve transport and cycling infrastructure
- Improvements to the existing network, including assisting in the Quiet Lanes Initiative and an audit of the current system
- Better integration of cycling within more general public transport, including links to interchanges and associated cycle parking.
- Better cycle facilities at other public facilities such as schools and leisure centres through matched local and county funding and to County Council standards.
- The development of accident and theft reduction strategies
- A Borough Council programme of cycle friendly employer initiatives including storage lockers, cycle purchase schemes, green commuter plans, car park charges and other measures.
- General cycle promotion campaigns through the media and consultation with interested parties
- Funding identification
- Investigating how the local network could be improved to assist rural tourism
- The establishment of a cycling officer post to focus the above.

Work is underway on several initiatives with the County Council and other partners including the Quiet Lanes Initiative, the Gisburn Forest leisure related trail project and survey audits of the network.

#### **4.2 Ribble Valley District Wide Local Plan (1998) (Ribble Valley Borough Council)**

The plan's main transport related objectives are:

- To direct development in a way that minimises the use of private cars
- Ensure adequate and safe transport infrastructure for industry
- Ensure that residents can access local facilities
- Protect residents from traffic noise and pollution
- Enhance safe mobility for all residents
- Encourage and promote the use of public transport, cycling and walking

It emphasises the roles of the County Council and central Government as the main highway authorities, the need for a road hierarchy and the need for major development to relate well to established strategic transport corridors, which will provide good public transport links.

It states that development proposals will be examined, among other considerations, in the light of various transport related issues. These are outlined in policy T1 and are the:

- Availability of public transport
- Relationship of a site to the primary route network
- Provision of pedestrian, cyclist and reduced mobility access
- Relationship of a site to developed areas already offering good access other than by private car
- Ability of the development to strengthen existing town and village centres
- Relationship of a site to areas which offer a wide choice of transport options including walking, cycling, and public transport, rather than those which rely on car transport.
- The inclusion of limited parking provision within a development in order to discourage reliance on the car.

Policy T7 emphasises the attitude to parking standards in PPG13 while recognising that, as a rural area, car use will be a principal mode of transport. Detailed relevant parking standards are defined by the County Council and are included within the Joint Lancashire Structure Plan.

The Plan also recognises that its development strategy is partly dependent on the availability of good public transport links. Under policy T10 land for the potential development of rail stations at Chatburn and Gisburn is protected from inappropriate development while policy T11 resists development which would reduce opportunities to transport freight by rail.

#### **4.3 Ribble Valley Sustainable Community Strategy (RVSCS) - 2008** **(Ribble Valley Strategic Partnership)**

This document, while not a planning document, sets priorities that will influence Ribble Valley's Local Development Framework, which will be the spatial interpretation of the RVSCS. It is owned and developed by the Ribble Valley Strategic Partnership which contains representatives from a wide cross section of the local community, including the Borough Council. Consultations around the development of the plan revealed local concerns over public transport, especially in the evenings, and the accessibility of isolated rural settlements, which needed a more flexible approach to transport provision. This fed into the establishment of access to appropriate public transport as a Key Priority of the plan.

Within the plan a series of transport- related Strategic Objectives and attached Actions was established. These are:

- Contribute to making local roads safer through developing an action plan around safety measures on the A682 and A59
- Reduce the need to travel and distances travelled through focusing on service centres
- Encouraging pedestrian and non motorised travel through promoting public transport and encouraging School and Business Travel Plans
- Improve access to the countryside through the Rights of Way Improvement Plan (see above)
- Promote the use of local public transport by identifying cost effective ring a ride systems for the voluntary and private sectors

- Increase the demand for public transport through the promotion of improvements to local railways.

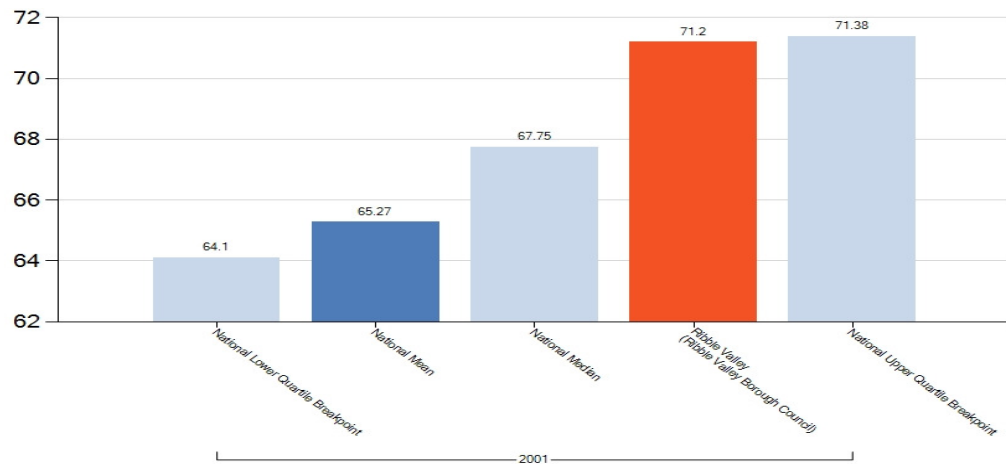
### Appendix 1. Journey to Work by Mode of Transport

