

**APPENDIX 2:**

**HIGHWAYS AND TRANSPORT APPENDIX TO THE STATEMENT OF CASE**

# Longsight Road, Langho

784-B075154

## Highways and Transport Appendix to the Statement of Case

In Respect of Outline Planning Application for up to 300 Residential Dwellings, Associated Access, Rail Station Car Park, Green Infrastructure and Sustainable Drainage Systems (all matters reserved except for access)

At Land off Longsight Road, Langho

**Date: 5<sup>th</sup> December 2025 | Tetra Tech Ref: 784-B075154**

PINS Ref: **XX** | LPA Ref: 3/2025/0196

**Revision 01**

**On behalf of Hallam Land Management Ltd**



---

# Document Control

<b>Document:</b>	Highways and Transport Appendix to the Statement of Case
<b>Project:</b>	Longsight Road, Langho
<b>Client:</b>	Hallam Land Management Ltd
<b>Project Number:</b>	784-B075154
<b>File Origin:</b>	Y:\784-B075154_Longsight_Road__Langho\60_Output\61_WIP\6103_Reports\

<b>Revision:</b>	01	<b>Prepared by:</b>	P Blair
<b>Date:</b>	05/12/2025	<b>Checked by:</b>	M Thompson / P Blair
<b>Status:</b>	Final	<b>Approved By:</b>	P Blair

## Table of Contents

---

<b>1.0</b>	<b>Introduction .....</b>	<b>5</b>
1.1	Preamble .....	5
1.2	Experience of Witness .....	5
1.3	Appointment .....	5
1.4	Background to the Appeal .....	5
<b>2.0</b>	<b>Review of Submitted Information and Additional Tetra Tech Information.....</b>	<b>7</b>
2.1	Introduction .....	7
2.2	Traffic Counts and Speeds .....	7
2.3	Trip Generation .....	8
2.4	Pedestrian Survey .....	8
2.5	Access .....	9
2.6	Rail Station Car Parking Availability.....	9
2.7	Summary of Review of Submitted Information and more Recent Information .....	10
<b>3.0</b>	<b>Review of the Proposals against the Requirements of Local Policy and the NPPF.....</b>	<b>11</b>
3.1	Introduction .....	11
3.2	Compliance with Policy .....	11
3.3	Sustainable Travel Improvements .....	11
3.4	Interpretation of Policy and Definitions.....	11
3.5	Summary .....	12
<b>4.0</b>	<b>Addressing the key points in the Reason for Refusal 2 and the ORC .....</b>	<b>13</b>
4.1	Introduction .....	13
4.2	Considerations on the Topic of Accessibility and Sustainable Development .....	14
4.3	Sustainable Pattern of Development .....	17
4.4	Summary .....	18
<b>5.0</b>	<b>Summary and Conclusion .....</b>	<b>19</b>
5.1	Summary .....	19
5.2	Conclusions .....	20

## Appendices

---

HTASoC Appendix 1:	Hydrock Fore Transport Assessment - Figures 9 & 10
HTASoC Appendix 2:	September 2025 Traffic Count Raw Data
HTASoC Appendix 3:	September 2025 Pedestrian Survey at the A59
HTASoC Appendix 4:	TTN10 Railway Car Parks Surveys
HTASoC Appendix 5:	Policy Compliance Tables
HTASoC Appendix 6:	Matrix of Sustainable Travel Improvements and Measures
HTASoC Appendix 7:	Plans Showing Pedestrian Routes from the Site to the Centre of Langho
HTASoC Appendix 8:	Public Transport Timetables
HTASoC Appendix 9:	Changes in Travel Behaviour - Reduced Trip Making

## 1.0 Introduction

### 1.1 Preamble

---

- 1.1.1 This Highways and Transport Appendix to the Statement of Case (HTASoC) has been prepared by Peter Blair, Head of Transport North at the international consultancy Tetra Tech. It describes the Highways and Transport evidence, considerations and findings which will be developed more fully in the Highways and Transport Proof of Evidence (PoE).

### 1.2 Experience of Witness

---

- 1.2.1 My name is Peter Blair. I have a degree in Civil Engineering and a diploma in Industrial Studies, both from the University of Ulster. I am a Chartered Engineer, a Fellow of the Institution of Civil Engineers and a Fellow of the Chartered Institution of Highways and Transportation.
- 1.2.2 I am Head of Transport North at the international consultancy Tetra Tech (TT). I have over 35 years' experience of working in the field of traffic engineering, acting both for Public Authorities and Private Developers.
- 1.2.3 I am familiar with the development site and the highways and transport operational conditions in the local area.
- 1.2.4 This HTASoC is given in accordance with the requirements of my professional bodies. I can confirm that the opinions expressed are my true and professional opinions, irrespective of by whom I am instructed.

### 1.3 Appointment

---

- 1.3.1 I am instructed on behalf of Hallam Land Management Ltd, thereafter referred to as the appellant, to present evidence relating to Highways and Transportation matters in respect of the appeal, submitted pursuant to Section 78 of the Town and Country Planning Act 1990, concerning development of Land off Longsight Road, Langho ("the appeal site"). This evidence should be read in conjunction with the Planning Statement prepared by Mark Saunders and other statements prepared by the appellant.

### 1.4 Background to the Appeal

---

- 1.4.1 A full summary of the background to the appeal is set out within the appellant's planning Statement of Case (SoC).
- 1.4.2 The site consists of one large agricultural field at land off Longsight Road, Langho. The whole of the residential scheme is located within the administrative boundary of Ribble Valley Borough Council.
- 1.4.3 A comprehensive suite of technical reports and plans were submitted with the application in line with Ribble Valley Borough Council's validation requirements. The documents submitted during the course of the application will be scheduled in the Core Documents List. The highways and

transportation work which accompanied the application was undertaken by the consultancy Hydrock Fore (HF).

1.4.4 The full planning application for the site was received and validated and given the planning application reference 3/2025/0196. The case officer at the Local Planning Authority (LPA) prepared a report for the planning committee and recommended that the application should be refused.

1.4.5 This appeal follows the refusal by Ribble Valley Borough Council with regard to the application for planning permission for the following Proposed Development (“the appeal scheme”):

*“In respect of outline planning application for up to 300 residential dwellings, associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access)”*

### **Scope of Evidence**

1.4.6 The consultancy HF produced the highways and transport information which accompanied the application. I have been appointed to provide a second opinion and in due course to present my evidence upon the proposals in order to enable the Inspector to consider the merits or otherwise of the transport and accessibility criticisms which arose in the application process.

1.4.7 I have read the planning documents, including the HF Transport Assessment (TA), the Framework Travel Plan (FTP), the Highway Authority (HA) consultation responses, the case officer’s report to committee and the decision notice. I have undertaken a site visit and have commissioned various traffic and pedestrian surveys in the area, to further inform my considerations.

1.4.8 Reason for Refusal (RfR) no. 2 cited reliance on the private motor vehicle as being contrary to local and national policy. The case officer report to committee (para 5.6.7 and 5.6.8) cites concerns over the accessibility and connectivity of the site and the lack of an accessible route to the train station, concluding that the matter of sustainability of the site has not been addressed. Consultee and public representations include concerns over the adequacy of bus services, safety of the site access onto the A59, the proposed use of Whitehalgh Lane, traffic impact on the A59 and the steps on the direct pedestrian route to the main centre.

1.4.9 This HTASoC describes how I will address those points. My evidence to the Appeal Inquiry will also address any other highways and transportation related points as may be raised by the Inspector at the Case Management Meeting (CMC).

1.4.10 Lancashire County Council (LCC) are the HA and offered no objection, subject to conditions and S106 contributions which include significant sustainable travel mitigation.

1.4.11 The only transportation points between the appellant and the LPA appear to be whether or not the proposals constitute sustainable development and accessibility for the mobility impaired.

1.4.12 My evidence will refer to any Statements of Common Ground (SoCG) to identify the points either where the parties have reached agreement or where points of contention have been isolated.

## 2.0 Review of Submitted Information and Additional Tetra Tech Information

### 2.1 Introduction

2.1.1 In approaching this case I am mindful that the applicant has submitted a TA and an FTP (prepared by HF) and that the HA was consulted through the process and is satisfied with the proposals. Nevertheless, I have sought to cross check that information and collect additional data to help inform my considerations. There are several reasons for doing that:

- To seek to validate the previous findings;
- To establish whether previous assessments or findings could be considered to be over robust. If that is the case, it should give latitude for the LPA to weigh the proposals more favourably;
- To establish whether previous submissions understate impacts or issues. If that is the case that would inform where additional analyses or mitigation might be required.

2.1.2 The details of my cross checking and investigations are as set out in the following sections.

### 2.2 Traffic Counts and Speeds

2.2.1 The HF TA presented traffic volumes and speeds recorded along the A59 in October 2024. Figures 9 & 10 of the TA (see **HTASoC Appendix 1**) show the surveyed traffic volumes which include the recorded traffic figures along the A59 in the AM and PM peak hours. This speed limit of this part of the A59 is the national speed limit, which for this class of road is 60mph.

2.2.2 I commissioned a traffic survey between 4<sup>th</sup> and 10<sup>th</sup> September 2025 to collect classified traffic volumes and speeds (see **HTASoC Appendix 2**). Whilst the September survey was just after the school holiday period, and so volumes may be slightly lower in the commuting peaks, lower volumes may mean higher speeds. The comparison between traffic volumes and speeds in the TA and in my work is tabulated below.

