

**Ribble Valley
Borough Council**



Local Infrastructure Plan

April 2012

**Part of the Local
Development Framework
Evidence Base**



RibbleValley
Local Development Framework

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INTRODUCTION

This document forms the collective evidence base on infrastructure for Ribble Valley Borough Council. It brings together the baseline infrastructure information that was collated for RVBC in early 2009¹ and augments this with further detail collected in 2011 and 2012. It outlines the infrastructure implications of emerging Core Strategy development options as a preferred option is developed.

The report covers the following areas:

- Policy and Legislative Framework, including a summary of current Infrastructure Planning
- Physical, Social and Green infrastructure- existing provision, known planned provision and expected future requirements
- How future infrastructure requirements will be addressed in general terms and whether any significant shortfalls in future provision exist in relation to proposed development options

This infrastructure plan has been used to assist with the formulation of the chosen, preferred Development Strategy option for Ribble Valley. As required provision was uncertain in the early stage of Core Strategy production, an approach was used where by a range of potential scenarios were formulated. These were based upon the anticipated impacts on infrastructure under each potential Development Strategy option presented at the Regulation 25 stage and also on the outcomes of the regulation-25 Core Strategy consultations. The main themes of these were brought together within the Summary of Representations document, published by Ribble Valley Borough Council in March 2011. For each scenario, it was considered how the overall objectives would be achieved and the implications of the different levels of development taking place over the Core Strategy period, and beyond where necessary. Further consultations on an additional set of options took place in summer 2011 and were reported to the council later that year.

INFRASTRUCTURE PLANNING POLICY FRAMEWORK

In formulating an infrastructure plan, it is essential that the broader policy and legislative framework within which Local Planning Authorities are required to produce an infrastructure plan is adequately considered.

NATIONAL GUIDANCE

The 2001 Planning Green paper marked the start of the process to reform the planning system along spatial planning lines, a key element being infrastructure planning. The Planning and Compulsory Purchase Act 2004 provided the statutory framework within which LPAs were required to operate in relation to infrastructure planning.

Subsequent policy reviews including The Barker Review of Housing Supply, 2004; the Barker Review into Land Use Planning, 2006; the Lyons Enquiry into Local Government,

¹ This work was undertaken by Planning Master course students from Manchester University.

2007; and the Local Government White Paper, 2006 all illustrate and reinforce the importance of infrastructure plans within the context of spatial planning.

The culmination of this work is Planning Policy Statement 12: Local Spatial Planning (PPS12). This document states that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking into account its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided.

The general aim of this work is to give a degree of certainty to communities and investors by giving a guide to where long term investment in infrastructure should be made.

PPS12 sets out that the infrastructure planning process should identify, as far as possible,

- Infrastructure needs and costs
- Phasing of development
- Funding sources
- Responsibilities for delivery

In identifying these, the test should be whether there is a reasonable prospect of provision. Where provision is uncertain, contingency planning, which shows how the objectives will be achieved under different scenarios, may be necessary. At this strategic stage it has not been possible to identify exact costing for future infrastructure changes. This information will be provided as the plan develops.

This infrastructure plan has been prepared following the production of a baseline report undertaken prior to the Regulation 25 stage consultation, which took place between August and October 2010, and subsequently further regulation 25 consultation in 2011 and prior consultation on the Regulation 27 Core Strategy document. As part of the Core Strategy process, it is vital that infrastructure is considered to ensure that any proposed development is deliverable and would not be restricted by insufficient infrastructure.

Initial work began on the Ribble Valley Infrastructure Plan in 2009 highlighted the areas where there were information gaps on provision and made recommendations for moving forward the infrastructure plan project.

To ensure the Core Strategy complies with PPS12 this infrastructure plan has moved this work forward and looks not only at the existing provision, but also the known and expected future provision and how this will be delivered.

The stages of Core Strategy production are illustrated below.

STAGES OF CORE STRATEGY PRODUCTION

Questionnaire considering issues and potential scenarios for the Core Strategy to consider.

6 week Consultation: October – December 2007

Accompanying this document was a Sustainability Appraisal Scoping report, which set out the baseline information prior to testing options.

****Change in legislation****



Regulation 25 Core Strategy: Considers a range of issues facing Ribble Valley and a number of potential Development Strategy options relating to where development may be focused in very general terms

8 week Consultation: August – October 2010

Accompanying this document was a revised Sustainability Appraisal Scoping report, which set out the baseline information prior to testing options. This document was revised following the change in legislative regulations

****Still Reg 25: Additional consultation stage on Alternative Options and Key Statements and Development Management policies****

6-week consultation: June – August 2011

****Sustainability Appraisal Workshop****



Publication and consultation on the Regulation 27 Core strategy, presenting a preferred Development Strategy option.

6 weeks consultation anticipated Spring 2012

Publication of the Sustainability Appraisal, incorporating the Strategic Environmental Assessment requirements

We are here



Submission to Secretary of State

Anticipated Summer 2012

Submission of full SA/SEA report to SoS.

Examination in Public

Anticipated Autumn 2012

No further stages

Anticipated receipt of Inspector's Report

Anticipated Autumn 2012

No further stages

Proposed date for adoption

Anticipated November – December 2012

No further stages

In 2011, the coalition government announced a reform of the planning system and is about to publish a finalised new National Planning Policy Framework (NPPF). When adopted, it will replace PPS12. NPPF states that LPAs should work with other authorities and providers to:

- Assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecasts and demand.
- Take account of the need for nationally significant infrastructure within their areas.

Other than the NPPF, the other major changes announced is the introduction of the Localism Act which, among other provisions, gives local communities the opportunity to produce neighbourhood plans for additional development, over and above that set out in the Local Planning Authorities' LDFs. Despite these two new publications however the approach to infrastructure planning remains largely unchanged.

Planning Advisory Service (PAS)

The Planning Advisory Service has produced a number of documents relevant to infrastructure planning process. These are:

- PAS (2008) Implementing your LDF: the integration of infrastructure and development in plan making: London. - Briefing notes from seminars.
- The Introduction to Infrastructure Planning and Delivery - PowerPoint Presentation from seminars.
- Participants Resource Book, (Nov-December 2008). Updates in 2009:
 - Planning Together (CLG)
 - Steps Approach (PAS)

National Infrastructure Plan

The National Infrastructure Plan was published in October 2010 and updated Nov 2011 and sets out a plan for delivering major infrastructure over the next 5 years. This included details of public and private sector funding and covers a range of infrastructure including energy, transport ICT, flood, and water/waste management. An overall aim of the plan is to identify the legislative and regulatory changes required in order to assist investment in infrastructure across the country. Currently there are no nationally important infrastructure projects within the Borough.

LINKS WITH OTHER INITIATIVES

Local Strategic Partnership: The Ribble Valley Local Strategic Partnership (LSP) was established in 2002, but underwent a restructuring in 2005 to ensure that it was fit for purpose to deliver the objectives of the last Community Strategy. The LSP includes representatives from the community, businesses, the voluntary and faith sector, elected members and service providers of the Borough and County Council, the Primary Care Trust (PCT) and the Police. Within the partnership there are many thematic task groups, which involve an even wider number of people who are working to make Ribble Valley a better place to live in. The Sustainable Community Strategy (SCS) is a key document produced by the LSP and is the over-arching document that should inform the work of partners within the District, including the Borough and County Councils as well as the PCT and Police. The SCS provides baseline data and information revealing the current state of the District, a

vision outlining the aspirations for the borough and includes actions and projects that implement that vision. The Core Strategy is designed to be the spatial interpretation of the SCS and it is therefore a valuable document in considering infrastructure requirements. Working closely with the LSP allows for the planning and delivery of infrastructure to be adequately addressed and ensures that all the necessary partners are considered.

The [SCS report can be found here](#) on electronic versions of this report.

North West Utilities Infrastructure Study: This report was produced by EKOS with Utility Consulting and Engineering (UCE) on behalf of the NWDA and the Environment Agency. The overall aim of the work was to identify the issues and constraints relating to utilities infrastructure and supplies in the region. This sets out how resource allocation is procured, sets out the role of key stakeholders, establishes how the resource allocation processes can be influenced and identifies specific and/or geographical constraints and issues that are, and can, impact upon the economic development of the North West. This report forms a useful part of the infrastructure planning evidence base.

The [report can be found here](#) on electronic versions of this report.

Lancashire Green Infrastructure Study: This report was produced by Ectoec Research and Consulting and was led by the Lancashire Economic Partnership. It forms a strategy based upon a clear understanding of Green Infrastructure, and its potential to contribute to social and economic regeneration, whilst simultaneously creating an improved natural environment in urban and rural settings based upon investment in the creation and maintenance of high quality, networked, multifunctional green spaces and green assets.

The [report can be found here](#) on electronic versions of this report.

SUMMARY OF EXISTING INFRASTRUCTURE PROVISION IN RIBBLE VALLEY

Existing infrastructure has been broken down into groups. These are as follows:

- Public transport
- Road
- Cycle and pedestrian facilities
- Energy
- Water and drainage
- Waste
- ITC
- Public realm
- Historic legacy
- Open space
- Rivers
- Historic landscape
- Affordable housing
- Education
- Employment

- Benefits/Tax
- Children's services
- Health
- Gypsy and travellers
- Post Offices
- Community services
- Culture
- Leisure

From these groups, there are a series of further sub-groups, which are set out under each of the group headings.

As much information as possible has been collated for each of the infrastructure groups to provide an indication of the existing infrastructure provision within the Ribble Valley. This helps to clearly identify if there are any areas where provision is lacking, ultimately assisting in highlighting the infrastructure requirements that are needed and whether this will be met by the known planned provision, or if additional infrastructure is need above and beyond this.

In late 2011 a Topic paper entitled Discussion on the Approach to the Preferred Option was produced which set out, in strategic terms a likely preferred development option for the Borough. This was then circulated for initial comment to many of the infrastructure providers and within the Council. In this document it is referred to as the 2011 Topic paper in illustrating infrastructure provider response.

SUMMARY OF KNOWN PLANNED PROVISION

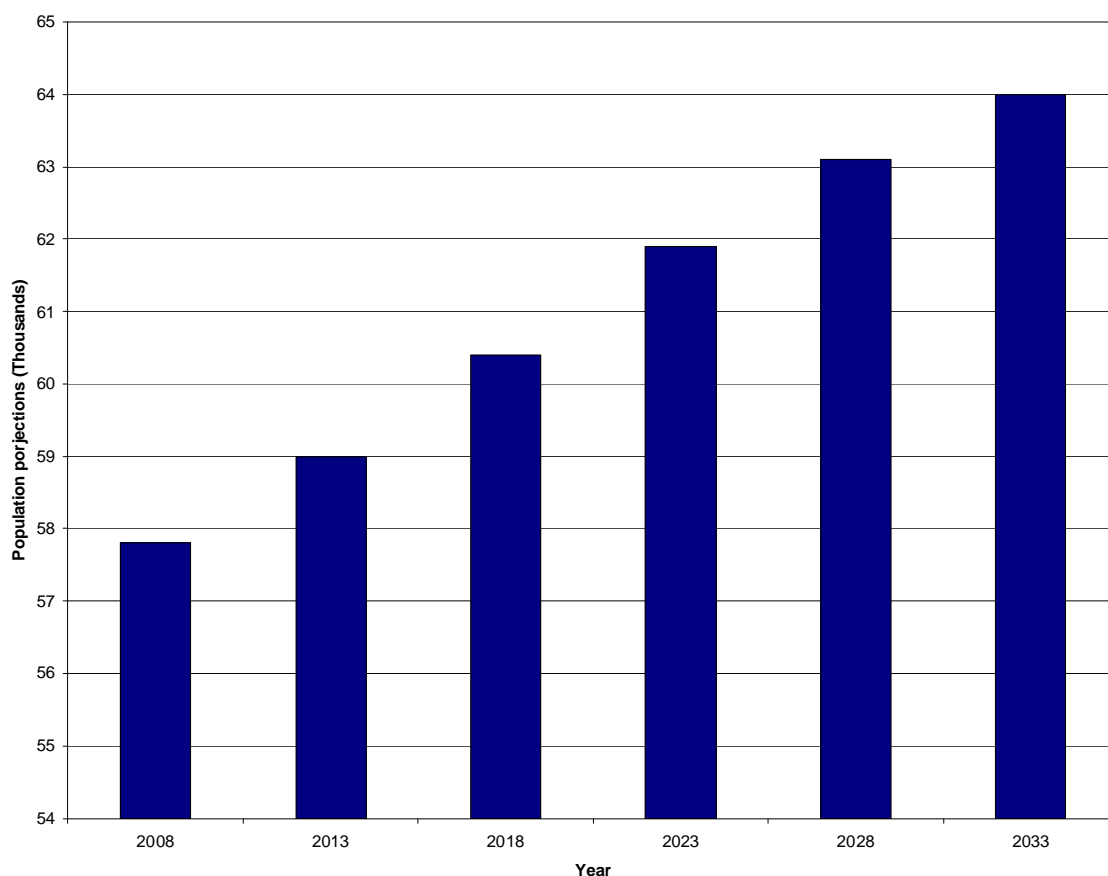
POPULATION PATTERNS (2009):

The Core Strategy sets out the parameters for growth over the plan period (2008-2028). In terms of housing development, this requirement was re-examined by NLP consultants in late 2011 and a figure of 4000 new dwellings for the plan period was agreed based on updated ONS population estimates. This is an uplift on the predictions outlined in the 2011 Topic Paper.

The 2011 Census has now taken place and early, indicative results are expected in mid-2012. This information will be extremely useful in providing an updated, factual population number, which can be compared with previous census data, allowing for more specific projections.

As this information is therefore not yet available, the 2001 Census and mid-year population estimates have been used in the production of this plan. However, the Core Strategy (and subsequently this delivery plan) is a constantly evolving document.

Chart 1 - Population projections



Source: Office of National Statistics

COMMUNITY INFRASTRUCTURE LEVY

The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. Money from the levy can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. CIL came into effect in April 2010 and was amended in April 2011 following the formation of the coalition government.

As set out by the Planning Advisory Service, the levy works as follows:

- The levy's rates should be based on evidence of the infrastructure needed. In reality, it is likely that viability will set the level. It is helpful to remember that the levy is not intended to be the main source of finance for infrastructure.
- The levy is considered to be more transparent and straight forward than using planning obligations to fund infrastructure, especially large infrastructure projects.
- CIL payments will be indexed.
- In setting a charging schedule there is a consultation requirement and the schedule will be independently examined. Councils will be required to correct charges that the examiner considers to be unreasonable.

- Differential rates can be set based on uses and/or area.
- The levy can be paid in kind (land and any existing buildings).
- The levy is charged per square metre of net additional increase of floor space on most buildings that people normally use, not just new housing.

Ribble Valley Borough Council has not yet introduced a CIL charging schedule. Further work on the benefits of this potential approach will be considered prior to any decision being taken on whether a CIL will be introduced.

THEMATIC AREAS OF INFRASTRUCTURE

This section will look in detail at a range of provision, covering physical, social and green infrastructure, and includes information on existing provision, known planned provision and the implications for the Development Plan as outlined in the Topic paper of December 2011 and where possible an indication of the sources of funding for each of these specific infrastructure areas.

TRANSPORT INFRASTRUCTURE

This chapter sets out the key findings for transport infrastructure provision within Ribble Valley and provides a comprehensive listing of transport infrastructure provision in the borough.


Ribble Valley has good access to several nearby major cities such as Manchester, Liverpool, Leeds and Birmingham via the M65, M6 and M61 motorways. In addition, the A59 provides a major route through to Liverpool, Harrogate, York and Leeds. Additionally, there are good road and rail links to Manchester International Airport, Blackpool Airport and Leeds Bradford Airport.

PUBLIC TRANSPORT: RAIL SERVICES

There are four railway stations within the borough all managed by Northern Rail: Clitheroe, Whalley, Langho and Ramsgreave and Wilpshire. These are all situated on the Ribble Valley Line.

Map 1 – Railway lines and stations in Ribble Valley



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Source: Ordnance Survey Master Map Data

This line provides a service to Manchester Victoria, via Blackburn and Bolton, with trains departing on an hourly basis from Clitheroe. During peak hour, extra trains are provided. On Sundays in the summer a small number of trains provide a successful Dales Rail service from Preston, via Clitheroe, to Carlisle. Of the four stations in the borough Clitheroe station is the busiest with 235858 passengers in 2009 / 10, an increase of 4% on 2007. Whalley recorded a 10% increase, Langho a 22% increase and Ramsgreave and Wilpshire a 14%

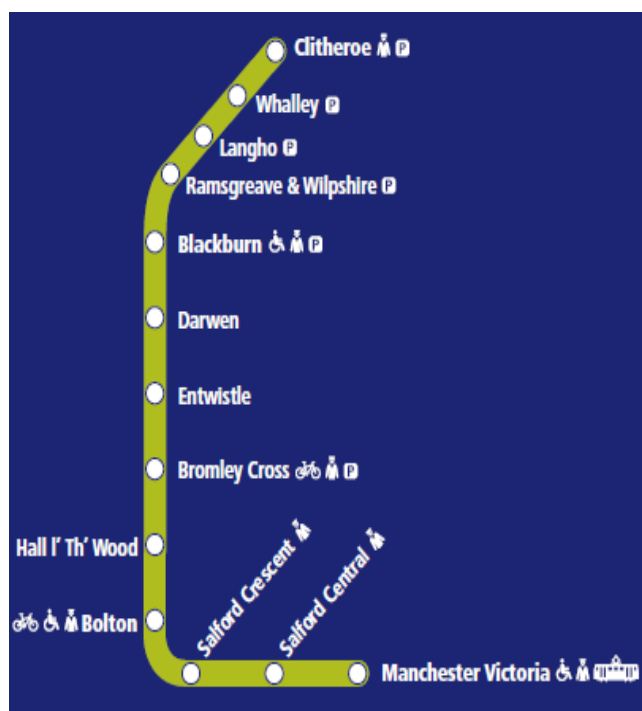
increase over the same period. In general patronage on the line has steadily increased in recent years (see Table 1 below).

The Clitheroe Community Rail Partnership (CLCRP) are currently working to improve the timetable and have recently negotiated with Northern Rail, the franchised rail operating company a 2324 departure from Clitheroe to Blackburn and are currently discussing an extension of the 2300 from Manchester Victoria to Clitheroe, which currently ends at Blackburn. The Clitheroe Community Rail Partnership works within an agreed Action Plan.

In recent years Network Rail has invested significantly in improving the line within Ribble Valley through track improvements, signalling upgrades, physical improvements to Whalley Viaduct and platform lengthening, all of which have created more freight and passenger capacity on the line and removed long standing speed restrictions on parts of the line. No new investment along this part of the line is anticipated in the near future and the new upgrading is anticipated to be able to accommodate likely additional need flowing from the 2011 Topic Paper development option.

Negotiations, pressed through a variety of bodies such as the CLCRP, are continuing for lengthened trains especially during peak periods when over crowding can be a problem. A study of the viability of improving the physical infrastructure of the line between Blackburn and Manchester, which is also an important element of Ribble Valley's rail access to Manchester, is being pursued by Blackburn with Darwen Council (BwD). This will be within the Network Rail GRIP analysis process and will be concluded in summer 2012. Also BwD are looking to refresh of the business case for such improvements, in conjunction with Transport for Greater Manchester and Lancashire County Council, and this work will be tendered later this year (2012.)

Map 2: Manchester to Blackburn and Clitheroe



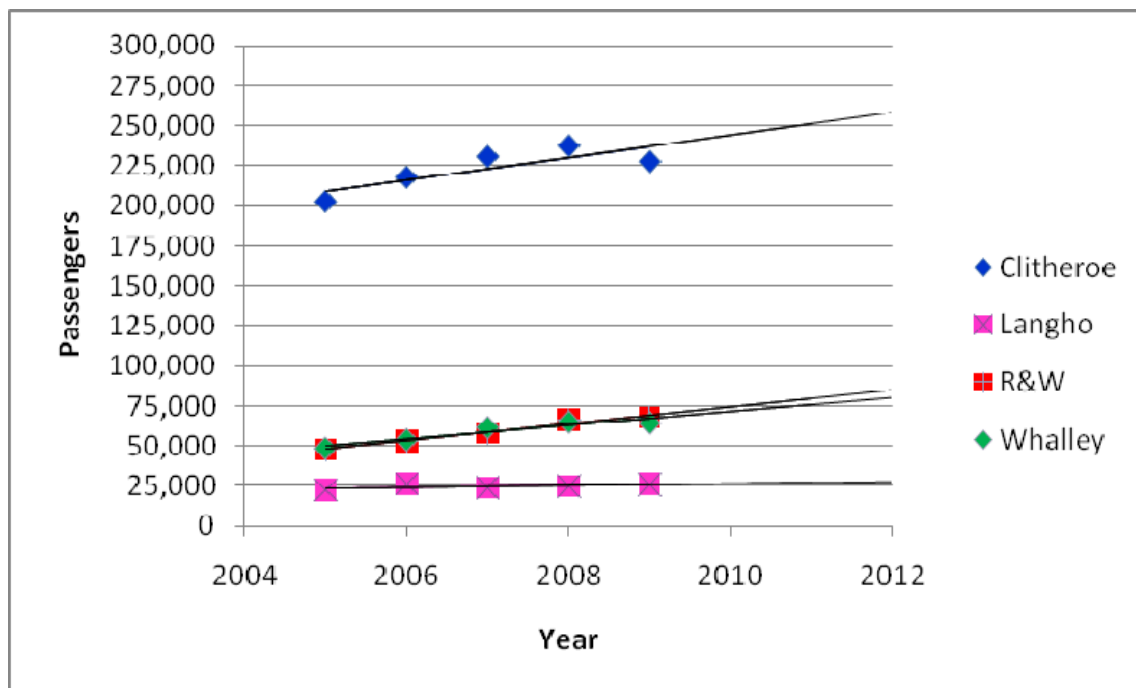
Source: Northern Rail, 2008

Table 1 - The number of passengers entering and exiting stations in the Ribble Valley Borough

Station/Area	2004/2005		2005/2006		2006/2007		2007/2008		2008/2009	2009-2010
	Entries	Exits	Entries	Exits	Entries	Exits	Entries	Exits	Entries and Exits combined	Entries and Exits combined
Clitheroe	103,147	99,260	110,646	107,013	117,526	113,206	121,853	115,643	226,806	235,858
Langho	11,239	11,474	13,009	13,229	11,802	12,197	12,142	12,793	26,072	31,872
Ramsgreave and Wilpshire	23,595	24,341	26,034	27,240	28,421	29,822	32,414	33,682	67,156	76,840
Whalley	23,663	25,314	26,269	27,863	29,797	32,025	30,825	34,375	64,408	71,052
Ribble Valley (four stations)	161,644	160,389	175,958	175,345	187,546	187,250	197,234	196,493	384,442	415,622

Source: Lancashire County Council, 2009) http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/areas/transport.asp#transportrailstationusage

Chart 2 - Ribble Valley station usage 2004-2008 including projections of future growth based on growth to date



Source : Figure 9A

http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/areas/transport.asp#transportrailstationusage

The 2008 RVBC Annual Monitoring Report suggests that rail patronage levels will increase at the four stations by 75% from 2001 to 2016. Passenger numbers may drop as a result of the current economic downturn, conversely there may be an increase in commuters utilising the recently announced early morning train through Ribble Valley to Manchester.