Journey to Work by Usual Mode of Travel, 2001 (%) - All People Aged 16-74 in Employment

	<b>Ribble Valley</b>	Lancashire NUTS-2	North West	England and Wales
Working mainly at or from home	<b>13.0</b>	9.0	8.4	9.2
Underground, metro, light rail, Tram	<b>0.0</b>	0.1	0.6	3.0
Train	<b>0.7</b>	1.0	1.9	4.1
Bus, Mini-bus or coach	<b>2.2</b>	6.3	8.6	7.4
Motorcycle, Scooter. Moped	<b>0.9</b>	1.0	0.9	1.1
Driving a car or van	<b>64.5</b>	59.4	58.4	55.2
Passenger in a car or van	<b>5.7</b>	8.0	7.5	6.3
Taxi or minicab	<b>0.2</b>	0.8	0.8	0.5
Bicycle	<b>2.0</b>	2.4	2.3	2.8
On foot	<b>10.5</b>	11.5	10.3	10.0
Other	<b>0.5</b>	0.5	0.5	0.5
<b>ALL PEOPLE in EMPLOYMENT</b>	<b>26,407</b>	617,574	2,900,020	23,627,754

Source ONS – Census of Population, 2001

### Ribble Valley % of the resident population who travel to work by private motor vehicle (car, taxi or motorbike) Source Audit Commission



## **Appendix 2.**

### **Commercial Bus Services**

Commercial bus services in Ribble Valley are operated by Transdev Burnley & Pendle, Transdev Lancashire United, Stagecoach in Lancashire, M & M Coaches and Travel For All, providing a good network of regular local and inter-urban bus services as follows:

#### **Stagecoach in Lancashire**

- Service 1      Longridge – Grimsargh – Ribbleton – Preston (At least every 10 mins Mon-Sat daytime, half-hourly evening & Sundays. All night hourly bus service Thu, Fri & Sat)
- Service 4      Chipping – Longridge – Whittingham – Fulwood – Preston (Hourly Mon-Sat daytime with a two-hourly evening service Thu, Fri & Sat) (Partially funded by LCC between Chipping & Longridge and Broughton & Preston)

#### **Transdev (Burnley & Pendle and Lancashire United)**

- Service 225      Clitheroe – Whalley – Blackburn – Darwen – Bolton (Half hourly Mon-Sat daytime with hourly evening and Sundays) (Funded by LCC evenings and Sundays)
- Mainline 20-29      Clitheroe – Whalley – Sabden – Simonstone – Padiham – Burnley – Nelson – Colne (Half hourly Mon-Sat daytime with hourly evening and Sundays) (Funded by LCC evenings and Sundays)
- Service 241      Clitheroe - Whalley – Gt.Harwood – Accrington (every 90 minutes Mon-Sat daytime) (until 28 June 2008 – see subsidised services for enhanced replacement service)
- Service X40      Whalley – Accrington – Manchester (Mon to Fri am/pm peak journey only)

#### **M & M Coaches**

- Service 231      Clitheroe – Whalley – Gt.Harwood – Accrington (every 90 minutes Mon-Fri daytime between 0830 and 1600)

#### **Travel For All**

- Service C1      Low Moor – Clitheroe – Peel Park (Hourly Mon to Sat off-peak between 0930 and 1500)

## **Subsidised Bus Services**

The County Council provides a range of local bus services to complement the commercial network and provide public transport to areas that otherwise would have none. This makes a significant contribution to some of the County Council's corporate objectives particularly around social inclusion and accessibility. All these services are operated with Low Floor Easy Access vehicles. The following services operate in Ribble Valley:

