

Transport Related Statistics Note

Following the Examination in Public of the Core Strategy a note on local bus patronage was requested. To further inform the matter of public transport other transport related statistics, such as details of local rail station patronage, the use of local demand responsive transport and road statistics have also been added.

1. Bus Patronage Statistics

The most recent statistics relating to bus patronage in Ribble Valley were obtained from Lancashire County Council sources. They inform us that detailed commercial bus patronage figures for the Borough are regarded as commercially sensitive and are therefore not available to the general public. However they were able to supply Ribble Valley level details for those bus services that they subsidise.

On a wider geographic scale they were also able to supply figures for overall bus patronage within Lancashire (the "Lancashire 12 Districts" figures, which include Ribble Valley) over a period of years. This information is shown in Table 1 below.

Table 1 – Local bus and light rail (tram) passenger journeys 2005 – 2013 (thousands of journeys)

Bus passenger journeys	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Lancashire (12 districts)	57,800	62,300	61,900	67,600	62,700	69,400	64,300	61,100
Blackburn with Darwen ^[1]	8,200	8,100	8,000	7,700	5,000	4,900	4,600	4,500
Blackpool	12,000	12,600	12,600	12,800	12,300	11,800	11,700	10,200
North West	464,000	469,000	493,000	492,000	487,000	481,000	463,000	457,000
England (000s)	4,135.0	4,320.0	4,556.0	4,663.0	4,639.0	4,656.0	4,678.4	4,598.0
Tram passenger journeys								
Blackpool Tramway ^{[2][3]}	3,600	3,400	2,900	2,300	2,200	1,600	1,100	3,700

Source: Department for Transport [Dft local bus services table BUS0109b](#) and [Light rail and tram statistics](#) for the Lancashire results. The North West and England figures are from Dft table BUS0108.

Overall bus patronage across Lancashire appears to fluctuate by as much as 10% from year to year but currently is not significantly above its 2005/06 figure.

Of the 61,100,000 journeys in 2012 – 2013 47,870,354 were on commercial bus services; 11,179,540 were on subsidised services and the remainder were education related journeys. The County Council were able to add that County wide subsidised services had seen a drop of approximately 240,000 in recent years.

Additional Information.

The North West had a mixture of yearly increases and decreases over recent years, but in 2012/13 the figure of almost 460 million was the lowest since 2007/08.

For the 12-district Lancashire County Council area, there were 61.1 million journeys in 2012/13, which is noticeably lower than the 64.3 million in 2011/12, and the high-point of 69.4 million in 2010/11. The unitary authorities of Blackburn with Darwen and Blackpool also show patterns of declining bus use over the past few years.

Subsidised Bus Services in Ribble Valley

The County Council were able to supply Ribble Valley level details for those bus services that they subsidise and these are presented in Table 2 below. They also added that, due to a series of reviews of subsidised services that have been held in recent years, it is not possible to produce any sensible trend in patronage on any common basis over the last few years. It should also be noted that the County Council are currently in the process of a further major review of subsidised bus services.

The majority of the Borough's bus services, and especially those to its smaller settlements, are subsidised by the County Council and appear in the table below and therefore give some indication of overall Ribble Valley patronage, although this is not a complete picture as some significant services, such as the Mainline services 26 and 27 to Read and Simonstone and Sabden, are run commercially.

Table 2 – Total Passengers on Subsidised Bus Services in Ribble Valley (1-8-13)

Service number	Route description	Average monthly passengers	Average annual passengers
2, 4 7, 7A, 7B	Clitheroe Town Services Nelson – Barley/Rimington – Clitheroe	11,250	135,000
4	(Preston) – Fulwood – Broughton – Whittingham – Longridge	13,333	160,000
5, 5A 14, 14A 15	Chipping – Longridge – Clitheroe RBH – Accrington – Rishton – Clitheroe		