PUBLIC TRANSPORT: BUS SERVICES

As can be seen from Table 2 below, bus services in Ribble Valley are fairly comprehensive for a borough with such a rural make up. This is made up of a combination of commercial services run by private companies such as Transdev and some routes which receive subsidy from Lancashire County Council (LCC) to recognise the social need for public transport, especially in such a rural borough.

Table 2 - Bus Provision in Ribble Valley (2010)

Bus Service Number	Frequency	Operator	Origin	Via (if applicable)	Destination	Financial support from LCC?
C1	1 per hour	Stagecoach in Lancashire	Clitheroe	Henthorn, Low Moor, Peel Park	Clitheroe	No (apart from the 15:55)
C2	12 per hour	Tyrer Bus Ltd	Sawley	Chatburn, Clitheroe, Low Moor	Grindleton	Yes- all services
C4	1 per hour	Tyrer Bus Ltd	Clitheroe	Peel Park	Clitheroe	Yes- all services
C5	1 per hour	Tyrer Bus Ltd	Clitheroe	Waddington Hospital, West Bradford	Clitheroe	Yes- all services
C15	1 per hour	Tyrer Bus Ltd	Clitheroe	Waddington, West Bradford	Clitheroe	Yes- all services
C25	1 every two hours	Stagecoach in Lancashire	Clitheroe	Whalley, Brockhall	Blackburn	Yes- all services
5	1 every two hours	Stagecoach in Lancashire	Clitheroe	Whalley, Ribchester	Longridge	Yes- all services
B1	1 every two hours	Little Red Bus	Slaidburn	Settle	Horton-in-Ribblesdale	Yes- all services funded by LCC and North Yorkshire County Council
B10/B11	1 every two hours	Tyrer Bus Ltd	Clitheroe	Slaidburn	Clitheroe	Yes- all services
B12	1 bus every Thursday from May-Nov	-	Clitheroe	Chipping	Garstang	Yes
225	1 every 30 mins		Clitheroe	Whalley, Wilpshire, Blackburn, Darwen	Bolton	
280/X80	1 every hour	Lancashire United Ltd	Preston	Clitheroe	Skipton	Yes- all services
P70/71	1 every hour	Tyrer Bus Ltd	Clitheroe	Chatburn	Nelson	Yes- all services
231	1 every 2 hours	M &M Coaches	Clitheroe	Whalley, Great Harwood, Clayton-le-Moors	Accrington	Only Saturday services
241	1 every 2 hours	Tyrer Bus Ltd	Clitheroe	Whalley, Great Harwood, Rishton, Clayton-le-Moors, Accrington, Oswaldtwistle	Royal Blackburn Hospital	Yes- all services

Source: Lancashire County Council.

LCC have designated certain bus routes across the county as 'Quality Bus Routes.' In the Ribble Valley Borough, routes C2, C3, C5 and C15 have been designated since August 2001. Quality bus routes usually incorporate some or all of the following features:

- Buses that are:
 - Frequent
 - Reliable
 - Low floor and easy access
- Bus waiting environments with:
 - New bus stops
 - New bus shelters
 - Named bus stops
 - Better timetable information
- Bus priority measures with:
 - Priority at traffic signals
 - No parking at bus stops

Some of the bus routes in Ribble Valley are taking part in a 'Hail and Ride' scheme whereby people can simply flag the bus down anywhere along the route (as long as it is safe). The services that offer this facility are B1, B10/B11, B12, P70 and P71.

Following recent budgetary cuts Lancashire County Council (LCC) has recently (early 2012) consulted on a variety of changes and amalgamations of a variety of subsidised services. The detail of these are within Appendix 1 of this report. LCC hope to implement these changes as of April – May 2012. The changes did not appear to radically alter current provision and do not affect current commercial services.

In terms of future provision in relation to the 2011 Topic Paper it is likely that additional services would be included within negotiations as a part of the development management process as future development proceeds through the planning system. There was no indication through previous consultations outlined above that the proposed development was badly related to current public transport provision and could not be sufficiently upgraded to take new development into account.

PUBLIC TRANSPORT: FLEXIBLE TRANSPORT/ TRAVEL MANAGEMENT INFRASTRUCTURE

In 2004, the Ribble Valley Rider, now re-named the Little Green Bus, was set up to improve accessibility for those in rural locations that are not served by conventional bus or car routes. The Little Green Bus does not adhere to a specific timetable or follow a specific route so that it has the flexibility to offer a 'door to door' service. In order to use the service, people must become a member of Ribble Valley Community Transport due to licensing restrictions. The bus has a low floor so that wheelchair users and people with pushchairs can board easily. The fares are similar to regular bus services and LCC concessionary passes and Ribble Valley Day Ranger tickets are valid to use on the Rider (LCC, 2009).

In 2010 LGB secured a 3 year contract from Lancashire County Council to continue its dial a ride service which is run together with a volunteer car scheme and group transport and

minibus hire facilities. In the recent Local Transport Plan (LTP) LCC expressed continued support for flexible schemes such as LGB, which is specifically mentioned.

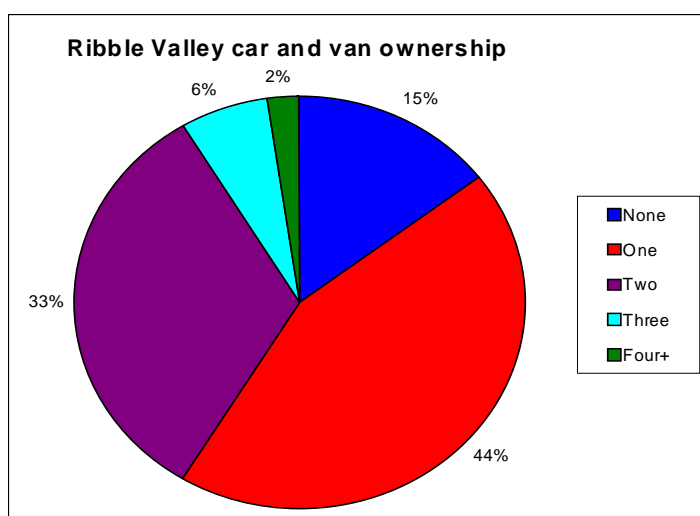
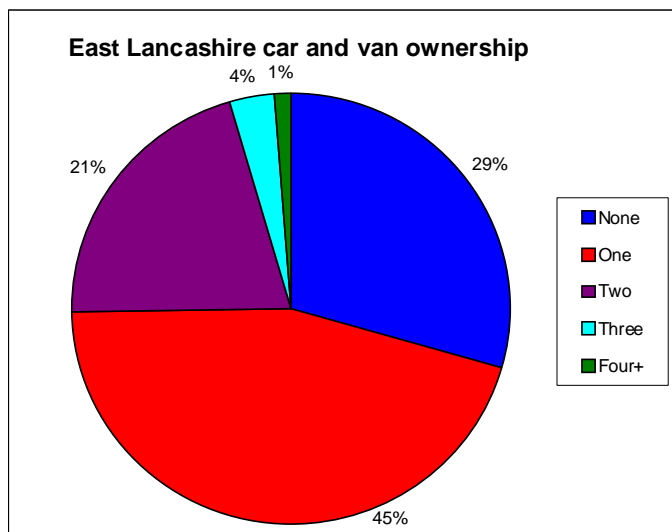
Hackney carriages (taxis) and private hire vehicles (minicabs) also play a part of the flexible transport agenda. As of March 2012 there are 53 Hackney Carriages and approximately 250 Private Hire Operators on the Ribble Valley licence register.

Provision continues to be made through established licensing arrangements.

ROAD: PRIVATE CAR OWNERSHIP

The following charts use 2001 census information to compare car and van ownership between Ribble Valley and the wider East Lancashire. In both Ribble Valley and East Lancashire just under 50% of households have 1 car.

Chart 3 - Car and Van Ownership



Source: Lancashire County Council

It is difficult to relate car ownership to highway infrastructure provision. For example, changes in rail and bus provision such as the recently introduced early morning commuter train service from Ribble Valley to Manchester could reduce the need for a car in the borough. Other factors such as economic conditions can also result in a change in levels of provision. For example increased fuel prices combined with less disposable income may have resulted, and continue to result, in a reduced level of private car ownership. Analysis of the 2011 Census will identify these issues.

The Local Transport Act 2008 requires that local transport authorities (in Ribble Valley's case this is Lancashire County Council (LCC)) produce a Local Transport Plan (or LTP). LTPs outline how the transport authority will maintain and improve transport in the area. The LTP comprises a Strategy, and a series of Implementation Plans that will outline how the Strategy will be delivered. These Implementation Plans will be on a rolling three year programme, updated annually. The current Plan runs from 2011 to 2014. The Strategy identified a vision for the area's transport, goals and outlined key priorities and their associated actions and has now been formally adopted. Programmes relevant specifically to Ribble Valley are mentioned in section 5.7 of the Plan. In terms of actual costings LCC estimates that £21.86 million will be spent on various aspects of transport provision in Ribble Valley, with £8.79 million on capital and £13.07 million on revenue. There are no significant road improvement schemes within the Borough mentioned in the LTP.

LTP gives support for local and regional rail infrastructure development around the Blackburn – Manchester corridor; will fund a Rail Scoping Study in relation to services around Preston and gives continued support for the Clitheroe Line Community Rail Partnership and support for flexible transport initiatives such as the Little Green Bus. Also since the Implementation Plan was introduced the County Council has clarified its position on local bus subsidies, (termed "Bus Prioritisation System" within the Plan), also mentioned above and within Appendix 1.

The Implementation Plan goes on to acknowledge that, despite relatively high rates of car ownership there are those in the area who are without a car and are vulnerable to isolation and states that it is targeting capital and revenue spending at reducing this isolation and also developing access to employment for those without a car. It also states that in predominantly rural districts public transport is vital to many residents and that this can be provided not only through regular services but through other, innovative solutions. The Plan also commits LCC to developing a travel smartcard scheme.

The Plan also mentions that there will be various sub-Lancashire Masterplans that will sit underneath the adopted LTP Strategy and guide future infrastructure planning.

With specific relevance to highways issues the Plan commits to the development of 20mph limits in all residential areas and outside schools, which is already underway in the Borough.

In terms of local highways provision, as mentioned above the LTP contains no significant highway improvement schemes within the Borough. However It is also important to consider that, while the Implementation Plan mentions schemes specific to Ribble Valley other highways schemes out with the Borough may also be relevant to residents' and workers in the area as they travel into and out of the Borough for work and other needs. Within the LTP3 Capital Works (LTP Table 3) significant spending during the period is directed towards the A6 Broughton by pass, which relates to a significant congestion point to those travelling in the western part of the Borough. This includes £18 million with £5 million of County Council funding.

In terms of the various development options that have been presented for comment to the County Council, including details of the options that were subsequently presented within the 2011 Topic Paper the view is that the likely impacts of proposed new development would result in impacts on the existing network and that this would need to be carefully managed. In general terms the strategic site at Clitheroe would require significant infrastructure investment. There are at present no indications that this is a fundamental constraint.

ROAD: PARKING PROVISION

Table 3 - Existing levels of car parking provision in Ribble Valley

<u>CAR PARK</u>	<u>TIMES APPLICABLE</u>	<u>LENGTH OF STAY</u>
<u>SHORT STAY CAR PARKS.</u>		
RAILWAY VIEW, CLITHEROE LOWERGATE, CLITHEROE MARKET, CLITHEROE	MON – SAT MON – SAT MON – SAT	Up to 1 hour Up to 2 hours Up to 3 hours Up to 10 hours
EDISFORD ROAD, CLITHEROE	MON – SUN	Up to ½ hour Up to 1 hour Up to 2 hours Up to 3 hours Up to 5 hours Over 5 hours
BARCLAY ROAD, LONGRIDGE	MON – SAT	Up to 1 hour Up to 2 hours Up to 3 hours Up to 10 hours
<u>LONG STAY CAR PARKS.</u>		
CHESTER AVENUE, CLITHEROE	MON – SAT	Up to 4 hours Up to 10 hours
HOLDEN STREET, CLITHEROE NORTH STREET, CLITHEROE WHALLEY ROAD, CLITHEROE MITCHELL STREET, CLITHEROE PEEL STREET, CLITHEROE	MON – SAT MON – SAT MON – SAT MON – SAT MON – SAT	Up to 4 hours Up to 10 hours
MARDALE ROAD, LONGRIDGE	MON – SUN	Up to 4 hours Up to 10 hours
SLAIDBURN & RIBCHESTER	MON – SUN	Up to 1 hour Up to 4 hours Up to 8 hours

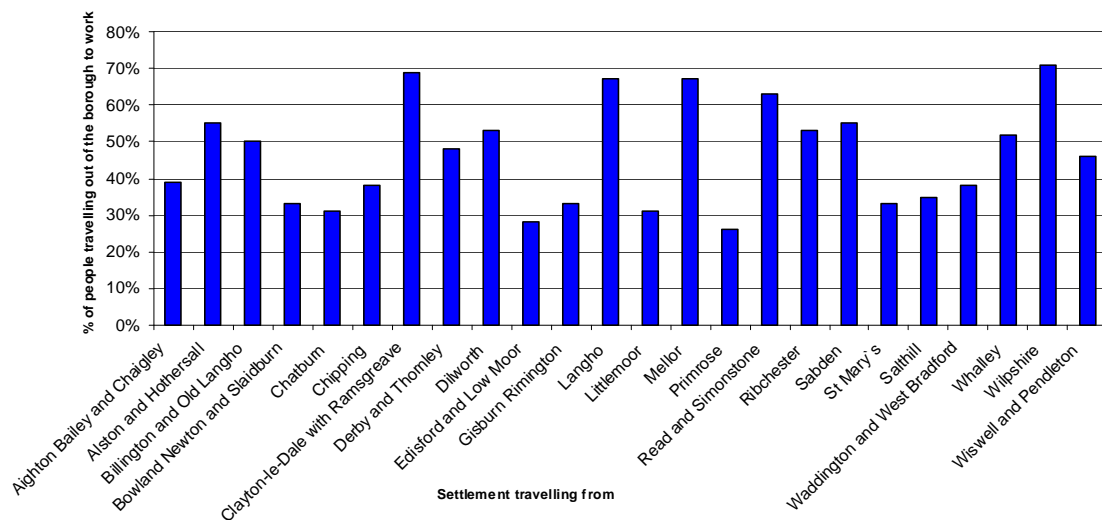
Source: Overview of Car Parks Provision 2005/6 (RVBC, 2009).

There are no plans for RVBC to increase large public car park provision at this stage although this position will be reviewed in the light of the development proposed in the 2011 Topic Paper. Car parking provision on other sites in the area will be dealt with on a site by site basis using relevant Development Management policies

ROAD: COMMUTER TRANSPORT FLOWS

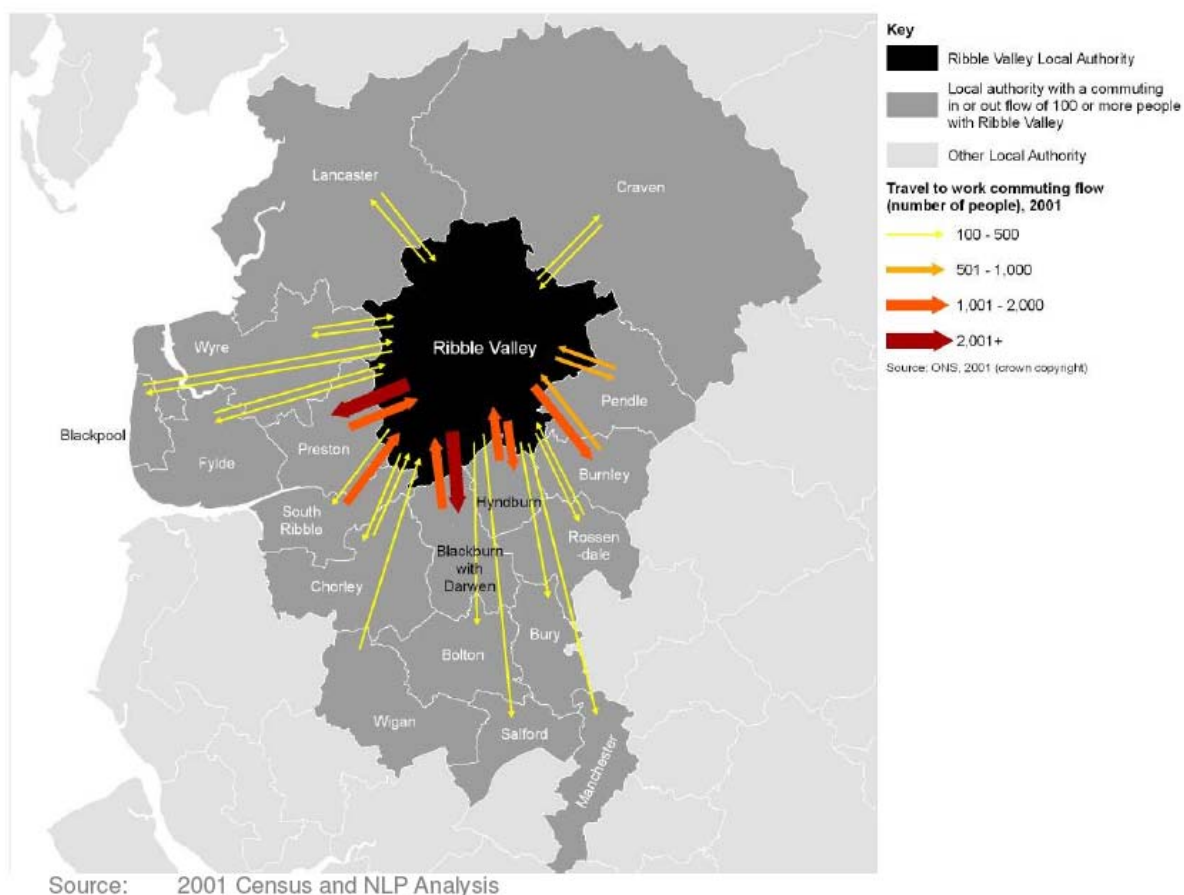
Commuter transport flows are indicated by the percentage of people commuting out of the borough. As highlighted by the Ribble Valley AMR 2010 (Chart 4 below) evidence shows the percentage of economically active people who commute out of the borough to work. With 71% of people commuting out of the borough, the highest ward is in Wilpshire. The close proximity of Blackburn could account 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.