2.2.3 **Table 2.1** presents the comparison between the 2024 and 2025 Surveys. It includes weekday peak hour traffic volumes and 85<sup>th</sup> percentile traffic speeds over a 7-day period.

*Table 2.1 Traffic Volume and Speed Comparison in the Peak hours*

Direction of Travel	2024 Traffic Survey Data (extracted from HF TA)			2025 Traffic Survey Data		
	AM Traffic Flow	PM Traffic Flow	85 <sup>th</sup> Percentile Speed	AM Traffic Flow	PM Traffic Flow	85 <sup>th</sup> Percentile Speed
Eastbound	644	751	52.1mph	649	623	52.2mph
Westbound	754	590	54.3mph	651	635	51.3mph

2.2.4 The PM peak hour varies between the two records. In the 2024 survey the PM peak hour was from 16:30 to 17:30 but in my survey it was between 16:00 to 17:00.

- 2.2.5 The traffic volume during the AM peak hour eastbound is almost identical in both surveys. The AM westbound and PM eastbound were recorded to be c. 100-125 trips higher in 2024 than 2025, whilst the PM westbound was higher in 2025 by 45 vehicles. In summary, the volumes are very similar.
- 2.2.6 The traffic speeds from the two surveys were very similar. In the eastbound direction they were almost identical and in the westbound direction the more recent survey records slightly slower speeds.
- 2.2.7 The higher 2024 volumes were the basis for the peak hour junction operational assessment of the site access junction. That assessment forecast that the site access would operate with at least 47% spare capacity and with no material queues in the AM and PM peak hours (TA Table 7 page 16). Given that the volumes have not changed significantly between 2024 and 2025, it is considered that the junction modelling in the TA was carried out on a sound and up to date data source.
- 2.2.8 The exercise essentially cross checks and validates the traffic volumes and speeds presented in the TA.
- 2.2.9 The proposals would also seek to introduce a speed limit reduction to 40mph along the site frontage, which should result in a significant reduction in speeds. The visibility splays which are required at the junction are 120m, commensurate with DMRB standards for 40mph. The actual visibility splays which will exist will exceed the distances which are required for the existing 85<sup>th</sup> percentile speeds. In that way the junction layout and splays are appropriate, whether the LHA decide to reduce vehicle speeds or not.

## 2.3 Trip Generation

---

- 2.3.1 I have seen that LCC requested significantly higher trip generation rates for the proposals than those which HF first proposed in the scoping phase. I have undertaken an independent trip rate derivation and find that my figures align more closely with the original HF rates. The HF assessments adopted the higher rates requested by LCC in their TA.
- 2.3.2 The difference is perhaps a moot point because all of the junctions which were assessed in the HF TA were forecast to operating well within capacity at peak times even under the higher LCC trip rates. As an aside, in checking the HF analyses I note that the traffic volume inputs to the model have been made in “Passenger Car Units”, PCU. That approach factors up HGV numbers to an equivalent higher number of cars. That is the reason why the assessment output files record a “warning” that no HGV traffic has been modelled. It has taken account of HGV traffic, just by an alternative and accepted methodology.
- 2.3.3 My conclusion is that the HF work is sound, albeit that the proposals are likely to generate fewer traffic movements than have been assessed. Consequently, the access junction and local network will operate better than the submitted assessments forecast. The HF and LCC finding that the development is acceptable on highways impact terms is therefore robust.

## 2.4 Pedestrian Survey

---

- 2.4.1 I have collected additional data in the form of pedestrian surveys in the area where the PROW crosses the A59 (see **HTASoC Appendix 3**). That was intended to gauge the number of existing

pedestrians along the footway on the A59 site frontage, where that frontage is being improved and speeds are to be reduced.

2.4.2 The survey was conducted by video, over a Thursday and a Saturday in early September 2025, between 6am and 8pm, which at that time of year, approximates to the hours of daylight.

2.4.3 The recorded pedestrian volumes were 43 movements on the Thursday and 45 movements on the Saturday including walkers, joggers and dog walkers. The actual number of individuals was lower (34 on Thursday, 42 on Saturday) as the video showed that some people passed the site more than once within those totals.

2.4.4 That data is relevant to quantifying how many existing pedestrians will experience the different views and the footway, crossings and traffic speed improvements along the site frontage.

## 2.5 Access

---

2.5.1 The proposals feature a new site access junction onto the A59 with a 3m wide footway/cycleway on both sides of the A59. The proposals include a speed limit reduction to 40mph, a crossing of the site road, two uncontrolled crossing points on the A59 and a signalised toucan crossing on the A59. That crossing also serves two new bus stops. The access junction has been designed to accommodate the turning movements of pantechnicon and a refuse vehicle as demonstrated by vehicle tracking in the HF TA.

2.5.2 The pedestrian survey recorded 44 pedestrian movements per day, each of which currently experiences the A59 environment where 85<sup>th</sup> %ile traffic speeds are around 52mph, no footway is present on the south side where the PRow emerges, and the footway on the north side is a little overgrown, with approximately a 1.3m useable width. The proposals will be capable in geometric and capacity terms, and will introduce measures to encourage active travel and will improve the pedestrian and cycling environment.

2.5.3 As the survey demonstrates, the footway alongside the A59 is presently actively used.

2.5.4 The proposals also include a new pedestrian and cycle access onto Whitehalgh Lane accompanied by a speed limit reduction to 30mph and associated lighting and traffic calming measures. For reasons that I explain below – the proposals do not actively encourage pedestrian use of Whitehalgh Road – but there is a recognition that it is already in use by pedestrians and may be used by future residents – so improving this route is appropriate.

2.5.5 At paragraph 5.6.1 of the case officer report to committee, under the headings of ‘Assessment of Proposed Development’ and ‘Highway Safety and Access’, the case officer records that the HA are satisfied on access and that the LPA consider the proposals create safe and suitable access.

## 2.6 Rail Station Car Parking Availability

---

2.6.1 I have also commissioned observations at and around the 4 nearest rail stations. That survey data is presented in **HTASoC Appendix 4**. The purpose of those observations was to determine whether parking is available in those locations at times when commuters or persons undertaking late morning journeys are likely to need it. One survey was undertaken in the school half term week and a further survey was undertaken in the week commencing 10<sup>th</sup> November.

- 2.6.2 In order to quantify the likely present-day demand for parking, surveys were undertaken at Clitheroe, Whalley, Ramsgreave and Wilpshire and Langho rail stations.
- 2.6.3 The finding that there is a lack of parking availability means that persons who might otherwise use the train will be deterred from doing so. Moreover, there is no scope to achieve benefits from future looking, Vision led strategies to promote mode shift from car to rail.
- 2.6.4 The finding that there is an absence of accessible parking spaces and Electric Vehicle charging infrastructure near the rail stations means that any vehicle drivers who require those, will be deterred from using the existing stations. There is no dedicated parking at Langho rail station at all.
- 2.6.5 The conclusions from the survey work are that a new car park at Langho would :
- a) Accommodate the existing demand for rail users parking their vehicle in Langho and using the railway (promote and enable public transport);
  - b) Accommodate any parking demand currently being displaced to other less convenient rail stations (reduce mileage);
  - c) Accommodate any rail journey related parking demand, which is currently being suppressed by the lack of parking availability across the rail stations (enable and facilitate rail use);
  - d) Create a Vision Lead facility which will accommodate future parking demand arising from mode shift towards rail as promoted by future initiatives and strategies (accommodate future increasing demand for rail use);
  - e) Provide facilities for blue badge holders and Electric Vehicle charging, to overcome the lack of those facilities at other stations, which precludes rail travel for those who need those facilities.
- 2.6.6 The provision of a 40 space car park will not increase the number of journeys which need to be made. It will however serve to encourage the use of rail for part of those journeys. In doing so it will encourage mode shift and promote sustainable travel, an objective of the NPPF. It will achieve that straight away in terms of serving existing and suppressed existing demands. It will also serve as advance provision to support the success of other initiatives and strategies which aspire to increase rail travel.
- 2.6.7 The proposed car park achieves objectives within the NPPF and the draft Lancashire Local Transport Plan such as improving accessibility to and promoting public transport and providing for efficient onward public transport movements which are safe and convenient.

## **2.7 Summary of Review of Submitted Information and more Recent Information**

---

- 2.7.1 My review of the highways and transport work submitted with the application concludes that it is sound. New additional data validates that work and shows that the assessments of operational conditions are robust.
- 2.7.2 New pedestrian and rail station parking data quantifies the extents to which the proposals would benefit existing pedestrians, and would promote and accommodate demand for rail travel.

## 3.0 Review of the Proposals against the Requirements of Local Policy and the NPPF

### 3.1 Introduction

3.1.1 In preparing this HTASoC, I have reviewed the policies cited in the RfR2 and also the key policies within the NPPF.

3.1.2 For ease of cross reference, RfR2 stated:

*“The proposed development by virtue of the quantum of development, would result in a large-scale development in a rural location resulting in future users being reliant on a private motor vehicle contrary to Key Statement DM12 and Policies DMG1 and DMG3 of the Ribble Valley Core Strategy and the National Planning Policy Framework which supports sustainable patterns of development.”*

### 3.2 Compliance with Policy

3.2.1 My full PoE will elaborate further on how the proposals comply with the policies cited in RfR2 and in the NPPF. In the interests of brevity in this HTASoC, I have tabulated those policies and cross referenced them against various elements of the proposals to demonstrate how the proposals comply. I present those tables as **HTASoC Appendix 5**.