- Service 3 Longridge – Ribchester – Wilpshire – Blackburn (Two hourly Mon to Sat including evening – between Longridge & Ribchester hourly in conjunction with Service 5)
- Service 5 Longridge – Ribchester – Whalley – Clitheroe (Two hourly Mon to Sat daytime – between Longridge & Ribchester hourly in conjunction with Service 3)
- Service 241 Clitheroe - Whalley – Gt.Harwood – Accrington – Oswaldtwistle – Royal Blackburn Hospital (every 90 minutes Mon-Sat daytime) (From 30 June 2008)
- Ser 280/X80 Preston – Mellor Brook – Whalley – Clitheroe – Gisburn – Skipton (Hourly Mon to Sat daytime, two hourly Sunday daytime between Preston and Clitheroe with two journeys extending to Skipton)
- Service B1 Bowland Transit: Slaidburn – Tosside – Settle Shuttle (Two hourly Mon to Sat daytime, connects with B10/B11 at Slaidburn for service to Clitheroe) (jointly funded with North Yorkshire County Council)
- Ser B10/B11 Bowland Transit: Clitheroe – Dunsop Bridge – Newton – Slaidburn Circular (Combined hourly Mon to Sat daytime – two hourly clockwise & two hourly anti-clockwise, connects with B1 at Slaidburn for service to Settle)
- Service B12 Bowland Transit: Clitheroe – Chipping – Garstang (Single journey – Summer Thursday only)
- Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton (Hourly Mon to Sat circular, two hourly Sunday daytime)
- Service C4 Clitheroe – Peel Park Circular (Hourly Mon to Sat off-peak between 0930 & 1500)
- Ser C5/C15 Clitheroe – Waddington/West Bradford Circular (Combined half hourly Mon to Sat daytime – hourly clockwise & hourly anti-clockwise, two hourly Sunday daytime)
- Service C25 Clitheroe – Low Moor – Calderstones – Whalley – Brockhall – Dinckley – Wilpshire – Blackburn (Two hourly Mon to Sat daytime)

- Ser 70/71 Pendle Witch Hopper: Nelson – Barley – Chatburn – Clitheroe – Sabden – Padiham – Burnley – Nelson (Two hourly Summer Sunday daytime)
- Ser P70/P71 Pendle Witch Hopper: Nelson – Barley – Downham – Chatburn – Clitheroe (Hourly Mon to Sat daytime)

In Ribble Valley, the annual net cost of providing subsidised bus services is £825,000 which does not include the provision of Community Transport services and school bus services which are shown below.

### **School Bus Services**

The County Council provides one home to school bus service which is funded through the public transport budget at an annual net cost of £14,834:

Service 522 Mitton – Billington St Augustines RCHS/Langho St Marys RCPS

A further 56 school bus services operate in Ribble Valley and are funded by the Directorate for Children and Young People. These services are provided for students who are entitled to free home to school transport.

### **Community Transport**

Community Transport in Ribble Valley is provided by Ribble Valley Community Transport. The scheme operates dial-a-ride services, as well as a Community Car scheme using volunteer drivers. These services aim to meet the travel needs of people who are unable to access public transport and journeys need to be booked in advance.

Ribble Valley Community Transport dial-a-ride services provided 13,305 passenger trips in 2007/08, with £40,000 funding from Lancashire County Council.

In 2007/08, The Community Car Scheme provided 1,275 passenger trips and received County Council funding of £1,500 towards journeys operated in Ribble Valley

### Appendix 3. Audit Commission Ribble Valley Transport Statistics

Indicator	Chosen Area	Area Data Covers	Value
% of the resident population who travel to work by private motor vehicle (car, taxi or motorbike)	Ribble Valley	Ribble Valley Borough Council	71.2%
% of the resident population who travel to work by public transport	Ribble Valley	Ribble Valley Borough Council	2.9%
% of the resident population who travel to work on foot or cycle	Ribble Valley	Ribble Valley Borough Council	12.5%
% of the resident population travelling over 20 km to work	Ribble Valley	Ribble Valley Borough Council	13.5%
% of residents who think that for their local area, over the past three years, that public transport has got better or stayed the same.	Ribble Valley	Ribble Valley Borough Council	85.64%
% of residents who think that for their local area, over the past three years, that the level of traffic congestion has got better or stayed the same.	Ribble Valley	Ribble Valley Borough Council	38.46%
Estimated traffic flows for all vehicle types (million vehicle kilometres)	Ribble Valley	Lancashire County Council	11190million vehicle kms

Source Audit Commission

## Appendix 4 – Commuting Patterns 2001 (drawn from Lancashire Profile, LCC)

In 2001 Lancashire had more employed residents (617,600) than jobs within its boundaries (596,200). The balance is accounted for by net outward commuting (primarily to Greater Manchester and Merseyside work centres) amounting to 21,400.

The majority of Lancashire's employed residents continue to both live and work in the same district. In Lancaster this share rises to nearly 83% suggesting a fairly self-

