



Ribble Valley
Borough Council

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PUBLIC TRANSPORT POSITION PAPER

Ribble Valley Borough Council

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Public Transport Position Paper

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1. Introduction

- 1.1 This position paper is one of multiple documents which collectively form the evidence base that supports the emerging Ribble Valley Local Plan. These documents cover a wide range of topics, working in combination to establish, consolidate and co-ordinate the evidence used in drafting the local plan. These documents are all available to view online¹ and this evidence base will be updated as the plan evolves.
- 1.2 As part of the Council's work to assess the existing status of issues relating to housing, employment, infrastructure, economy and health, this document seeks to demonstrate the existing Public Transport Network (PTN) within the Ribble Valley from aspects of provision, patronage, accessibility, and integration. More specifically, the objectives of this paper are to be the following:
- Review existing policy context at various levels, where relevant to public transport
 - Assess the current extent of the Public Transport Network (PTN) within the borough
 - Outline the existing level of patronage on relevant modes of transport
 - Investigate the ability for passengers to access the PTN
 - Determine how the PTN impacts accessibility between settlements and to services
- 1.3 The National Planning Policy Framework (NPPF) regards transport as a key issue within the planning process, stating that '*Transport issues should be considered from the earliest stages of plan-making and development proposals*' so that potential impacts can be addressed, opportunities realised, and environmental issues highlighted at the earliest stage². Further to this, transport and infrastructure considerations are key to achieving sustainable development as the primary purpose of the NPPF itself. Growth must be aligned to infrastructure, services made accessible, and infrastructure made environmentally friendly for this to be achieved. Bearing this in mind, clearly transport is a major constituent part of these considerations.
- 1.4 The aims outlined above are deemed to be the most suitable to providing a holistic assessment of existing public transport infrastructure in accordance with the NPPF's requirements as briefly described above. This is in addition to Planning Practice Guidance (PPG) which states that existing transport conditions must be 'established accurately to understand fully the context of the Local Plan policies and proposals'³. This is especially true given the geographic, economic, and social characteristics of the Ribble Valley which differ from those which are found within neighbouring authorities.
- 1.5 With over 70% of the borough designated an Area of Outstanding National Beauty (AONB), the Ribble Valley is a predominantly rural borough. The 2011 'Rural-Urban

¹ Documents are available to view at:

https://www.ribblevalley.gov.uk/info/200364/planning_policy/1732/evidence_updates_2019_onwards (Accessed 25/10/21).

² Gov.uk, 2021. '*National Planning Policy Framework (NPPF)*'. Available at:

<https://www.gov.uk/government/publications/national-planning-policy-framework--2> (Accessed 25/10/21).

³ Gov.uk, 2021. '*Transport Evidence Bases in Plan-Making and Decision Taking*'. Available at:

<https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking> (Accessed 25/10/21).

Classification' classifies the Ribble Valley as 'Mainly Rural' – the most rural category within the dataset⁴. Consequently, our resident population is far lower than its surrounding districts and are distributed across 32 defined settlements, of which three are primary centres (where shops and services can be accessed). Map 1 demonstrates the geography of the Ribble Valley and its surrounding areas.

- 1.6 In the context of the Government's expectations for evidence supporting local plans to be relevant and proportionate, the characteristics of the borough result in a scale of development and transport issues arising to be lower than that which is seen elsewhere. Therefore, this paper seeks to collate an appropriate level of evidence using the data available which can accurately inform relevant policy at this stage (Regulation 18). In addition, where further studies are deemed necessary this position paper will act as a clear starting point for more detailed analysis.

⁴ Gov.uk, 2021. 'Urban-Rural Classification'. Available at: <https://www.gov.uk/government/collections/rural-urban-classification> (Accessed 28/10/21).

2. Context

2.1 National

2.1.1 Public transport is relied on by many as a principal way of getting to work, going to the shops, and accessing essential services such as banks, schools and GP surgeries. Consequently, it is a topic which must be reviewed at any stage where housing or employment allocations are made. As mentioned in section one, the National Planning Policy Framework (NPPF) highlights the importance of public transport considerations at every stage of both plan-making and development proposals. Further to this, Planning Practice Guidance (PPG) outlines the various assessments which can supplement transport assessments within plan-making depending on local contexts.

2.1.2 Exploiting existing opportunities to encourage and integrate public transport are also critical to the Government's aims of achieving sustainable development and reducing carbon emissions to net-zero by 2050. The UK's bus network has been highlighted by the Government as a priority area for action in this regard, stating that:

'Buses are vital to ensuring the economy meets Net Zero carbon emissions and driving the green transformation ... The only mode capable of sufficient expansion in the time available (to meet targets) is the bus. We need more people to choose the bus for their journeys; we need to reverse the declines of the past'⁵

2.1.3 Such is their perceived importance, a national bus strategy titled 'Bus Back Better' was published in March 2021 which sets out the vision and opportunity to deliver better bus services for passengers through ambitious and far-reaching reform of how services are planned and delivered. Key aspects of the strategy include imposing a requirement on LTA's to publish annual Bus Service Improvement Plans (including biannual monitoring), as well as re-affirming commitments to franchising, integration and the aspiration for Net Zero bus services through a range of initiatives.

2.1.4 National policies on Rail are less prevalent at this current time, and there are fewer policies at this level which are seen to directly affect public transport provision in the Ribble Valley. Large infrastructure projects such as Northern Powerhouse Rail and HS2 are said to benefit all northern areas of the UK once complete, however, these plans only include work to Manchester and Preston lines.

2.1.5 The 'Strategic Vision for Rail' published in November 2017⁶ includes commitments to expand the railway network to boost housing and economic growth, delivering major passenger benefits in order to attract a higher number of passengers. The William-Shapps Plan for Rail outlines the proposal for delivering this vision through the creation

⁵ Gov.uk, 2021. 'Bus Back Better'. Available at: <https://www.gov.uk/government/publications/bus-back-better> (Accessed 02/12/21).

⁶Department for Transport, 2017. 'A Strategic Vision for Rail'. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/663124/rail-vision-web.pdf (Accessed 02/12/21).

of a new public body named 'Great British Railways', as well as the introduction of smart ticketing, fares reform and an expansion of commuter routes⁷.

- 2.1.6 It is too soon to say how these national initiatives will affect the Ribble Valley; however, it is important context which must be considered alongside the emerging Local Plan. In the context of HS2 and Northern Powerhouse Rail, it is logical to assume that benefits will only accrue to those people travelling to or from the borough through a station connected to these networks, which are journeys in minority to the predominantly local use of the existing rail network within the borough. Despite this, the Council identifies these strategies as potentially influencing factors on local public transport provision which should be monitored moving forward.

2.2 Regional

- 2.2.1 Lancashire County Council is the Local Transport Authority (LTA) for the Ribble Valley. As a result, its aims and strategies are particularly influential in determining the Public Transport Network within the borough. The LCC Local Transport Plan 2011 – 2021 has guided the recent strategy at a regional level over the past ten years, prioritising access to employment, tackling congestion and enabling economic growth across the county. Subjects of focus concerning the Ribble Valley include improving Clitheroe to Preston rail connections as well as developing '*innovative schemes to improve access for rural communities to services for all members of the community*'⁸. The plan goes on to specifically mention Clitheroe as a more isolated community where services are lacking, an example of the issues the Local Transport Plan seeks to address.
- 2.2.2 In order to achieve the aims set out in the plan, Lancashire County Council have created masterplans for 5 transport study areas. Whilst most districts fall within one area, Ribble Valley is more complex. In travel terms, the borough's ties are principally to central and east Lancashire, and it is therefore included in 2 masterplan areas. The following table outlines key priorities within both East and Central Lancashire masterplans which are of relevance to the Ribble Valley.

⁷ Department for Transport, 2021. '*The Williams-Shapps Plan for Rail*'. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/994603/gbr-williams-shapps-plan-for-rail.pdf (Accessed 02/12/21).

⁸ Lancashire County Council, 2011. '*Local Transport Plan 2011 – 2021*'. Available at: https://www.lancashire.gov.uk/media/191267/LTP3_through_full_council.pdf (Accessed 02/12/21).

| | |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p style="text-align: center;">East Lancashire Highways and Transport Masterplan (2014)⁹</p> | <ul style="list-style-type: none"> • Prioritise schemes to improve rail connectivity between Ribble Valley, Blackburn, and Manchester. This is the busiest route serving Manchester which does not have a core two trains per hour service. • Improving access to education, employment, and other key services outside of peak hours within the Borough. • Undertake a Ribble Valley Growth Corridor Study to assess the effectiveness of the A59 transport corridor and scope for improvement. |
| <p style="text-align: center;">Central Lancashire Highways and Transport Masterplan (2014)¹⁰</p> | <ul style="list-style-type: none"> • Identification of the Longridge – Grimsargh – Ribbleton – Preston corridor as one of eight public transport corridors in Central Lancashire which should be developed, with an aim of achieving a ‘rapid bus transport corridor’. |

Figure 1: Outline of existing local transport masterplans and associated aims relative to the Ribble Valley.

2.2.3 Further to the LTP and various masterplans covering the Lancashire area, the Bus Back Better program as set out in paragraph 2.1.3 obliges local transport authorities to publish a Bus Service Improvement Plan (BSIP). These plans are the first step into delivering on the National Bus Strategy and will be key to delivering on bus priority and improvement measures that will, over time, make public transport the mode of choice. Lancashire’s BSIP was published in October 2021 and commits improving to the following:

- Bus Journey Times
- Bus Journey Time Reliability
- Passenger Numbers
- Passenger Satisfaction¹¹

⁹ Lancashire County Council, 2014. ‘East Lancashire Highways and Transport Masterplan’. Available at: <https://www.lancashire.gov.uk/media/292977/East-Lancs-Masterplan.pdf> (Accessed 02/12/21).

¹⁰ Lancashire County Council, 2014. ‘Central Lancashire Highways and Transport Masterplan’. Available at: <https://www.lancashire.gov.uk/media/234524/Central-Lancashire-Highways-and-Transport-Masterplan.pdf> (Accessed 02/12/21).