### 3.3 Sustainable Travel Improvements

3.3.1 A significant part of the comparison described above requires a consideration of the sustainable travel enhancements offered by the proposal. The TA and TP identify 18 sustainable travel improvements and 16 sustainable travel measures / funding. I set those out in **HTASoC Appendix 6**. Many of those also benefit wider accessibility and inform my considerations on the subject of sustainability

3.3.2 Whilst this section of the HTASoC presents these measures to demonstrate compliance with policy they should also be noted in terms of addressing the comments in the Officers Report to Committee and RfR2 where the issue of sustainability is questioned.

### 3.4 Interpretation of Policy and Definitions

3.4.1 When cross referencing the policy tables against the sustainable travel improvement matrix, it should be clear how the various elements of the proposals assist compliance with the key policies. I consider however that an understanding of what policy and guidance actually do and do not require, results in an even clearer demonstration of compliance.

3.4.2 Considerations of what constitutes sustainable development often recognise that there are 3 strands to sustainability, which are social, economic and environmental. Travel is directly related to the environmental strand, but it is also linked to the social strand. The point to make is that travel is just one strand in the consideration of whether a development is sustainable. It is therefore not correct to regard an alleged reliance on the private car as something which automatically renders a development unsustainable. In the case of this development, and as later

sections show, the development is sustainable and enhances sustainable accessibility for non-development persons too.

- 3.4.3 The Glossary of NPPF defines sustainable modes of travel to include ultra low / zero emission cars. Those are a rapidly increasing proportion of the UK car fleet. Car sharing has long been regarded as a sustainable form of travel, and is also encouraged as such in Travel Plans. It is not therefore correct to regard all car travel as unsustainable nor an alleged “reliance on the private car” as something which renders a development unsustainable. Electric and hybrid vehicles should not be treated as being unsustainable in principle.
- 3.4.4 There is no policy that requires all forms of access to be available to all services, for all people, via the most direct route.
- 3.4.5 There is no policy requirement to provide access to every facility by all modes of travel.
- 3.4.6 The case officer has classified the proposals as being located in a rural area. If that is taken to be the case, then the NPPF requires that planning decisions should recognise that developments in rural areas are likely to exhibit fewer opportunities for sustainable accessibility. In fact the better way of characterising the proposal is an extension of a modestly sized settlement located in a rural area – which benefits from a typical range of non-car modes for such a settlement – but has the additional benefits of being close the A59 which is a major public transport corridor for buses travelling between Preston and Clitheroe; as well as the above-discussed rail station.
- 3.4.7 In undertaking this review, I have however noted a mis-application of policy. Policy DMG3 requires that “considerable weight” should be given to many positive aspects of the proposals. However, it would appear that weight has not been afforded in the case officer’s assessment.

## 3.5 Summary

---

- 3.5.1 My evidence will conclude that:
- the proposals are not contrary to the cited local policies, nor to the NPPF,
  - the proposals in fact comply with, and positively deliver the requirements of those policies,
  - Had proper weight been given to positive aspects of the proposals as required by policy DMG3, that could only serve to affect the planning balance positively in favour of the proposals.

## 4.0 Addressing the key points in the Reason for Refusal 2 and the ORC

### 4.1 Introduction

4.1.1 The key points which have been raised against the proposals are that the site is inadequately accessible, that future residents will be reliant on the private car and that the proposals are therefore contrary to policy which supports sustainable patterns of development.

4.1.2 These are cited in RfR2 which states:

*“The proposed development by virtue of the quantum of development, would result in a large-scale development in a rural location resulting in future users being reliant on a private motor vehicle contrary to Key Statement DM12 and Policies DMG1 and DMG3 of the Ribble Valley Core Strategy and the National Planning Policy Framework which supports sustainable patterns of development.*

4.1.3 Chapters in my evidence will therefore review the proposals in relation to the topics of accessibility, reliance on the private car and sustainable development. At the outset, there are a few overarching points to make in relation to the wording of RfR2.

4.1.4 I note that the case officer considers this to be a rural location which if correct would mean that the dispensations afforded to rural development by the NPPF apply, notably paragraphs 89 and 110. As noted above I consider that the better description is that Langho is a settlement located in a rural area, and my view is that the development would readily comply with the policies if it was considered to be part of a town or village. If the location were to be assessed as being a rural area, then the proposals would comfortably outperform the expectations for such a location.

- The RfR equates a rural location to a reliance on a private car and then a reliance on a private car to a failure to comply with policies promoting sustainable patterns of development. Both of those suppositions are incorrect, principally around the concept and definitions of reliance and sustainable development.
- Residents will have a choice of how to access facilities or services so they will not be “reliant” on a private car.
- Even when some residents do chose to use a car, if that car is used by more than one person, then by the definition of sustainable travel in the glossary to the NPPF, such a journey would be a sustainable form of travel. Similarly, ultra-low emission and zero emission vehicles are becoming increasingly common as part of the national vehicle fleet and are also defined by the NPPF as sustainable forms of travel. Some use of a private car (never mind reliance on a private car) does not therefore necessarily equate to a development which is inherently unsustainable. Even ambitious government and authority strategies generally hold that 50% of all travel will still be by private vehicle by 2040, by which time the expectation is that a substantial proportion of the national vehicle fleet will be electric.
- Reliance means being dependent upon. Both active travel and sustainable travel options together with ever-increasing on-line accessibility options, combine to ensure that residents will not be “reliant” on an unsustainable private motor vehicle. Moreover, when some

residents choose to travel by private vehicle, those which are zero or ultra-low emission or used for conveying more than one person are sustainable modes of travel.

- On a perhaps a pedantic point in relation to the RfR, reliance on private motor vehicles is not actually prohibited by any of the cited policies. It is both incorrect to have stated that users will be reliant on the private car and that such reliance is contrary to policy.

## 4.2 Considerations on the Topic of Accessibility and Sustainable Development

---

4.2.1 My full Proof of Evidence will describe various highways and transportation aspects of sustainability and accessibility and will specifically deal with accessibility for the mobility impaired. I note that the HA consultation response 9<sup>th</sup> May 2025 stated:

*“Subject to the mitigation measures identified above being implemented we consider that residents have the option to travel sustainably between the site, local facilities and employment centres and hence the proposals are suitably accessible”.* I concur.

4.2.2 When considering accessibility and sustainable travel, (leaving aside for now, the various modes of travel), it is helpful to consider accessibility in four categories:

- on site,
- at the interface between the site and the external networks,
- onward to facilities and services and
- to services and facilities which does not require travel at all.

4.2.3 I have tabulated the various provisions of the proposals, set against the first three of those categories, cross referenced with travel mode and objectives achieved (see **HTASoC Appendix 6**).

### Accessibility On-Site

4.2.4 As far as the site layout is concerned, the planning application is in outline. It can be ensured at detailed planning stage that the site will be laid out to modern standards, putting pedestrians and cyclists to the fore. It should therefore be assumed, that the Site will be delivered with an accessible internal layout, in line with the requirements of paragraph 115 of the NPPF and my statement focuses upon the accessibility of facilities beyond the site. The site layout will also meet the requirements of paragraph 117 of the NPPF.

### Access at the interface between the site and the external networks

4.2.5 A second aspect of site accessibility is the nature of the accesses to the site and the modes of travel which they can support. The site will have 4 access points, and potentially 5 depending upon the legal status of the route through the 2018 Pringle development to the east. Where the Pringle site adjoins the application site, a sign has been erected saying “Private”, but has been crossed out. Prior to that site being erected, I note that the developer in promoting the application stated that the footway on their site would connect through from the railway underpass to the A59, with no suggestion that this would only be to the benefit of residents of that development. The planning officer report describes an expectation that the play area on that site should be available to the general public. Both of those clearly indicate that a benefit of that approval was intended to be

that people could walk through that site. In highway terms that would appear to be an intention on the part of the landowner to dedicate this route as a right of way – but this may need to be the subject of legal submissions if required.

- 4.2.6 That is perhaps something of an aside, because the site promotes 4 other accesses. Enhancements will be made to FP6a at its connection to the railway underpass. As a footpath it can only accommodate pedestrians.
- 4.2.7 A new pedestrian and cycle access is proposed onto Whitehalgh Lane, accompanied with speed reduction and traffic calming measures.
- 4.2.8 A new vehicular access (the main site access), framed with pedestrian and cycle infrastructure will be provided onto the A59. That is also accompanied by a speed reduction measures on the A59, footways and cycleways, uncontrolled crossings and a signalised toucan crossing and two new bus stops to Quality Bus Standards.
- 4.2.9 It is also proposed to improve the existing access where FP6a emerges onto the A59. At this location pedestrians will benefit from the measures proposed along and across the A59.
- 4.2.10 There is no policy requirement to provide access in every direction to all types of users, just that the site should be accessible. The provision and enhancement of facilities at 4 and possibly 5 access locations, benefiting pedestrians, cyclists, public transport users, the mobility impaired and motorists is a clear demonstration that the site would be accessible to the surrounding networks.