**Table 1 Journey to Work, Lancashire, 2001**

	Employed Residents	Resident & Working in Area	% Living & Working in Area	Residents Elsewhere & Working in Area (Commuters to Area)	Working Elsewhere & Resident in Area (Commuters from Area)	Net Movements	Total Working in Area
<b>NORTH LANCASHIRE</b>	192,240	—	—	—	—	-4,920	187,320
Blackpool	59,070	41,710	70.6	17,610	17,360	250	59,320
Fylde	32,220	20,410	63.3	20,160	11,810	8,350	40,570
Lancaster	55,910	46,230	82.7	6,780	9,680	-2,900	53,010
Wyre	45,040	24,650	54.7	9,770	20,390	-10,620	34,420
<b>CENTRAL LANCASHIRE</b>	205,570	—	—	—	—	-4,970	200,600
Chorley	49,200	24,140	49.1	12,440	25,060	-12,620	36,580
Preston	56,200	38,470	68.5	40,070	17,730	22,340	78,540
South Ribble	51,330	22,910	44.6	18,780	28,420	-9,640	41,690
West Lancashire	48,840	27,990	57.3	15,790	20,850	-5,060	43,780
<b>LANCASHIRE WEST</b>	397,810	—	—	—	—	-9,890	387,920
<b>EAST LANCASHIRE</b>	219,780	—	—	—	—	-11,490	208,290
Blackburn with Darwen	53,580	37,940	70.8	21,010	15,640	5,370	58,950
Burnley	38,100	25,140	66.0	13,110	12,960	150	38,250
Hyndburn	34,770	19,350	55.7	12,110	15,420	-3,310	31,460
Pendle	37,040	23,690	64.0	8,920	13,350	-4,430	32,610
Ribble Valley	26,410	14,090	53.4	10,000	12,320	-2,320	24,090
Rossendale	29,880	15,860	53.1	7,060	14,020	-6,960	22,920
<b>LANCASHIRE COUNTY</b>	504,930	406,570	80.5	71,360	98,360	-27,000	477,930
<b>LANCASHIRE NUTS-2</b>	<b>617,590</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>-21,370</b>	<b>596,220</b>

Source ONS 2001 Census of Population, Workplace & Transport to Work Statistics.

contained local labour market, but the proportion falls to just 45% in South Ribble where many residents have a high dependency on Preston for employment opportunities. Generally speaking the larger urban areas of Preston (with 69% both living and working in the district), Blackburn (71%), Blackpool (71%) and, to a lesser



extent, Burnley (66%) tend to be more "self-contained" in terms of employed residents' working trips than districts elsewhere in the sub-region.

## Net Movements

Districts may be classed into "job surplus" or "job deficit" areas referring to the balance in a district between its numbers of employed residents and its numbers of workplaces. This is a simple arithmetic division that fails to account for any differences in either the quality or the skills of the positions available or of the workforce and therefore should not be taken as a (direct) measure of self-sufficiency (Table 2).

**Table 2 Journey to Work Net Movements, Lancashire, 1951-2001**

	1951	1961	1971	1981	1991	2001
<b>NORTH LANCASHIRE</b>	-4,190	-5,930	-7,790	-5,200	-2,750	-4,920
Blackpool	-6,240	-6,730	-4,040	-4,060	1,020	250
Fylde	2,410	4,500	2,380	6,800	8,920	8,350
Lancaster	70	-220	220	-560	-2,100	-2,900
Wyre	-430	-3,580	-6,350	-7,380	-10,590	-10,620
<b>CENTRAL LANCASHIRE</b>	3,590	1,010	-940	-2,610	-4,330	-4,970
Chorley	170	-2,030	-7,090	-10,780	-12,740	-12,620
Preston	3,830	9,950	18,090	24,340	22,900	22,340
South Ribble	3,030	700	-4,200	-8,410	-8,880	-9,630
West Lancashire	-3,440	-7,610	-7,740	-7,760	-5,610	-5,060
<b>LANCASHIRE WEST</b>	-600	-4,920	-8,730	-7,810	-7,080	-9,890
<b>EAST LANCASHIRE</b>	2,240	-3,320	-4,480	-8,360	-10,370	-11,490
Blackburn with Darwen	1,100	2,190	5,180	5,770	5,280	5,380
Burnley	-660	1,450	3,200	3,890	1,700	150
Hyndburn	-1,270	-3,360	-3,790	-6,150	-5,640	-3,310
Pendle	660	-240	-2,520	-2,870	-3,290	-4,430
Ribble Valley	-580	-1,620	-3,350	-3,730	-3,550	-2,310
Rossendale	-1,490	-1,740	-3,200	-5,270	-4,870	-6,970
<b>LANCASHIRE</b>	<b>-2,840</b>	<b>-8,240</b>	<b>-13,210</b>	<b>-16,170</b>	<b>-17,450</b>	<b>-21,370</b>