Chart 4 - Commuting Patterns by Ward



Source: Lancashire County Council

Map 3 - Commuting destinations

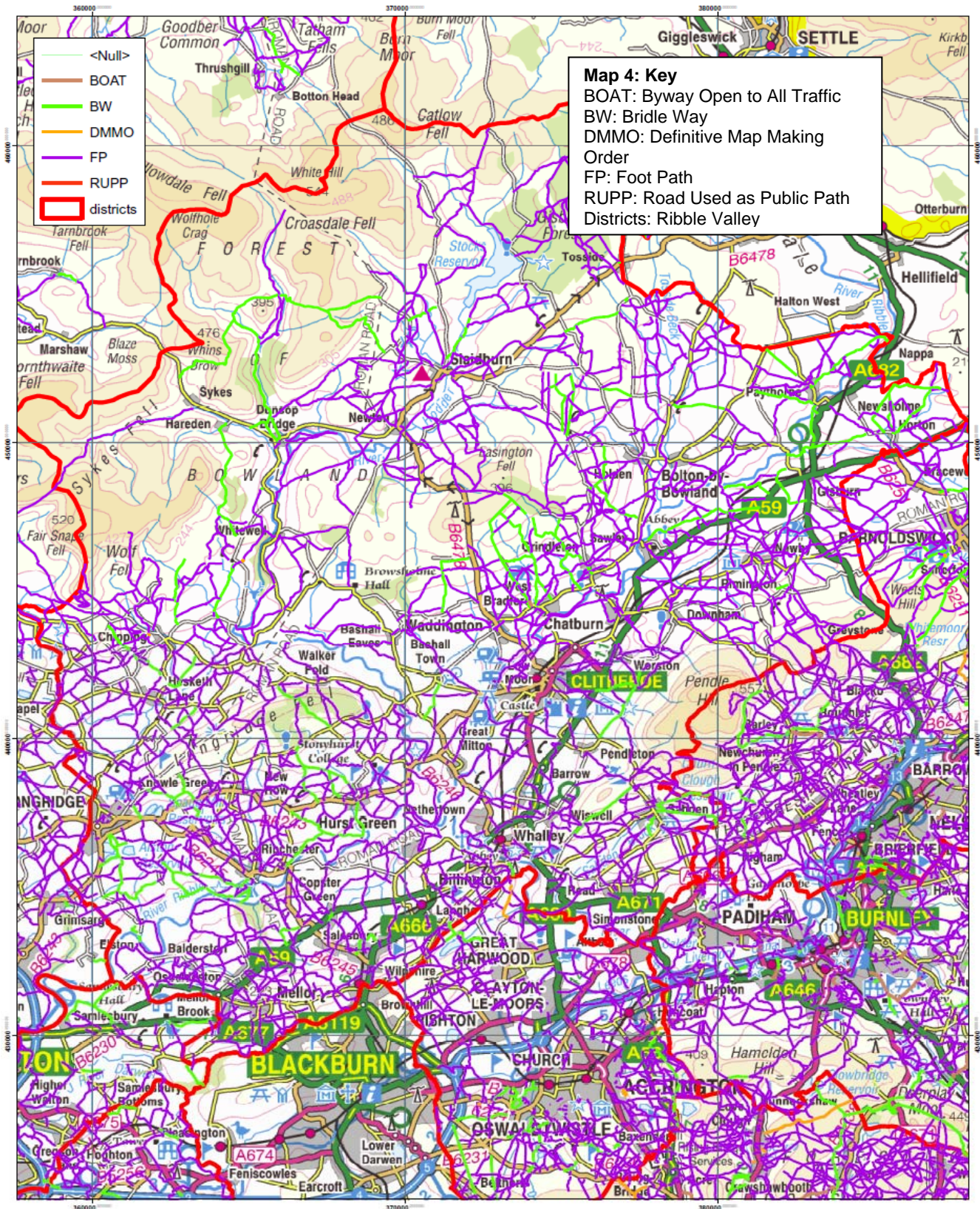


CYCLE AND PEDESTRIAN FACILITIES: PUBLIC RIGHTS OF WAY AND CYCLE ROUTES

Ribble Valley has a complex and extensive Public Rights of Way (ROW) network (see Map 4). Highway maintenance (including Public Rights of Way maintenance) is the responsibility of Lancashire County Council (LCC). RVBC retains maintenance responsibilities for the parishes of Aughton Bailey and Chaigley, Alston, Balderstone, Billington, Chatburn, Clayton le Dale, Clitheroe, Dilworth, Dinckley, Dutton, Gisburn, Great Mitton, Horton, Hothersall, Little Mitton, Newsholme, Mellor, Osbaldeston, Paythorne, Ribchester, Salesbury, Sawley, Thornley with Wheatley, Whalley, Wilpshire and Wiswell.

There are a number of recreational cycle routes throughout the borough which link into the wider East Lancashire network (see Map 5 below). This is considered to provide a significant leisure and recreation resource for new residents.

Map 4 – Public Rights of Way



Map 4: Key
 BOAT: Byway Open to All Traffic
 BW: Bridle Way
 DMMO: Definitive Map Making Order
 FP: Foot Path
 RUPP: Road Used as Public Path
 Districts: Ribble Valley

	<p>Jo Turton Executive Director for the Environment</p>	<p>Extract of the digitised version of the Definitive Map of Public Rights of Way showing Public Rights of Way in the Ribble Valley</p>	<p>1:75,000</p>	<p>5</p>
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The digitised Rights of Way information should be used for guidance only as its accuracy cannot be guaranteed. Rights of Way information must be verified on the current Definitive Map before being supplied or used for any purpose.

Source: LCC Countryside Service - Environment Directorate

Map 5 - Cycle Routes in and around Ribble Valley



Source: Lancashire County Council

Potential future cycle provision is being co-ordinated through Lancashire County Council and in Ribble Valley focuses on the projects listed below:

LCC are working with officers at Ribble Valley Borough Council and local cycling groups in and around Clitheroe to develop and improve cycling links between residential areas and the town centre. It is hoped to develop a Cycle strategy for the town.

LCC are actively pursuing extending the Preston to Grimsargh cycle path with the intention to extend this in the future to Longridge along either appropriate roads or the disused railway line. This would link Longridge to Preston and the employment areas at Red Scar, link Grimsargh with Longridge's schools and services and provide a leisure route.

LCC are actively considering extending the cycle route that currently ends at Padiham through to Simonstone and the adjacent employment area and ultimately to continue the route further west over the Martholme Viaduct towards Blackburn, although funding for this

latter extension is unclear. This would link the employment area at Altham in Hyndburn with Simonstone and provide a high quality leisure route for this part of the Borough. It is anticipated that at a later date links to Read and Whalley could be developed.

LCC also intend to pursue improvements to the cycling facilities along the important A59 corridor, which includes the major existing and future employment site at BAe Samlesbury and also have aspirations to improve links along the A666, A671 and B6245 corridors, although no detailed plans or funding exists for these at present.

It should also be borne in mind that recently new and very successful mountain biking facilities have been constructed in Gisburn Forest with funding from the Forestry Commission and the Ribble valley Local Strategic Partnership.

ENERGY: CENTRALISED POWER GENERATION

There are no conventional large scale electricity generation facilities currently in the Borough. In terms of the transmission and distribution of electricity National Grid provide major transmission facilities at voltages of 275 and 400 Kilovolts but the distribution to built development in the area is through Electricity North West. Gas distribution is by National Grid.

ENERGY: TRANSMISSION AND DISTRIBUTION SYSTEMS FOR GAS AND ELECTRICITY

ELECTRICITY

In terms of the transmission and distribution of electricity National Grid provide major transmission facilities at voltages of 275 and 400 Kilovolts from power generating stations outside the Borough but the distribution to built development within the area is through Electricity North West.

NATIONAL GRID (NG)

To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the gas transmission network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers.

At present, National Grid has no planned development on the electricity or gas transmission networks in the area. National Grid's Seven Year Statement sets out the proposed enhancements to the electricity transmission network and can be found at the following link: <http://www.nationalgrid.com/uk/Electricity/SYS/>

National Grid's Ten Year Statement sets out the proposed enhancements to the gas transmission network available at the following link: <http://www.nationalgrid.com/uk/Gas/TYS/>

The electricity distribution company in the area is Electricity North West, and the gas distribution company is National Grid Gas Distribution. It will be these suppliers who will be able to comment regarding constraints and opportunities that the distribution networks may have on specific sites and growth in the area.

Contact details for Electricity North West and National Grid Gas can be found at: www.energynetworks.org

In addition to the above in relation to electricity transmission National Grid are currently considering, on a North West Regional basis, the implications of various new generating capacity upgrades at the Sellafield nuclear facility and possible future renewable capacity such as offshore wind-farms. A part of this work involves an on going study of potential power lines upgrades which may involve transmission lines through the Borough. Work is on going and RVBC are regularly up dated on progress. There have been no indications so far that this work will influence electricity provision within the Borough and much of the upgrades appear to relate to power being transmitted through the region to other parts of England.

ELECTRICITY NORTH WEST (ENW)

In response to the Topic Paper of 2011 ENW stated that, assuming that the proposed future housing requirement has a historically typical requirement for electricity and that the properties have gas central heating; it is not anticipated that there will be an atypical requirement to reinforce the electricity distribution network in the vicinity. There will be a normal requirement to provide local distribution substations to supply the housing but this can be provided within timescales appropriate for the developments. However, if the specification for the housing includes electric heating (traditional, or heat pump type), electric vehicle charging, photovoltaic cells etc then this may lead to an increased requirement to reinforce the electricity distribution network.

GAS

National Grid Gas Distribution

National Grid Gas Distribution in commenting on the Topic paper of 2011 stated that none of the proposed development areas mentioned in the Topic paper create a fundamental issue and go on to state that, as a part of NG's agreement with its regulator, the implications for provision and investment will be considered on a detailed site by site basis.

ENERGY: DECENTRALISED AND RENEWABLE OR LOW-CARBON ENERGY

MICRO HYDRO POWER

The Forest of Bowland has a number of fast flowing streams, rivers and reservoirs within its boundaries, and offers some potential for hydropower generation. A number of former mill sites both there and in adjoining Pennine Lancashire districts offer and in some cases existing infrastructure which could be modified to generate electricity. Micro hydropower generation has not been developed so far in the Ribble Valley, however feasibility studies have been undertaken and studies are on going at the following two sites.

Waddow Hall, Waddington, Lancs BB7 3LD

A well-maintained weir on the Ribble was originally to divert water to mills in Low Moor, Clitheroe. There is a fish pass and electricity generated would be linked to the Girl Guide Centre at Waddow Hall.

Whalley Weir

The weir at Whalley is in good condition and a community group has formed to promote the site for the generation of electricity.

SOLAR POWER

In relation to the solar panel approvals it is difficult to calculate the power output or number of panels in developments already granted permission however the combined permissions are listed below. In addition, future renewable energy provision within new development will be managed through relevant Development management policies (eg DME5, which, among other matters sets a 10% renewable or low carbon energy provision on developments over a set threshold).

Recent (1 Jan 2009 to 1 Jan 2012) renewable energy approvals are:

- Solar - 36 approved with conditions
- Air source heat pumps – one approved with conditions
- Ground source heat pumps. – no decisions

Recent studies done within the CLASP (Climate Change Local Area Support Programme) commissioned by Lancashire County Council indicate there is further potential within the area for a variety of renewable energy provision, subject to a variety of constraints. At present the future development of renewables is anticipated to happen through the management of individual applications using established policies.

ENERGY: WIND POWER

The current and potential development of this energy resource in the Borough is at present derived from recent planning approvals and applications. The current pattern of proposals occurring via individual planning applications and being decided through the development management process is anticipated to continue and be the basis of future provision.

Recent permitted applications are:

- Nine wind turbine applications approved from 1 Jan 2009 - 1 Jan 2012 totalling 109KW

Recent applications are:

- Three applications for 6kW turbines
- One application for 10kW turbine
- One application for 11kW turbine
- Two applications for 15kW turbines

- Two applications for 20kW turbines

WATER AND DRAINAGE: WATER SUPPLY, TRANSMISSION, TREATMENT, DRAINAGE

Water supply, transmission and treatment, and the drainage of waste water within Ribble Valley Borough Council is undertaken by United Utilities. Their comments below are based on the recently agreed total housing requirement of 4,000 dwellings from 2008 to 2028 and 1,000 already approved or built, therefore 3,000 new builds and assuming average annual build rates of c.200 units/yr and 1,000 units planned for strategic site near Clitheroe.

United Utilities PLC supports Ribble Valley Borough Council's development proposals highlighted in the 'LDF Core Strategy – Outline Approach' (Topic paper of December 2011). United Utilities PLC confirms it has the water supply and wastewater treatment works capacity and to support the levels of development defined by the Council, but further investigation will be required to determine the detailed network connection and capacity constraints.

This view is subject to the following comments:

No surface water is discharged directly and/or indirectly into the public foul and/or combined sewerage network (see Surface Water comments below). Also that United Utilities PLC will determine the location of the foul connection points and their discharge rates. It is essential that this is defined within the Councils' planning policy documents and planning application conditions.

Reinforcement of the public sewerage and water supply network may be required before a live connection is made to public assets; phasing of development will be essential if reinforcement is necessary.

Continued liaison is required with the Council to develop the Council's Site Allocation and to ensure the timely delivery of sustainable infrastructure before planning application approval; fail will affect the quality of life for the existing community, the service to United Utilities PLC's customers and the environment.

Water and wastewater services are vital for the future health and well-being of the community and the protection of the environment. When developing the Local Development Framework (LDF) and future policies the LPA should consider the impacts on the health and well-being its community, environment and ensure infrastructure capacity is available. If infrastructure deficiencies cannot be addressed, an alternative location and/or timescale should be sought where infrastructure capacity is available and it meets the LPA's development needs.

Inappropriate development could result in the closing of a hospital and/or school etc, due to the inappropriate development siphoning off the historical water or wastewater infrastructure capacity; no water supply for washing and catering facilities and/or sewerage flooding of the property/highway.

Recent flooding events should highlight to the Council the importance of managing flood risk and the long-term impacts on the community; its health; well-being and its prosperity.

United Utilities PLC would seek the support of the Council in the LDF and planning application processes to protect/secure land for infrastructure use. Failure could mean

United Utilities PLC cannot provide the additional capacity required to support your growth plans therefore a failed and/or undeliverable development plan.

In considering any application for planning permission, the LPA and/or the applicant must demonstrate that infrastructure capacity is available to serve the proposal. If capacity is not available, the application should not be approved.

All residential site suitable drinking water supplies are available in close proximity to all residential sites. Insufficient site information was available to determine employment sites.

WATER AND DRAINAGE: FLOOD DEFENCES

The management of flood risk from designated main rivers and the sea is the responsibility of the Environment Agency, who is also responsible for exercising a general supervision over flood defences. United Utilities are responsible for sewer flooding and these are addressed through their requirements regarding sewer capacities (see waste water and related drainage matters above).

The Council has prepared a Strategic Flood Risk Assessment (SFRA) (Level 1) which provides detailed information regarding areas which may flood and how new development should be guided in relation to potential flooding, including those sites which would require a specific Flood Risk Assessment to accompany any planning application. The SFRA will be used as a guide within later site allocations planning documents.

In commenting on the proposed development locations within the Topic paper of 2011 and specifically the strategic site EA emphasise that any development should not increase the risk of flooding downstream from both surface water and fluvial sources and on site attenuation measures may be needed such as sustainable drainage systems (SUDS), details of which are mentioned in the SFRA and would be delivered by the developer.

EA also make clear that, as regulators of foul discharges to surface or groundwater, if there are sewer capacity issues (which would be indicated by United Utilities see water treatment and drainage section above) any development would need to be phased to coincide with any necessary sewer improvements.

In terms of future potential additional provision, the Environment Agency have informed the Council that there are three opportunities for flood defence schemes that have been identified in the Ribble Valley area. These are as follows:

- Kirk Beck Flood Alleviation Scheme (FAS), Bolton by Bowland)
- Mearley Brook FAS, Clitheroe
- River Calder at Whalley FAS, Whalley

However the Environment Agency stresses that these are potential schemes identified in a long list of proposals across the North West that could be delivered up to 2016. None of the above has been allocated funding as yet and there are no guarantees that public funding will be secured to deliver them and therefore they may never come to fruition, unless other sources of funding are identified, such as developer contributions. If these schemes were ultimately delivered through public funds, it is also important to stress that they would be to protect existing properties and businesses, and would not be built to facilitate new development in areas considered to be at risk of flooding.

WASTE: COLLECTION AND DISPOSAL

Waste management within the Ribble Valley Borough is divided between county and borough control; Lancashire County Council (LCC) responsible for the disposal of waste and is the relevant waste planning authority, with Ribble Valley Borough Council responsible for waste collection and recycling.

Ribble Valley, as the collection authority, also operates a waste transfer station at its Salt Hill Depot, where waste collected through the Council's three stream refuse and recycling collection system is deposited. The individual waste streams are then loaded into bulk haulage vehicles for onward delivery to one of the County Council's contracted waste technology parks at Farrington, Lancashire. Salt Hill Waste Transfer Station (WTS) is the only waste management facility owned and operated by Ribble Valley Borough Council. Salt Hill WTS has the capacity for dealing with the likely additional waste generated as a result of the planned growth in the number of residential properties to be built within the Ribble Valley over many years.

Also Ribble Valley Borough Council organises 'bring site' locations where containers are provided for recyclable materials collection. The material recycling banks / containers are provided by third party merchants or charities, who also service their banks and take the material direct to processing facilities. Whilst Ribble Valley Council continues to review the demand for such facilities the likely changes will be to include materials not recycled through segregated kerbside collection.

The number of household waste recycling centres (HWRCs) has only very recently been reduced from three to two sites (see map below) within Ribble Valley and these are owned by Lancashire County Council and are operated under contract for the County. The waste from these sites is taken directly to the markets or the landfill site. The loss of capacity in such facilities is a difficult concept to determine, but the continued reduction in such facilities against the growth in domestic properties would suggest that demand will outstretch available capacity. Currently, the residual waste collected in Ribble Valley is transported to landfill at Whinney Hill.

As the Waste Planning Authority for the area LCC has recently adopted a Minerals and Waste Core Strategy that sets out strategic future targets for all types of waste and a typical hierarchy of facilities to deal with them using detailed future projections of waste production. It does not indicate that there is the need for any future landfill facility within Ribble Valley. The Waste Planning process has now moved towards developing an allocations document (Site Allocations and Development Management Policies DPD), which is currently (Feb 2012) consulting on proposed major changes following an Examination in Public. This document proposes that a site in the Salthill Industrial Estate near Clitheroe be allocated for a future non-strategic built waste facility with a capacity of 50,000 tonnes a year. This facility would be intended to process local waste using a variety of technologies. This particular allocation is not included within the major proposed changes discussions mentioned above and therefore remains the intended policy. Such a facility would be developed by the private sector and be subject to all existing planning and pollution and other legislation with the County Council making any relevant planning decision subject to consultation with the Borough Council.

In addition the proposed Minerals and Waste Allocations DPD also includes geographically wide ranging Minerals Consultation Areas (MCAs) in Ribble Valley within which there will be a presumption against development, subject to a variety of criteria. It does not appear that any of the specifically delineated areas proposed for development within the Topic Paper of 2011 fall into these zones. No comment has been received from the relevant authorities concerning MCAs and the various development scenarios set out in recent various Core Strategy Issues and Options consultations.

Currently Ribble Valley Borough Council operates within the framework of the Joint Lancashire Minerals and Waste Development Core Strategy DPD, and therefore consideration of future proposals must be in accordance with its policies. However, new developments (notably those of substantial size) do potentially pose pressure on existing waste management facilities. A framework currently exists for obtaining planning obligations to offset the impact of such development on waste management infrastructure provision where planning conditions attached to development approvals would not sufficient or appropriate. It is recommended that, prior to the instigation of the Community Infrastructure Levy (if that is to be the situation); links between Ribble Valley Borough Council and the Property Assets Team of the Property Group of Lancashire County Council should be nurtured and strengthened. As time is frequently a major consideration when preparing planning obligations, Ribble Valley Borough Council should actively highlight suitable planning applications to the Property Asset Team at Lancashire County Council, enabling maximum process time and ensuring the proposals are received by Ribble Valley Borough Council before the planning applications are determined.

Map 6 - Household waste recycling and recycling centres (2009)

(Note that the Petre Arms Recycling Facility near Langho on the A666 has been closed)



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Source: RVBC and LCC GIS Collaboration

ITC: BROADBAND, WIRELESS AND PUBLIC PHONES

There is a good distribution of public pay phones in Ribble Valley, with phone booths in many of the villages. Where usage is decreasing, attributable to increased personal mobile phone use over the past few years, some of the actual booths have been 'adopted' by the Local Parish Council. This allows the booth to be retained despite it being no longer financially viable for BT to continue operating the payphone.

Information provided by BT indicates that there are over 60 public payphones in Ribble Valley. BT has recently announced plans to close phone boxes in the following locations:

- Outside The Bridge Inn, Shawbridge Street, Clitheroe
- Junction Of Stanley Street and Turpin Green Lane, Leyland
- Kiosk Rear 57 Stanifield Lane, Stanifield Lane, Farington, Leyland
- Opposite of 220/222 Liverpool Rd, Liverpool Road, Penwortham, Preston
- Junction of Darkwood Crescent and Ribble Lane, Chatburn, Clitheroe
- Outside Village Hall, Trough Road, Dunsop Bridge, Clitheroe

MOBILE PHONES

In terms of mobile phone provision most residential parts of the area have reasonable reception, however in the more rural parts of the Bowland Uplands it is difficult to obtain a signal. In terms of future planning all Local Authorities are sent an annual prediction by operators of intended future development and a list of current provision through the Mobile Phone Operators Association. However this is only a prediction and should not be taken as a commitment to any particular development.

BROADBAND INTERNET

In relation to digital connectivity, there is now a move in Pennine Lancashire, including Ribble Valley, towards providing "Next Generation Access" (NGA), or high-speed digital connectivity rather than first generation broadband. However operators will only deploy NGA if there is a viable business case. It is considered that NGA is of high importance to meet both economic and social objectives². Currently there are several private sector operators that, using a variety of technologies, provide this service in the area including BT and some smaller operators.

Recent evidence from Lancashire County Council indicates that within Lancashire, broadband speeds are highest, (over 20 Mbits per second or between 8 and 20Mbit/s) in urban areas with 30% of households in postcodes with internet connection speeds over 8mbits per second. 60% of households in Lancashire are in postcodes with a broadband speed of between 2.0 and 7.9mbit/s. Broadband access is non-existent or low in most rural areas and market towns. There is an access issue in these areas around physical infrastructure provision, but there are other barriers including technological knowledge and skills, basic skills and access to and the costs of IT equipment, particularly for older people, that will still need to be addressed.