#### **Accessibility to Services and Facilities**

- 4.2.11 The TA Figure 2 shows facilities in Langho. **HTASoC Appendix 7** shows the typical walk distances from the centre of the site to the crossroads of Whalley Road and Whinney Lane, which could be taken as the effective centre of Langho. The shortest distance is via the lit railway underpass and that route also involves a flight of steps which I acknowledge would not accommodate all mobility impaired users, notably those using mobility scooters or wheelchairs, but for the remainder of the population would be a short and convenient route to a rail station and the town.
- 4.2.12 As to those with mobility impairment, Community Rail Lancashire has developed options to provide lift access to the platforms, and those options would also allow the steps to be bypassed on a route to the town centre. Reference Option Selection Report, September 2020. The applicant cannot control the delivery or long-term maintaining of such infrastructure which will be in the hands of Network Rail and so does not rely upon it.
- 4.2.13 Although the steps would not accommodate wheelchair or mobility scooter use, they do offer features to support the mobility impaired. The 19 steps typically have tread width of 300mm, a rise of just 110mm and are punctuated by two landings 1.7 and 2.1m long. The steps have a handrail for the first 6 step flight and two handrails for the two higher flights.
- 4.2.14 For those who can negotiate the steps, FP6a is the most direct route into Langho on foot. For anyone who cannot, the alternative routes, shown on **HTASoC Appendix 7** offer safe and reasonable options. In addition to referencing guidance on preferred maximum walk distances, my Proof will present published research on how far people actually do walk to services. There is no policy that requires access to be available to all services to all people via the most direct route.

To the contrary, an overall view has to be formed as to the quality of the opportunities for sustainable travel which will be available to future residents.

- 4.2.15 I note the views of Objectors who cite the lack of services and facilities in Langho and who contend that other nearby settlements have a wider range of services. Furthermore, it is correct to say that accessing the main centre of Langho by the alternative routes would involve travelling up slopes. Again, there is no policy which prevents further development in towns which are on hills.
- 4.2.16 If some residents of the development find that they cannot access services in Langho or that the services which they wish to access do not exist in Langho, then they still have reasonable sustainable travel options by which to access those services.
- 4.2.17 The Office for National Statistics, ONS classifies Langho as “Rural Accessible”, and that designation considers various aspects of how services can be reached, often citing a reasonable drive time. Again, it is pertinent to note that many forms of car travel are classed as sustainable modes of travel. I have mentioned how ultra-low and zero emission cars are sustainable modes, but so are multi occupancy car journeys, such as would be the case if a carer accompanied a mobility impaired person to an appointment by car.
- 4.2.18 A key fact which makes accessing services and facilities from this site a realistic option, is that there are several towns near-by where those services and facilities can be found. Clitheroe, Whalley, Blackburn are sizeable towns and can be reached within a short drive or bus journey, noting that the A59 is a major bus corridor linking Clitheroe and Preston.
- 4.2.19 I have reviewed the bus timetables and find that there are regular services to those locations. The proposals further promote bus travel by providing new bus stops, signalised crossing and public transport funding.
- 4.2.20 I have also seen Objectors comments pointing out that many services are school only. That is noted, but such services are still a sustainable travel mode providing access to those schools for the many people who use them, and they reduce the incentive upon parents to use the private car for the school run.
- 4.2.21 The proposals also benefit from being directly adjacent to a rail station. The current limitations to accessing the platforms for some mobility impaired users are noted, as is the fact that Network Rail have explored options to specifically address that. As can be seen from **HTASoC Appendix 8**, rail services are regular. I have seen objector comments stating that it is quicker to drive to Manchester than take the train. That may be so outside of rush hour, but not during the time of peak demand when principal arterial routes into Manchester are heavily congested.
- 4.2.22 The point to make however is that the rail services abutting the site are an additional travel option which is not available to most developments (nor indeed in many towns). The limitations in services and access to them are not negatives against the proposals, they exist, and should be regarded as additional positives. Furthermore, the rail station provides a direct service to a range of locations with large scale commercial and employment opportunities, such as Bolton, Salford, Clitheroe and Blackburn.
- 4.2.23 The proposals further seek to promote the future use of rail facilities by providing a car park which will be available to the wider public. As set out in section 2, that encourages public transport,

reduces mileage, provides facilities for disabled parking and EV charging and releases demand for rail travel which is being suppressed by lack of parking facilities in Langho and at other near-by stations, both now and in the future.

- 4.2.24 A key thread of the planning system is for development proposals to be vision led. No development can provide every aspect necessary to deliver the sustainable travel future for the north west of England, but the proposals do provide infrastructure which directly supports that Vision.
- 4.2.25 In terms of promoting the use of sustainable modes, the proposals promote rail, bus, walking, cycling, and sustainable car travel, through providing infrastructure, funding and implementing a Travel Plan.
- 4.2.26 I appreciate that whilst policy says all modes of travel, few developments if any are served by all modes of travel so I take that requirement to mean by walking cycling, public transport and car (and not to also require air, sea, canal, etc). The important issue is that the site will be served by a realistic range of sustainable travel modes which offer travel choice and will discourage the use of the private car.
- 4.2.27 Residents of the site will be able to physically access services and facilities. The site is not remote, and it certainly isn't isolated. The site and the proposals exhibit adequate to good accessibility across the 3 categories of on-site provision, access interface with the external networks and onward accessibility to services and facilities. Accessibility and accessibility enhancements are provided in respect of walking, cycling, bus, rail and sustainable car modes of travel, through infrastructure, funding and the implementation of a Travel Plan.

#### **Online Accessibility**

- 4.2.28 A final point to make on accessibility relates to the increasing and very significant trend to access services, facilities, work and maintain social contact on-line. Many people choose to work from home and access facilities such as shopping, medical appointments, chemist prescriptions, news, literature, entertainment (such as movies) and social interactions on-line.
- 4.2.29 That has significantly reduced the need to travel and the potential for isolation.
- 4.2.30 As a modern development, the homes will feature modern broadband connectivity.
- 4.2.31 **HTASoC Appendix 9** presents statistics gleaned on the subject.
- 4.2.32 Physical accessibility to services and facilities (particularly the workplace) is important, but being able to have on-line access to most aspects of life, where travel was traditionally necessary, has significantly reduced isolation.
- 4.2.33 On-line access presents a great accessibility benefit and a further accessibility choice. In a vision-led planning system and with Government and Local Authority strategies seeking to reduce vehicular travel, that trend is likely to increase.

### **4.3 Sustainable Pattern of Development**

---

- 4.3.1 The reason for refusal refers to sustainable patterns of development. Considerations of what constitutes sustainable development often recognize that there are 3 strands, social, economic and environmental. The matters of traffic and sustainable travel are directly related to the

environmental strand but are also linked to the social strand. I do not comment on the economic strand other than to observe that the site is located in a populous and prosperous part of county and that the applicants, in promoting the proposals will have satisfied themselves on the question of economic viability. Objectors have noted the limited services available in Langho and the additional spending which the development would bring would surely enhance the viability of those existing businesses.

- 4.3.2 The sustainable travel opportunities, infrastructure enhancements and funding to promote public transport and Travel Plan implementation address the travel related criteria of sustainable development under the environmental strand.
- 4.3.3 Travel and access to services and facilities can also be linked to the social strand of sustainability. The site is located adjacent to other houses, close to the village centre and in an area which has good connections to a number of villages and significantly large towns. Those towns and villages offer significant services and facilities, (including rail services) and a significant number of workplaces, all well within an acceptable commuting travel distance. Bus services pass the site and the pedestrian survey shows that the A59 is frequented by walkers and joggers.
- 4.3.4 The residents of the site will have access to modern broadband and telecommunication connections and the social engagements which those offer. It would be unthinkable that residents of the proposed site would regard their situation as being isolated or locationally unsustainable from a social perspective. To the contrary – the site lies within an easy bus ride or train trip to major centres of employment and higher order centres. For example, Clitheroe is 20 minutes away by bus, with the employment at Barrow being around 10 minutes. Bae Salmsbury, a major local employer and the heart of a designated Enterprise Zone lies 10 minutes by bus to the West, and is slated to be the future National Anti-Cybercrime Centre.

## 4.4 Summary

---

- 4.4.1 My main proof of evidence will demonstrate that in respect of the highways and transport aspects of development, the proposals are suitably accessible and comply with policy.
- 4.4.2 No development provides accessibility by every mode to every resident to every facility in every direction. Para 117.b recommends that proposals should address needs of people with reduced mobility in relation to all modes of travel. The proposals will provide adequate parking for those mobility impaired residents who drive. They provide a Toucan crossing to assist crossing the A59, new Quality Bus stops on A59, 2 upgraded on Whalley Road, new cycle facilities, new pedestrian / cycle access and improvements to the A59 footways which lead via Northcote Road to Langho.
- 4.4.3 The proposed site layout, the connections to the adjacent network and the opportunities for onward travel to services and facilities, all present realistic choices of sustainable travel modes. The proposals deliver infrastructure and funding to promote safe and suitable access, active travel, public transport and travel planning.
- 4.4.4 The proposals satisfy the travel related components of sustainable development.
- 4.4.5 The proposals comply with local and national policy and guidance. The due weight which local policy requires should be given to the beneficial transportation aspects of the proposals in the planning balance was not in fact, given.