Source ONS - Censuses of Population, Workplace & Transport to Work Statistics

In 2001 the same five districts as in 1991 had job surpluses, that is to say, they attracted more workers than they lost to other districts. These were Preston, Lancashire's largest single work centre with a net gain of 22,300 workers (2% less than in 1991) which it attracted from all parts of the sub-region and beyond; Fylde (+8,300 - a decrease of 6.4% since 1991), which benefited from the presence of a number of very large major employers such as BAE Systems, British Nuclear Fuels and the

insurance company Axa; the two manufacturing centres of Blackburn (+5,400) and Burnley (+200), although Burnley's net inward flow has decreased by 91% since 1991; and Blackpool (+250), but again with a large reduction since 1991. At the opposite end of the spectrum, Chorley (with a net daily outflow of -12,600 commuters), Wyre (-10,600) and South Ribble (-9,600) experienced the largest district journey to work outflows, though in the first two cases the long-term pattern of ever greater net losses appear to have been contained over the past decade. Elsewhere, Rossendale's work loss of 7,000 represented an increase of 43% over the 1991-2001 decade, presumably reflecting its strengthening economic ties with work centres in Greater Manchester. The improved position of Ribble Valley (-2,300 net outward commuters in 2001 compared to -3,600 in 1991) is likely in part to represent the above-average rates of employment growth and new local business formation over the decade.

There has been a tendency for those districts that were net exporters in 1951 to continue exporting workers, with the exceptions of Burnley and Blackpool (who became net importers in 1961 and 1991 respectively); small inflows in 1951 in the districts of Lancaster, Chorley and Pendle have become net outflows over the period, significantly so for the Central Lancashire District of Chorley. Preston, Fylde and Blackburn districts have increased in importance as net attractors of workers over the period 1951-2001. South Ribble, with a net inward flow of workers in 1951 on a par with Preston, by 2001 had the third largest net outflow of any district.

In 2001 Lancashire County had a net outward commuting of 27,000, as reflected on Table 1, though this disguises much larger gross flows to and from the area (Table 3). In the case of Preston, for example, in excess of 40,000 people commute to the district each day whilst 36,000 Preston residents commute outwards to other work centres. At the other extreme, the lowest gross flows are found in Lancaster.

**Table 3 Journey to Work Gross Flows, Lancashire, 1991-2001**

	Commuters to Area		Commuters from Area	
	1991	2001	1991	2001
Blackburn with Darwen	16,880	21,010	11,600	15,640
Blackpool	16,230	17,610	15,210	17,360
Burnley	10,880	13,110	9,180	12,960
Chorley	8,880	12,440	21,620	25,060
Fylde	18,400	20,160	9,480	11,810
Hyndburn	7,170	12,110	12,810	15,420
Lancaster	4,190	6,780	6,290	9,680
Pendle	6,540	8,920	9,830	13,350
Preston	35,760	40,070	12,860	17,730
Ribble Valley	6,710	10,000	10,260	12,320
Rossendale	6,010	7,060	10,880	14,020

Viewed over the decade 1991-2001 virtually all districts have seen increases in gross flows. The largest increases in inward flows have been in Hyndburn (+69%) and Lancaster (+62%). Lancaster remains a fairly self-contained local labour market though over the last decade also registered a 54% increase in the number of commuters from the area.

**Table 4 Journey to work trends, Lancashire, 1951-2001**

	Employed Residents	Resident & Working in Lancashire	Resident Elsewhere & Working in Lancashire (Commuters to Area)	Working Elsewhere & Resident in Lancashire (Commuters from Area)	Net Movements	Total Working in Lancashire
1951	608,000	587,700	17,500	20,300	-2,800	605,200
1961	592,400	562,600	21,600	29,800	-8,200	584,200
1971	582,80	541,600	28,000	41,200	-13,200	569,600
1981	565,70	522,100	27,40	43,600	-16,200	549,500
1991	586,600	531,600	37,550	55,000	-17,450	569,150
2001	617,570	—	—	—	-21,370	596,200

Blackpool (+9%) and Fylde (+10%) together with Preston (+12%) are the districts that registered smaller changes in relation to commuters to the area, between 1991 and 2001.

In terms of outward flows, aside from Lancaster, the largest increases were experienced by Preston (+38%), Pendle (+36%) and Burnley (+35%) with West Lancashire, South Ribble and Blackpool recording much lower rates of increase.

Table 4 reveals the journey to work trends for the Lancashire during the 50-year period 1951-2001. There have been significant increases in commuters to and from the sub-region. The dependence upon external work centres has been a characteristic of increasing importance throughout the post-war period, with nearly eight times the net (outward) movement of workers from the County by 2001 compared with 1951.

## Appendix 5 - Local Rail Statistics

### Ribble Valley Rail Stations - Patronage 2003 – 08

	2003/4	2004/5	2005/6	2006/7	2007/8
<b>Clitheroe</b>	185,316	202,594	217,813	230,949	237,690
<b>Langho</b>	20,967	22,713	26,248	24,004	24,937
<b>Ramsgreave/Wilpshire</b>	44,743	48,040	53,307	58,270	66,136
<b>Whalley</b>	46,148	48,997	54,149	61,855	65,220