¹¹ Lancashire County Council, 2021. ‘Bus Service Improvement Plan’. Available at: <https://www.lancashire.gov.uk/media/928075/lancashire-with-blackburn-with-darwen-bus-service-improvement-plan.pdf> (Accessed 02/12/21).

- 2.2.4 In order to achieve these aims, Lancashire County Council are proposing more frequent and reliable services, simplified ticketing, and integration with other transport modes, as well as higher specification buses. In addition, commitments relating to the Ribble Valley specifically includes marketing to raise the awareness of buses in tourist areas as well as infrastructure improvements to Clitheroe Interchange. Future monitoring undertaken using the proposed methodology within the BSIP will assess the success of these measures, and it is hoped these improvements are not contained to urban areas of the County but extend to places such as the Ribble Valley.
- 2.2.5 Regional rail context is provided through Community Rail Lancashire (CRL). Since 2004, Community Rail schemes have provided a voice for the community by promoting sustainable, healthy and inclusive travel and supporting social and economic development. This is particularly true within the Ribble Valley where the Clitheroe Line Community Rail Partnership (Locally known as the Ribble Valley Line) is working to achieve the aims set out in their Joint Action Plan with East Lancashire Community Rail Partnership¹².

2.3 Local

- 2.3.1 Whilst Ribble Valley Borough Council is not the highways or transport authority, key transport policies feature within the existing Core Strategy for the Ribble Valley and are given considerable weight. Relevant policies to public transport include:

- Key Statement DMI1: Planning Obligations
- Key Statement DMI2: Transport Considerations
- Policy DMG3: Transport and Mobility

- 2.3.2 These policies are outlined in full in appendix 1. Generally, they seek to ensure that development proposals can in the first instance prove themselves to be well related to the Primary Route Network (PRN) and benefit from readily available public transport services which are adequate and within a suitable distance. Where this is not possible, Key Statement DMI1 ensures that financial obligations can be sought in remediation. These commuted sums can then be used to improve existing services as well as introducing new routes or services which service new areas.

- 2.3.3 The spirit of these policies is also reflected within the Longridge Neighbourhood Plan, which forms an additional part of the existing Local Development Framework. Public feedback as part of the plan's preparation found that 98% of respondents either agreed or strongly agreed that the town is served well by existing public transport services towards Preston, and Preston is where the community of Longridge looks to for services. In light of this, policies LNDP1 and LNDP2 of the neighbourhood plan seek to ensure that development proposals consider their impact on local infrastructure, and where necessary, developer contributions will be sought in order to protect existing services as well as ensuring future service provision is adequate.

¹² Community Rail Lancashire, 2020. 'Clitheroe and East Lancs Community Rail Partnership'. Available at: <https://www.communityrail Lancashire.co.uk/wp-content/uploads/2020/06/Master-Copy-CL-ELCRP-Joint-Action-Plan-2020.pdf> (Accessed 02/12/2021).

2.4 Covid-19 Pandemic

- 2.4.1 A further consideration which is inevitably impacting the current landscape of the public transport network is the ongoing Coronavirus (COVID-19) pandemic. To control the rate of infection within the UK, restrictions have been placed on consumers, businesses, and manufacturers at various points over the last 18 months, with the most severe restrictions coming in March 2020 as the nation was told to 'stay at home'.
- 2.4.2 The consequences of this on public transport patronage has been severe, as passengers were no longer travelling for any purposes other than that for which it was deemed essential. Following the announcement of a national lockdown, national bus patronage was reduced by 90% with rail use down by 96% in April 2020¹³. A further assessment of patronage statistics is set out within section four.
- 2.4.3 This context makes an assessment of public transport provision and accessibility at this time somewhat challenging. A Lancashire County Council transport webpage from September 2021 states:
- 'With the ongoing Covid-19 pandemic, there may be some disruption or changes to bus and rail services. Please follow government advice and travel safely by walking and cycling if you can. This will help maintain capacity on public transport for key workers and essential travel. For details of any changes, please visit the bus operators' websites.'*¹⁴
- 2.4.4 This suggests that increasing prevalence of the virus may force government policy on the use of public transport to change, as well as general guidance on social distancing, working from home, and the ability for shops to open. These directly affect public transport patronage and therefore also has the potential to affect provision within the Ribble Valley if routes become unsustainable. However, this is not an issue which LTA's and the central Government are unaware of. It is hoped any further negative impacts will be avoided through the implementation of the COVID Recovery Plan 2021/22 and additional recovery funding which is to be made available¹⁵.
- 2.4.5 Notwithstanding these considerations, at the time of publication most bus and rail services within Lancashire have returned to service provision akin to pre pandemic levels, though clearly how this may change in the future and how comfortable people are in continuing to use these forms of transport (due to perception of risk to exposure) remains uncertain.

¹³ Gov.uk, 2020. 'Transport use during the coronavirus (COVID-19) pandemic'. Available at: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic> (Accessed 02/12/21).

¹⁴ Lancashire County Council, 2021. 'Public Transport', Available at: <https://www.lancashire.gov.uk/coronavirus/our-services/public-transport/> (Accessed 22/10/21).

¹⁵ Department for Transport, 2021. 'Supporting Vital Bus Services: Recovery Funding'. Available at: <https://www.gov.uk/government/speeches/supporting-vital-bus-services-recovery-funding> (Accessed 02/12/2021).

3. The Public Transport Network (PTN)

Within the Ribble Valley the PTN consists of Bus and Rail services, neither of which the local authority has overall control over. This places a high importance on making sure existing services are well integrated (to the extent the local authority can ensure), as well as working in co-ordination with the County Council to ensure services are adequate in terms of infrastructure, reliability, and regularity. The following section outlines the existing Public Transport Network within the Ribble Valley as at October 2021.

3.1 Bus Services

- 3.1.1 Within the borough bus service provision is run by a combination of both commercial operators as well as subsidised services run directly by Lancashire County Council using public funding. Major commercial operators at the time of publishing include Preston Bus (Diamond Bus), Stagecoach and Transdev (Ribble Country, Blackburn & Burnley Bus Company), providing a good network of regular local and rural bus services. These services are complimented by other services ran by smaller operators at a lower frequency. A map of the existing services which form the primary bus network are outlined within map 2.
- 3.1.2 Map 2 highlights a clear spatial pattern to bus services within the borough, concentrated towards the south and east of the district where urban development is least restricted by constraints such as the Forest of Bowland AONB. The spatial distribution of bus services largely reflects this, creating a corridor of services running from the south-western corner of the borough to the north-east.
- 3.1.3 In the west of the borough, Longridge is served by connections which primarily run to and from Preston, though also maintains a rural service reaching as far as Chipping. This particular route maintains important rural connections to this centre and is served with good frequency. Within the borough, Whalley and Clitheroe remain directly accessible from Longridge as well as Ramsgreave, which is well connected to Blackburn town centre just 3 miles away.
- 3.1.4 In the centre of the borough, connectivity within and between settlements appears to be greater. Langho, Whalley, Clitheroe and Chatburn sit along the A59 corridor with interurban services linking them together with Preston, Blackburn, and North Yorkshire. In addition, Clitheroe has a tendered town network which links this principal settlement to surrounding housing developments and smaller villages which fall within close proximity (Henthorn, Low Moor, Waddington). A map of these inter-urban services within Clitheroe can be seen in map 3.
- 3.1.5 Whilst excluded from maps 2 and 3, Ribble Valley's residents are also supported by local school services. The borough is home to 6 secondary schools which are well connected by services ran by Lancashire County Council, though are exclusive to schoolchildren only and therefore not considered to be within the primary PTN. Despite this, these are public transport services which provide critical points of connection to education services which are especially important to the borough given its rural nature.

3.1.6 Finally, community bus transport such as the 'Little Green Bus' service provides safe and accessible transport for those who find it difficult to use existing public transport services for a range of reasons. These services can act as a lifeline for some within communities and as such their continued provision is essential. Services currently provided include 'dial-a-ride', community cars and group transport services as well as a volunteer bus which is particularly important.

3.2 Rail Services

3.2.1 Historically, the local rail line has suffered from low line speeds and therefore long journey times due to inadequate infrastructure, making rail travel unattractive. However, recent investment in the network, rolling stock and other infrastructure has resulted in the Ribble Valley possessing a rail network which presents a viable public transport option.

3.2.2 A map of train services currently operating in the area can be seen within map 4. In the Ribble Valley there are four train stations (Ramsgreave and Wilpshire, Langho, Whalley and Clitheroe) which combine to create a rail network which broadly resembles the pattern of service also seen with bus services, where a corridor of services exists which aligns with existing development.

3.2.3. Travelling from Clitheroe, services run directly to Manchester Victoria before terminating at Rochdale (an example of existing timetables at the time of publication is presented in appendix 2). Prior to this stop, the wider rail network can also be accessed by a change at Blackburn, where it is possible to connect to local rail services supporting East Lancashire as well as Preston to the west which connects to the national network.

3.2.4 In the other direction, weekday trains serving the Ribble Valley currently terminate at Clitheroe. Map 4 identifies that the infrastructure necessary to facilitate passenger rail journeys beyond Clitheroe to Hellifield does exist, though is only used twice a day on Sundays within existing timetables.

3.2.5 Appendix 2 shows that train services within these four stations in the borough are very quick when compared to the Bus, and data shows they are also reliable¹⁶. However, these stations suffer from a lack of service variety due to the existing network, meaning that there is currently only one direct service route from any station within the Ribble Valley. Despite this, map 4 identifies that the possibility may exist to work with rail authorities and the community partnership to realise alternative destinations as part of a direct service.

¹⁶ Northern Rail, 2021. 'On Time Measures'. Available at: <https://www.northernrailway.co.uk/corporate/performance> (Accessed 02/12/21).