² Analysis Mason (2010) Strategic action plan for digital connectivity: Report for Pennine Lancashire Chief Executives (PLACE).

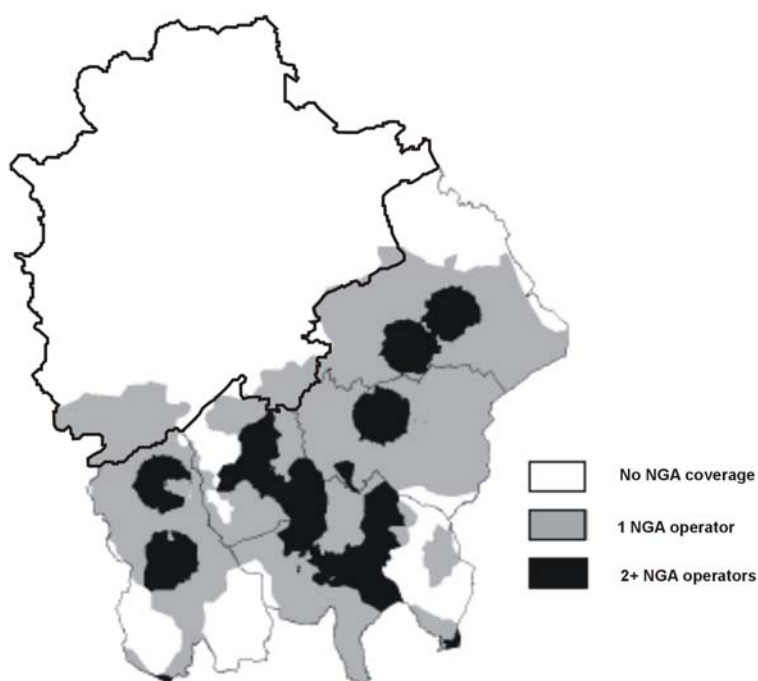
A recent study by Analysys Mason (2010) indicates that that Ribble Valley, being predominantly rural, will have significantly less NGA coverage than surrounding areas. Breaking this down, this shows that as of 2010 there were 20,888 premises in Ribble Valley with no NGA coverage. This is in contrast to neighbouring areas such as Burnley where there will be no premises without NGA.

In addition the Pennine Lancashire Strategic Action Plan for Digital Connectivity which also indicates the need to upgrade broadband in the area. See <http://www.penninelancsplace.org/Shared%20Documents/Pennine%20Lancashire%20Digital%20Strategy.pdf>

Lancashire County Council has recently committed itself to a £32 million programme aimed at bringing faster broadband (speeds greater than 30Mbps) to the remaining parts of the County that do not currently have this provision. As a part of this project a £3 million fund will be established to enable small and medium sized businesses to connect to have faster broadband facilities and a £500 000 fund aimed at bringing this provision to remote properties. This latter project is currently at pilot stage. More detail in general on the broadband issue in Lancashire including current broadband speeds can be found at: http://www.lancashire.gov.uk/office_of_the_chief_executive/lancashireprofile/main/internetconnections.asp

By the end of March 2012 it is anticipated that Clitheroe's exchange will be fibre enabled allowing local residents and businesses to access high speed ADSL2+ broadband, allowing existing broadband users up to 20 Mbps. There is also currently commercial broadband available in the west of the Borough but the north east of the area has poor coverage.

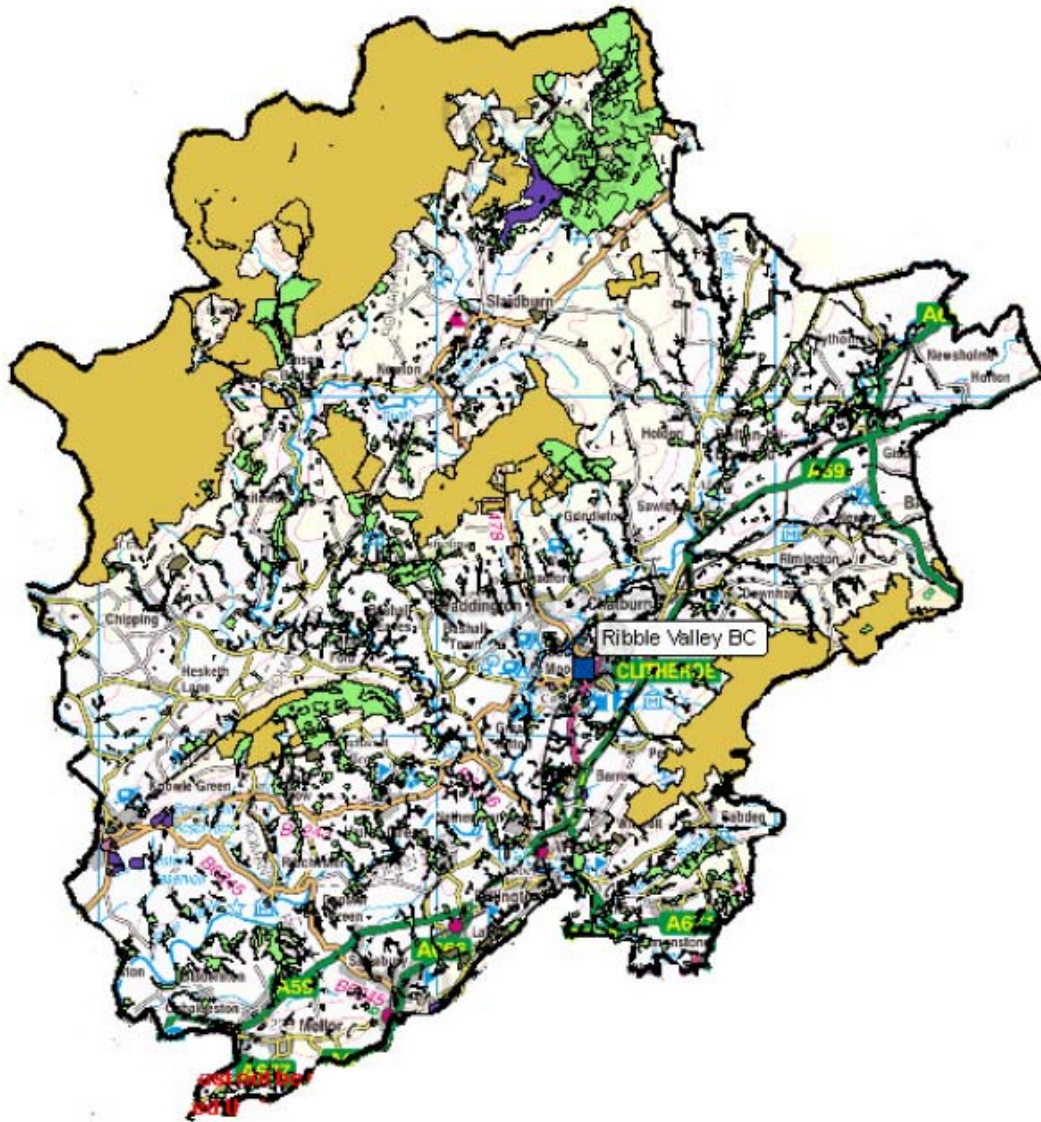
Map 7 - BWG map for Pennine Lancashire



¹ Analysys Mason (2010) Strategic action plan for digital connectivity: Report for Pennine Lancashire Chief Executives (PLACE).

GREEN INFRASTRUCTURE: BOROUGH WIDE PROVISION

Map 8 - Green Infrastructure



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- | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> Allotments Cemeteries, Church yards, Burial grounds Derelict under utilised and Neglected | <ul style="list-style-type: none"> Open Access Outdoor Sports Facilities Parks and Public Gardens | <ul style="list-style-type: none"> Verges of transport corridors Waterbodies Woodland |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Source:

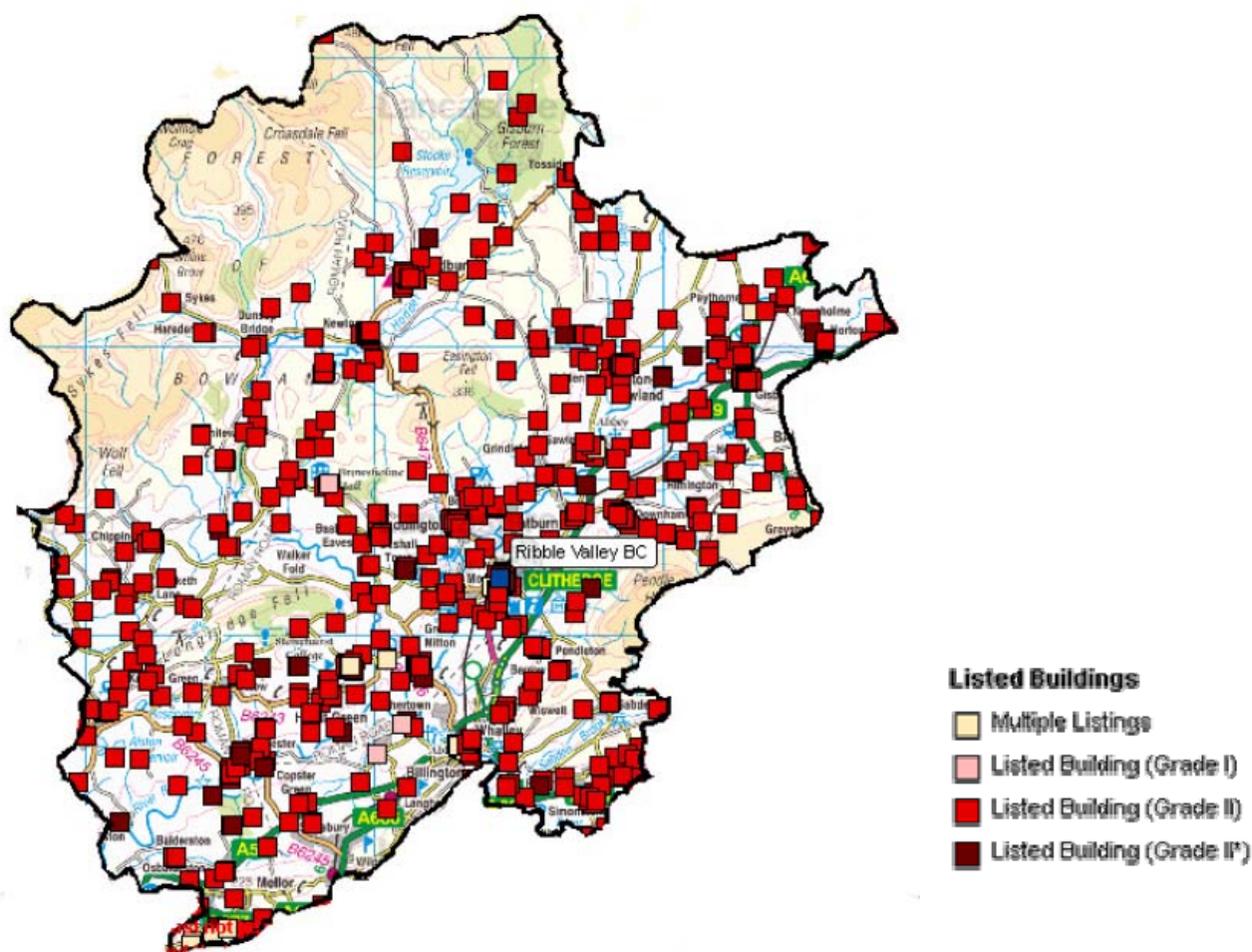
As can be seen from the above map this predominantly rural area, with a good footpath network has a wide variety of green infrastructure. Some elements of the above provision eg cemeteries, are specifically mentioned in other parts of the plan. These represent assets which would be available to new residents.


HISTORIC LEGACY: LISTED BUILDINGS

There are currently over 1,000 Listed Buildings in the Borough. 17 of these are grade I listed and 43 are grade II* listed.

Note in map below that 1 symbol may represent more than one building.

Map 9 – Listed Buildings



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Source: English Heritage

OPEN SPACE: PARKS

Brungerly Park, which was established in 1876, is a park situated north-west of Clitheroe, off Waddington Road, and follows the banks of the River Ribble. It is a very well used park, particularly busy on Bank Holidays, and incorporates a nature and sculpture trail.

There is also park land in the grounds surrounding Clitheroe Castle, which was bought by the people of Clitheroe by subscription in 1920, and declared a memorial to the men who lost their lives in the Great War. The park land contains rose gardens, play areas, a skate park and a bowling green.

Also in Clitheroe on Edisford Road is Edisford Park which allows footpath access along along the banks of the River Ribble. This contains a playground, a narrow gauge railway, a cafe and a picnic, site. Edisford is also a good location for anglers. In Longridge there are parks at Kestor Lane Recreation Ground, John Smith's Park and at Mardale Road Playing Fields. There are no formal parks in Whalley.

Current provision in terms of formal parkland is considered to be adequate in relation to the level of potential future development indicated in the Topic Paper.

OPEN SPACE: CHILDREN'S PLAY AREAS

The provision of children's play areas is handled by the Borough, Town and Parish Councils. Play areas tend to be neighbourhood/village based and focus on the under 8's. It is considered that, geographically, provision has been adequate for the needs of this age group although there are some concerns over the quality/play value of some facilities. It is expected that any significant development, such as the strategic site at Clitheroe, would require appropriate provision for this age group, among other issues and would be dealt with through detailed negotiations within the development management process guided by national and local planning policies, some of which are within the Core Strategy.

There is a lack, generally, of play facilities for older young people. Whilst it is recognised that such provision is not feasible at the same level as for the under 8's there is a need for a network of such facilities, reflecting the main population centres across the Ribble Valley.

OPEN SPACE: SPORTS PITCHES AND COURTS

The area has good general provision across most sports, although the borough has no specific athletics facility. There are outdoor sports pitches in the three main settlements of Clitheroe, Longridge and Whalley, some maintained within formal parks and other attached to various local secondary schools and often available to the public. There are also a number of single play facilities within local villages. Provision is through a variety of public facilities, including several local school facilities that are open to the public outside school hours, local sports clubs who lease facilities from the local authority and private membership facilities.

The Council has recently produced a Playing Pitch study that assessed current provision in terms of quantity and quality. In the light of this evidence it is considered that current provision, while adequate for current needs, would need to be augmented to address the level of future development proposed in the Topic Paper.

This augmentation would be in line with need criteria based on the Sport England Facilities Planning Model. It is considered that suitable sites for additional facilities do exist in the key service centres.

The provision of artificial pitches in the borough is adequate, with locations in Clitheroe, Longridge and other outlying areas. However there is the distinct lack of an artificial surface in Read, Simonstone and Whalley.

Also in general terms, while provision for the under 8 group is considered adequate more over 8 play provision is considered necessary.

OPEN SPACE: COUNTRY PARKS AND GREEN PUBLIC REALM

There are no country parks in the borough. However, Stonyhurst college has extensive gardens, which are grade II*

The creation of more general open space, landscaping and planting, such as that within residential developments, as well as the preservation of existing provision is considered as part of any development scheme of an appropriate scale and is managed through the development management process.

OPEN SPACE: NATIONAL PARKS AND NATURE CONSERVATION AREAS

There are no National Parks in the Ribble Valley. Seventy percent of the borough however falls within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). The AONB is managed through a Management Plan which includes a variety of conservation projects.

AREAS OF NATURE CONSERVATION

- There are currently four Local Nature Reserves in the district totalling 52.6 hectares these are located at Crosshills and Salthill, Clitheroe and Moor Piece located in the Forest of Bowland AONB to the north of Bashall Eaves. Wildlife Trust for Lancashire manages these sites. In addition a new RSPB wetland area has been created at Alston, near Longridge. In due course a proposed new local nature reserve at Primrose in Clitheroe will increase the area of nature reserve in the district to 61.6 hectares.
- There are currently 297 Biological Heritage Sites located in the Ribble Valley
- There are currently 13 SSSIs
- There are 116 Sites of Ancient Woodland
- There are three major wildlife corridors

HISTORIC LANDSCAPES: HISTORIC SITES

There are currently 23 Scheduled Ancient Monuments in the borough.

- Four are in the Parish of Aighton, Bailey and Chaigley
- One is in Bolton-by-Bowland
- One is in the parish of Bowland Forest Low
- One is in the parish of Chipping
- One is in the parish of Clitheroe
- One is in the parish of Easington
- One is in the parish of Gisburn Forest
- One is in the parish of Horton
- One is in the parish of Mellor
- Three are in the Parish of Newsholme
- One is in the parish of Mellor
- One is in the parish of Newton
- One is in the parish of Ribchester
- One is in the parish of Sawley
- Four are in the parish of Whalley

There are 76 sites of Ancient Woodlands in the borough and 18 Regionally Important Geological sites in the borough.

AFFORDABLE HOUSING: SOCIAL RENTED/INTERMEDIATE

The detail of the Council's position on the provision of future affordable housing is set out in the recently updated and adopted Addressing Housing Need document, which includes definitions of affordable housing, relevant thresholds and position relating to tenure and house type.

Recent Affordable Housing Completions in Ribble Valley:

- 2006/7 - 26
- 2007/8 - 41
- 2008/9 - 49
- 2009/10 - 65
- 2010/11 - 65

The tenure split of existing provision is approximately 118 share ownership units and the 1,742 remaining total units are social rented. Of the rented units 598 are sheltered and the remaining are general needs units.

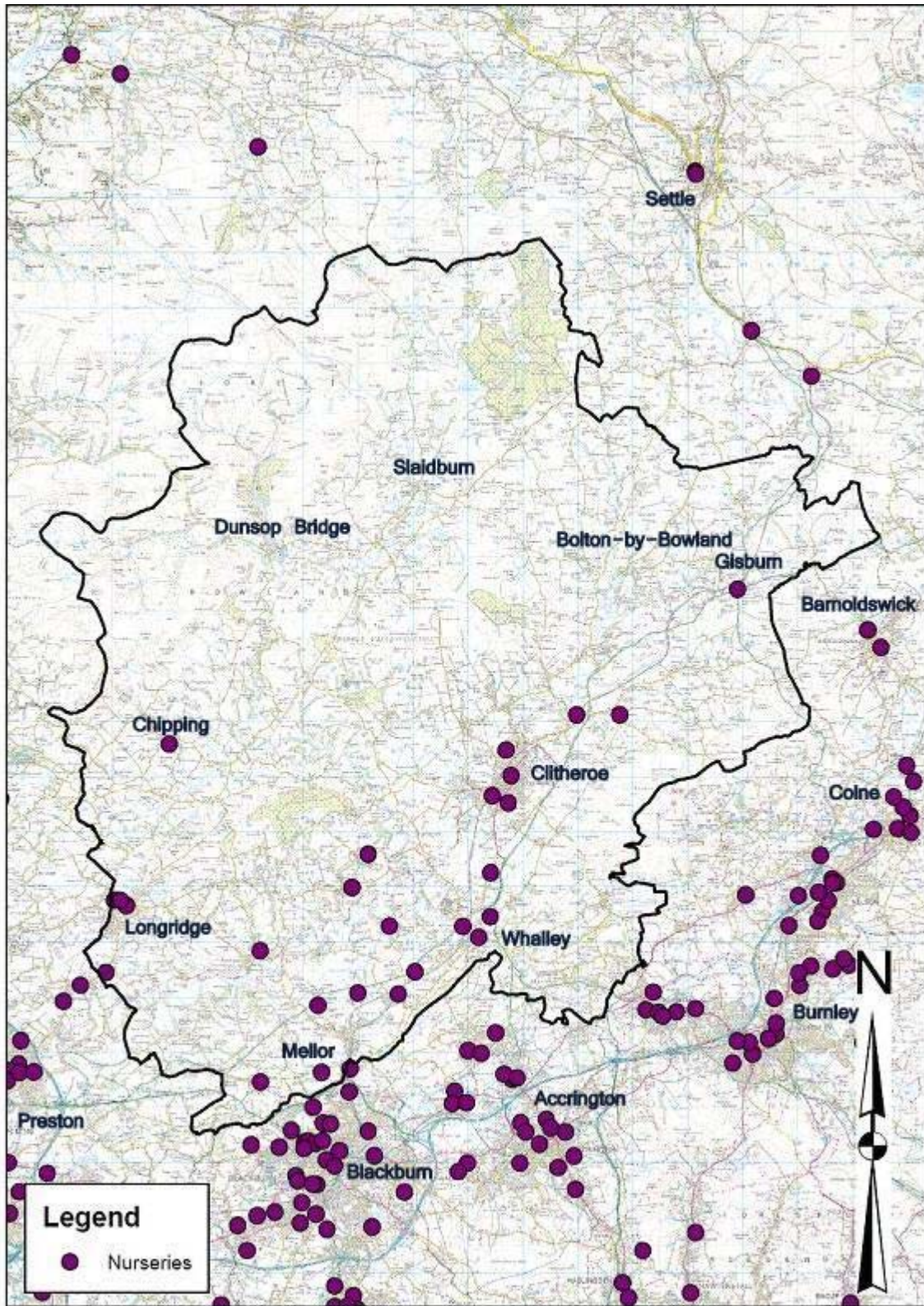
The funding available for affordable housing delivery from the Homes and Community Agency reduced considerably in 2011 with the introduction of affordable rent product funding future development schemes. The bidding process is now set out in a four year plan with the current round being 2011-2015; therefore the funding allocations are fixed within this period not allowing for any unplanned delivery within this time frame. Working with the Registered Providers the Council looks to ensure that the sites with allocated grant funding proceed and deliver affordable units. The Council invest £100,000 annually into affordable housing delivery and use this funding to develop private rented affordable housing through a capital grant scheme.