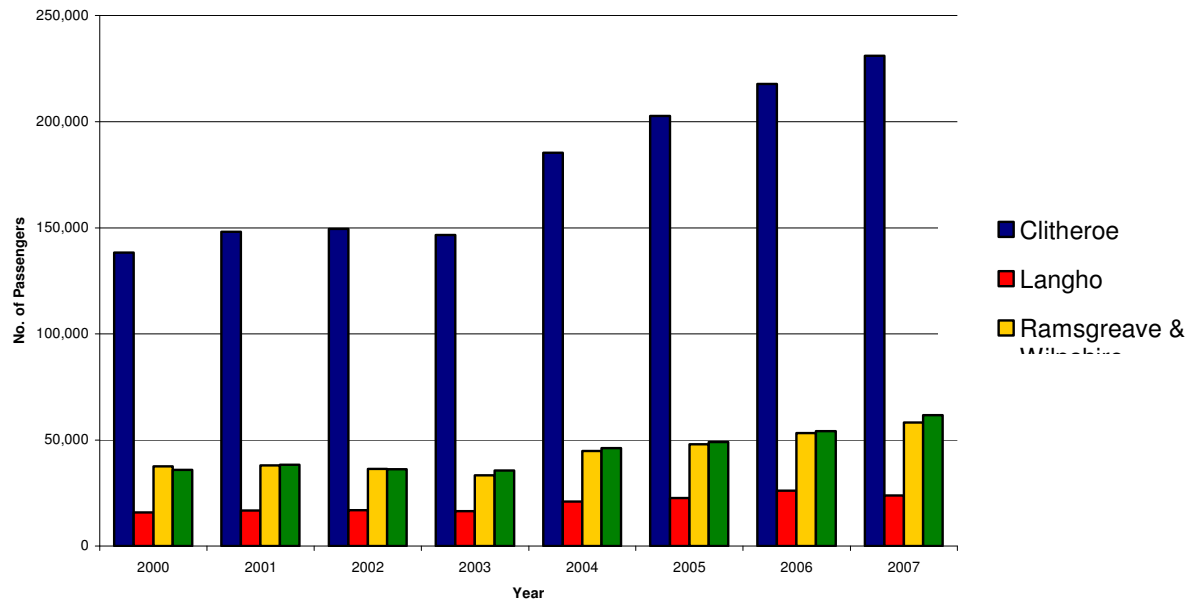
### Ribble Valley Rail Stations – Annual Patronage Growth 2003 – 08

	2003/4 – 2004/5	2004/5 – 2005/6	2005/6- 2006/7	2006/7- 2007/8
<b>Clitheroe</b>	9%	8%	6%	3%
<b>Langho</b>	8%	16%	-9%	4%
<b>Ramsgreave/Wilpshire</b>	7%	11%	9%	13%
<b>Whalley</b>	6%	11%	14%	5%

Source : Northern Rail

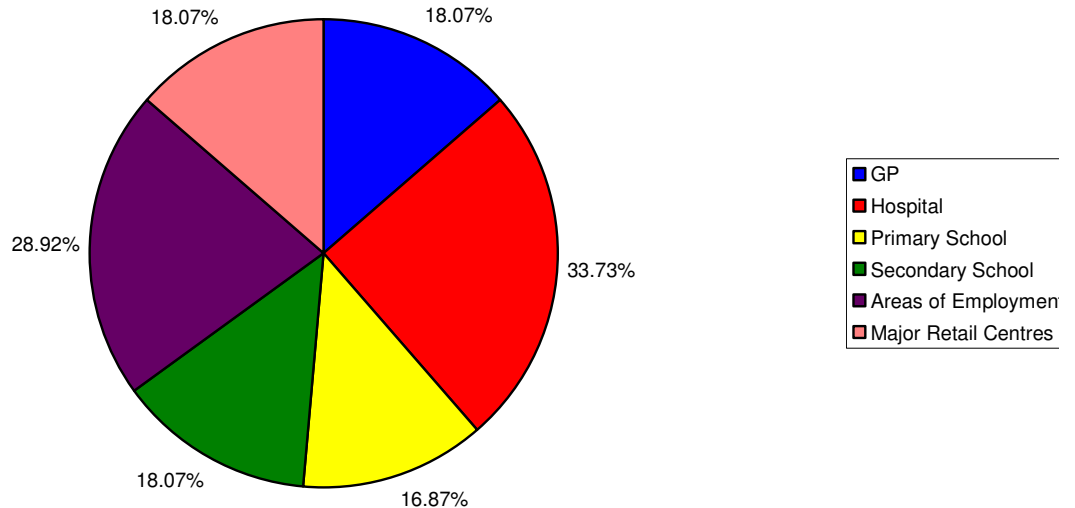
## Rail patronage levels to increase at four stations by 75% from 2001 to 2016.