## 5.0 Summary and Conclusion

### 5.1 Summary

- 5.1.1 In approaching this project, in relation to highways, traffic, transportation and accessibility issues, I have :
- Checked the transportation work submitted alongside the application;
  - Undertaken further investigations and updates to data;
  - Found that the previous work which supported the application is sound and robust;
  - Reviewed the Officer Report to Committee and its findings;
  - Reviewed the points made by objectors to the application;
  - Reviewed the proposals against the requirements of local policy and the NPPF.
  - Considered the attributes of the proposals in terms of Sustainable development and accessibility.
- 5.1.2 I have also noted that the HA were in agreement with the original work and do not object to the proposals;
- 5.1.3 The Case Officer Report to Committee (para 5.6.7 and 5.6.8) cites concerns over the accessibility and connectivity of the site and the lack of an accessible route to the train station, concluding that the matter of sustainability of the proposals has not been addressed.
- 5.1.4 My investigations have found that traffic volumes, trip generations and traffic speeds are all slightly lower than forecast in the HF work. This is further evidence that the HF work was robust and reinforces the views of the HA, who raise no objection.
- 5.1.5 I have demonstrated that residents of the site will enjoy a good choice of sustainable travel options, providing accessibility to facilities. Moreover, key facilities and services are ever more frequently accessed on-line. Both aspects combine to ensure that residents will not be reliant on the private car. I have also given examples to show how even when residents do use the private car, many types of car trips count as sustainable travel. It is incorrect to cite reliance on the private car and that such reliance would somehow render the development unsustainable.
- 5.1.6 No development can fix every accessibility shortcoming across the wider area, but the proposals are vision led, delivering development which is future ready to integrate with wider initiatives and strategies.
- 5.1.7 The proposals are not contrary to the cited local policies, nor to the NPPF, in fact they comply with, and positively deliver the requirements of those policies
- 5.1.8 Had proper weight been given to the many positive aspects of the proposals, as required by policy DMG3, that could only have served to affect the planning balance positively in favour of the proposals.

## 5.2 Conclusions

---

- 5.2.1 Prior to completing my main Proof of Evidence, the evidence so far supports the following conclusions:
- The proposals have a safe and suitable access for all modes of travel.
  - The site is in a rural location and so reduced opportunities for sustainable accessibility should be taken into account when planning decisions are made. In fact the site offers good accessibility both on site, connecting to adjacent networks and via sustainable travel modes to a significant number of facilities, services and towns.
  - The proposals will not have any significant traffic impacts on the local highway network.
  - The residual cumulative impacts on the road network will not be severe.
  - The transport and highways aspects of the proposals support sustainable development and promote and prioritise sustainable travel
  - The proposals comply with local and national policy and guidance.
- 5.2.2 The development proposals should be considered to be acceptable in highways, traffic and transportation terms.

**Appendices**

**HTASoC Appendix 1: Hydrock Fore Transport Assessment - Figures 9 & 10**

---

Key:

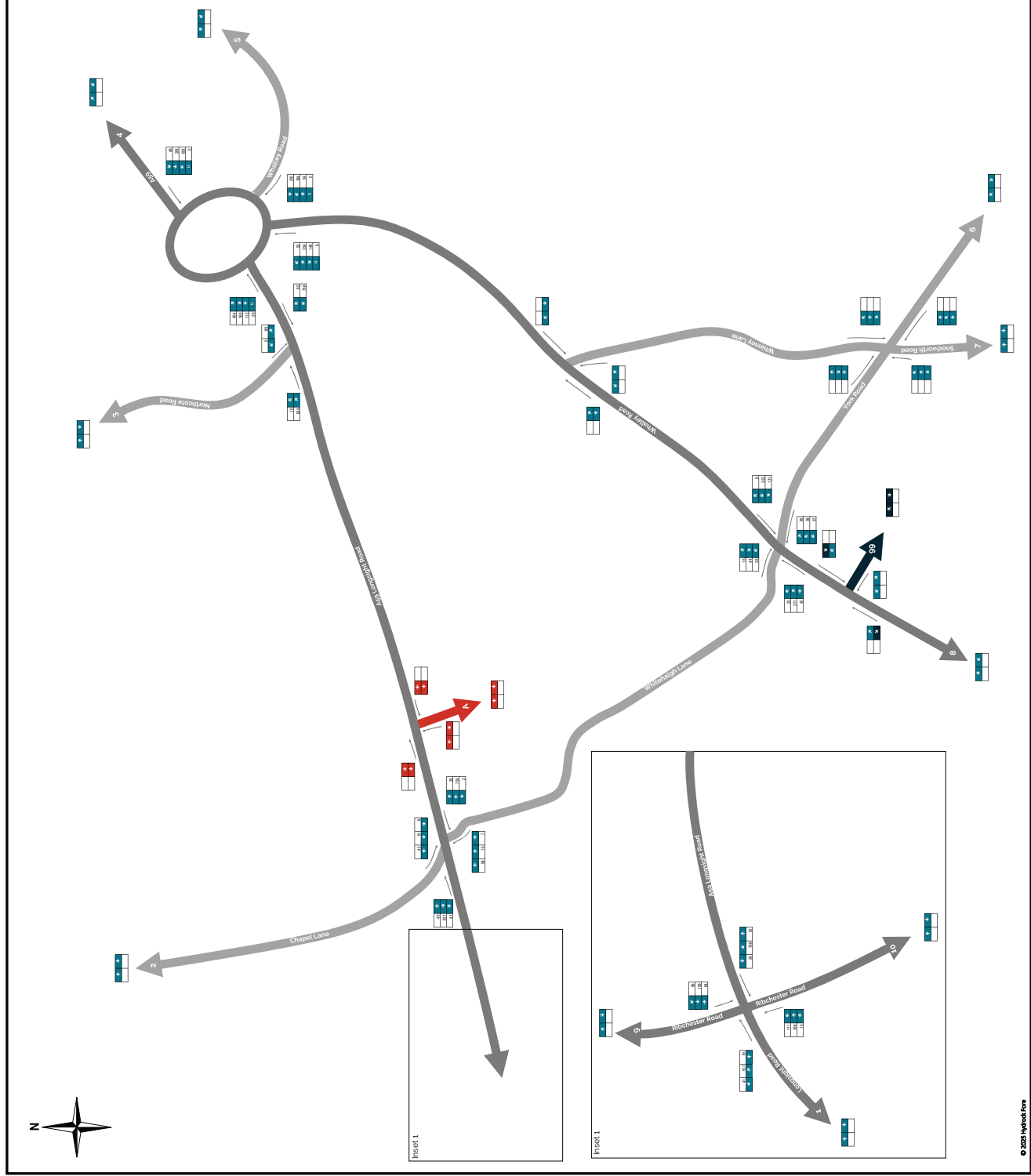
- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution



**Hydrock Fore**  
 Riverside West  
 Whitnash Lane  
 L51 4AW  
 44 (0) 153 953 2700  
 info@hydrockfore.com

Client: Hallam Land Management Limited  
 Project: Land south of Longsight Road, Langho  
 Figure Title: 2024 Base Traffic Flows - AM Peak  
 Scale: Not to scale  
 Figure Status: Issue  
 Job Number: 4094  
 Figure 9



Key:

- Primary Road
- Secondary Road
- Site Access
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads)

Note: The number in each arrowhead relates to the route reference used in the Trip Distribution



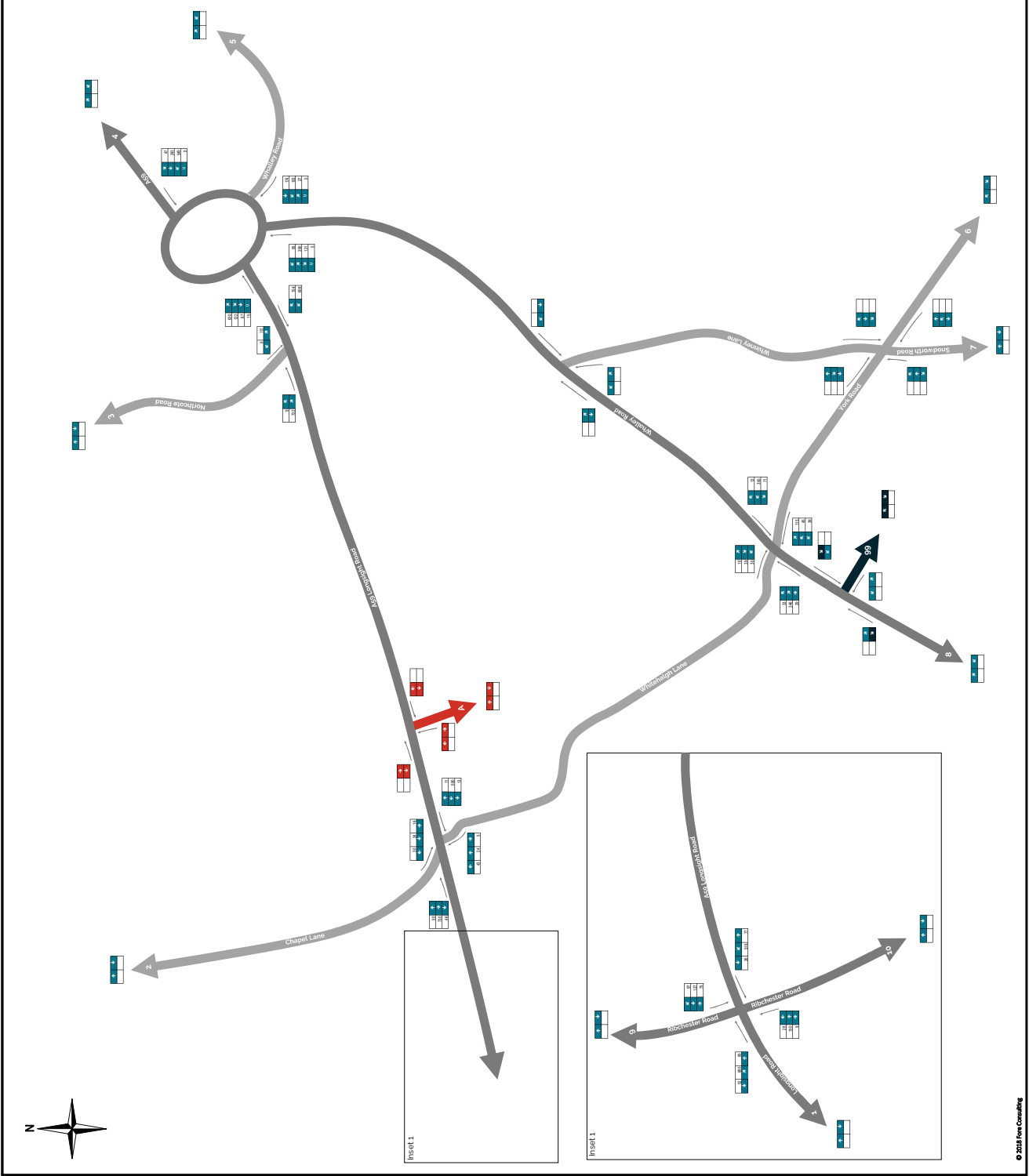
Hydrock Fore  
 Riverside West  
 Whitnash Lane  
 L51 4AW  
 44 (0) 153 953 2700  
 info@hydrockfore.com