4. Patronage

Bus

- 4.1 As the LTA for the borough is Lancashire County Council, data on bus patronage is collated at a regional level and therefore direct conclusions for the Ribble Valley cannot be drawn. However, the existence of some highly connected bus routes between Ribble Valley and the rest of Lancashire means that trends in regional statistics can offer an indication toward the level of use within the Ribble Valley. Figure 2 shows the relative change in bus patronage within Lancashire and the Northwest for comparison.
- 4.2 Figure 2 presents a clear picture on regional trends in bus patronage since the adoption of the existing Core Strategy for the Ribble Valley (2014). Between 2009/10 and 2019/20, the gross annual number of bus journeys made within Lancashire has decreased by over 39 million journeys. This is an incredibly large decrease and is an example of the trends which national policies are attempting to reverse. Similar decreases are evident within the Northwest more generally, but at a slower rate of decline.
- 4.3 The implications of the COVID-19 pandemic as briefly outlined in section 2.4 are clearly visible between 2019/20 and 2020/21, where passenger journeys fell steeply. In contrast with the trends seen in the years prior (where patronage in Lancashire had been falling at a faster rate than in the North West as a whole), passenger journeys within Lancashire did not drop at the same rate as seen within the North West, and now remain proportionately closer to pre-pandemic levels of passenger journeys in comparison to the region as a whole. The reasons for this are not clear but may include the possibility that the erosion of bus patronage within the Lancashire area up to this point has resulted in a lower but more inelastic proportion of passengers that required bus services for work purposes during this period. Additionally, the level of services lost at the start of the pandemic and the extent to which these have been re-instated may also be a contributing factor.

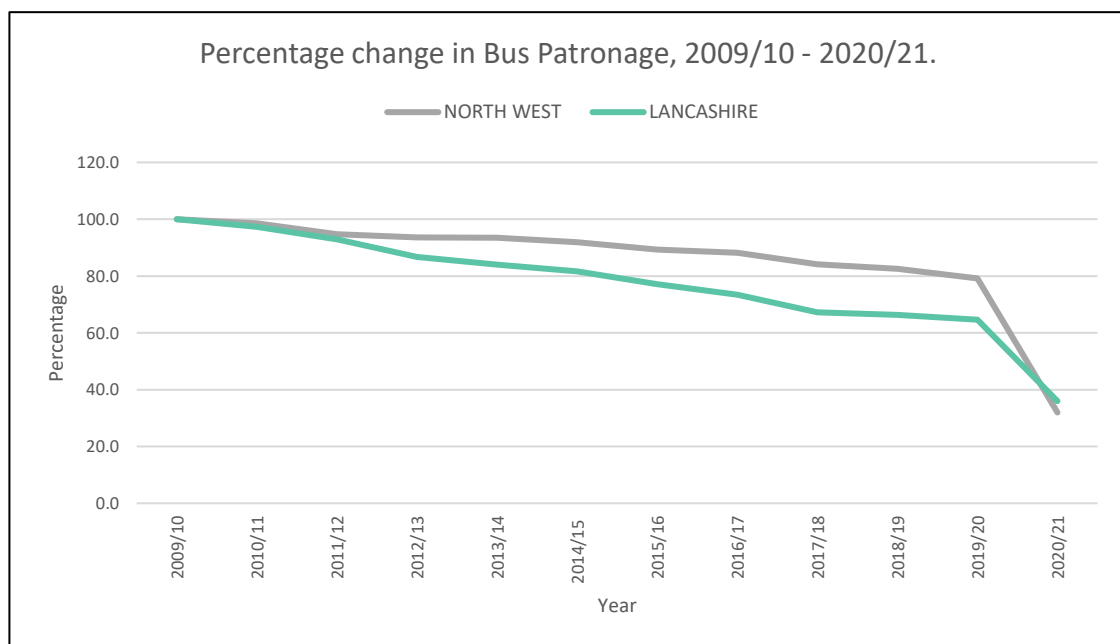


Figure 2: Graph displaying relative changes in bus patronage within the Northwest and Lancashire in the period 2009/10 to 2020/21.

- 4.4 As stated in paragraph 4.1, Lancashire County Council were not able to provide patronage statistics specific to the Ribble Valley in particular. As a result, other sources of knowledge and information must be used in order to gauge the extent to which the trends seen above exist within the Ribble Valley borough.
- 4.5 Travel to work data¹⁷ shows that the level of people using the bus for commuting purposes within the Ribble Valley has been low historically. Figure 3 shows that when compared to selected areas surrounding the borough, the proportion of commuters using local bus services to travel in or out of the borough was lowest within the Ribble Valley. This is unsurprising given the higher number of large settlements and urban nature of other boroughs within the county, as well as the lack of well serviced bus routes at the time of data collection (2001). It is worth noting that whilst this is the most recent data available to the authority, commuting patterns and the role of bus services within the Ribble Valley may have changed since this point. Notwithstanding this consideration the data is useful for indicative purposes.

| Local Authority | Gross number of commuters | Number of those using the bus to travel to work | Percentage (%) |
|----------------------|---------------------------|-------------------------------------------------|----------------|
| Hyndburn | 30,239 | 1953 | 6.5% |
| Burnley | 29,880 | 2310 | 7.7% |
| Pendle | 25,593 | 1535 | 6% |
| Blackburn | 43,925 | 2466 | 5.6% |
| Ribble Valley | 27,092 | 932 | 3.4% |

Figure 3: Table of 2011 census data relating to travel to work behaviours within the Ribble Valley.

- 4.6 More generally, these statistics support pre-existing knowledge that the Ribble Valley is a predominantly rural borough, and as a result there is less use of public transport within the local area as fewer direct services or alternative travel methods exist which people can use to get to work. However, this also results in a higher reliance on those rural services as seen in map 2 which do exist, creating smaller but reliable demand which may be more less likely to change according to the bus service offer (eg. Timetable, bus quality, price).

Train

- 4.7 Data for passenger journeys on the Ribble Valley's train network is far more detailed and shows positive signs. Passenger numbers on the network have increased between 2009/10 and 2019/20 by over 100,000 journeys in the Ribble Valley. This is an increase of 32%, closely aligned to the national level of growth in passenger journeys of 38%. A comparison between national, regional, and local train patronage can be seen in figure 4.

¹⁷ ONS, 2001. 'Method of Travel to Work'. Available at: <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/methodoftraveltowork> (Accessed: 03/12/21).

4.8 The lower number of gross passenger journeys results in more volatile changes within the Ribble Valley, but nevertheless shows a clear increase in passenger numbers. The ability of the Ribble Valley to grow its number of train passengers at a similar rate to that which has been seen on a national scale is particularly impressive given the limited services which do exist within the borough. Furthermore, these statistics show increasing public transport use in contrast with bus patronage figures for the area, suggesting that trains may be becoming a more preferable form of public transport.

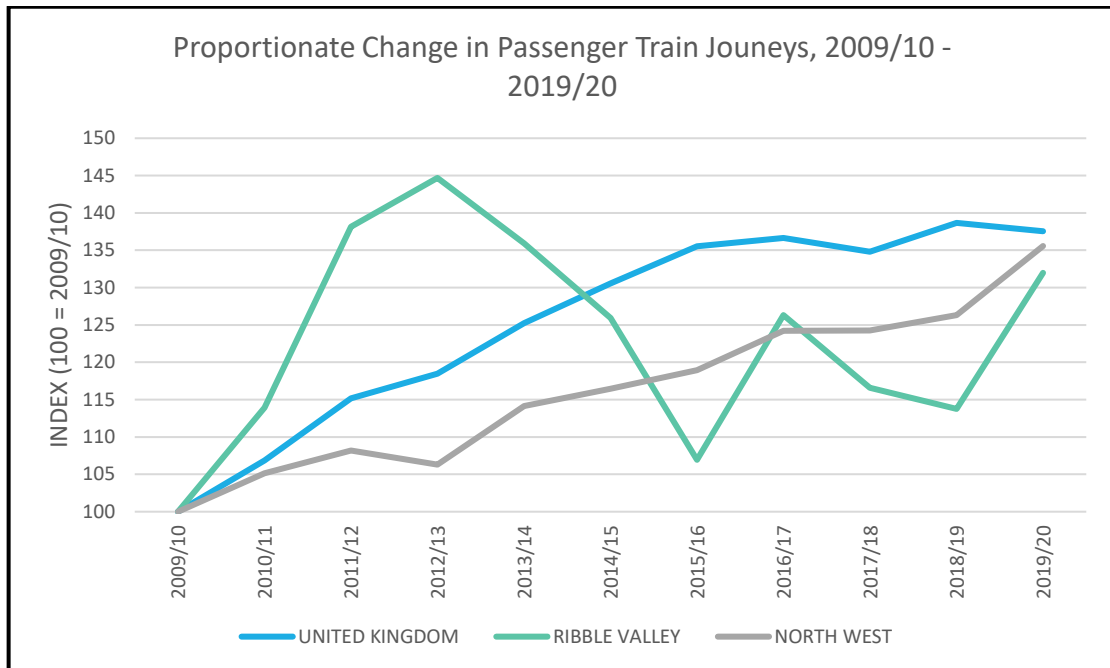


Figure 4: Graph indicating change in passenger train journeys within the Ribble Valley, the North West and the United Kingdom. Index – 2009/10 data.

4.9 Within the borough specifically, this growth also appears to be spread evenly throughout the four stations which are served by current services. Historically, Clitheroe has previously been the most frequented station in the borough and continues to be the most popular station for people to alight, as shown in figure 5. These numbers are largely indicative of the catchment sizes in and around those stations, as Clitheroe serves all Ribble Valley residents to the east and north of the borough. Ramsgreave and Wilpshire is also frequently visited given its proximity to Blackburn.

| Entries and Exits at Ribble Valley Stations, 2019/20. | |
|-------------------------------------------------------|---------|
| Station | Number |
| Clitheroe | 305,258 |
| Ramsgreave & Wilpshire | 111,452 |
| Whalley | 86,134 |
| Langho | 45,706 |

Figure 5: Patronage statistics for the 4 Ribble Valley train stations, 2019/20.

4.10 An assessment of travel to work statistics shows that traditionally, train services have not been used as a principal method of travel where commuting is considered. Census data (2001) shows that just 1.3% of commuters entering or leaving the borough used the train as their form of transport. Though commuting trends have likely changed this

point (especially given the trends seen in figure 4), it is expected that train services are still some way behind buses and private cars in terms of their use by commuters within the borough. Instead, Ribble Valley's rail network presents the best opportunity for tourists to access the many attractions within the borough, as well as for those within the Ribble Valley visiting attractions out of area such as Preston and Manchester. Therefore, it is likely that use of the network for this purpose is most predominant.