Service number	Route description	Average monthly passengers	Average annual passengers
25 35	Blackburn – Mellor – Mellor Brook Clitheroe – Whalley - Blackburn Chipping – Longridge – Blackburn	18,750	225,000
7S/72	Nelson – Barley – Clitheroe – Padiham – Burnley – Nelson (Pendle Witch Hopper, summer Sundays week before Easter until last in October)	375	4,500
10, 11	Clitheroe – Dunsop Bridge – Newton – Slaidburn – Settle – Horton-in- Ribblesdale (Bowland Transit)	1,917	23,000
22	Clitheroe - Preston (Monday – Saturday evenings and Sunday daytime)	1,417	17,000
8 231	Accrington – Spring Hill Circular (Sats) Accrington – Clitheroe (Saturdays)	525	6,300
180, 280, X80	Preston – Clitheroe – (Barnoldswick) – Skipton	12,500	150,000
Total		60,067	720,800

Source: Lancashire County Council

Demand Responsive Transport options

In addition to the formally scheduled public transport options outlined above there is a demand responsive option in the area, the Little Green Bus (LGB) service. This offers a door to door service for passengers who have difficulty in accessing regular public transport and operates around the towns and villages of the area. The service also co ordinates a volunteer car scheme and also there are day trips organised for a variety of purposes including shopping. The LGB currently provides approx 27,000 single passenger trips per year with main pick up points at Waddington, Clitheroe, Hurst Green, Ribchester and Longridge on Mondays; Sabden, Wilpshire, and Langho on Tuesdays; Chipping, Downham, Rimington, Bolton by Bowland on Tuesdays and Billington, Read and Mellor on Thursdays. However the service will pick up anywhere where there is a need.

2. Road Related Statistics

Traffic flows (1993-2012)

The figures below are from the Department for Transport as quoted on the Lancashire County Council statistical website and show traffic flows by millions of vehicle kilometers. The results are based on a census of all major roads, and estimates for minor roads. They form part of a selection of [road traffic statistics](#) published on the Department for Transport website.

The web links also include access to the detailed yearly results for hundreds of traffic count points within the broader Lancashire area. The figures are in vehicle miles for various classes of motor vehicles and pedal cycles, and therefore represent a different form of measure to the flows results in table 3 below.

The national, regional and local context

Table 3 shows estimated traffic flows for England, the North West, and the Lancashire area from 1993 to 2012. After a period of constant growth, when vehicle kilometres in England increased by 23.9% between 1993 and 2007, the economic slowdown impacted on the results from 2008 onwards. From a high of 433,021 million kilometres in 2007, the pattern for England has been one of marginal decline, and the 2012 figure of 417,051 million vehicle kilometres is the lowest figure since 2002.

The 14-authority Lancashire area (ie including Blackburn and Blackpool) in 2012 saw its vehicle kilometre figure slip back under 12,000 to 11,973. This is 3.3% less than the highpoint of 12,376 recorded in 2006.

Table 3 - Estimated traffic flows for all motor vehicles, 1993 to 2012

Year	Lancashire (12 districts)	Blackburn with Darwen	Blackpool	Lancashire (14 authorities)	North West	England
1993	9,181	615	540	10,336	46,518	355,306
1994	9,357	624	544	10,525	47,375	363,157
1995	9,551	637	552	10,740	48,387	370,167
1996	9,781	650	558	10,989	49,601	379,944
1997	9,954	664	560	11,178	50,678	387,799
1998	10,181	670	565	11,416	51,661	395,057
1999	10,434	670	574	11,678	52,475	402,518
2000	10,266	677	568	11,512	52,424	402,030
2001	10,379	672	574	11,625	53,214	407,647
2002	10,670	687	581	11,938	54,250	416,369
2003	10,631	689	572	11,892	54,531	418,481
2004	10,986	706	575	12,266	55,602	424,408
2005	10,956	715	572	12,243	55,247	424,376
2006	11,120	706	550	12,376	55,778	429,593
2007	11,043	730	557	12,330	56,027	433,021
2008	11,058	714	560	12,332	55,572	428,494
2009	11,009	700	556	12,265	55,407	424,402
2010	10,899	698	543	12,140	54,339	417,767
2011	10,959	700	546	12,202	54,677	418,866
2012	10,738	694	541	11,973	54,204	417,051

Source [Department for Transport: Road Traffic Statistics for Local Authorities](#)

(millions of vehicle kilometres)

Method of Travel to Work, 2011 Census

Summary

Information from the 2011 census on the commute to work includes counts of the principal means of travel to work for usual residents aged 16 to 74. Home workers and residents not in employment are both included, although an alternative table (CT0015) is available which excludes journeys undertaken by home based workers. The alternative or supplementary table gives a higher count of residents who are home

based; by contrast the unadjusted table gives higher values for actual travel modes - car travel and to lesser extent journey by foot being the categories most affected.