In terms of future planned provision – Ribble Valley Borough Council have agreed to an annual target of affordable housing delivery of 60 units.

EDUCATION: NURSERY AND PRE-SCHOOL

There are a number of nursery and pre-school centres within Ribble Valley, including some crèche facilities within the Sure Start centres in Clitheroe and Longridge. There is also significant provision in surrounding towns outside the Ribble Valley area (see map 10 below). Apart from the Sure Start centres all provision is privately operated and future delivery is anticipated to be by individual application from a variety of developers.

Map 10 - Current Nursery provision in the area and surroundings



Source: Office for National Statistics

EDUCATION: PRIMARY AND SECONDARY

PRIMARY SCHOOLS

There are numerous primary schools within the borough (see Map 11 below). These serve the whole borough and the residents of Ribble Valley with a variety of choices. The County Council holds the responsibility for providing adequate school places in relation to future development.

There are 4,400 children living within the Ribble Valley area that are of an age for secondary education (11-16).

SECONDARY SCHOOLS

There are four state run secondary schools within the Ribble Valley area (see Map 12 below). These are Bowland County High School, Longridge High School, Ribblesdale County High School and St Cecilia's RC High School. In addition there is Clitheroe Grammar and a variety of private provision.

In addition to the secondary schools there are two further education colleges in Ribble Valley. These are Oak Hill College and Stonyhurst College, 423 16-18 year olds were entered for Level 3 qualifications (A-Level) in the Ribble Valley region. Performance within the borough was well above the national average, with Ribble Valley students achieving an average total of 861.1 points as opposed to the national average of 712.1 and regional average of 726.

In addition, there are numerous secondary schools found within the surrounding towns with the scope to serve additional Ribble Valley residents.

Below is Table 4 that summarises the provision of education for both primary and secondary schools for the areas identified in the Topic Paper of December 2011. This gives information of the current numbers on roll, the capacity of the schools, the pupil yield from each of the areas of strategic development areas in the Topic Paper and the impact of the proposed strategic areas in terms of the number of school places that will be needed by 2027.

Please note that the Table contains both a five year and a 15 year forecast for each of the strategic areas. In normal circumstances only five year forecasts would be provided, which are calculated using known birth rates and housing data from the Housing Land Supply, in addition to any subsequent approved developments. In order to provide future forecasts to 2027, as it is not possible to anticipate the birth rates beyond 2016, an assumption has been made that birth rates would remain the same. This uncertainty about projections beyond five years means that it is important that these projections are revisited at a later date.

In terms of school funding, this is provided for each child of school age from Central Government based on actual numbers on roll. If additional school places were needed in an area this would be regarded as Basic Need funding. The Government have experienced a great deal of demand for this budget as a result of the increases in birth rates over recent years. The birth rates increases in some areas of Lancashire have been significant and this has meant that there has been significant demand on the Basic Need budget, providing a serious challenge to the County Council which Government is aware of. However, the County Council is unable to provide greater detail of what funding will be available as this is

calculated based on demand, and through the provision of a Capital budget, which provides funding towards school expansions or new schools. The latest Capital Investment Strategy, which is due to be submitted for Cabinet approval on the 6 March 2012, only provides details of funding until 2014, because future funding has not yet been determined by the Government.

Funding towards additional school places would also be sought from developers through Section 106 agreements or the Community Infrastructure Levy, where a planning application identifies that there are not enough school places available to meet the pupil yield from a development. Further information about the process is provided in Lancashire County Council's Planning Obligations Policy Paper -

http://lccintranet/corporate/atoz/a_to_z/service.asp?u_id=2839&tab=1

It is also important to be aware that the funding from Central Government through the Department for Education needs to be supplemented with contributions from developers towards the provision of additional places necessitated by housing development.

Also the figures provided in the forecasts take into account any other developments which have come forward outside the 5 year housing land supply. As specific planning applications are submitted the education assessment that the County Council would carry out would also take into account any planning approvals which have come forward outside of the 5 year housing land supply, and assess the potential impact of these developments. These are outlined in the table below.

Table 4 – Primary and Secondary School Place Estimates (next page)

(Note: In the boxes marked with a * in the following tables Lancashire County Council could not provide educational forecasts in relation to 'Other Settlements'. This is because the educational need assessments, which include the provision of and the demand for school places, which are carried out against developments, specifically relate to a geographical location, which was not available to Lancashire County Council at the time of the educational assessment.

Primary

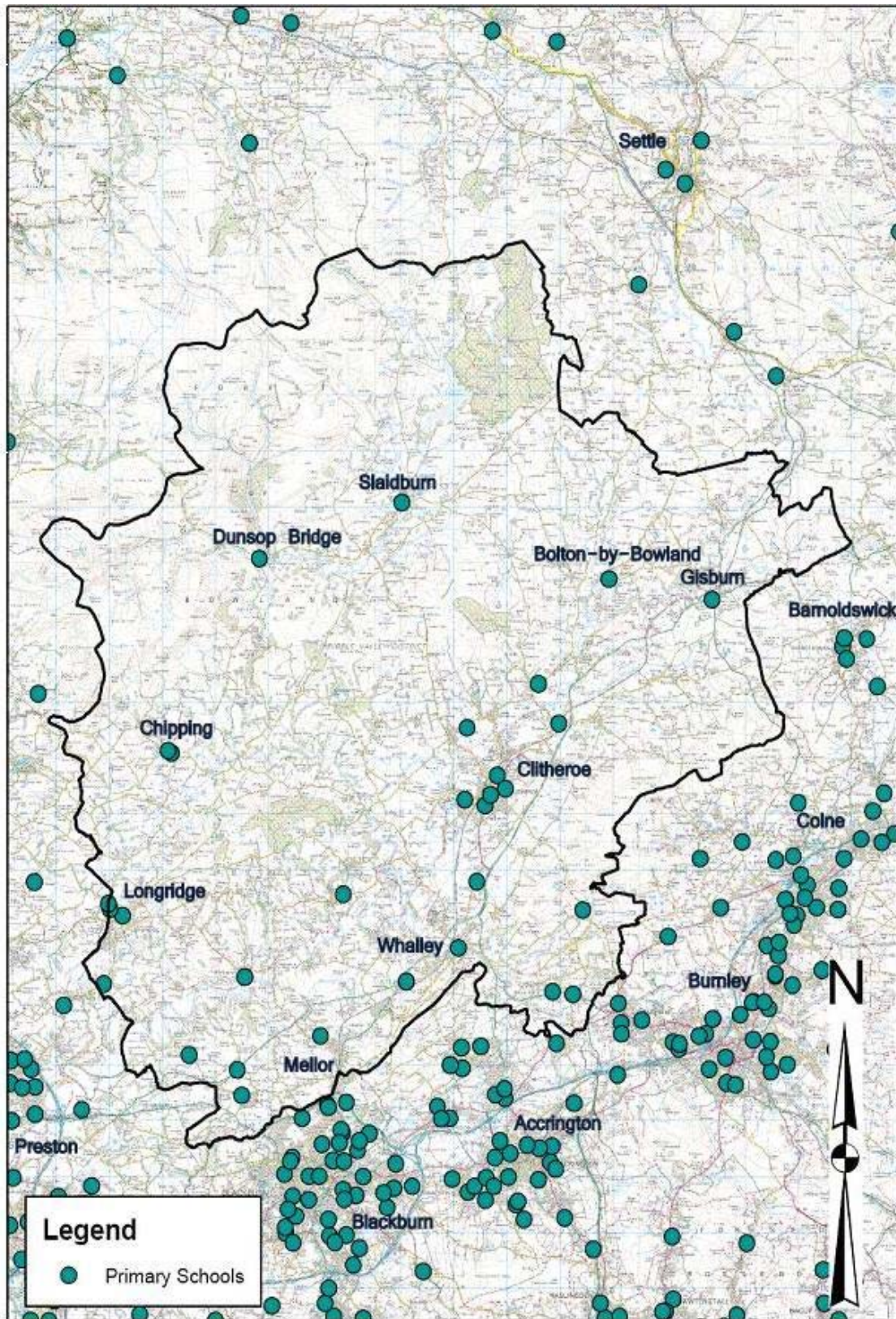
Location	Current NOR	Current Capacity	5 Year Forecast	Places in 5 Years incorporating Approvals not included on Housing Land Supply	Dwellings Proposed	Yield from Strategic Sites (places needed)	Places available in 5 Years, including this development	Forecasted Places available in 15 years, including this development
Clitheroe	1160	1295	-40	-49	75	27	-76	-324
Longridge	833	1060	207	201	454	159	42	74
Whalley	643	669	177	175	141	50	125	-18
Standen Estate	1289	1414	-49	-60	1040	364	-424	-671
Other Settlements	*	*	*	*	200	70		

Secondary

Location	Current NOR	Current Capacity	5 Year Forecast	Places in 5 Years incorporating Approvals not included on Housing Land Supply	Dwellings Proposed	Yield from Strategic Sites (places needed)	Places available in 5 Years, including this development	Forecasted Places available in 15 years, including this development
Clitheroe	3102	3167	789	770	75	19	751	73
Longridge	1194	1274	114	109	454	114	-5	-20
Whalley	1091	1025	-24	-24	141	36	-60	-44
Standen Estate	2551	2642	804	785	1040	260	525	-232
Other Settlements	*	*	*	*	200	50		

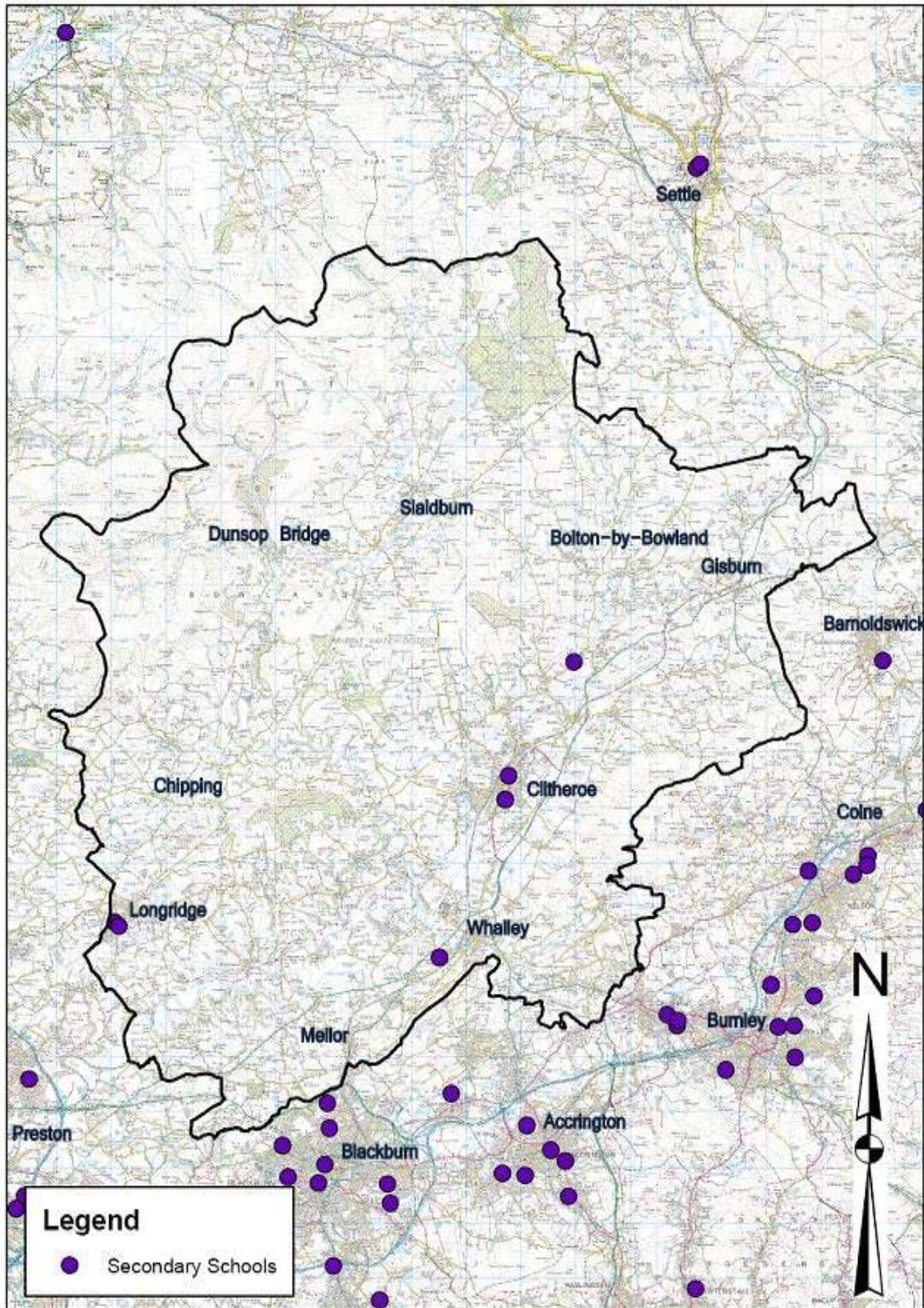
Source: Lancashire County Council

Map 11 - Distribution of Primary Schools in Ribble Valley



Source: Office for National Statistics

Map 12 - Secondary Schools in Ribble Valley



Source: Office for National Statistics

EDUCATION: HIGHER EDUCATION

There are currently no facilities that offer higher education in the Ribble Valley. Students travel to a wide variety of facilities within and outside the region.

EMPLOYMENT: JOB CENTRE PLUS

There is only one job centre in the Ribble Valley, the Jobcentre Plus facility based in Clitheroe. Jobcentre Plus provides a range of information and services, including benefits, loans and grants, as well as help with finding a job. There is no indication of any change in this provision or any indication that it is not adequate given future possible development.

BENEFITS/TAX: LOCAL OFFICES

The Council Tax office for the borough is based at the Council Offices in Clitheroe and can be paid by direct debit, in person, telephone and online.

The Benefits office, which pays Housing and Council Tax benefit, is also based at the Council Offices in Clitheroe. Housing benefit can be claimed by:

- Council Tenants
- Those paying rent to a private landlord
- Housing Association tenants
- Those living in a hostel
- Those paying for board and lodgings.

There are major changes proposed to Housing and Council Tax benefit that are going to take place over the next few years it is not anticipated that they will impact significantly in terms of the provision of this service locally.

HEALTH PROVISION: HOSPITALS, HEALTH CENTRES, GP SURGERIES, PUBLIC HEALTH AND PREVENTION, DENTAL SERVICES, OPTICIANS, PHARMACIES

HOSPITALS

There are currently two NHS hospitals in Ribble Valley:

- Clitheroe Community Hospital
- Longridge Community Hospital

There is also a private hospital in the borough, which offers NHS services. This is:

- Abbey Gisburn Park Hospital

There is public support for NHS East Lancashire to upgrade and develop health services at Clitheroe Community Hospital and initial plans for a purpose built new hospital on land adjacent to the existing facility were withdrawn, due to the economic downturn. Currently new plans for a new facility are being drafted to be presented to the NHS Lancashire Board together with an accompanying funding assessment. In addition, with the phasing out of the Primary Care Trusts in 2013 as a part of the fundamental reorganisation of the National Health Service, the development would then have to be approved by the NHS Lancashire cluster board and the new North of England Strategic Health Authority.

It is also worth noting the presence of Calderstones Partnership. This is a centre, often referred to locally as Calderstones Hospital, that provides a specialist service to people with a learning disability including in-patient assessment and treatment and community based services across the North West.

In terms of recent planning applications there is an extant permission for a 25 bed low secure unit with an associated day unit and administration facility at the Calderstones Hospital, and also a current application (currently subject to an Appeal) for a 270 housing development at Henthorn Road, Clitheroe which involves developer funding towards a GP and pharmacy facility.

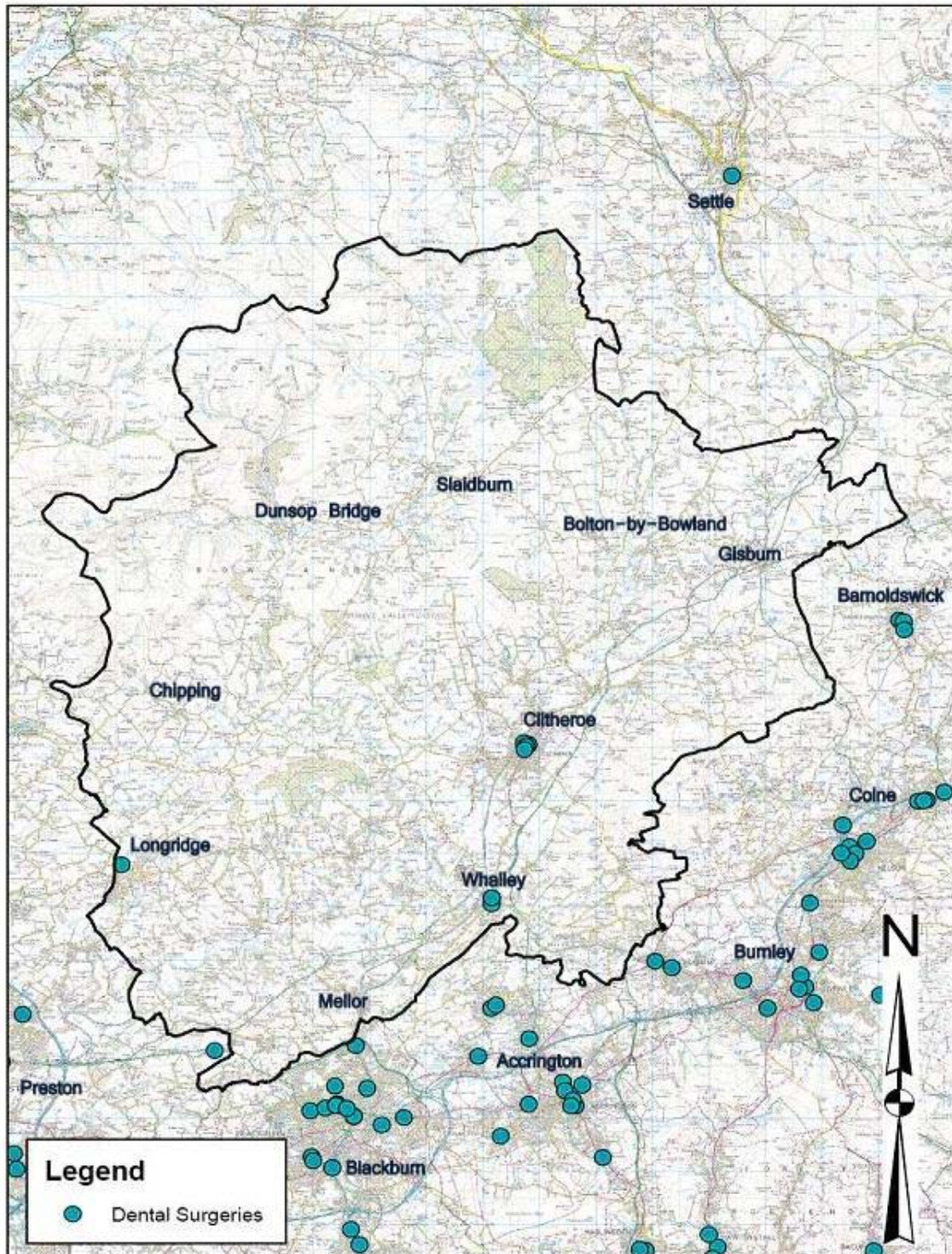
GENERAL HEALTH PROVISION

In general terms the planning of new provision of the wide variety of health provision in the area is currently being re organised as a part of the Coalition Government's Health Service reforms. New shadow health planning bodies are currently being set up to take over from the existing structures in 2013 – 14.

Indications from current local health planning professionals are that in general terms the various health services would be capable at this stage of catering for the additional needs that the development proposed in the 2011 Topic Paper would bring.

They have also stated that the proposed development would imply the expansion of current local facilities. Specifically there will be a need for an additional two full time GPs plus support staff, one to be based in Clitheroe and an increased need for nursing staff based in the community. They have emphasised that the health provision implications of new development should involve continued and detailed consultation with the new health planning functions to ensure that new provision is adequately timed to new development.