The following graph shows patronage levels since 2000 up until the 31<sup>st</sup> march each year. Patronage is defined as the total number of journeys made to and from each station as indicated by ticket sales. Single tickets equate to one journey and return tickets equate to two journeys. (source RVBC LDF Annual Monitoring Report 2007)



## Appendix 6 - Transport Statistics from LDF Annual Monitoring Report

Chart showing Number of new dwellings without access to individual services within 30 minutes of public transport travel time



As chart 2 clearly shows, over a third of new residential development in the borough does not have access to a hospital within 30 minutes of public transport travel time and just under a third do not have access to areas of employment within 30 minutes of public transport travel time.

### Percentage of completed non-residential development complying with the car parking standards set out in the LDF

The current parking standards used are the Joint Lancashire Structure Plan (JLSP) figures. Over the monitoring period there have been three developments completed all of which have complied with JLSP parking standards.

### Percentage of new development within 400m of an existing bus stop

There is a current target of 90% of new development to be within 400m of existing bus stops. Lancashire County Council collate this information on behalf of RVBC. Between 2001-2006, 79.5% of new development was within 400m of existing bus stops. Relevant Local Plan policy to this indicator is T1.

### Percentage of new residential development within 30 minutes public transport travel time of a GP surgery, hospital, primary/ secondary school, employment

65% of all new developments completed within the AMR period are within 30 minutes public transport time of a GP surgery, hospital, primary/ secondary school, employment and major health centre. This is a decrease of 7% since the last monitoring period. Table 9 shows the number of new dwellings completed within 30

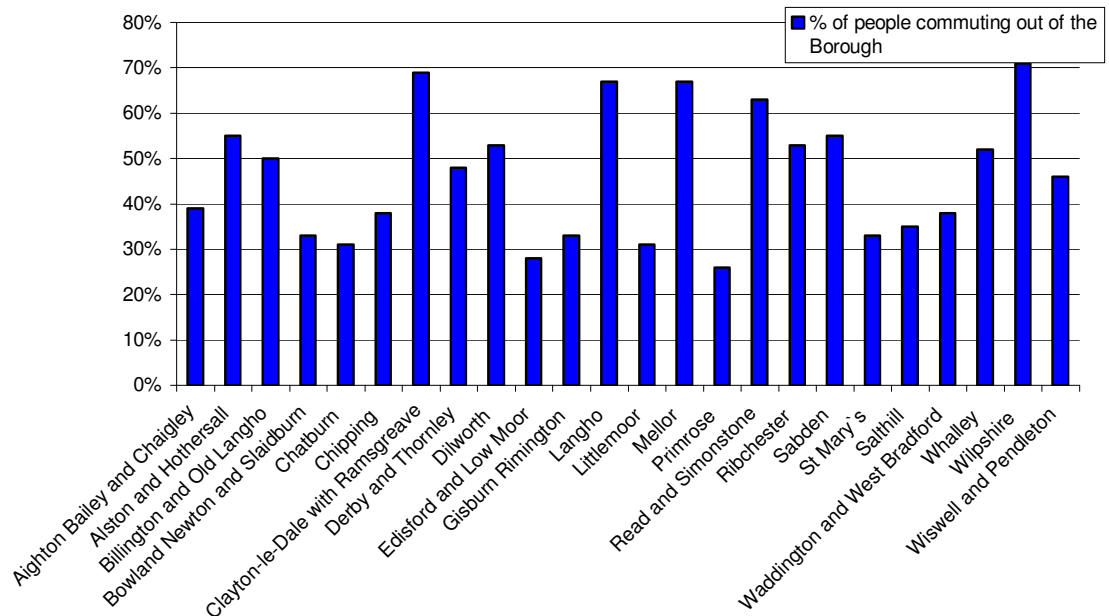
minutes public transport time of services. (Relevant Local Plan Policies are G1, G2, G3, G4, G5 and H19)

No. of Services Available	No. of dwellings	% of dwellings
6	54	65.06
5	5	6.02
4	9	10.84
3	0	0.00
2	1	1.20
1	0	0.00
Nil	14	16.87
<b>Total</b>	<b>83</b>	<b>100.00</b>

### Percentage of people commuting out of the borough

The graph below shows the percentage of economically active people who commute out of the borough to work. The highest is in Wilpshire with 71% of people commuting out of the borough, however the close proximity of Blackburn accounts for this high percentage. The lowest percentage of out-commuting is from the Primrose ward with only 26% commuting out. The borough average is 47%, which shows that only 53% of all economically active residents actually work within the Borough.