Around 6.4% of the usual residents in Lancashire work at or mainly from home, though only around 3% are solely home based with no further travel mode stated. Lancashire car drivers account for 39% excluding journeys by home based workers, rising to 42% when all journeys are considered. The other mode of transport most affected is journey to work on foot, the remaining categories are less affected. Motorised forms of transport, usually car or vans, continue to be the most frequently used means of travel to work. South Ribble ranked 12th highest nationally with around 47% for car or van commute. The Lancashire average figure was around 39% car/van drivers, and a further 4% as car/van passenger. This is slightly higher than at national or regional level. Excluding residents 'not in employment'. Lancashire car or van drivers equate to around 62% means of travel to work.

Public transport travel modes include all rail types (underground, metro, light rail, tram and train), and bus/coach journeys: these are the usual means of travel to work for approximately 4.4% - 4.5% usual residents in Lancashire. This is significantly lower than the England equivalent of 10.0%, or North West at 7.1%. Most of these journeys are undertaken by bus, minibus or coach. The Lancashire figure rises to over 5% by bus when looking at the employed 16 to 74 year olds. Lancashire figures for commute by tram may be affected by the repair work being undertaken on the Blackpool tramway which occurred over the time the 2011 census was held.

Table 4 shows the percentage of usual residents who work at or mainly from home. This table includes a further breakdown based solely on residents who are in employment. *The highest score of 10.1% occurs at Ribble Valley, which ranks as 58 out of 348 districts in England and Wales for home working. This district figure remains the Lancashire highest also when residents not in employment are excluded.*

Commuting Patterns

The County Highways Authority advise that the 2001 census derived commuting patterns have yet to be matched by similar detailed analysis from the 2011 census. However the main features of local commuting patterns are thought to be unchanged in that the Borough has two strong flows, both inward and outward, with both significantly relating to the surrounding authorities of Preston, Blackburn, Hyndburn , Burnley and South Ribble with weak flows to Lancaster and to Wyre.

ONS based APS Commuter Flows Between Local Authorities data for 2010 - 2011 indicates that, in relation to inward commuter flows (ie showing where workers live) between 13% and 25% of all movements were inwards from surrounding Lancashire Authorities. In terms of outward movements (ie Ribble Valley residents commuting to work outside the area) between approx 27% to 37% of total flows were to these same Lancashire authorities.

**Table 4 - Method of Travel to Work, Usual Residents age 16 to 74:
Employment and Working from Home**

	All employment Types	Residents not in employment: %	Working at or mainly from Home (% all employment types)	Working at or mainly from Home (% in employment)
Burnley	63,376	32.8	4.9	8.1
Chorley	79,951	32.8	7.6	11.4
Fylde	54,544	36.7	7.6	12.1
Hyndburn	58,356	38.3	5.2	8.4
Lancaster	103,296	39.2	6.7	11.1
Pendle	64,440	39.0	5.5	9.0
Preston	104,085	38.3	5.1	8.3
Ribble Valley	41,285	34.5	10.1	14.6
Rosendale	50,075	34.5	6.9	10.5
South Ribble	80,458	30.7	6.1	8.8
West Lancashire	81,601	36.7	7.3	11.5
Wyre	77,663	37.7	7.3	11.7
Lancashire (12 districts)	859,130	36.4	6.6	10.3
Blackburn with Darwen	104,417	42.0	5.0	8.6
Blackpool	103,813	40.8	6.2	10.5
Lancashire (14 authorities)	1,067,360	37.4	6.4	10.2
North West	5,184,216	37.7	5.9	9.4
England	38,881,374	35.3	6.9	10.6

Source: ONS 2011 Census, Table CT0015: Method of Travel to Work (Alternative)

Principal Means of Travel to Work

The table below shows the main categories of method of travel to work and excludes the mode of travel by home workers.