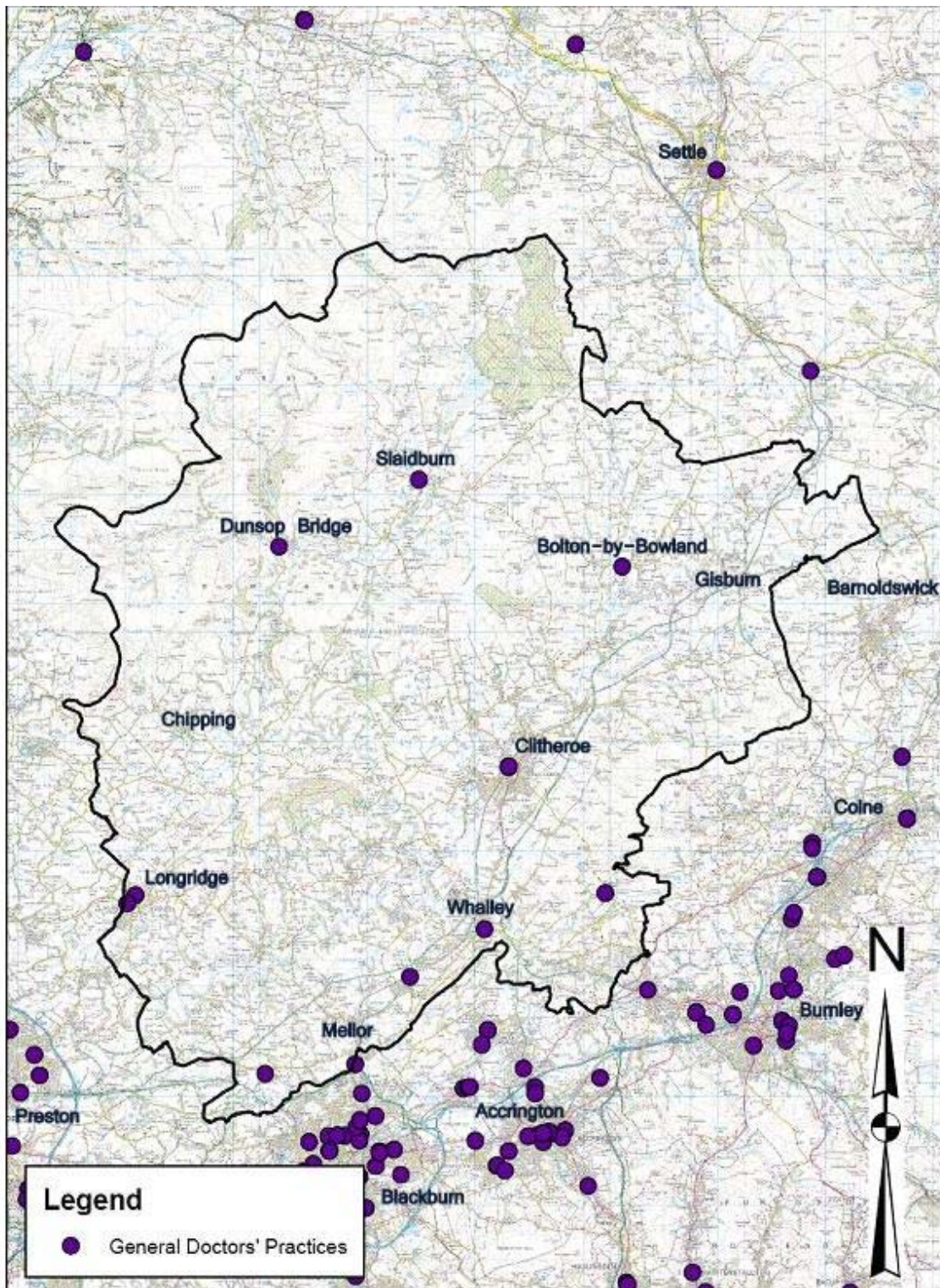
Map 13 – Dental service provision



Source: Office for National Statistics

Ribble Valley sees a concentration of dental surgeries in Clitheroe, and also three individual surgeries located in the west of the borough (Longridge) and to the south of the borough. There are large numbers of dental surgeries in the nearby big towns of Blackburn, Accrington and Preston, which border the borough.

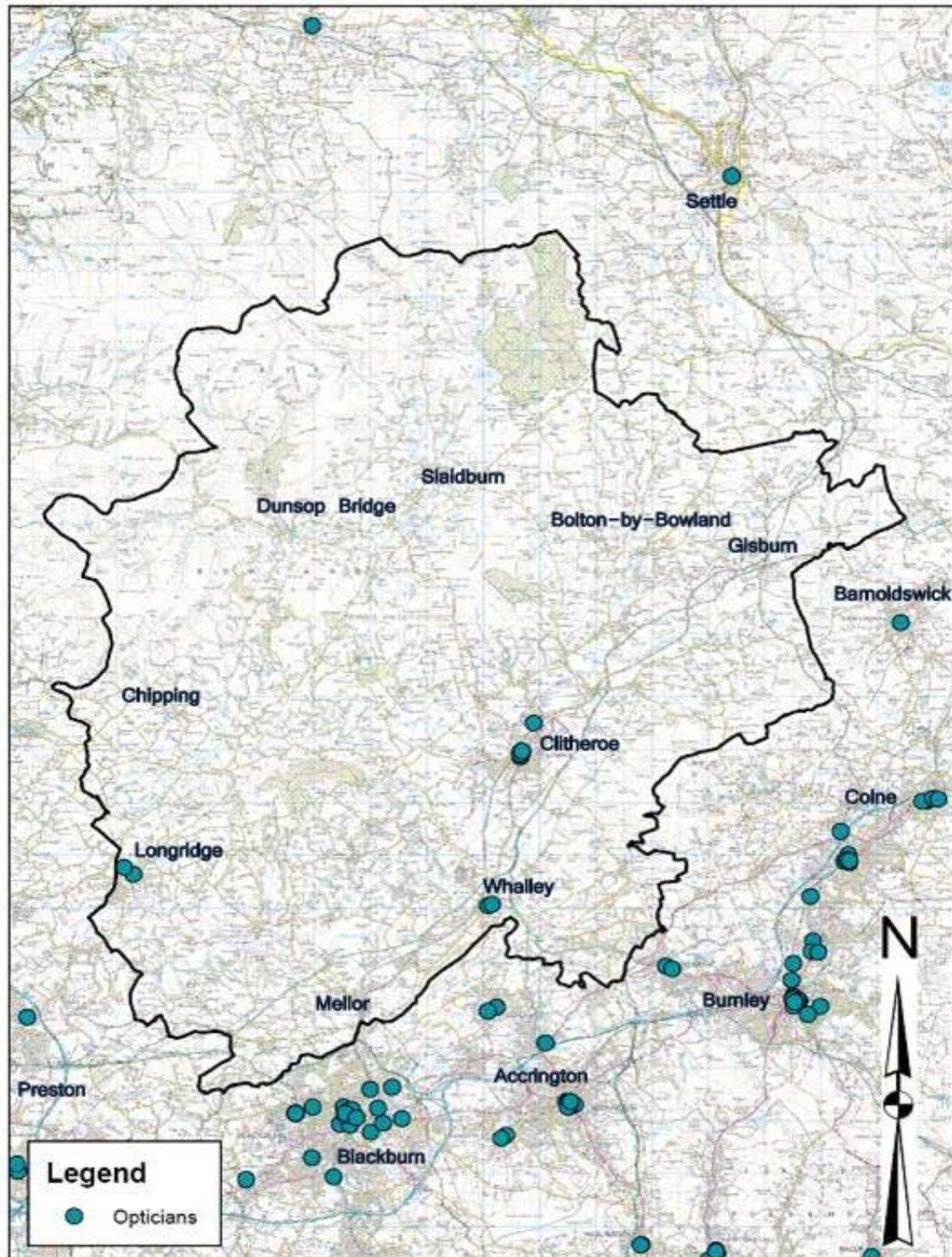
Map 14 - General Doctors Surgery provision



Source: Office for National Statistics

There are ten GP practices in the Borough and further provision in the urban areas to the south. Due to the rural nature of the area, surgeries are more widely spread in the north of the Borough.

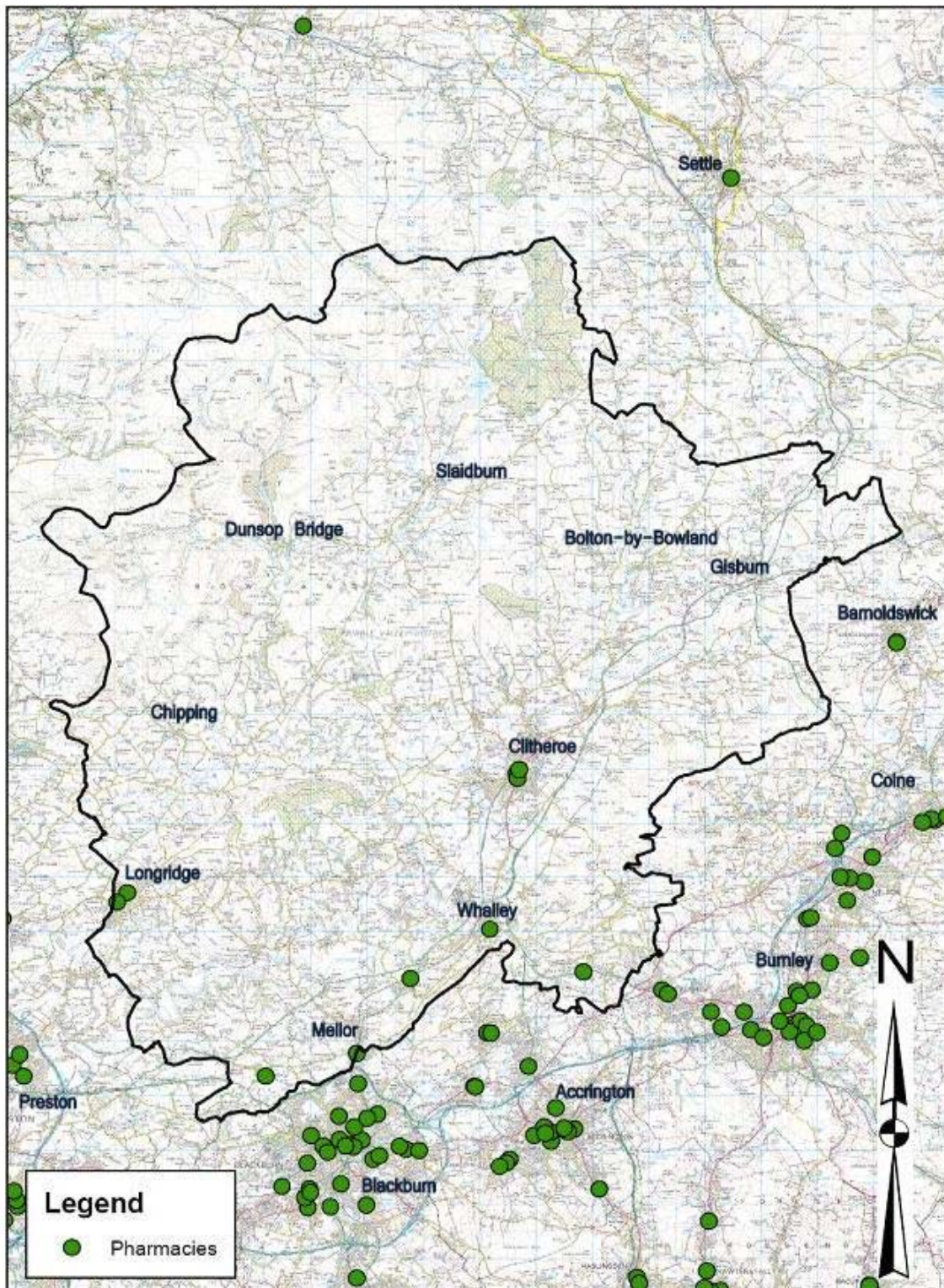
Map 15 – Opticians



Source: Office for National Statistics

Opticians follow a similar pattern to those of other services within the borough. Clitheroe sees the highest concentration, with others located to the east and south of the borough (see Map 14). The surrounding towns again see a large number of optician services and as such offer the people of Ribblesdale services within reasonable travelling distance.

Map 16 –Pharmacies



Source: Office for National Statistics

There are nine pharmacies within Ribblesdale Valley, all of them located within the south of the borough. There are no pharmacies serving the north of the borough, with the nearest being around Settle, to the north (see Map 16).

GYPSY AND TRAVELLERS: SITES AND FACILITIES

There is currently one private gypsy site at Acorn Lodge, Clayton-Le-Dale, which provides 16 units. There is a requirement under the Housing Act (2004) to identify and include for the provision of sites for Gypsy and Traveller accommodation within the Local Development Framework. Policies and Key Statements have been included in the Core Strategy which address this issue. Specific sites will be considered and identified where necessary as part of the Housing and Economic Development DPD. The Gypsy and Traveller Accommodation Assessment produced by Salford University (2008) indicated the need to allocate land for six additional residential pitches to 2016 and additional transit provision for six caravans. This assessment will be updated as necessary.

POST OFFICES: MAIN, SUB, SORTING OFFICES & PARCELS


The map shows that post offices are fairly evenly distributed across the borough although there are a higher number of offices in and around the larger settlements such as Clitheroe. Post Office Ltd has recently put in place a Network Change Programme to rationalise provision and this saw the closure of some local offices and the establishment of some on an "outreach" basis.

Post Office Ltd. indicated in 2011 that there are no planned changes to the local network in the foreseeable future.

In March 2012 Post Office launched a £1.34 billion branch network investment and support programme as a part of the government's commitment to no further programme of branch closures. Currently a pilot programme will be run until the summer when a full roll out will occur to be completed by 2015. Branches will operate either under a main style option for larger branches or a local style. The latter, which seems to relate to many of the Ribble Valley branches, will combine Post Office and normal retail services. Post Offices are currently discussing details with sub postmasters.

Map 17 – Post Offices



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Source: RVBC and LCC GIS Collaboration

COMMUNITY SERVICES: LIBRARIES

There are six public libraries in Ribble Valley which are located in the following settlements (see map below):


- Clitheroe
- Mellor
- Read
- Chatburn
- Whalley
- Longridge

In addition to these however, there are a significant number of mobile library stops across the borough, helping to serve the more rural areas of Ribble Valley.

Longridge Library was refurbished in 2011 but apart from this there are no further planned changes to either buildings or services.

Map 18 – Mobile Library Stopping points (2009)



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Source: RVBC and LCC GIS collaboration

COMMUNITY SERVICES: COMMUNITY CENTRES AND VILLAGE HALLS

Map 19 – Village Halls and Community Centres



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Source: RVBC and LCC GIS Collaboration

There are currently 26 village halls within the borough, which can be found at the following locations:

- Bashall Eaves
- Bolton by Bowland Village Hall
- Chipping Village Hall
- Downham Village Hall
- Dunsop Bridge Village Hall
- Gisburn Festival Hall
- Hurst Green Village Hall
- Knowle Green Village Hall
- Mellor Village Hall
- Newton in Bowland Village Hall
- Pendleton Village Hall
- Read St Johns C of E School
- Read United Reformed Church
- St Mary's Church, Sabden
- Salesbury Memorial Hall
- Slaidburn Village Hall
- Sawley Village Hall
- Simonstone School Hall
- Sabden St Nicholas Church Hall
- St Wilfrid's Parochial Hall, Ribchester
- Thornley with Wheatley Village Hall
- West Bradford Village Hall
- Worston Mission Room
- Wilpshire Methodist Church
- Waddington Methodist Church
- Whalley Village Hall

Local village halls host a variety of events and facilities and many have been recently upgraded through a variety of funding sources. Initiatives to further develop local halls emerge from the communities themselves, through community development trusts, as proactive individual proposals to a wide variety of relevant funding bodies, including the local Council. Local provision is regarded as good and sufficient for development proposed in such locations in the 2011 Topic Paper.

COMMUNITY SERVICES: CHILDREN'S CARE PROVISION

Head of Children's Social Care does not envisage any major concerns in the proposals in the 2011 Topic Paper with respect to demand upon Children's Social Care Services and has confirmed that there are no plans to develop any further services in the Ribble Valley area.

The Ribble Valley is presently served via the Children's Social Care Offices from the Globe in Accrington and the Child and Parenting Support Services unit again in Accrington. It is regarded as difficult to predict from the proposed 3,000 extra units proposed how many of these will be family households, with children under 18, but it is felt that any increase in request for a children's social care service will be manageable.

It should also be noted that the Ribble Valley Children and Young People's Trust Board also play a significant role in developing services to children, young people and their families across the Ribble Valley and they will continue to look at present services being delivered across all agencies and how best these can be integrated. This may result in the utilisation of existing premises and at this time it is thought that there are no plans for any new developments. The Board does consist of representatives from the District Council, Health Education (Schools), Police, VCFS etc and any increase in the child population will have an impact of universal services which will be considered in any future proposals.

COMMUNITY SERVICES: SOCIAL SERVICES/ ADULT SOCIAL CARE - OVER 50S/ SUPPORT

In terms of adult social care, which is the responsibility of Lancashire County Council (LCC), the overall response from the relevant commissioning body to the potential future development outlined in the 2011 Topic Paper was that provision could be upgraded to accommodate the increased levels of need implied. In general terms the longer term strategic intentions of adult provision are to more closely integrate social care with health and public health, and also anticipate a greater involvement from the third sector. This will involve the joint commissioning of support for hospital avoidance and a variety of intermediate care services that will allow people to be independent within their own homes for as long as possible. This will include housing related support.

It was also pointed out that funding allocations in future years are uncertain and given that the national and local trend toward an ageing population will mean an increase in demand for services. It was also stressed that, as the Borough's future development plans become more detailed, LCC commissioners for Adult and Community Services will wish to input further to the emerging LDF on matters such as house type, sheltered and adapted housing facilities and in general to enable residents to access appropriate local accommodation and related transport arrangements.

Locally the "Healthy Valley" Project also works to tackle health and social care inequalities and support community ventures and social enterprises working from village halls. In some parts of the area a local enabler has been funded to help develop local voluntary opportunities including luncheon clubs and more leisure orientated initiatives.

COMMUNITY SERVICES: POLICE

Overall, crime in the Ribble Valley is below that of the Lancashire County average and has, over the last three years, remained relatively consistent compared with the County's generally rising trend line. The biggest form of crime is criminal damage, followed by violent crime. Primrose and Salthill wards suffer the greatest amount of crime overall, but are still below the County average. Victims of crime are predominantly white males aged between 30 and 55years. Residents in the Ribble Valley are less likely to become the victim of a

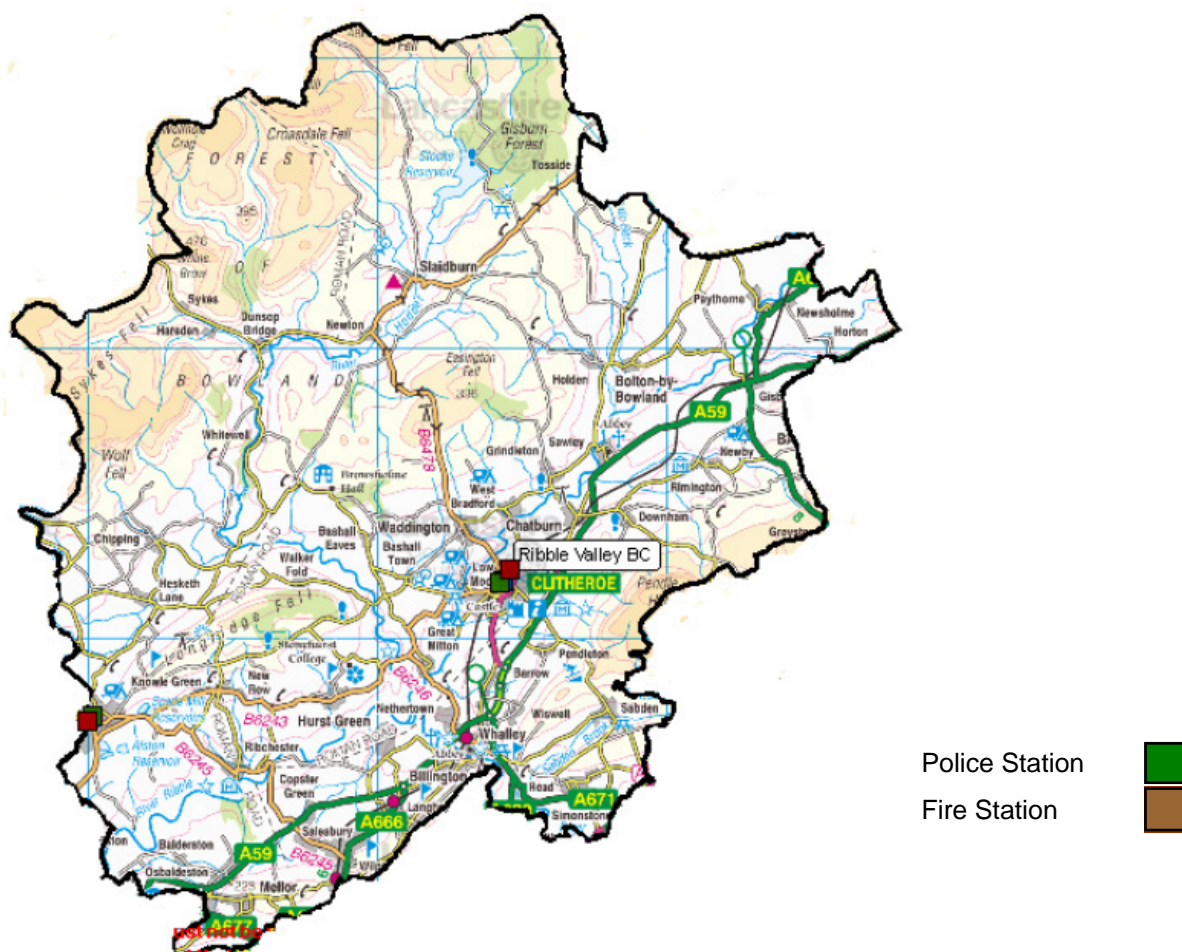
crime than elsewhere in Lancashire, with the typical offender being a young, white, male, travelling criminal.