Client: Hallam Land Management Limited

Project: Land south of Longsight Road, Langho

Figure Title: 2024 Base Traffic Flows - PM Peak

Scale: Not to scale  
 Figure Status: Issue  
 Job Number: Figure 10  
 4094



**HTASoC Appendix 2: September 2025 Traffic Count Raw Data**

---

**Langho ATC, A59 Longsight Lane**  
Produced by Road Data Services Ltd.

Channel 1 - Westbound

04/09/2025 HR Ending	Vehicle Classes														TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	13	
1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	20
2	6	7	0	0	1	0	0	0	1	0	2	0	0	0	17
3	11	2	0	0	0	0	0	2	0	1	0	0	0	16	
4	7	6	0	0	2	0	1	0	0	0	3	0	0	20	
5	27	6	1	0	0	0	0	1	0	2	0	0	0	40	
6	75	14	2	0	0	0	0	1	3	1	5	0	0	102	
7	329	37	5	2	2	0	0	1	4	0	7	3	0	390	
8	676	69	2	2	4	0	0	0	1	5	0	2	0	748	
9	523	66	2	2	0	0	0	1	5	0	2	0	0	617	
10	364	66	0	2	5	0	0	3	0	5	0	7	0	457	
11	360	63	0	1	7	0	0	2	3	4	0	7	0	454	
12	314	62	1	1	7	0	0	1	4	0	6	5	0	400	
13	389	58	0	2	5	0	0	2	1	10	0	4	0	445	
14	300	73	4	1	23	0	0	3	5	0	9	7	0	425	
15	364	62	1	2	6	0	1	0	1	11	0	8	5	460	
16	444	89	1	0	1	0	1	4	0	4	0	6	6	556	
17	531	49	0	2	5	0	1	3	2	0	6	3	0	602	
18	451	54	0	2	0	1	1	2	0	1	2	0	0	514	
19	311	27	0	0	3	0	0	0	4	0	3	2	0	390	
20	250	22	0	0	1	0	0	2	1	0	2	3	0	281	
21	158	10	1	0	1	0	0	0	2	0	0	1	0	173	
22	133	7	0	0	3	0	0	0	1	0	4	2	0	150	
23	75	16	1	0	0	0	0	0	1	0	0	1	0	94	
24	30	1	0	0	0	0	0	0	2	0	3	0	0	36	

**Langho ATC, A59 Longsight Lane**  
Produced by Road Data Services Ltd.

Channel 1 - Westbound

04/09/2025 HR Ending	Vehicle Speeds (MPH)														TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+			
1	0	0	0	0	0	4	8	5	1	1	0	0	0	20	
2	0	0	0	0	4	1	3	5	3	2	0	0	0	17	
3	0	0	0	0	0	3	5	3	3	1	0	0	0	16	
4	1	1	0	1	2	4	4	6	0	0	0	0	0	20	
5	0	0	0	0	0	9	12	12	3	3	0	0	0	40	
6	0	0	0	0	6	26	36	17	12	5	0	0	0	102	
7	0	0	0	8	26	107	129	83	29	8	0	0	0	390	
8	0	0	2	32	126	276	235	69	15	3	0	0	0	748	
9	0	2	10	63	237	162	60	19	2	0	0	0	0	617	
10	0	7	14	99	208	126	43	6	1	0	0	0	0	457	
11	0	7	13	73	223	105	27	1	1	0	0	0	0	454	
12	0	0	0	2	57	186	116	29	7	1	0	0	0	400	
13	0	2	13	11	64	193	128	29	3	2	0	0	0	445	
14	0	2	5	12	97	174	107	24	0	4	0	0	0	425	
15	0	1	3	13	70	188	141	42	1	1	0	0	0	460	
16	0	2	17	32	72	219	150	47	16	1	0	0	0	556	
17	0	4	24	20	84	202	183	72	12	1	0	0	0	602	
18	0	0	1	4	24	164	220	85	14	1	1	0	0	514	
19	0	2	1	4	15	79	153	81	10	5	0	0	0	350	
20	0	0	1	1	19	88	101	52	15	4	0	0	0	281	
21	0	0	1	2	16	52	26	14	8	2	0	0	0	173	
22	0	0	0	2	20	42	40	28	16	2	0	0	0	150	
23	0	0	0	3	12	31	21	21	6	0	0	0	0	94	
24	0	0	0	0	2	2	14	5	3	3	0	0	1	36	

7-19	0	17	75	167	804	2411	1628	608	104	23	1	0	0	6038
6-22	0	18	76	180	885	2700	2150	797	178	45	3	0	0	7032
6-24	0	19	76	183	898	2739	2185	823	187	48	3	1	0	7162
0-24	1	19	76	184	913	2786	2253	871	209	61	3	1	0	7377

Channel 2 - Eastbound

04/09/2025 HR Ending	Vehicle Classes														TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	13	
1	17	4	0	0	1	0	0	0	0	0	1	1	0	0	24
2	8	4	0	0	1	0	0	0	1	0	1	0	0	0	15
3	5	2	0	0	1	1	0	0	0	0	0	0	0	9	
4	7	5	0	0	0	0	0	1	0	0	1	0	0	14	
5	15	5	0	0	1	0	0	0	8	0	3	1	0	33	
6	53	20	1	0	3	0	0	1	6	0	4	0	0	88	
7	146	45	1	1	3	0	1	0	5	0	4	6	0	212	
8	393	80	2	3	2	0	2	0	7	0	2	6	0	497	
9	492	97	1	2	8	0	0	2	12	0	3	10	0	627	
10	346	77	3	1	6	0	0	1	13	0	7	9	0	463	
11	331	79	3	1	10	0	0	3	1	4	0	6	8	445	
12	343	56	0	1	8	0	0	2	0	6	0	7	0	434	
13	340	53	2	1	8	0	0	0	9	0	4	7	0	428	
14	329	67	2	0	6	0	0	3	0	7	0	6	4	424	
15	342	69	1	1	3	0	2	1	9	0	5	9	0	442	
16	502	71	3	0	5	0	1	1	5	0	2	2	0	592	
17	548	57	1	0	1	0	1	1	2	0	4	1	0	616	
18	588	59	1	1	2	0	0	1	2	0	4	2	0	660	
19	514	52	0	1	5	0	0	1	2	1	2	3	0	582	
20	293	22	0	1	2	0	0	0	1	0	2	1	0	322	
21	183	19	0	1	2	0	0	0	3	0	2	0	0	208	
22	113	10	0	0	0	0	1	0	3	0	0	0	0	127	
23	85	7	0	0	0	0	0	0	6	0	0	0	0	99	
24	28	1	0	0	1	0	0	0	2	0	3	2	0	37	

7-19	5068	819	19	11	64	0	0	22	9	78	1	52	67	0	6210
6-22	5803	915	20	13	70	0	0	24	9	80	1	60	74	0	7079
6-24	5916	923	20	13	72	0	0	24	9	84	1	63	76	0	7215
0-24	6021	963	21	13	79	1	1	24	10	114	1	72	79	0	7398

Channel 2 - Eastbound

04/09/2025 HR Ending	Vehicle Speeds (MPH)														TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+			
1	0	0	0	0	0	3	6	6	2	3	0	0	0	24	
2	0	0	0	1	1	0	3	2	4	0	0	0	0	15	
3	0	0	0	1	1	1	3	2	1	0	1	0	0	9	
4	0	1	0	1	0	1	6	3	2	0	0	0	0	14	
5	0	0	0	1	1	3	9	9	2	0	0	0	0	33	
6	0	0	0	0	4	19	34	19	9	3	0	0	0	88	
7	0	0	0	0	11	49	90	42	14	6	0	0	0	212	
8	0	0	0	6	27	201	196	47	19	1	0	0	0	497	
9	1	13	21	10	75	259	200	38	7	3	0	0	0	627	
10	0	1	6	20	105	166	124	33	8	0	0	0	0	463	
11	0	0	3	40	110	189	89	11	2	1	0	0	0	445	
12	0	5	24	35	71	139	123	30	5	1	1	0	0	434	
13	0	2	2	5	63	133	158	50	13	2	0	0	0	428	
14	0	2	7	17	73	169	117	30	8	1	0	0	0	424	
15	0	0	0	3	7	206	125	28	7	2	0	0	0	442	
16	0	1	0	25	77	254	174	62	6	3	0	0	0	592	
17	0	13	8	53	235	204	87	14	2	0	0	0	0	616	
18	0	4	13	22	61	176	244	104	23	12	0	1	0	660	
19	0	2	1	9	58	158	217	97	31	9	0	0	0	582	
20	0	2	3	5	10	52	122	66	28	10	3	1	0	322	
21	0	0	0	1	20	34	76	53	18	6	0	0	0	208	
22	0	1	0	0	10	18	45	36	10	6	0	1	0	127	
23	0	0	0	0	6	18	31	20	14	8	2	0	0	99	
24	0	0	0	0	3	3	13	10	3	5	0	0	0	37	