- 4.11 Despite these positive signs regarding rail patronage, an ongoing consideration at the time of publication is the lasting effects of the COVID-19 pandemic on passenger numbers. Although figures specific to the Ribble Valley for the period 2020/21 are not yet published, national figures indicate severe reductions in passenger numbers. As a result, ongoing monitoring will be important in assessing local trends in comparison with national perspectives in order to identify issues where they may arise.

5. Accessibility

A primary outcome to which the existing PTN (section 3) and the strategies or policies which contribute (section 2) should be measured against is the extent to which they achieve improvements to accessibility. In this context, accessibility can be considered as the ability for people to access goods, services, and destinations, primarily influenced by their distance to the network itself (availability) as well as where it can take them (access). This is highly important and can influence a range of economic, social and health indicators such as the reliance of communities on the PTN to work, shop, socialise and access health or education facilities. Previous sections have outlined that the proportionate use of Ribble Valley's public transport network is low but should not be dismissed, as the existing users of these services who do not have access to a private car have little in the way of other choices or methods of transportation, and as a result are largely dependent on these services.

5.1 Availability

- 5.1.1 Basic assessments of Public Transport accessibility start with gaining an understanding of how easy and convenient it is for passengers to access the PTN in the first instance. This is primarily influenced by where existing services are, and the infrastructure in place to enable access to the network (e.g. Train station, bus stop). A map of existing bus stops can be seen in map 5 with the borough's four train stations clearly visible within map 4. Research done by the Institution for Highways and Transportation (IHT)¹⁸ has found that the average area served by a single bus stop is likely to be around 400 metres, equating to a 5-minute walk. For train stations, catchments are larger due to the larger extent of the network and often quicker journey times, with the average area served being by a train station being approximately 800 metres (equating to a 10 minute walk).
- 5.1.2 Using these parameters it is possible to estimate the level of availability that currently exists within the borough to the PTN. Analysis undertaken within GIS reveals that approximately 77% of homes within the borough are within 400 metres of a bus stop serviced hourly at the least, with at least one connecting route to a major settlement. This is much higher than the number of homes within the 800m catchment of train stations, which stands at just 23% of total dwellings within the borough.
- 5.1.3 The difference in the availability of each network outlined above is indicative of the differing extent of bus and train networks, as well as the feasibility of improving access to these networks. When comparing maps 2 and 4 it is clear that bus services span a much wider area compared to just the four stations within the Ribble Valley, and additionally, bus stop provision is far higher. Installing new routes and associated infrastructure for bus services is incomparable to the feasibility of improving rail access, which is very expensive and can take years to implement. Bus services are therefore far more flexible from financial and logistical perspectives and as a result it is this part of the PTN which has grown to ensure the continued availability of public transport, largely explaining this disparity. This growth in service provision is evident in Map 3,

¹⁸ Institution of Highways and Transportation, 1999. 'Planning for Public Transport in Developments', Available at: <https://www.sthelens.gov.uk/media/331757/cd-2232-guidelines-for-planning-for-public-transport-in-developments-ih-1999.pdf> (Accessed 03/12/21).

where new housing developments on Henthorn Road have been incorporated into the circular Clitheroe route which is a popular urban bus service.

- 5.1.4 Despite this difference, at a strategic level we can combine the availability of either network to conclude that the proportion of homes within the borough with walkable access to public transport is 78%¹⁹.
- 5.1.5 Though no external data exists to make a meaningful comparison of the above data with other areas, it is reasonable to conclude that this level of access is good for a rural area such as the Ribble Valley. Within the three principal settlements of Clitheroe, Longridge and Whalley, this figure increases to over 90% and similar levels of provision (above the figure for the Ribble Valley as a whole) can be seen within the borough's tier 1 settlements.
- 5.1.6 Section 2.3 highlights that policies DMI2 and DMG3 within the adopted Core Strategy seek to protect the availability of the Public Transport Network outlined above, as well as ensuring that future development is located to take advantage of existing public transport services, reducing the reliance on the private motor vehicle. The monitoring framework for the Core Strategy attempts to monitor this through indicator 40, which assesses the number of permissions granted within 400 metres of a public transport route. The outcome of monitoring undertaken relative to this indicator is shown in figure 6, also including the number of housing completions within walkable distance to public transport.

| Year | Percentage of permissions within 400 metres of public transport access | Percentage of completions within 400 metres of public transport access |
|-------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| 2020 – 2021 | 91% | 98% |
| 2019 – 2020 | 89% | 97% |

Figure 6: Table showing outcomes of monitoring of transport indicators within the Authority Monitoring Report. Public Transport access denotes a bus stop or train station served at least hourly.

- 5.1.7 Figure 6 demonstrates that existing Core Strategy policies have enabled the Council to ensure the continued availability of public transport, key to the implementation of the borough's development strategy. Furthermore, comparing figure 6 with the data within paragraph 4.1.5, the last 2 years of development have improved the availability of public transport within the borough.
- 5.1.8 Although positive, this is largely due to the concentration of development in and around existing services, with considerable areas of the borough to the north and east of Clitheroe still not connected to the existing PTN. The rurality of these areas does not make for profitable bus service provision, and instead community services such as the Little Green Bus allow isolated communities to access services. Without being the transport authority for the borough, the Council has operated in the context of existing

¹⁹ Within the borough there are 27585 residential dwellings in the borough in use. Of these, 21530 fall within either 400 metres of a bus stop (with an hourly service or better to a major settlement), or within 800 metres of a train station.

services provided by both commercial operators as well as Lancashire County Council and the above analysis shows that walkable access to the existing PTN has been sought at every opportunity.

5.2 Access

5.2.1 Notwithstanding the availability of the network set out above, the extent to which the PTN would be considered accessible is mostly related to where you can access using it. Accessing the network itself in the first instance is important but is of little use if the frequency of service is low, or if the route does not allow passengers to access the services they need to. The following section summarises the outcomes of transport accessibility assessments for the Ribble Valley area, undertaken to reveal the ability of the existing PTN (where it is accessible) to allow access to major destinations within the area.

5.2.2 In order to create developable and comparable data, a methodology was set within which the journey times between settlements and across transport modes was assessed. Research has indicated that typical service provision can be found by applying the timetables for the Tuesday of the 2nd Week in October²⁰. Therefore, timetables as of 12th October 2021 were analysed, excluding all school bus services and other services which provide less than one service every two hours.

5.2.3 In addition, to assess the network at the period of highest use, accessibility was judged at peak hours, using an earliest start time of 7am, arriving at the destination by 9am. Journeys were calculated from the most central bus stop within the boundary of a settlement as indicated within the adopted Housing and Economic Development, Development Plan Document (HED-DPD), to any major destination which residents of the borough regularly visit for work or leisure. These include the borough's three principal settlements, as well as Preston, Blackburn, Burnley, and Accrington. Data from a previous study undertaken in 2019 in partnership with Lancashire County Council was used as a baseline, updated to represent timetables as of the date above.

Bus Services

5.2.4 Using the above parameters, a full analysis of bus service accessibility was undertaken for every settlement in the borough. The summary of findings can be seen within figure 7 for each settlement.

5.2.5 Figure 7 identifies that generally, the principal and tier 1 settlements within the borough as identified in the settlement hierarchy²¹ remain the most accessible from the perspective of bus services. 9 settlements within the Ribble Valley can access a major destination using the bus network within 15 minutes, indicating a good level of immediate access to shops and services associated with major settlements. In addition, 17 settlements within the borough have access to at least three major destinations within a 1 hour 15-minute journey time. For a predominantly rural borough, the ability for such a large number of settlements to access a wide range of destinations

²⁰ Department for Transport, 2016. 'Journey Time Statistics: Notes and Definitions'. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/853603/notes-and-definitions.pdf (Accessed 03/12/21).

²¹ Ribble Valley Borough Council, 2008. 'Settlement Hierarchy', Available at: https://www.ribblevalley.gov.uk/download/downloads/id/7630/settlement_hierarchy.pdf (Accessed 03/12/21).

represents a good level of accessibility which can address employment, shopping and leisure needs.

5.2.6 A proportion of Tier 2 villages are currently not connected to the bus network as can be seen in Figure 7, yet this is of little surprise given the isolated nature of some settlements within the Area of Outstanding Beauty. The Little Green Bus service as mentioned in paragraph 3.1.6 helps to connect those disconnected groups which require help accessing key services, and the analysis below does show that some of these settlements have since become more connected to the PTN through the introduction of new routes.

| Category | Origin Settlement | NUMBER OF ACCESSIBLE MAJOR DESTINATIONS USING THE BUS NETWORK | | | | | TOTAL |
|-----------|---------------------|---------------------------------------------------------------|----------|----------|----------|----------|-------|
| | | Up to 15 | 15 to 30 | 30 to 45 | 45 to 60 | 60 to 75 | |
| Tier 1 | Wilpshire | | 3 | 1 | | 3 | 7 |
| Principal | Whalley | 1 | 1 | 1 | 3 | | 6 |
| Tier 1 | Barrow | 2 | | 1 | 2 | | 5 |
| Tier 2 | Ribchester | 1 | 2 | 1 | 1 | | 5 |
| Principal | Clitheroe | 1 | 1 | | 3 | | 5 |
| Tier 2 | Calderstones | 1 | 1 | 1 | 1 | 1 | 5 |
| Tier 1 | Billington | 1 | 1 | 1 | | 2 | 5 |
| Tier 1 | Read and Simonstone | | 2 | 1 | 2 | | 5 |
| Tier 1 | Mellor | | 1 | 2 | 2 | | 5 |
| Tier 1 | Langho | | 2 | 1 | | 2 | 5 |
| Tier 1 | Mellor Brook | | 1 | 3 | | 1 | 5 |
| Tier 2 | Osbaldeston | | 1 | 3 | | 1 | 5 |
| Tier 2 | Copster Green | | 1 | 2 | 1 | 1 | 5 |
| Principal | Longridge | 1 | | 2 | 1 | | 4 |
| Tier 2 | Sabden | | 2 | 1 | | 1 | 4 |
| Tier 2 | Chipping | | 1 | | 1 | 2 | 4 |
| Tier 2 | Hurst Green | | 2 | 1 | | | 3 |
| Tier 1 | Chatburn | 1 | 1 | | | | 2 |
| Tier 2 | Waddington | 1 | | 1 | | | 2 |
| Tier 2 | Brockhall | | 2 | | | | 2 |
| Tier 1 | Gisburn | | 1 | 1 | | | 2 |
| Tier 2 | Sawley | | 1 | 1 | | | 2 |
| Tier 2 | West Bradford | | 1 | 1 | | | 2 |
| Tier 2 | Grindleton | | 1 | | 1 | | 2 |
| Tier 2 | Downham | | 1 | | | | 1 |
| Tier 2 | Bolton by Bowland | | | | | | 0 |
| Tier 2 | Dunsop Bridge | | | | | | 0 |
| Tier 2 | Holden | | | | | | 0 |
| Tier 2 | Newton | | | | | | 0 |
| Tier 2 | Pendleton | | | | | | 0 |
| Tier 2 | Rimington | | | | | | 0 |
| Tier 2 | Slaidburn | | | | | | 0 |
| Tier 2 | Tosside | | | | | | 0 |

| | | | | | | | |
|--------|---------|--|--|--|--|--|---|
| Tier 2 | Wiswell | | | | | | 0 |
| Tier 2 | Worston | | | | | | 0 |

Figure 7: Summary of accessibility assessments for each settlement using the bus network, ranked by number of destinations accessible.