The distribution of Police Stations and services within Ribble Valley reflects its rural location with stations located in the main settlements. The current police provision is monitored on a daily basis across the borough; the police stations operate on a fluid basis whereby officers from one station can be relocated to support another station.

Recent changes to police provision planning have meant that all rural beats have been declared as surplus and therefore the rural beat houses will be sold off. The following beat houses will be sold by 2013 – 14: Hurst Green, Gisburn, Ribchester, Billington, Chipping and Newton. In addition the Police Station in Whalley will be closed leaving two remaining stations at Longridge and Clitheroe.

This revised provision is anticipated to accommodate the needs of future development as expressed in the 2011 Topic Paper.

Map 20 – Police and Fire and Rescue Provision (2009)



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COMMUNITY SERVICES: FIRE

The map above indicates the locations of fire stations in the Ribble Valley district. The distribution of fire stations is coupled with high density population areas. Responses from relevant officials indicate that there is no need for an additional station.

Lancashire Fire and Rescue Service review the provision of emergency cover every three years. In brief, the review takes the form of a detailed analysis of risk across the county and within the operational boundaries of all fire stations, alongside an in-depth look at the level and type of emergency activity. The data is then used, alongside professional judgement to decide if the level of emergency provision at each fire station is adequate or not. The last full emergency cover review was carried out in 2009 and LFRS are currently working on the next review which is due to be completed later in 2012.

CURRENT PROVISION

Emergency cover for the Borough of Ribble Valley is provided from a number of fire stations as summarised in the table below.

Station and Address	Resources	Staffing
E59 – Longridge, Whittingham Road, Longridge, PR3 2AB	1 x Fire Engine	Retained
E71 – Blackburn, Byrom Street, Blackburn BB2 2LE	2 x Fire Engine	Wholetime
E72 – Great Harwood, Queen Street, Great Harwood, BB6 7AL	1 x Fire Engine	Retained
E91 – Clitheroe, Princess Avenue, Clitheroe, BB7 2AL	2 x Fire Engines	Retained
P92 – Padiham, Station Road, Padiham, BB12 8EA	2 x Fire Engines	Retained
P93 – Barnoldswick, Wellhouse Rd, Barnoldswick, BB8 6DB	1 x Fire Engine	Retained
P94 – Nelson, Bradley Road, Nelson	2 x Fire Engines	1 x Wholetime, 1 x Retained

RISK AND DEMAND

Lancashire Fire and Rescue Service assess risk at Lower Level Super Output Area (LSOA) level of geography. Risk is assessed annually using a three year rolling data set. The last

assessment of risk saw Ribble Valley assessed as predominantly low risk with some areas of medium risk. Levels of demand in the area are also low.

STAFFING

Wholetime staff are those whose primary employment is with the Fire and Rescue Service and fire engines staffed in this way are available to provide an immediate response 24 hours a day, 7 days a week.

Retained – staff whose primary employment is not with the fire and rescue service, but who agree to provide a pre-determined number of hours cover per week to staff the fire engine. Staff respond as required, but must live or work within 5 minutes of the fire station.

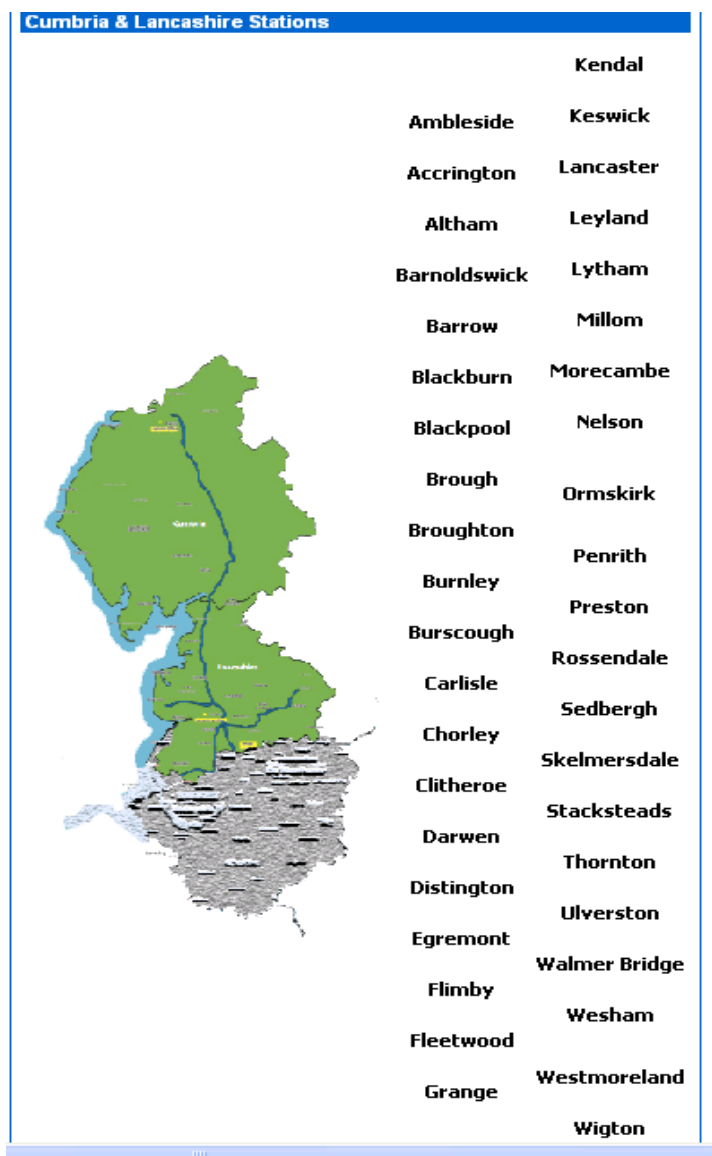
FORWARD PREDICTIONS

The Fire and Rescue Authority is currently in the process of carrying out a review of emergency cover and this is due to report to the Combined Fire Authority in July 2012 this year prior to being subject to extensive consultation. At the moment work is ongoing and no conclusions have been reached regarding changes to emergency provision.

COMMUNITY SERVICES: AMBULANCE

Within Ribble Valley there is currently one emergency ambulance operating as a 24 hour – 7 day a week resource. In addition there are other ambulances based within East Lancashire, though not within Ribble valley, that can also be deployed. Ambulances are operated on a dynamic deployment basis and therefore are not specific to just one location. An Emergency Control Centre deploys the nearest vehicle to any emergency. No changes to this provision are anticipated although, as mentioned below, a review is currently underway.

Map 21 - distribution of ambulance stations across Cumbria and Lancashire



Source: North West Ambulance Service

NWAS ESTATES

North West Ambulance Service (NWAS) is currently reviewing its estates management policy which includes potential rationalisation of the number of ambulance stations and/or relocation of some of them. Historically and due to planned developments in the past the original stations have not been in the correct geographical area to support the NWAS performance targets of 75% of all Category A or Red (serious and life threatening) calls being responded to within 8 minutes of the address location being entered into the Control Centre software. Thus this strategy may involve both relocation and/or co-locating at, for instance Fire Stations, Healthcare premises for example. NWAS is currently applying for Foundation Trust status which will if successful give more autonomy on strategic management of the service.

CAPACITY PLANNING

The service has a Capacity Planning Manager and health informatics team that both weekly, monthly and annually monitor 999 calls within our regional foot print. This is used to highlight and rationalise commissioned ambulance services and allows the Trust to predict to a good degree of certainty peaks and troughs of calls in any one area. Ribble Valley is a good example of an area receiving tourism call activity in the summer months together with additional responses coming from the rising number of planned events that the area is attracting. The NWAS approach if there was a major increase in calls due to the increasing housing developments would be managed in the short term by increasing resources in the area, likely to be Rapid Response vehicles and use of the Community First Responder scheme but in the longer term additional targeted finance would be considered.

CLINICAL PATHWAYS

Historically NWAS sees year on year increases in emergency calls within the region but with the new Clinical Pathways initiative introduced over the last twelve months there appears to be a downward trend in the overall increase percentile. The Clinical Pathways scheme is designed to direct patients to the appropriate pathway of treatment, whereas in the past ambulances would be automatically dispatched to ALL 999 calls, now the call taker will be directed to clinician (advance/senior paramedic) within the Control Centre who through a “hear and triage” system may offer alternatives such as advised to see GP or refer to out of hours Health community teams. Also the advancement of pre-hospital care by NWAS paramedics has increased skill levels which can reduce admissions. This will result in the appropriate pathway of care and consequently lessen the impact to NWAS of available ambulances and pressures of increasing admissions to the hospital emergency departments.

FUTURE NWAS STRATEGY

Looking at the above initiatives and depending on the demography of any new rise in population / housing developments with these systems in place it could well transpire that the RVBC Core Strategy may not affect NWAS services to the area and may be manageable via the new initiatives explained above but the activity will always be monitored and major changes would attract short and long term management.

The overall approach in general is to react to changes long term through finance and commissioning if needed along with NWAS policy of rationalising services to meet the appropriate demand and locations.

COMMUNITY SERVICES: CEMETERIES & CREMATORIA

The only Council owned burial area in the Ribble Valley is the Waddington Road Cemetery in Clitheroe. The cemetery services provide for traditional burials, Muslim burials, woodland burials and the burial of cremated remains. There is also an arboretum which has been created at Clitheroe Cemetery to meet increased demand for commemorative trees.

In October 2010 Ribble valley Borough Council acquired additional nine acres of land at Waddington Road, Clitheroe adjacent to the existing cemetery. This is considered by the Council to be adequate for anticipated need well into the future and consequently no further provision is planned.

COMMUNITY SERVICES: COURTS

There is no court within Ribble Valley. However, in each of the surrounding boroughs in Pennine Lancashire there are two courts, a County Court and a Magistrates' Court. These are in Accrington, Blackburn, Burnley, Chorley and Rawtenstall.

In Preston, there is a Preston Combined Court Centre, a Crown Court (Sessions House) and a Magistrates' Court. In Lancaster there is a County Court, a Crown Court, a Magistrates' Court and a Probate Sub-Registry. In South Ribble there is only a Magistrates' Court.

There are no planned changes to the above provision and no indication through general consultation responses that the current provision will be sufficient for the demands of the development proposed in the 2011 Topic Paper.

COMMUNITY SERVICES: PRISONS

Although there are no prisons within the Ribble Valley itself, there are currently 16 prisons spread across the North West as follows:

Location of prisons	Number of prisons
Preston	1
Lancaster	1
Leyland	2
Kirkham	1
Rochdale	1
Wigan	1
Warrington	2
Salford	1
Liverpool	3
Manchester	1
Wilmslow	1
Millom (South West Cumbria)	1

The Ministry of Justice currently only has plans to build two new prisons at Featherstone in Staffordshire and Belmarsh (Greenwich). Neither are in the immediate area of the Ribble Valley therefore indications are that no new local prison development is planned.

COMMUNITY SERVICES: HOSTELS

Ribble Valley Borough Council has a hostel, which is located in Clitheroe. It has seven units of accommodation, two of which are self contained the remaining five share facilities. Ribble Valley also used to have a hostel in Longridge, however, this has been sold within the last five years. The Council leases one flat in Longridge from Ribble Valley Homes, the local Registered Social Housing Landlord. The Council has no current plans to add to the above.

COMMUNITY SERVICES: PLACES OF WORSHIP

There are a number of places of worship in the borough which are comprised of 76 churches (of all Christian denominations) and one Islamic education centre. Individual proposals to add to or change existing facilities are dealt with on their merits through the planning system. As is the nature of such facilities most change will happen through individual proposals although the larger religious denominations may have organised programmes of building development or disposal.

CULTURE: MUSEUMS/ GALLERIES

There are currently two museums in the borough. One is based in Clitheroe at the Castle and has recently seen significant investment; the other is at Ribchester and centres on the Roman history of the settlement.

The recent Clitheroe Castle Museum redevelopment project, including the North West Sound Archive (which is separate to the Museums Service), is a significant development, intended to provide a high standard museum service in the Ribble Valley for a number of years. Subject to ongoing funding agreement with RVBC this is set to continue.

In terms of Ribchester Roman Bath House the Museums Service is hoping to apply for grant funding to make some improvements to this small site so that it can be removed from English Heritage's At Risk Register. This is subject to the issue of bringing the whole site under one ownership being resolved, as part of the site is owned by Lancashire County Council, the other part by Ribble Valley Borough Council.

IN response to the 2011 Topic Paper Lancashire County Council's Museums Service has no plans to expand further in Ribble Valley in the foreseeable future.

Otherwise, the Museums Service will continue to provide advice and outreach services within Ribble Valley as it does in the rest of Lancashire, which do not involve building or site issues.

CULTURE: THEATRES

Clitheroe host two performance venues which can cater for theatrical performances, the recently opened Grand facility and the St Mary's Centre, both in the town centre. In addition travelling professional theatrical performances and local amateur dramatics performances are hosted in many local village halls and also at the Civic Centre in Longridge. There are no indications of any additional future provision and this current provision is regarded as adequate in terms of potential future development outlined in the 2011 Topic Paper.

CULTURE: CINEMAS

Currently, the only cinema in Ribble Valley is The Palace, which is located at the Market Place in Longridge. Originally a weaving shed, the building has been used as a music hall, roller skating rink, cinema and bingo hall. The nearest major cinema facilities are in Preston and Bury. The Council is not aware of any plans to upgrade local provision.

LEISURE: SPORT CENTRES AND LEISURE FACILITIES

The Roefield Leisure Centre in Clitheroe is a non profit Leisure Trust and offers a variety of indoor sports facilities. In addition Longridge Civic Hall offers some indoor classes. Also there are private gym facilities in Clitheroe and Longridge.


As mentioned above in relation to sports pitches many local secondary schools open their sports halls to the community after normal school hours and also some village halls cater for some sports provision. It is considered that the most likely impact of any increase in need flowing from new development could possibly be addressed by increasing supply from other school based resources as funding for a new publicly owned facility is considered to be unlikely.

As a part of the Healthy Valley initiative an Action Group has formed in Whalley to produce a feasibility study for a new community facility and multi sport changing rooms based at the Queen Elizabeth II Playing Fields.

Map 22 - Sports and Leisure Facilities



- Athletics Track
- Golf
- Grass Pitches
- Health and Fitness Suite
- Ice Rinks
- Indoor Bowls
- Indoor Tennis Centre
- Skip Slopes
- Sports Hall
- Swimming Pool
- Synthetic Turf Pitch

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Source: RVBC and LCC GIS Collaboration

LEISURE: SWIMMING POOLS

There is currently one swimming pool in the borough, Ribblesdale Pool on Edisford Road in Clitheroe, which is owned, managed and run by Ribble Valley Borough Council. The facility is well used. There are currently no plans to invest in significant upgrading of this facility but it will need significant maintenance within the Core Strategy plan period. While the proposed development outlined within the Topic Paper may indicate the potential need for another pool facility in the area it is considered that funding would be unlikely. The authority is aware of a potential new pool within proposals outside the Borough but close to Longridge that could help to address increased future demand within the area. There are many private swimming pools in the borough, but public access to these is very limited.

LEISURE: FESTIVALS AND TOWN CENTRE PROGRAMMES

CLITHEROE: Clitheroe Town Centre Masterplan, which forms part of the LDF evidence base, was published in June 2010 to support the promotion and revitalisation of the Town Centre, helping it to fulfil its potential as an attractive, vibrant and successful location. Following this the Clitheroe Town Team was formed from original representatives of the consultation/ steering group to work as a committed partnership of individuals, identifying actions and giving direction to enable priorities to be set and early individual projects to be driven forward towards fulfilling the overall vision to maintain and enhance the town centres' environmental and economic vitality.

Through the Town Team approach, representatives from Ribble Valley Borough Council, Lancashire County Council as well as local businesses and the community such as Clitheroe Chamber of Trade and Clitheroe Civic Society bring together key delivery skills – such as economic development, property, design and project management, as well as developing links with stakeholders outside of the group, including key landowners, developers and businesses that can assist in the delivery, monitoring, reviewing and development of the plan.

Clitheroe Chamber of Trade membership continues to grow steadily with Chamber members being regularly updated and involved during the development of the Clitheroe Town Centre Masterplan, which was published in 2010, and a number of members of the Chamber are on the Town Team.

The continuing growth of the Chamber has also led to stronger partnership working with RVBC in activities to promote visitors. A recent example of this work has been the successful Clitheroe Fine Food and Crafts Street Market event in August 2010 which attracted around 15,000 visitors to the town. Following its success, a major opportunity has been identified for the Clitheroe Food Festival to become a regular, self-sustaining event which will be developed into an annual showcase event in the Lancashire calendar. The second Clitheroe Food Festival was held in August 2011.

LONGRIDGE: Longridge Town Team are continuing to move forward with a number of initiatives following the groups successful launch with around 100 people attending the Longridge Economy and Town Team Event in September 2010, with local businesses responding positively with a commitment to working together, and assist the progress of the

action plan and create activities that will support its work. Key objectives of the Longridge Town Team include; reinforcing Longridge's identity as an independent thriving market town for services; reducing the need for residents to travel elsewhere; and improving the look and feel of the town.

A Longridge Development Appraisal is currently underway to provide an evidence base and it will identify the scope and potential for improvements to the town centre and will also assess other important business locations such as Shay Lane Industrial estate. This will provide the evidence base for a future planning / policy framework for the town centre. In order to give clear guidance and a positive policy framework for the design of new buildings, spaces and the refurbishment of existing ones, the appraisal will set out an analysis of the vitality and viability of the town centre's shopping functions, as well as recommendations for the enhancement of the town centre.

The Longridge Old Station Buildings are now fully operational following its extensive refurbishment, which was supported with a Ribble Valley Borough Council grant of £100,000 towards the total costs of the works. The facility is being branded and marketed to businesses as Workstation. Features are high quality meeting space, serviced office accommodation and a 'virtual office' facility with message and post handling. The building is now able to offer high-speed internet access and recent plans include business start-up advice sessions and other business support workshops to be held in the building. A new website has been created at www.longridgestation.co.uk and the facility now also acts as a vibrant community hub including a heritage themed cafe, a town archive, meeting rooms, exhibition space and tourist information.

The Longridge Business Group is steadily growing a robust structure and membership to help market Longridge as a leisure / shopping / business and visitor destination. This will assist partnership working to support and strengthen activities and events in Longridge (i.e. Big Weekend, Christmas Extravaganza). Amongst discussions to assist this, feasibility work is underway as to whether Longridge town centre could become a Business Improvement District (BID) – some of the financing issues such as the business group and local events and promotions could be assisted through the development of a BID for Longridge.

A Longridge Big Weekend was held in 2011 following the successful first event held in 2010. The weekend celebrated all that is great about Longridge, Ribble Valley and Lancashire, especially food, drink, art, crafts, culture and music as a showcase event in the Longridge calendar, and following a very successful event the Goosnargh and Longridge Agricultural Show was held in July 2011.

WHALLEY: The Economic Action Plan for Whalley sets out a number of actions following coordinated work between the Ribble Valley Borough Council Regeneration Team, Whalley Parish Council and Whalley Chamber of Trade which included consultation with local residents and businesses to determine the village's future needs. Many of the actions within the Whalley plan are being met from existing regeneration resources. More specific projects are also being developed from the programme and funding sources identified to co-ordinate and enable their delivery.

One such project was the Whalley Live Festival held on Saturday 18 and Sunday 19 June 2011. This event featured a number of activities over various sites such as King Street and the main retail area, QE2 playing fields, Oakhill Academy and Whalley Abbey and included music and family events, food and crafts market and a fun fair.

Whalley Chamber of Trade continues to be a strong group of businesses committed to the success of Whalley and the trading environment and the Regeneration Team attends the

meetings of the Whalley Chamber of Trade to offer support wherever possible. New signage has been erected to direct visitors to the retail area supported with an RVBC grant and the group are working closely with the Regeneration Team to deliver the Whalley Economic Action Plan. Another project is Whalley in Bloom; the overall plan is to enter the Britain in Bloom competition for 2012 focussed around Vale Gardens, The Old Grammar School, River Calder and King Street.

LEISURE: MARKETS

The biggest market within the Ribble Valley is held in Clitheroe on Tuesday, Thursdays and Saturdays. A regular market has been held in Clitheroe since the Norman Conquest in the 12th century and it is important that this is maintained and a healthy balance of different lines of goods is presented, as well as ensuring competition. Clitheroe market offers the following:

- Fruit and Vegetables
- Bread and Cakes
- Cheese and Biscuits
- Fish
- Fresh and Cooked Meats
- Men's, Ladies and children's Fashion
- Underwear
- Craft Items
- Pottery
- Curtains and Fabrics
- Carpet and Rugs
- Towels and Household Textiles
- Plants
- Electrical Goods
- and many more

The market site was completely redeveloped in 1995 to provide a modern and attractive facility with suitable and convenient car parking. The market was moved to the adjacent site of the old cobbled bull ring which was the centre piece of the old cattle market. The cattle market can now be found on the outskirts of Clitheroe on Lincoln's Way. The market redevelopment reflects the Council's commitment to the importance of the market and its role in the continuing success of Clitheroe as a shopping centre.

The Market area is included within the Clitheroe Town Centre Masterplan initiative mentioned under Festivals and town Center Programmes above.

APPENDIX 1 - STANDEN STRATEGIC HOUSING SITE

A strategic site at Standen, to the south east of Clitheroe has been included within the 2011 Topic Paper relating to the proposed preferred development option for the Borough. It is considered that it could be developed in a comprehensive and sustainable manner as a mixed site to meet a significant proportion of the Borough's housing requirement in the plan period. The range of uses will include housing (including affordable housing), employment, community uses, local retail and service provision to serve the site, open space and recreational uses.