Table 5 - Method of travel to work excluding home based workers: Percentage of usual residents age 16 to 74

All employment Types *	Rail: Train, Metro, light rail, or tram	Bus, minibus or coach	Car or van (driver)	Passenger (Car, van or taxi)	Bicycle or on foot	All Other modes
	%	%	%	%	%	%
Burnley	0.4	5.0	36.6	4.7	7.5	1.0
Chorley	1.6	2.0	45.2	3.6	6.2	0.9
Fylde	0.9	2.4	40.5	3.1	7.9	1.0
Hyndburn	0.6	3.8	39.4	4.4	7.1	1.3
Lancaster	1.3	3.6	33.6	3.7	10.8	1.1
Pendle	0.4	3.2	37.8	4.4	8.6	1.1
Preston	0.8	6.8	34.4	4.1	9.3	1.0
<u>Ribble Valley</u>	<u>0.8</u>	<u>1.4</u>	<u>46.1</u>	<u>3.1</u>	<u>7.3</u>	<u>0.7</u>
Rossendale	0.3	3.7	44.3	3.8	5.4	1.0
South Ribble	1.0	3.3	47.2	3.9	6.7	1.0
West Lancashire	2.1	1.8	40.4	3.8	6.6	1.3
Wyre	0.8	2.5	40.3	3.7	6.6	1.3
Lancashire (12 districts)	0.9	3.5	39.9	3.9	7.7	1.1
Blackburn with Darwen	0.9	3.1	35.0	4.7	7.7	1.6
Blackpool	0.5	5.0	31.5	4.4	10.2	1.4
Lancashire (14 authorities)	1.0	3.6	38.6	4.0	7.9	1.2
North West	2.1	5.0	36.8	3.7	7.6	1.2
England	5.9	4.7	34.8	3.2	8.1	1.1

Source: ONS 2011 Census, Table CT0015: Method of Travel to Work (Alternative)

* Includes residents not in employment

3. Rail Station Patronage

Railway station usage, rail projects and additional information 2004/2005-2011/2012

Railway station usage (Ribble Valley Stations 2004 – 2012 Entries and Exits)

Area or station & number of stations ^[1]	2004/ 2005	2005/ 2006	2006/ 2007	2007/ 2008	2008/ 2009 ^[3]	2009/ 2010 ^[4]	2010/ 2011	2011/ 2012 ^[5]
Ribble Valley (4 stations)	322,033	351,304	374,796	393,727	384,442	415,622	473,482	574,092
Clitheroe	202,408	217,659	230,732	237,496	226,806	235,858	269,686	338,730
Langho	22,713	26,239	23,999	24,935	26,072	31,872	37,234	40,374
Ramsgreave and Wilpshire	47,935	53,275	58,243	66,096	67,156	76,840	88,822	108,316
Whalley	48,977	54,131	61,822	65,200	64,408	71,052	77,740	86,672

The following is drawn from the Lancashire County Council “Lancashire Profile” statistical website. The latest figures show that most Lancashire stations recorded increases in passenger numbers including all but one of the stations on the East Lancashire Line between Preston and Colne.

Four of the Lancashire districts have a passenger number rise of over 10%. Blackburn with Darwen nearly matched this with a rise of 9.8%, *but Ribble Valley saw an increase of 21%. The section of the Ribble Valley Line between Blackburn and Clitheroe was reopened to passenger traffic in the 1990s. The 2011/12 figures confirm how the service continues to gain in popularity with percentage increases recorded at the four Ribble Valley stations. Passenger services on the line continue from Blackburn to Manchester Victoria and the level of growth along the entire route has over recent years led to the need for longer trains. This has resulted in platform lengthening at stations along the Ribble Valley line.*

Source: Lancashire County Council