Train Services

5.2.7 It was not possible to include rail services within the analysis shown for bus services. However, a separate analysis of train-based accessibility for the four existing stations within the Ribble Valley has been undertaken to ensure a holistic review of the Public Transport Network.

5.2.8 Maintaining the same methodology, figure 8 shows the results of analysis undertaken to assess the ability of the train network to increase the extent to which it is possible for people to access major destinations from the four train stations within the borough. This includes travel in both directions, and factors in major destinations which can be accessed by changing lines at Blackburn (Preston, Accrington, and Burnley).

| Category | Origin Settlement | NUMBER OF ACCESSIBLE MAJOR DESTINATIONS USING THE RAIL NETWORK | | | | | TOTAL |
|-----------|--------------------------|----------------------------------------------------------------|----------|----------|----------|----------|-------|
| | | Up to 15 | 15 to 30 | 30 to 45 | 45 to 60 | 60 to 75 | |
| Tier 1 | Langho | 3 | 1 | 1 | | | 5 |
| Tier 1 | Ramsgreave (& Wilpshire) | 2 | 1 | 2 | | | 5 |
| Principal | Whalley | 1 | 1 | 1 | 1 | | 4 |
| Principal | Clitheroe | 1 | 1 | | 2 | | 4 |

Figure 8: Summary of accessibility assessments for each settlement using the rail network, ranked by number of destinations accessible.

5.2.9 This assessment of rail services finds that generally, the ability of passengers to access a major destination using the rail services increases towards the south-west of the network, closer to Blackburn. This is due to the ability of passengers to access places including Preston to the west and Accrington to the East with a change at Blackburn. Analysis shows that Langho is best placed to take advantage of the benefits of the rail network, benefitting from a location which allows passengers to access Whalley and Clitheroe to the east, as well as the wider regional network by connecting at Blackburn.

5.2.10 Clearly the four stations above provide improvements to accessibility for residents within easy access of those stations. Whilst the significant majority of destinations accessible using the rail network can also be accessed by bus, figure 8 displays the primary benefit of this network which is the speed with which major destinations can be accessed. As an example, three major destinations can be accessed within 15 minutes from Langho using the train, whereas using the bus there are no major destinations accessible within the same duration. Journey times using the train become at least as quick as using a private vehicle for travel which makes them particularly attractive, encouraging their use and promoting more sustainable forms of travel.

5.2.11 It was not possible to integrate journeys made using a combination of public transport methods into this analysis, but it would seem reasonable (though dependent on timetabling) that those journeys with short bus legs to train stations within the Ribble Valley would have reasonable access to further destinations which are predominantly accessed through a change at Blackburn. In addition, short bus journeys to local train stations would also help passengers take advantage of quicker services available by rail as shown above. Whilst this is true, the hourly rail service in either direction which currently exists is a limiting factor and many bus services offer a more regular, albeit slower service. As a result, this acts as a limitation on the ability to combine the use of both transport modes within a single journey.

6. Discussion

- 6.1 Sections 3 and 4 provide a detailed view of the current Public Transport Network which sets the context for the upcoming Local Plan review from an infrastructure perspective. Arising from this are key points of discussion which must be considered, particularly as the new local plan develops.
- 6.2 Firstly, it is important to re-iterate that the context of the Coronavirus pandemic as set out in section 2.4 remains an ongoing point of uncertainty. Whilst the impacts of previous 'waves' of infection and resulting public health measures are outlined in this document, it cannot be known how this will affect future timetabling or service provision if further infection continues. As a result, though the current position of the PTN is clear, it represents a moment in time which may or may not change in the future. Despite this, the current network remains like that which was presented within a study undertaken in 2008²² and given the constraints of the borough this is unlikely to change drastically.
- 6.3 Notwithstanding this, the capacity of the existing network will become a key consideration when development options are evaluated through the local plan process. At present, little data exists to directly assess the impact of the existing development strategy on the capacity of bus services due to the lack of patronage data specific to the Ribble Valley. This aside, if similar patterns of growth were pursued it would seem logical to suggest that the use of the existing PTN would increase, and services may become busy. Whilst it would be hoped higher frequency services and new routes would be implemented to account for this, the Council is not the transport authority and has limited powers to ensure services continue to be proportionate to the demand for their use.
- 6.4 Despite the frequency of rail services within the borough remaining hourly and patronage increasing (Figure 4), capacity on this network remains healthy at peak and off-peak hours. Trains servicing the borough are usually composed of three carriages which can readily deal with the passengers currently seen on the network, however, there are limited opportunities for park and ride along the Ribble Valley network. In Clitheroe, Chester Avenue Car Park provides some parking but these spaces are not reserved specifically for Rail or Bus passengers and are pay and display only. Whalley currently has a small car park but with very limited capacity which is currently in private ownership, and as a result the long-term future of this provision is uncertain. Ramsgreave & Wilpshire features some, but extremely limited parking, with Langho having no parking spaces at all. Without improvements to these facilities across all four stations, it is difficult to improve the attractiveness of this mode of transport for those who would require parking within the vicinity of a train station.
- 6.5 Future changes to rail service provision is also dependent on the outcome of the Clitheroe to Hellifield Restoring Your Railways bid²³, which proposes reinstating a regular passenger rail service along the Ribble Valley Line between Clitheroe and Hellifield. This would deliver a significant extension to the local rail network by enabling

²² Ribble Valley Borough Council, 2008. 'Transport Topic Paper', Available at: https://www.ribblevalley.gov.uk/coreConsultation/supportingDocs/Transport_Position_Paper_2008.pdf (Accessed 03/12/21).

²³ Ribble Valley Borough Council, 2021. 'Clitheroe to Hellifield Restoring Your Railways Idea Fund'. Available at: https://www.ribblevalley.gov.uk/info/200287/business_regeneration_and_trade/1773/clitheroe_to_hellifield_restoring_your_railways_idea_fund (Accessed 03/12/21).

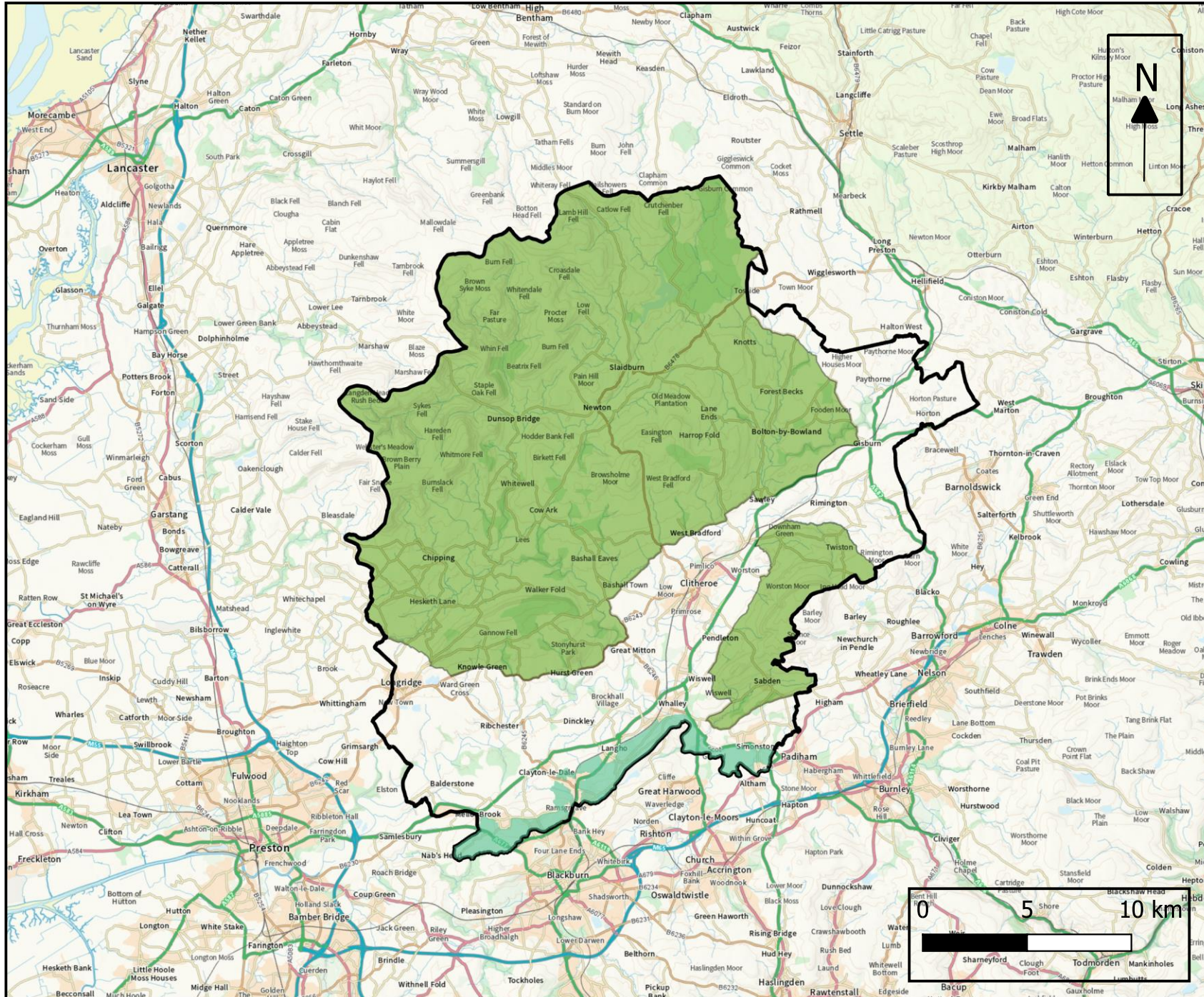
travel from Clitheroe to Hellifield, which then allows locations including Settle, Gargrave and Skipton to be accessed with a single change. The Council is currently waiting to hear on the outcome of this proposal, but if successful, would clearly improve the accessibility of the PTN.