The strategic site at Standen is central to the delivery of the Core Strategy. It is a large site of currently used for agricultural purposes and situated to the south east of Clitheroe, in close proximity to the town and all its amenities and the strategic highway network. It provides a major opportunity to develop a site for a mix of uses in a highly sustainable and comprehensive manner within a high quality landscaped setting. Uses will be predominantly residential (including affordable housing) but will also include employment (B1 uses), community and open space/recreational uses with new and enhanced provision for sustainable and active transport to maximise connections to the Clitheroe urban area. Land will also be made available within the site for a primary school within the site if this is required to meet the need for educational provision, taking into account the capacity of schools that would serve the development.

The site would make a significant contribution to meeting the Borough's overall housing provision in the plan period (almost one-third).

Work undertaken on infrastructure planning as part of the Core Strategy process outlined above has shown that in principle, there appear to be no significant barriers to the development and that the site is deliverable within the plan period. It is envisaged that the site will be accessed by a minimum of two access points from the existing local highway network with a through route for public transport. The development will also necessitate improvements to the strategic highway network at the A59/Clitheroe Road/Pendle Road Junction. Any development should take account of the presence of the line of the Roman Road which runs through the site, which is of archaeological and historic significance. There will be a need for high quality structural landscaping to contribute a good quality development and address the landscape impacts of a development of this scale.

The Core Strategy is seeking to identify the site in principle and the precise mix of uses, developable areas and development requirements will be determined in more detail in a subsequent Development Plan Document or Supplementary Planning Document and through the Development Management process.

APPENDIX 2 - PROPOSED CHANGES TO LOCAL SUBSIDISED BUS SERVICES 2012

KEY CONSIDERATIONS FOR RIBBLE VALLEY

Commercial Services

No proposed changes to any of these services.

Subsidised Services

There are a number of positive elements to these proposals, such as new travelling opportunities, better connections with other bus & rail services and significantly improved coordination between bus services along common sections of routes. Please refer to full briefing note which details these proposals.

- The review proposes the introduction of new Monday to Saturday bus services for Rimington, Howgill and Todber.

All areas will continue to receive regular bus services with the exception of the following sections of routes:

- The section of West Bradford Road between Pimlico and West Bradford would no longer be served.
- The direct link between Waddington, West Bradford and Clitheroe Hospital would also no longer be available. There are approximately 600 annual passenger trips made on this section. This equates to on average around 12 passenger trips per week and 2 per day across 15 journeys.
- The merger of Services C1 & C4 around Peel Park would result in a small section of Hayhurst Street between Standen Road and Turner Street no longer being served. Customers would be required to board the service close to the junctions or on Mayfield Avenue.

CONSULTATION ON PROPOSALS TO REVISE RIBBLE VALLEY SUBSIDISED BUS SERVICES

Lancashire County Council subsidise the majority of bus services operating in the Ribble Valley.

Whilst the regular bus services from key Lancashire towns into Ribble Valley are run by bus operators on a commercial basis, the local town services in Clitheroe and the rural bus links across the Ribble Valley are all subsidised by Lancashire County Council.

To improve the future viability of the network, a full review of the subsidised routes has taken place with an emphasis on reshaping the network to ensure current resources are better utilised. A number of outstanding service requests have been taken into consideration in offering a more sustainable network of routes within existing funding levels.

Incorporated within the Ribble Valley bus service review are a small number of proposed revisions to subsidised bus services in neighbouring Hyndburn, Pendle and Preston, as well as Blackburn with Darwen.

Lancashire County Council would welcome your comments on these proposals to revise the routes and timetables which are designed to improve accessibility, reliability and overall sustainability of the subsidised bus service network within existing resources.

The proposed implementation date for any service revisions would be 29 April 2012.

CURRENT POSITION

Commercial Services

Service 1 Longridge – Grimsargh – Preston

Service 1 is a wholly commercial service run by Stagecoach North West between Longridge and Preston.

The Monday to Saturday daytime frequency is at least every 10 minutes with a half hourly daily evening and Sunday daytime service. Additionally, on Thursday, Friday and Saturday nights there is an hourly service between 0100 and 0600.

Service 26/27 Clitheroe – Whalley – Padiham – Burnley (Mainline)

The Mainline Service is mainly a commercial service operated by Transdev Burnley and Pendle between Clitheroe and Burnley, with onward journeys to Nelson and Colne.

The Monday to Saturday daytime frequency is every half hour, with alternate journeys operating via Sabden between Whalley and Padiham. There is an hourly daily evening and Sunday service alternating two hourly direct or via Sabden. Lancashire County Council subsidise the daily evening service.

Service 225 Clitheroe – Whalley – Blackburn

Service 225 is mainly a commercial service operated by Transdev Lancashire United between Clitheroe and Blackburn, with onward journeys to Darwen and Bolton.

The Monday to Saturday daytime frequency is every half hour between Clitheroe and Blackburn from 0654am. There is an hourly Monday to Saturday evening and Sunday daytime service. Lancashire County Council part subsidise the Monday to Saturday evening service and certain Sunday journeys.

Service 231 Clitheroe – Whalley – Great Harwood – Accrington

Service 231 is mainly a commercial service operated by M & M Coaches between Clitheroe and Accrington.

The Monday to Saturday daytime frequency is approximately one and a half to two hourly between Clitheroe and Accrington from 0824am to 1555 pm. In conjunction with Lancashire County Council's subsidised Service 241 (see later in report for details), the Monday to Saturday daytime frequency is at least hourly between Clitheroe and Accrington.

Lancashire County Council subsidise the Saturday daytime service, which is operated by Transdev Lancashire United.

Fully Subsidised Services

Service 3/3A Longridge – Ribchester – Blackburn

Service 3 currently operates between Longridge and Blackburn via Ribchester, Salesbury, Wilpshire (Service 3A additionally serves Durham Road between 0930 & 1530) and Pleckgate.

The service runs every two hours in each direction on a Monday to Saturday daytime and evening basis between Longridge and Blackburn from 0740 am to 1753 pm.

Service 4/4A Chipping – Longridge – Whittingham – Preston

Service 4 currently operates between Chipping and Preston via Longridge, Whittingham, Goosnargh, Broughton, Woodplumpton, Fulwood and Royal Preston Hospital.

This service runs hourly from 0945 am to 1925 pm in each direction on a Monday to Saturday daytime basis between Chipping and Preston, increasing to two buses per hour between Fulwood and Preston in conjunction with Service 4A between Fulwood Janice Drive and Preston City Centre.

Service 5 Longridge – Ribchester – Clitheroe

Service 5 currently operates between Longridge and Clitheroe via Ribchester, Hurst Green, Great Mitton and Whalley.

The service runs every two hours (from 1043 am from Longridge) in each direction on a Monday to Saturday daytime basis between Longridge and Clitheroe.

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

Service 10 currently operates between Clitheroe and Settle (in conjunction with Service 11 below) via Bashall Eaves, Cow Ark, Whitewell, Dunsop Bridge, Newton, Slaidburn, Tosside, Wigglesworth and Rathmell.

This service generally runs every two hours (from 0935 am to 1825 from Clitheroe) in each direction on a Monday to Saturday daytime basis between Clitheroe and Settle, with additional journeys at peak times between Clitheroe and Slaidburn.

This service is part funded by North Yorkshire County Council.

Service 11 Settle – Horton-in-Ribblesdale

Service 11 currently operates between Settle and Horton-in-Ribblesdale (in conjunction with Service 10 above) via Langcliffe and Stainforth.

This service generally runs every two hours in each direction on a Monday to Saturday daytime basis between Settle and Horton-in-Ribblesdale.

This service is part funded by North Yorkshire County Council.

Service 13 Mellor Brook – Mellor – Blackburn

Service 13 currently operates between Mellor Brook and Blackburn via Mellor, Ramsgreave and Pleckgate.

This service runs mainly hourly in each direction on a Monday to Saturday daytime basis between Mellor Brook and Blackburn.

Service 71 Clitheroe – Barley – Nelson (Pendle Witch Hopper)

Service 71 currently operates between Clitheroe and Nelson via Chatburn, Downham, Barley, Newchurch, Spenbrook, Roughlee, Blacko and Barrowford.

This service runs hourly (from 0730 am from Clitheroe) in each direction on a Monday to Saturday daytime basis.

Service 241 Clitheroe – Accrington – Royal Blackburn Hospital

Service 241 currently operates between Clitheroe and Royal Blackburn Hospital via Whalley, Great Harwood, Rishton, Accrington and Oswaldtwistle.

This service runs approximately two hourly (from 0740 am from Clitheroe Interchange) in each direction on a Monday to Saturday daytime basis. In conjunction with M & M Coaches' commercial subsidised Service 231, the Monday to Saturday daytime frequency is at least hourly between Clitheroe and Accrington.

Service 280/X80 Skipton – Clitheroe – Whalley – Preston

Service 280/X80 currently operates between Skipton and Preston via Barnoldswick (Service 280), Gisburn, Chatburn, Clitheroe, Whalley, Mellor Brook and Samlesbury.

This is Lancashire County Council's core subsidised service through the Ribble Valley. This service runs hourly (from 0833 am to 1945 pm from Clitheroe) in each direction on a Monday to Saturday daytime basis, alternating two hourly via Barnoldswick (Service 280) or direct via A59 (Service X80) between Skipton and Preston. There is also a two hourly Sunday daytime Service X80.

Service C1 Clitheroe Town Service (Low Moor & Peel Park)

Service C1 currently operates a circular town service between Clitheroe, Low Moor and Peel Park.

This service runs from Clitheroe twice an hour from 0920 to Low Moor and hourly to Peel Park on a Monday to Saturday daytime basis.

Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

Service C2 currently operates a service between Low Moor, Clitheroe and Grindleton via Chatburn and Sawley.

This service runs hourly (from 0931 am at Clitheroe Interchange) in each direction on a Monday to Saturday daytime basis, with an hourly Sunday daytime service between Low Moor and Clitheroe only.

Service C4 Clitheroe – Peel Park

Service C4 currently operates a circular town service between Clitheroe and Peel Park. This service runs hourly from 0925 am in Clitheroe in each direction on a Monday to Saturday daytime basis.

Service C5/C15 Clitheroe – Waddington – West Bradford – Clitheroe

Service C5/C15 currently operates a circular service from Clitheroe via Waddington and West Bradford and back to Clitheroe. Service C5 runs clockwise and Service C15 runs anti-clockwise.

This service runs hourly from 0940 am in Clitheroe in each direction on a Monday to Saturday daytime basis, with an hourly Sunday daytime Service C5.

Service C25 Clitheroe – Whalley – Brockhall – Blackburn

Service C25 currently operates between Clitheroe and Blackburn via Low Moor, Great Mitton, Whalley, Brockhall Village, Dinckley, Salesbury and Wilpshire.

This service runs every two hours (from 0933 am to 1755 pm at Clitheroe) in each direction on a Monday to Saturday daytime basis between Clitheroe and Blackburn.

Hyndburn Area**Service 2 Rishton – Dill Hall – Accrington**

Service 2 currently operates between Rishton Eachill Gardens and Accrington via Clayton-le-Moors, Dill Hall and Accrington Asda.

This service runs hourly in each direction on a Monday to Saturday daytime basis.

Service 9/19 Accrington – Barnfield – Laneside – Accrington

Service 9/19 currently operates circular between Accrington and Accrington via Barnfield and Laneside. Service 9 runs clockwise and Service 19 runs anti-clockwise.

This services run hourly in each direction on a Monday to Saturday daytime basis.

PROPOSED SERVICE REVISIONS

The proposed revisions to these services are split into separate packages as follows: Please note that at the time of developing this version of the Infrastructure Plan no exact timetables for the various packages below had been agreed.

PACKAGE 1 – Longridge to Preston

Service 4/4A Longridge – Whittingham – Preston

The proposal for this service is to revise the route and timetable. Service 4 will no longer operate between Chipping and Longridge, which has been added to the revisions to Services 5 & 35 (see further in report for details). Instead it will loop around Longridge Town centre and Beacon Fell Caravan Park, which is currently served by Services 3 & 5. There are approximately 1,500 annual passenger trips made between Chipping and Preston across Longridge. This equates to around 30 passenger trips per week and 5 per day across 12 journeys. Connection opportunities in Longridge will be available from the revised Services 5 & 35, already used by some through passengers, with Stagecoach's frequent Service 1.

Service 4 will continue to operate between Longridge and Preston via Whittingham, Goosnargh, Broughton, Woodplumpton, Fulwood and Royal Preston Hospital. Service 4A will continue to operate between Fulwood Janice Drive and Preston City Centre. The service will run hourly in each direction on a Monday to Saturday daytime basis between Longridge and Preston, improving to an even half-hourly service in conjunction with Service 4A between Fulwood and Preston City Centre.

PACKAGE 2 – Ribble Valley West Services

Service 5 Chipping – Longridge – Ribchester – Clitheroe

The proposal for this service is to revise the route and timetable by extending the service to/from Chipping. Service 5 will continue to operate between Longridge and Clitheroe via Ribchester, Hurst Green, Great Mitton and Whalley.

The service will run every two hours in each direction on a Monday to Saturday daytime basis between Longridge and Clitheroe.

Service 14/14A Chatburn – Clitheroe – Accrington – Royal Blackburn Hospital

The proposal for this service is to revise the route and timetable, renumbering from Service 241. Service 14/14A will operate between Clitheroe and Royal Blackburn Hospital via Whalley, Great Harwood, Rishton, Accrington and Oswaldtwistle. Certain journeys will operate beyond Clitheroe to Chatburn via Pimlico, maintaining a service for this area.

It is proposed to revise the route between Rishton and Accrington, serving Eachill Gardens in Rishton (Service 14A journeys during the day) replacing the withdrawn Service 2 from this area.

It is further proposed to revise the route between Rishton and Accrington to operate direct from Clayton Park via Dunkenhalth Way and Asda creating new travelling opportunities, omitting Clayton-le-Moors. There are alternative services available for most affected passenger trips, however approximately 1,000 annual passenger trips are made between Clayton-le-Moors across Accrington to Royal Blackburn Hospital.

This equates to around 20 passenger trips per week and less than 4 per day across 7 journeys. Connection opportunities in Accrington are available from the frequent bus services through Clayton-le-Moors.

This service will be increased in frequency to run every hour (extended two-hourly through to Chatburn) in each direction on a Monday to Saturday daytime basis.

Service 15 Mellor Brook – Mellor – Blackburn

The proposal for this service is to revise the timetable, renumbering from Service 13. Service 15 will continue to operate between Mellor Brook and Blackburn via Mellor, Ramsgreave and Pleckgate.

The service will be increased in frequency to run every hour in each direction on a Monday to Saturday daytime basis between Mellor Brook and Blackburn.

Service 25 Clitheroe – Whalley – Brockhall – Blackburn

The proposal for this service is to revise the timetable, renumbering from Service C25. Service 25 will operate between Clitheroe and Blackburn via Low Moor, Great Mitton, Whalley, Brockhall Village, Dinckley, Salesbury and Wilpshire.

This service will continue to run every two hours in each direction on a Monday to Saturday daytime between Clitheroe and Blackburn.

Service 35 Chipping – Longridge – Ribchester – Blackburn

The proposal for this service is to revise the route and timetable, renumbering from Service 3/3A and extending the service through to Chipping. Service 35 will operate between Chipping and Blackburn via Longridge, Ribchester, Salesbury, Wilpshire (additionally serving Durham Road between 0930 & 1530) and Pleckgate.

The service will continue to run every two hours in each direction on a Monday to Saturday daytime and evening basis between Chipping, Longridge and Blackburn.

Coordinated timetables

Currently services over common sections of route are disjointed, resulting in a lack of coordination. With these proposed route and timetable revisions, the following coordinated frequencies will be available.

Service 5 (Chipping – Clitheroe) and Service 35 (Chipping – Blackburn) will combine to provide an even hourly Monday to Saturday daytime service between Chipping, Longridge and Ribchester.

Service 5 (Chipping – Clitheroe) and Service 25 (Clitheroe – Blackburn) will combine to provide an even hourly Monday to Saturday daytime service between Whalley and Clitheroe.

Service 15 (Mellor – Blackburn), Service 25 (Clitheroe – Blackburn) and Service 35 (Chipping – Blackburn) will combine to provide an even half-hourly Monday to Saturday daytime service between Pleckgate and Blackburn.

Service 25 (Clitheroe – Blackburn) and Service 35 (Chipping – Blackburn) will combine to provide an even hourly Monday to Saturday daytime service between Salesbury and Blackburn.

Connecting timetables

With coordinated timetables there will be better interchange opportunities at Longridge and Clitheroe.

In Longridge, Services 5 & 35 will have improved connections with Stagecoach's frequent Service 1 through to Preston.

In Clitheroe, Services 5 & 25 will have improved connections with Train Services and other local bus services.

PACKAGE 3 – Ribble Valley East & Clitheroe Local Services

Service 2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

The proposal for this service is to revise the timetable, renumbering from Service C2. Service 2 will operate between Low Moor, Clitheroe and Grindleton via Chatburn and Sawley.

This service will run half-hourly, between Low Moor and Clitheroe (partially replacing Service C1), and continue hourly through to Grindleton in each direction on a Monday to Saturday daytime basis. There will also be an hourly Sunday daytime service between Low Moor and Clitheroe only. A new Sunday service for Grindleton will be provided by Service 7B (see below for details).

Service 4 Clitheroe – Peel Park Circular

The proposal for this service is to revise the route and timetable, combining part of Service C1 and the whole of Service C4. Service 4 will continue to operate a circular town service between Clitheroe and Peel Park.

This circular service will continue to run hourly on a Monday to Saturday daytime basis.

Service 7/7A/7B Clitheroe – Waddington – Chatburn – Barley/Rimington – Nelson

The proposal for this service is to revise the route and timetable, renumbering from Service 71. It is proposed to revise the route between Clitheroe and Chatburn via Waddington and West Bradford, to replace services C5 & C15, and also between Downham and Blacko on certain journeys to operate alternately via Barley or Rimington. Service 7 will operate between Clitheroe and Nelson via Waddington, West Bradford, Chatburn, Downham, Barley, Newchurch, Spenbrook, Roughlee, Blacko and Barrowford.

Service 7A will operate between Clitheroe and Nelson via Waddington, West Bradford, Chatburn, Downham, Rimington, Howgill, Todber, Blacko and Barrowford.

The service will run hourly in each direction on a Monday to Saturday daytime basis, with most journeys running as Service 7 and three journeys per day in each direction as Service 7A.

There will also be an hourly Sunday daytime circular service between Clitheroe, Chatburn, Grindleton, West Bradford and Waddington, numbered Service 7B.

Pimlico will be served by extended journeys of new Service 14/14A between Chatburn, Clitheroe, Accrington and Royal Blackburn Hospital.

Coordinated and connecting timetables

These proposed route and timetable revisions, routes from Clitheroe to Low Moor, Chatburn will have coordinated frequencies, and also enable surrounding villages to have improved connections at Clitheroe Interchange with train services and other local bus services.

The following subsidised bus services will be withdrawn and replaced as detailed:

Service C1 Clitheroe Town Service (Low Moor & Peel Park)

Service C1 will be withdrawn and replaced by new Services 2 & 4 (See above for details).

Service C2 Low Moor – Clitheroe – Chatburn – Sawley – Grindleton

Service C2 will be withdrawn and replaced by new Service 2 (See above for details).

Service C4 Clitheroe – Peel Park

Service C4 will be withdrawn and replaced by new Service 4 (See above for details).

Services C5/C15 Clitheroe – Waddington – West Bradford – Clitheroe

Services C5/C15 will be withdrawn and replaced by new Services 7/7A/7B (See above for details).

The section of West Bradford Road between Pimlico and West Bradford will no longer be served. The new Services 7/7A/7B will also result in the direct link between Waddington, West Bradford and Clitheroe Hospital being no longer available. There are approximately 600 annual passenger trips are made on this section. This equates to on average around 12 passenger trips per week and 2 per day across 15 journeys.

There are no proposed changes to the following subsidised bus services:

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

Service 11 Settle – Horton-in-Ribblesdale

Service 280/X80 Skipton – Clitheroe – Whalley – Preston

PACKAGE 4 – Hyndburn Area

Service 2 Accrington – Dill Hall Circular

The proposal for this service is to revise the route and timetable. Service 2 will operate between Accrington and Dill Hall via Asda. Customers from Rishton Eachill Gardens will continue to be served by the revised Service 14 (see below for details).

This circular service will run hourly on a Monday to Saturday daytime basis.

Service 9 Accrington – Laneside Circular

The proposal for this service is to revise the route and timetable. Service 9 will operate between Accrington and Laneside. Customers from Barnfield will continue to be served by the revised Service 19 (see below for details). The section of route on Alice Street will continue to be served by Pilkington Bus' commercial Service 3/3A between Accrington and Huncoat.

This circular service will run hourly on a Monday to Saturday daytime basis.

Service 19 Accrington – Barnfield Circular

The proposal for this service is to revise the route and timetable. Service 19 will operate between Accrington and Barnfield. Customers from Laneside will continue to be served by the revised Service 9 (see above for details). The section of route on Alice Street will continue to be served by Pilkington Bus' commercial Service 3/3A between Accrington and Huncoat.

This circular service will run hourly on a Monday to Saturday daytime basis.