### Number of People Commuting out of the Borough by ward



## Appendix 7 – Road Casualty Rates (source Lancashire Profile)

Road Casualty Rates for All People Killed or Seriously Injured, 1997-2006

	<b>People of All Ages Killed or Seriously Injured in Road Traffic Accidents per 1,000 Population of All Ages</b>									
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Blackburn with Darwen</b>	1.2	0.8	0.6	0.5	0.6	0.6	0.5	0.5	0.5	0.6
<b>Blackpool</b>	1.3	1.0	1.0	0.7	0.8	0.7	0.6	0.4	0.5	0.7
<b>Burnley</b>	0.7	0.6	0.8	0.6	0.7	0.7	0.5	0.8	0.7	0.9
<b>Chorley</b>	1.0	0.8	0.8	0.6	0.9	0.9	1.0	0.9	1.0	0.9
<b>Fylde</b>	1.9	1.0	0.7	0.8	0.8	0.6	0.7	0.6	0.7	0.6
<b>Hyndburn</b>	1.0	0.8	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.6
<b>Lancaster</b>	0.8	0.7	1.0	1.0	1.0	0.8	0.7	0.7	0.7	0.9
<b>Pendle</b>	0.7	1.0	0.6	0.6	0.8	0.6	0.7	0.7	0.6	0.5
<b>Preston</b>	1.2	0.9	0.9	1.0	1.1	1.2	1.0	0.9	0.9	0.9
<b>Ribble Valley</b>	0.9	1.5	1.1	1.0	1.2	0.8	0.8	0.6	0.7	0.7
<b>Rossendale</b>	1.2	1.2	1.0	0.9	0.6	0.6	0.6	0.8	0.8	0.9
<b>South Ribble</b>	0.7	0.7	0.9	0.7	0.8	0.9	0.8	0.8	0.9	0.8
<b>West Lancashire</b>	1.1	0.9	1.1	0.9	0.8	0.9	1.1	1.2	1.1	1.2
<b>Wyre</b>	1.0	0.9	0.9	0.9	0.7	0.6	0.7	0.6	0.6	0.7
<b>Lancashire County</b>	<b>1.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>
<b>North West</b>	0.8	0.7	0.7	0.6	0.6	0.6	0.6	0.6	0.6	0.5
<b>England</b>	0.8	0.8	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.5

Source Department for Communities and Local Government - Floor Targets Interactive; Department for Transport

## Appendix 8 – Car and Van Ownership 2001 (source Lancashire Profile)

### Car and Van Ownership, 2001

	All Households	Percentage of Households with number of cars or vans <sup>(1)</sup>					All Cars and Vans <sup>(2)</sup>
		None	One	Two	Three	Four+	
<b><u>North Lancashire</u></b>	197,443	28.5	46.5	20.4	3.6	1.0	202,536
<b>Blackpool</b>	63,940	37.3	45.3	14.4	2.3	0.6	53,608
<b>Fylde</b>	32,369	20.1	48.4	25.7	4.4	1.4	38,542
<b>Lancaster</b>	55,839	28.1	46.3	20.9	3.7	1.0	57,778
<b>Wyre</b>	45,295	22.6	47.0	24.3	4.7	1.5	52,608
<b><u>Central Lancashire</u></b>	180,311	23.1	44.1	26.4	4.9	1.4	212,758
<b>Chorley</b>	41,027	19.6	42.6	30.5	5.6	1.7	52,470
<b>Preston</b>	52,970	31.4	44.4	19.8	3.4	0.9	52,174
<b>South Ribble</b>	42,728	17.9	46.5	28.8	5.3	1.5	54,026
<b>West Lancashire</b>	43,586	21.5	42.9	28.1	5.7	1.8	54,088
<b><u>Lancashire West</u></b>	377,754	26.0	45.4	23.2	4.2	1.2	415,294
<b><u>East Lancashire</u></b>	208,461	29.4	45.3	20.8	3.5	1.0	212,627
<b>Blackburn with Darwen</b>	53,407	33.5	45.1	17.7	2.9	0.7	49,448
<b>Burnley</b>	36,796	34.1	44.9	17.7	2.6	0.7	33,556
<b>Hyndburn</b>	32,976	30.4	46.4	19.3	3.1	0.8	32,242
<b>Pendle</b>	35,960	29.6	46.3	19.6	3.4	1.0	36,171
<b>Ribble Valley</b>	22,210	14.6	43.9	33.0	6.4	2.1	30,807
<b>Rossendale</b>	27,112	25.4	44.4	24.7	4.2	1.3	30,403
<b>Lancashire County</b>	468,868	25.1	45.4	24.0	4.3	1.3	524,865
<b>Lancashire NUTS-2</b>	<b>586,215</b>	<b>27.2</b>	<b>45.3</b>	<b>22.4</b>	<b>4.0</b>	<b>1.1</b>	<b>627,921</b>
<b>North West</b>	2,812,789	30.2	43.5	21.5	3.7	1.0	2,874,991
<b>England and Wales</b>	21,660,475	26.8	43.8	23.5	4.5	1.4	23,936,250

Notes (1) Includes any company car or van if available for private use.

(2) Includes only those cars and vans owned by, or available for use by, households.

Figures are not exact as households with more than 10 cars or vans are counted as having 10 cars or vans.

Source ONS - Census of Population, 2001