7. Conclusion

- 7.1 This paper has made clear the extent of the Public Transport Network (PTN) within the Ribble Valley. This network currently provides important services to the public, offering residents of many settlements in the borough the ability to access major destinations with relatively quick journey times. Although the use of the private vehicle is high, public transport plays an important part within the borough by connecting communities and enabling access to key shops and services.
- 7.2 Clitheroe, Longridge and Whalley continue to act as main hubs of transport access, but this assessment has found that additional settlements including Langho, Wilpshire and Barrow are also locations of high accessibility. More generally, a large majority of the borough have walkable access to public transport services, providing the choice of an alternative mode of transport to the private vehicle which is more sustainable and contributes to the borough's efforts to tackle Climate Change. Despite this, there are opportunities to make the use of public transport more attractive, and the Council will work with relevant bodies to ensure this where possible.
- 7.3 From a policy perspective, key transport policies within the Core Strategy appear to have been well implemented in recent years and have re-enforced the current development strategy by locating development in suitable locations which benefit from the current PTN. If similar spatial patterns of development are pursued within the new Local Plan, current services are likely to be used more frequently, and the capacity of the network (bus and rail) will become a key consideration as the plan is implemented. Nonetheless, this paper provides a contextual understanding of current transport infrastructure within the borough which will benefit the Council's development of the Local Plan.

8. Public Transport Maps

MAP 1



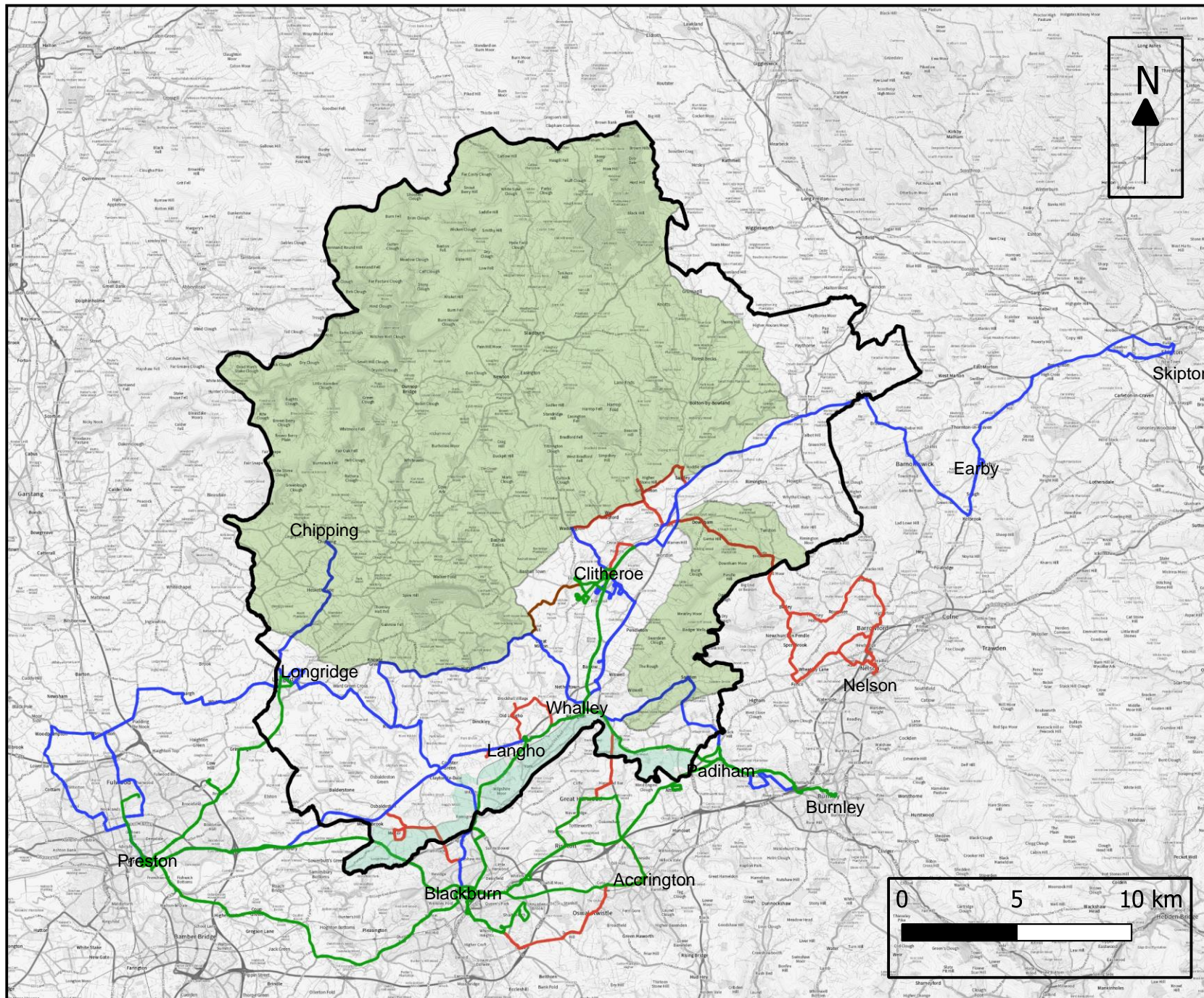
Illustrative Map of the Ribble Valley

- Green Belt
- AONB
- District Boundary

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




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MAP 2



Map of Bus Services within Ribble Valley, October 2021

Legend

-  District Boundary
-  AONB
-  Green Belt
- Bus Services**
-  Less than Hourly
-  Hourly
-  Twice Hourly
-  < Twice Hourly

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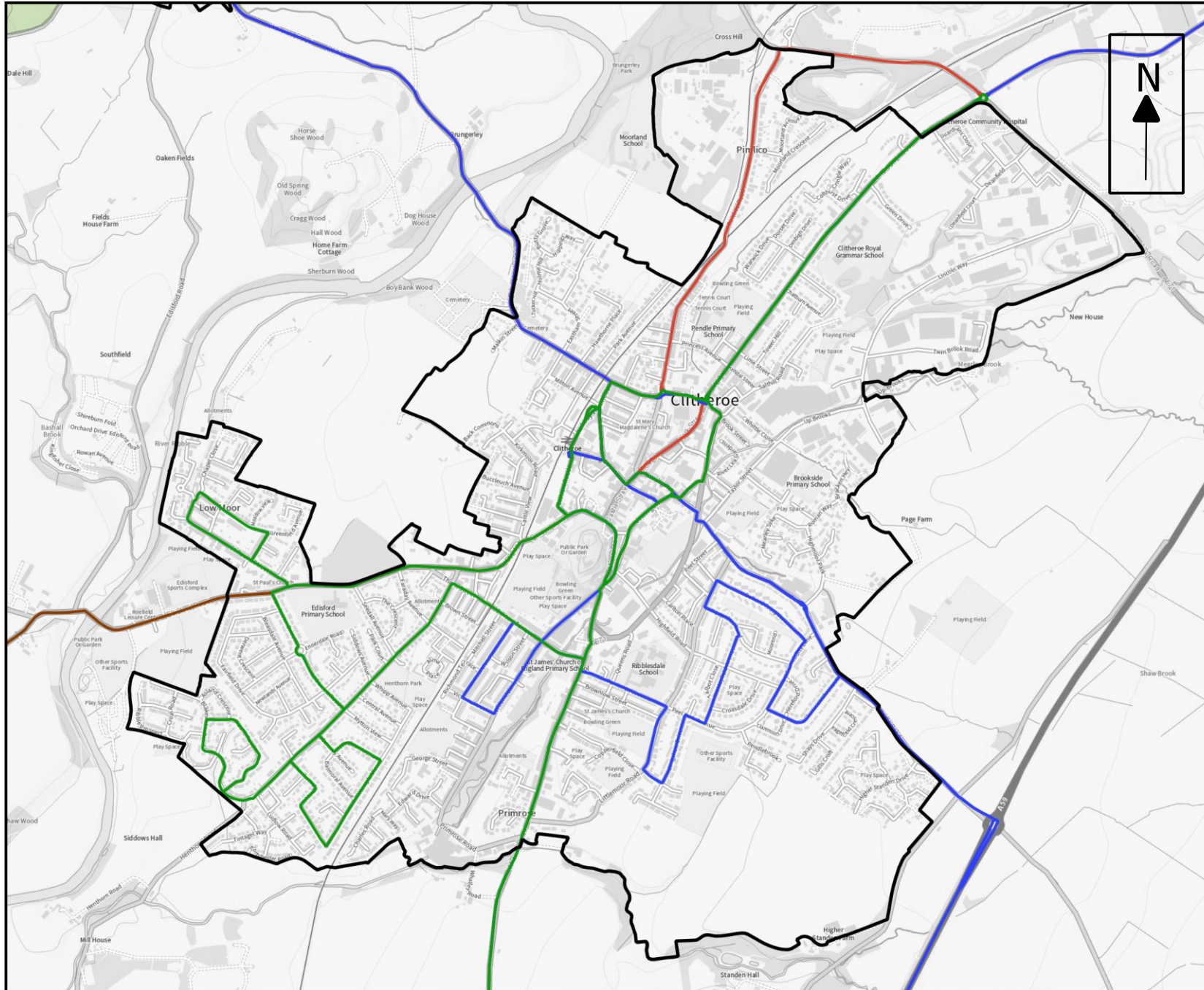
NB - School Buses, and services which provide less than one service every two hours on weekdays are excluded from this map.



Ribble Valley
 Borough Council

www.ribblevalley.gov.uk

MAP 3



Map of Bus Services within Clitheroe, October 2021

Legend

Settlement Boundary

Bus Services

Less than Hourly

Hourly

Twice Hourly

< Twice Hourly

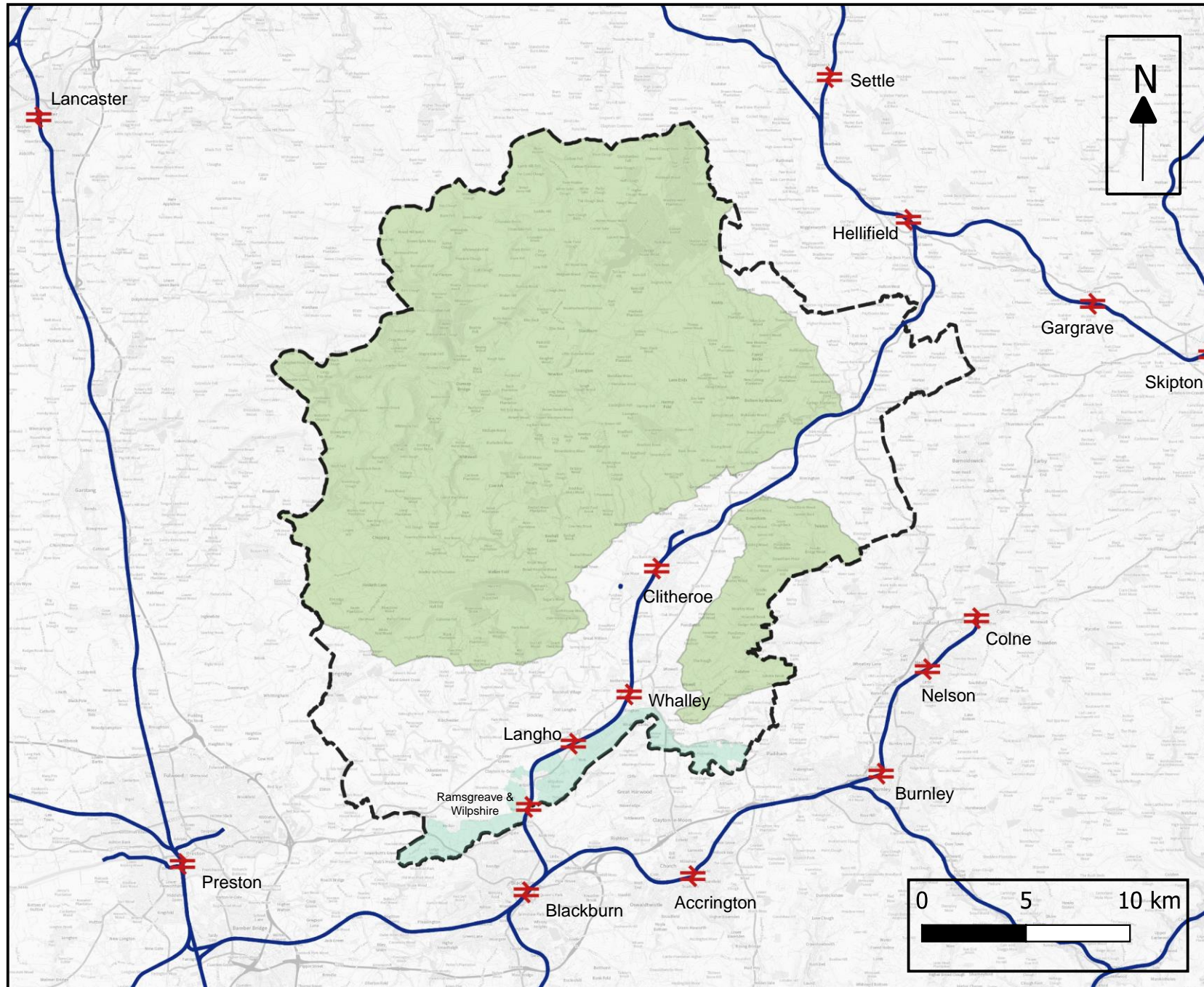
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NB - School Buses, and
services which provide less
than one service every two
hours on weekdays are
excluded from this map.



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MAP 4



Map of Train Services within Ribble Valley, October 2021

Legend

- Railway Station
- Railway Line
- Green Belt
- AONB
- District Boundary

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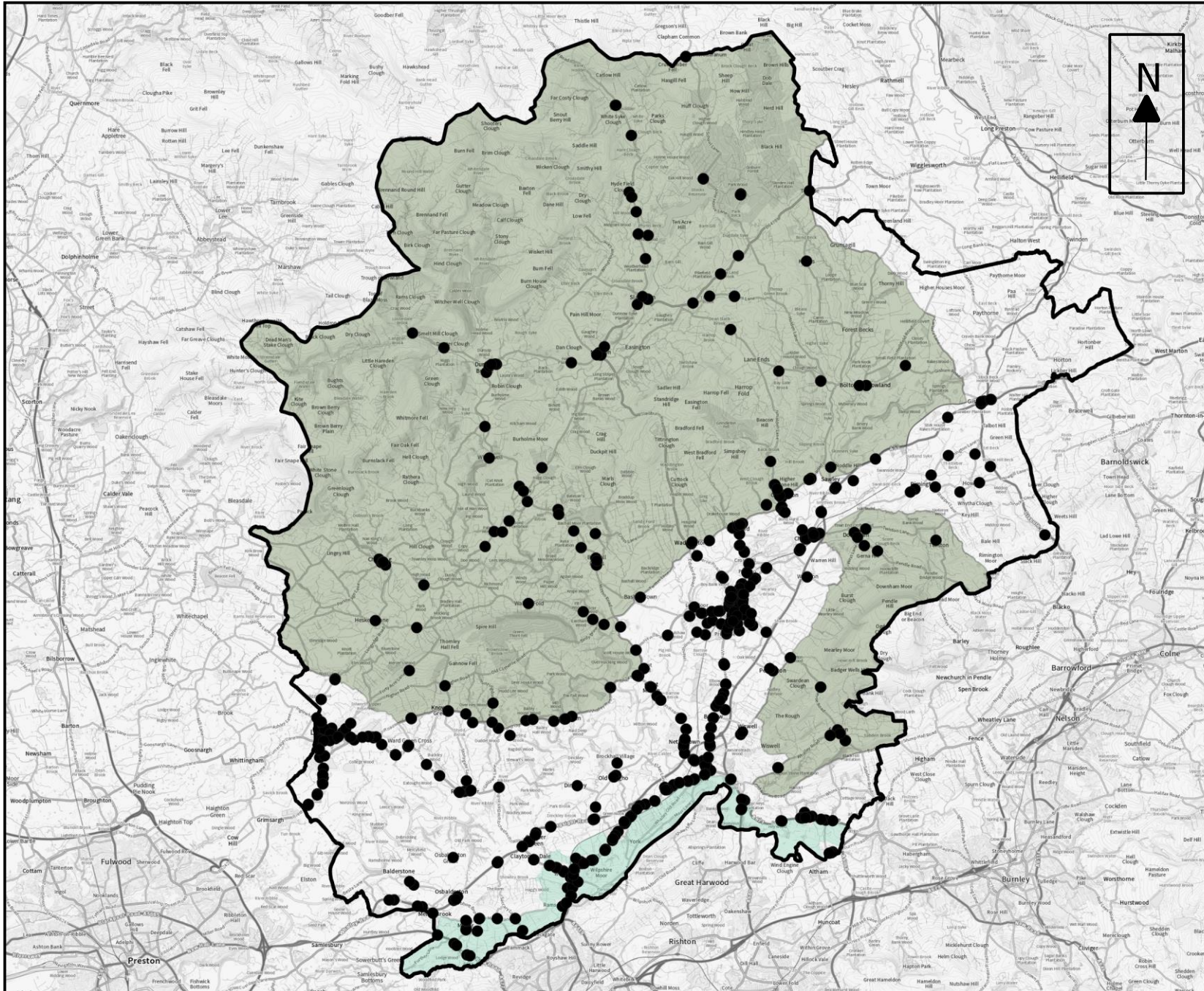
NB - Smaller stations
outside of the Ribble Valley
may not be shown on this
map for illustrative
purposes.



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MAP 5



Map of Bus Stops within Ribble Valley, October 2021

Legend

- District Boundary
- Bus Stops
- Green Belt
- AONB

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7. Appendix

APPENDIX 1 – Existing Transport Policies within the Core Strategy

| | |
|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>KEY STATEMENT DMI1: PLANNING OBLIGATIONS</p> | <p>Planning Obligations will be used as a mechanism to deliver development that contributes to the needs of local communities and sustainable development. Contributions can either be in kind or in the form of financial contribution with a clear audit trail of how any monies will be spent and in what time frame.</p> <p>Obligations will be negotiated on a site-by-site basis. The council has resolved to seek contributions in the following order of priority:</p> <ul style="list-style-type: none"> • Affordable Housing (also taking into consideration the detailed Affordable Housing Key Statement) • Improvements required for highway safety that cannot be covered by planning condition or S278 Agreement • Open Space • Education <p>Where there is a question of viability the council will require an open book approach to be taken when agreeing development costs, and developers will be required to meet the Council's costs for independent evaluation. The Council will develop, as appropriate, a Community Infrastructure Levy approach to infrastructure delivery.</p> |
| <p>KEY STATEMENT DMI2: TRANSPORT CONSIDERATIONS</p> | <p>New development should be located to minimise the need to travel. Also, it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car.</p> <p>In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development.</p> <p>Major applications should always be accompanied by a comprehensive travel plan.</p> |
| <p>POLICY DMG3: TRANSPORT AND MOBILITY</p> | <p>IN MAKING DECISIONS ON DEVELOPMENT PROPOSALS THE LOCAL PLANNING AUTHORITY WILL, IN ADDITION TO ASSESSING PROPOSALS WITHIN THE CONTEXT OF THE DEVELOPMENT STRATEGY, ATTACH CONSIDERABLE WEIGHT TO:</p> <p>THE AVAILABILITY AND ADEQUACY OF PUBLIC TRANSPORT AND ASSOCIATED INFRASTRUCTURE TO SERVE THOSE MOVING TO AND FROM THE DEVELOPMENT –</p> <ol style="list-style-type: none"> 1. THE RELATIONSHIP OF THE SITE TO THE PRIMARY ROUTE NETWORK AND THE STRATEGIC ROAD NETWORK. 2. THE PROVISION MADE FOR ACCESS TO THE DEVELOPMENT BY PEDESTRIAN, CYCLISTS AND THOSE WITH REDUCED MOBILITY. 3. PROPOSALS WHICH PROMOTE DEVELOPMENT WITHIN EXISTING DEVELOPED AREAS OR EXTENSIONS TO THEM AT LOCATIONS WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR. 4. PROPOSALS WHICH LOCATE MAJOR GENERATORS OF TRAVEL DEMAND IN EXISTING CENTRES WHICH ARE HIGHLY ACCESSIBLE BY MEANS OTHER THAN THE PRIVATE CAR. 5. PROPOSALS WHICH STRENGTHEN EXISTING TOWN AND VILLAGE CENTRES WHICH OFFER A RANGE OF EVERYDAY COMMUNITY SHOPPING AND EMPLOYMENT OPPORTUNITIES BY PROTECTING AND ENHANCING THEIR VITALITY AND VIABILITY. |

6. PROPOSALS WHICH LOCATE DEVELOPMENT IN AREAS WHICH MAINTAIN AND IMPROVE CHOICE FOR PEOPLE TO WALK, CYCLE OR CATCH PUBLIC TRANSPORT RATHER THAN DRIVE BETWEEN HOMES AND FACILITIES WHICH THEY NEED TO VISIT REGULARLY.

7. PROPOSALS WHICH LIMIT PARKING PROVISION FOR DEVELOPMENTS AND OTHER ON OR OFF-STREET PARKING PROVISION TO DISCOURAGE RELIANCE ON THE CAR FOR WORK AND OTHER JOURNEYS WHERE THERE ARE EFFECTIVE ALTERNATIVES.

ALL MAJOR PROPOSALS SHOULD OFFER OPPORTUNITIES FOR INCREASED USE OF, OR THE IMPROVED PROVISION OF, BUS AND RAIL FACILITIES.

ALL DEVELOPMENT PROPOSALS WILL BE REQUIRED TO PROVIDE ADEQUATE CAR PARKING AND SERVICING SPACE IN LINE WITH CURRENTLY APPROVED STANDARDS.

THE COUNCIL WILL PROTECT LAND CURRENTLY IDENTIFIED ON THE PROPOSALS MAP FROM INAPPROPRIATE DEVELOPMENT THAT MAY BE REQUIRED FOR THE OPENING OF STATIONS AT GISBURN AND CHATBURN. ANY PLANNING APPLICATION RELATING TO THESE SITES WILL BE ASSESSED HAVING REGARD TO THE LIKELIHOOD OF THE SITES BEING REQUIRED AND THE AMOUNT OF HARM THAT WILL BE CAUSED TO THE POSSIBLE IMPLEMENTATION OF SCHEMES.

THE COUNCIL WILL RESIST DEVELOPMENT THAT WILL RESULT IN THE LOSS OF OPPORTUNITIES TO TRANSPORT FREIGHT BY RAIL.

APPENDIX 2 – RAIL TIMETABLE (October to December 2021)

| Manchester - Blackburn - Clitheroe | | | | | | | | | | | |
|-------------------------------------|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Mondays to Saturdays from 4 October | | | | | | | | | | | |
| | | | | T | T | T | T | T | T | T | |
| | | | | | | | | SX | SO | | |
| Manchester Victoria | d | - | 0537 | - | 0741 | 0839 | 0941 | 1041 | 1141 | 1144 | 1241 |
| Salford Central | | - | 0540 | - | 0744 | 0842 | 0944 | 1044 | 1144 | 1148 | 1244 |
| Salford Crescent | | - | 0545 | - | 0748 | 0846 | 0948 | 1048 | 1148 | 1152 | 1248 |
| Bolton | | - | 0559 | - | 0800 | 0900 | 1000 | 1100 | 1200 | 1204 | 1300 |
| Hall I' Th' Wood | | - | 0604 | - | 0806 | 0906 | 1006 | 1106 | 1206 | 1209 | 1306 |
| Bromley Cross | | - | 0609 | - | 0810 | 0910 | 1010 | 1110 | 1210 | 1212 | 1310 |
| Entwistle | | - | 06x16 | - | 08x17 | 09x17 | 10x17 | 11x17 | 12x17 | 12x19 | 13x17 |
| Darwen | a | - | 0622 | - | 0823 | 0923 | 1023 | 1123 | 1223 | 1225 | 1323 |
| | d | - | 0624 | - | 0825 | 0925 | 1025 | 1125 | 1225 | 1226 | 1325 |
| Blackburn | a | - | 0631 | - | 0832 | 0932 | 1032 | 1132 | 1232 | 1233 | 1332 |
| Blackburn | d | 0611 | 0632 | 0732 | 0833 | 0933 | 1033 | 1133 | 1233 | 1234 | 1334 |
| Ramsgreave & Wilpshire | | 0617 | 0638 | 0738 | 0839 | 0939 | 1039 | 1139 | 1239 | 1240 | 1340 |
| Langho | | 0622 | 0643 | 0743 | 0844 | 0944 | 1044 | 1144 | 1244 | 1245 | 1345 |
| Whalley | | 0626 | 0647 | 0747 | 0848 | 0948 | 1048 | 1148 | 1248 | 1249 | 1349 |
| Clitheroe | a | 0634 | 0655 | 0755 | 0856 | 0956 | 1056 | 1156 | 1256 | 1257 | 1357 |
| Mondays to Saturdays from 4 October | | | | | | | | | | | |
| | | | | T | T | T | T | T | T | T | |
| | | | | SX | SO | | | SX | SO | | |
| Manchester Victoria | d | 1344 | 1341 | 1441 | 1541 | 1641 | 1709 | 1711 | 1741 | 1841 | 1941 |
| Salford Central | | 1347 | 1344 | 1444 | 1544 | 1644 | 1712 | 1715 | 1744 | 1844 | 1944 |
| Salford Crescent | | 1350 | 1348 | 1449 | 1548 | 1648 | 1718 | 1718 | 1748 | 1848 | 1948 |
| Bolton | | 1402 | 1400 | 1501 | 1600 | 1700 | 1733 | 1733 | 1800 | 1900 | 2000 |
| Hall I' Th' Wood | | 1407 | 1406 | 1506 | 1606 | 1705 | 1738 | 1738 | 1806 | 1906 | 2006 |
| Bromley Cross | | 1411 | 1410 | 1511 | 1610 | 1710 | 1742 | 1742 | 1810 | 1910 | 2010 |
| Entwistle | | 14x17 | 14x17 | 15x17 | 16x17 | 17x16 | 17x49 | 17x49 | 18x17 | 19x17 | 20x17 |
| Darwen | a | 1424 | 1423 | 1524 | 1623 | 1723 | 1755 | 1755 | 1823 | 1923 | 2023 |
| | d | 1425 | 1425 | 1525 | 1625 | 1725 | 1756 | 1756 | 1825 | 1925 | 2025 |
| Blackburn | a | 1432 | 1432 | 1533 | 1632 | 1732 | 1806 | 1806 | 1832 | 1932 | 2032 |
| Blackburn | d | 1433 | 1433 | 1533 | 1633 | 1733 | - | - | 1833 | 1933 | 2033 |
| Ramsgreave & Wilpshire | | 1439 | 1439 | 1539 | 1639 | 1739 | - | - | 1839 | 1939 | 2039 |
| Langho | | 1444 | 1444 | 1544 | 1644 | 1744 | - | - | 1844 | 1944 | 2044 |
| Whalley | | 1448 | 1448 | 1548 | 1648 | 1748 | - | - | 1848 | 1948 | 2048 |
| Clitheroe | a | 1456 | 1456 | 1557 | 1656 | 1756 | - | - | 1856 | 1956 | 2056 |
| Mondays to Saturdays from 4 October | | | | | | | | | | | |
| | | | | T | T | T | T | | | | |
| Manchester Victoria | d | 2041 | 2140 | 2216 | 2307 | - | - | - | - | - | |
| Salford Central | | 2044 | 2143 | 2219 | 2312 | - | - | - | - | - | |
| Salford Crescent | | 2048 | 2147 | 2223 | 2317 | - | - | - | - | - | |
| Bolton | | 2100 | 2159 | 2235 | 2329 | - | - | - | - | - | |
| Hall I' Th' Wood | | 2106 | 2205 | 2240 | 2334 | - | - | - | - | - | |
| Bromley Cross | | 2110 | 2210 | 2243 | 2339 | - | - | - | - | - | |
| Entwistle | | 21x17 | 22x16 | 22x50 | 23x45 | - | - | - | - | - | |
| Darwen | a | 2123 | 2223 | 2256 | 2352 | - | - | - | - | - | |
| | d | 2125 | 2224 | 2257 | 2353 | - | - | - | - | - | |
| Blackburn | a | 2132 | 2231 | 2304 | 0002 | - | - | - | - | - | |
| Blackburn | d | 2133 | 2232 | 2305 | - | - | - | - | - | - | |
| Ramsgreave & Wilpshire | | 2139 | 2238 | 2311 | - | - | - | - | - | - | |
| Langho | | 2144 | 2243 | 2316 | - | - | - | - | - | - | |
| Whalley | | 2148 | 2247 | 2320 | - | - | - | - | - | - | |
| Clitheroe | a | 2156 | 2255 | 2328 | - | - | - | - | - | - | |