7-19	1	30	90	200	844	2285	1971	607	143	3
------	---	----	----	-----	-----	------	------	-----	-----	---

Channel 1 - Westbound

05/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	30	3	0	0	0	0	0	0	0	1	3	1	0	98
2	7	4	0	0	1	0	0	0	3	0	2	0	0	17
3	11	2	0	0	0	0	0	0	1	0	3	0	0	18
4	5	3	0	0	3	0	1	0	1	0	3	0	0	16
5	40	3	1	1	1	0	0	1	0	0	6	0	0	53
6	64	13	1	1	0	0	1	0	8	0	2	1	0	88
7	270	33	0	2	0	0	1	5	0	0	6	5	0	322
8	509	62	2	3	2	0	0	1	3	0	4	5	0	593
9	815	64	1	3	4	0	0	1	3	0	8	5	0	836
10	412	66	0	3	3	0	2	5	0	5	10	0	0	532
11	434	59	2	2	4	0	9	0	0	10	6	0	0	527
12	412	72	4	1	6	0	7	0	8	0	5	6	0	521
13	409	60	4	2	5	0	2	1	8	0	7	6	0	497
14	476	56	3	7	1	3	1	15	0	7	6	0	0	580
15	517	96	2	0	6	0	2	1	7	0	5	8	0	646
16	545	79	1	0	7	0	3	1	5	0	3	7	0	651
17	628	54	0	0	2	0	1	2	0	1	4	0	0	693
18	531	49	0	0	1	0	0	2	2	0	3	2	0	590
19	389	39	1	1	0	0	0	1	0	0	4	0	0	435
20	259	28	0	0	1	0	0	0	2	0	3	2	0	295
21	175	19	0	0	1	0	0	0	0	0	3	0	0	196
22	159	12	0	0	4	0	0	0	2	0	1	0	0	178
23	112	18	0	0	3	1	0	0	1	0	0	1	0	136
24	63	6	0	0	1	0	0	0	0	0	2	0	0	74

Channel 1 - Westbound

05/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	1	8	12	7	5	3	0	0	38	
2	0	0	0	0	0	4	6	6	3	1	0	0	17	
3	0	0	0	0	0	4	4	4	3	1	0	0	18	
4	0	0	0	0	2	4	3	4	2	1	0	0	16	
5	0	0	0	2	4	13	6	4	3	0	0	0	53	
6	0	0	0	2	4	14	25	23	10	10	0	0	88	
7	0	0	0	2	25	97	104	63	28	3	2	0	322	
8	0	0	0	2	50	200	244	78	13	2	0	0	593	
9	0	11	8	4	20	122	216	49	10	2	0	0	698	
10	0	4	4	14	139	211	134	31	6	1	0	0	532	
11	0	3	8	10	16	208	133	21	1	0	0	0	527	
12	0	16	16	10	16	196	141	27	6	1	0	0	497	
13	0	1	17	23	85	268	179	44	7	2	0	0	580	
14	0	3	6	5	66	250	219	67	16	0	0	0	646	
15	0	1	5	3	85	286	217	38	5	3	0	0	651	
16	0	0	0	4	118	312	222	74	9	2	0	0	693	
17	0	1	2	9	87	202	200	71	16	1	0	0	590	
18	0	0	6	7	144	151	66	22	6	0	0	0	435	
19	0	0	0	2	33	97	96	48	14	4	0	1	295	
20	0	0	0	2	43	57	48	18	12	4	0	0	196	
21	0	0	3	11	43	67	57	20	7	1	0	0	178	
22	0	2	0	4	20	67	57	20	22	9	2	0	136	
23	0	0	0	3	27	43	30	22	9	2	0	0	136	
24	0	0	0	0	9	24	13	16	6	5	1	0	74	

7-19	5777	780	22	20	47	1	28	13	63	0	53	67	0	6871
6-22	6540	672	22	22	53	1	28	14	72	0	63	76	0	7862
6-24	6816	686	22	22	57	2	28	15	73	0	65	76	0	8072
0-24	6972	924	24	24	63	2	31	15	84	1	84	78	0	8302

Channel 2 - Eastbound

05/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	4	0	0	0	0	0	0	0	0	1	0	0	21
2	7	1	0	0	0	0	0	0	1	0	1	1	0	11
3	9	2	0	0	0	0	0	0	1	0	1	0	0	14
4	8	2	0	0	0	0	0	0	0	1	2	0	0	13
5	19	5	0	0	4	0	0	0	4	0	2	0	0	34
6	61	18	3	0	3	0	0	0	10	0	2	0	0	88
7	173	47	1	0	3	0	0	0	1	0	5	1	0	231
8	344	89	4	1	6	0	2	1	7	0	9	9	0	472
9	511	110	2	2	1	0	1	1	7	0	3	8	0	646
10	394	77	3	1	4	0	0	0	6	0	8	3	0	496
11	389	62	0	0	3	0	0	1	8	0	2	10	0	475
12	397	73	4	1	2	0	1	2	8	0	9	3	0	500
13	502	70	4	1	2	0	0	7	10	0	5	4	0	605
14	473	77	3	2	3	0	2	0	6	0	7	5	0	580
15	483	80	1	0	6	0	4	1	7	0	9	5	0	594
16	494	72	2	0	1	0	1	1	3	0	8	3	0	585
17	567	51	0	0	6	0	1	0	3	1	5	2	0	636
18	503	60	0	1	2	0	1	0	0	4	5	0	0	576
19	381	45	1	0	0	0	1	1	2	0	6	2	0	439
20	338	36	0	0	4	0	0	1	0	3	0	2	0	384
21	225	11	0	0	1	0	1	0	1	0	1	0	0	240
22	136	8	0	0	0	0	0	0	4	0	0	0	0	148
23	99	11	0	0	0	0	0	0	2	0	2	1	0	115
24	61	7	0	0	0	0	0	0	0	0	1	1	0	70

7-19	5438	866	24	9	36	0	21	8	67	1	75	59	0	6604
6-22	6310	968	25	9	44	0	23	8	76	1	83	60	0	7607
6-24	6470	985	25	9	44	0	23	8	78	1	86	63	0	7792
0-24	6590	1018	28	9	51	0	23	8	84	1	93	68	0	7883

Channel 2 - Eastbound

05/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	0	1	6	4	5	1	2	0	21	
2	0	0	0	0	0	1	5	1	1	2	0	0	11	
3	0	0	0	0	0	0	4	2	6	0	1	1	14	
4	0	0	0	0	0	0	6	2	3	1	0	0	13	
5	0	0	0	0	1	0	5	17	10	0	1	0	34	
6	0	0	0	0	1	13	40	25	11	7	1	0	98	
7	0	0	0	1	9	32	77	64	34	12	1	0	231	
8	0	0	1	30	153	190	82	12	3	1	0	0	472	
9	0	16	23	19	77	243	213	47	6	2	0	0	646	
10	0	2	49	4	61	174	168	26	9	3	0	0	496	
11	0	2	0	3	56	216	162	32	3	1	0	0	475	
12	0	1	6	22	75	214	136	35	8	3	0	0	500	
13	0	1	1	9	100	232	208	46	3	5	0	0	605	
14	0	1	2	1	56	216	229	68	7	0	0	0	580	
15	0	0	3	10	63	289	175	47	6	1	0	0	594	
16	0	2	0	12	61	192	219	82	12	3	2	0	585	
17	0	3	19	8	108	229	211	43	11	4	0	0	636	
18	0	1	0	6	43	192	221	89	20	2	1	0	576	
19	0	0	3	5	116	169	93	17	2	1	0	0	439	
20	0	1	0	0	16	110	176	61	10	9	0	0	384	
21	0	1	0	3	33	87	64	36	9	7	0	0	240	
22	0	1	0	6	21	28	43	33	11	4	1	0	148	
23	0	0	0	16	20	36	26	11	6	0	0	0	115	
24	0	0	0	3	13	13	19	16	13	4	1	0	70	

7-19	6004	2301	690	114	29	5	5	1	29	5	5	1	6604
6-22	6861	2661	894	178	61	8	2	1	78	61	8	2	7607
6-24	6962	2756	938	202	71	9	2	1	81	71	9	2	7792
0-24	7083	2782	977	238	82	14	3	3	82	82	14	3	7883

Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Channel 1 - Westbound

06/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	47	1	0	0	0	0	0	0	0	0	0	0	0	49
2	13	3	0	0	0	0	0	0	0	0	0	0	0	17
3	12	2	0	0	0	0	0	0	0	0	0	0	0	14
4	11	2	0	0	0	0	0	0	0	0	0	0	0	16
5	25	3	1	0	0	0	0	0	0	0	0	0	0	31
6	46	11	0	0	0	0	0	0	0	0	0	0	0	70
7	94	17	0	0	0	0	0	0	0	0	0	0	0	117
8	175	27	1	0	0	0	0	0	0	0	0	0	0	210
9	235	57	1	0	0	0	0	0	0	0	0	0	0	300
10	339	98	2	0	0	0	0	0	0	0	0	0	0	440
11	472	141	0	0	0	0	0	0	0	0	0	0	0	613
12	508	153	0	0	0	0	0	0	0	0	0	0	0	661
13	510	157	0	0	0	0	0	0	0	0	0	0	0	667
14	501	155	1	0	0	0	0	0	0	0	0	0	0	654
15	472	155	1	2	0	0	0	0	0	0	0	0	0	630
16	495	162	0	1	0	0	0	0	0	0	0	0	0	658
17	493	168	0	1	0	0	0	0	0	0	0	0	0	642
18	373	27	0	0	0	0	0	0	0	0	0	0	0	403
19	359	96	0	0	0	0	0	0	0	0	0	0	0	398
20	259	20	0	0	0	0	0	0	0	0	0	0	0	286
21	201	11	0	0	0	0	0	0	0	0	0	0	0	213
22	149	11	0	0	0	0	0	0	0	0	0	0	0	161
23	100	6	0	0	0	0	0	0	0	0	0	0	0	108
24	97	1	0	0	0	0	0	0	0	0	0	0	0	99

Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Channel 1 - Westbound

06/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	1	0	3	12	16	6	6	4	0	0	49	
2	0	0	0	0	2	3	5	4	2	0	0	0	17	
3	0	0	0	0	0	4	5	3	4	0	0	0	17	
4	0	0	0	0	2	4	3	4	1	2	0	0	16	
5	0	0	0	0	4	4	5	12	6	2	0	0	31	
6	0	0	0	0	4	21	23	14	4	0	0	0	70	
7	0	0	0	0	7	14	16	39	6	5	4	0	117	
8	0	0	5	2	23	41	86	36	15	4	0	0	210	
9	0	2	3	2	11	26	145	101	45	14	4	0	360	
10	0	0	0	1	26	69	232	131	58	18	1	0	594	
11	0	0	0	2	60	271	151	43	9	2	0	0	531	
12	0	0	0	0	14	65	198	96	61	13	0	0	558	
13	1	2	10	5	67	219	193	54	8	6	1	0	561	
14	0	0	0	2	58	221	168	36	15	7	2	0	510	
15	0	0	14	10	49	178	199	70	17	3	2	0	542	
16	0	0	0	4	40	198	198	61	13	2	0	0	517	
17	0	0	0	5	35	129	154	62	15	3	0	0	403	
18	0	0	0	6	24	135	158	54	16	2	1	0	388	
19	0	0	0	10	88	94	70	20	3	0	0	0	286	
20	0	0	0	25	90	59	32	4	3	0	0	0	213	
21	0	0	0	4	22	54	42	18	16	5	0	0	161	
22	0	0	0	1	8	34	29	20	13	3	0	0	108	
23	0	0	0	1	10	27	29	20	6	6	0	0	99	

Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

06/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	34	1	0	0	0	0	0	0	0	0	0	0	0	42
2	19	4	0	0	0	0	0	0	0	0	0	0	0	25
3	18	1	0	0	0	0	0	0	0	0	0	0	0	20
4	12	1	0	0	0	0	0	0	0	0	0	0	0	14
5	13	6	0	1	2	0	0	0	3	0	4	0	0	29
6	33	6	1	0	0	0	0	0	4	0	2	0	0	46
7	70	19	2	1	3	0	0	0	0	0	3	2	0	100
8	149	38	1	0	1	0	0	0	6	0	4	2	0	201
9	279	45	2	1	11	0	0	0	1	0	6	2	0	349
10	394	45	1	2	12	0	0	0	3	0	4	4	0	466
11	470	41	2	1	3	0	0	0	5	0	6	3	0	534
12	527	46	1	0	0	0	0	0	2	0	3	0	0	583
13	486	46	1	0	0	0	0	0	0	0	2	1	0	540
14	448	32	0	2	0	0	0	0	0	0	2	0	0	487
15	388	44	2	0	0	0	0	0	0	0	2	0	0	441
16	421	42	1	0	0	0	0	0	0	0	1	0	0	469
17	358	32	1	0	0	0	0	0	0	0	1	0	0	395
18	414	29	0	0	0	0	0	0	0	0	1	0	0	447
19	316	23	0	0	0	0	0	0	0	0	0	0	0	343
20	260	19	0	0	0	0	0	0	0	0	0	0	0	279
21	179	15	0	0	0	0	0	0	0	0	0	0	0	196
22	136	11	0	0	0	0	0	0	0	0	0	0	0	149
23	110	13	0	0	0	0	0	0	0	0	0	0	0	124
24	99	10	0	1	1	0	0	0	0	0	0	0	0	113

Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

06/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	0	0	0	0	0	0	0	0	42	
2	0	0	0	0	0	0	0	0	0	0	0	0	25	
3	0	0	0	0	1	4	1	4	5	4	0	0	20	
4	0	0	0	0	0	0	0	0	4	0	0	0	14	
5	0	0	0	0	0	0	0	10	13	5	1	0	29	
6	0	0	0	0	0	0	0	2	22	11	8	0	46	
7	0	0	0	0	1	10	34	34	13	8	0	0	100	
8	0	0	1	3	5	22	84	40	32	12	1	0	201	
9	0	0	0	4	20	177	185	51	20	7	0	0	349	
10	0	0	0	4	48	248	194	30	8	2	0	0	466	
11	0	0	0	8	60	249	194	63	5	2	0	0	583	
12	0	0	0	7	18	8	212	181	39	13	2	0	540	
13	0	0	0	7	55	177	176	53	14	3	1	0	487	
14	0	0	0	7	28	163	158	57	6	1	0	0	441	
15	0	0	0	17	21	20	147	161	41	20	4	0	469	
16	0	0	0	10	10	147	153	59	14	1	0	0	395	
17	0	0	0	5	84	123	160	63	20	7	0	0	447	
18	0	0	0	3	84	145	145	73	28	6	2	0	343	
19	0	0	0	3	86	84	61	19	4	1	0	0	279	
20	0	0	0	5	52	69	30	8	4	1	0	0	196	
21	0	0	0	6	15	53	40	20	9	5	0	0	149	
22	0	0	0	2	7	33	37	26	14	3	2	0	124	
23	0	0	0	5	28	34	26	14	4	4	1	0	113	

Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

06/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	0	0	0	0	0	0	0	0	42	
2	0	0	0	0	0	0	0	0	0	0	0	0	25	
3	0	0	0	0	1	4	1	4	5	4	0	0	20	
4	0	0	0	0	0	0	0	0	4	0	0	0	14	
5	0	0	0	0	0	0	0	10	13	5	1	0	29	
6	0	0	0	0	0	0	0	2	22	11	8	0	46	
7	0	0	0	0	1	10	34	34	13	8	0	0	100	
8	0	0	1	3	5	22	84	40	32	12	1	0	201	
9	0	0	0	4	20	177	185	51	20	7	0	0	349	
10	0	0	0	4	48	248	194	30	8	2	0	0	466	
11	0	0	0	8	60	249	194	63	5	2	0	0	583	
12	0	0	0	7	18	8	212	181	39	13	2	0	540	
13	0	0	0	7	55	177	176	53	14	3	1	0	487	
14	0	0	0	7	28	163	158	57	6	1	0	0	441	
15	0	0	0	17	21	20	147	161	41	20	4	0	469	
16	0	0	0	10	10	147	153	59	14	1	0	0	395	
17	0	0	0	5	84	123</								

### Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

### Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

07/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	59	3	0	0	0	0	0	0	0	0	0	0	0	62
2	27	3	0	0	0	0	0	0	0	0	0	0	0	31
3	14	0	0	0	0	0	0	0	0	0	0	0	0	15
4	16	0	0	1	0	0	0	0	0	0	0	0	0	17
5	15	3	0	0	0	0	0	0	0	0	1	0	0	21
6	29	1	0	1	0	0	0	0	0	0	2	0	0	36
7	60	6	1	1	0	0	0	0	2	0	2	0	0	72
8	110	7	0	2	0	0	0	0	1	3	2	0	0	133
9	188	16	0	2	0	0	0	0	4	0	3	0	0	214
10	384	38	0	0	2	0	5	1	1	0	3	1	0	435
11	542	38	0	1	2	0	4	0	0	1	2	0	0	590
12	543	36	0	3	0	0	6	1	1	0	1	0	0	591
13	528	51	0	0	2	0	1	1	0	0	2	0	0	594
14	472	39	1	0	2	0	1	1	0	2	0	0	0	518
15	437	25	0	0	2	0	3	0	2	0	0	0	0	489
16	379	27	0	0	1	0	2	0	0	0	0	3	0	412
17	369	25	0	0	2	0	1	0	0	1	1	0	0	399
18	349	21	0	0	1	0	2	0	0	0	1	0	0	374
19	290	16	0	0	0	0	0	0	0	0	1	0	0	307
20	180	16	0	0	0	0	0	0	0	0	1	0	0	197
21	128	9	0	0	1	0	0	0	0	0	0	0	0	139
22	77	2	0	0	1	0	0	0	0	0	0	0	0	80
23	40	4	1	0	0	0	0	0	1	0	0	0	0	47
24	18	2	0	0	0	0	0	0	0	0	0	0	0	20

Channel 1 - Westbound

07/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	3	5	16	17	11	8	2	0	0	62
2	0	0	0	1	3	3	4	5	4	2	0	0	0	31
3	0	0	0	0	0	3	4	3	2	2	0	0	0	15
4	0	0	0	1	2	1	4	5	3	1	0	0	0	17
5	0	0	0	0	2	5	5	5	3	2	0	0	0	21
6	0	0	0	1	0	9	12	5	6	2	0	0	0	35
7	0	0	0	0	2	17	24	18	5	5	1	0	0	73
8	0	0	0	0	12	22	32	30	12	5	0	0	0	133
9	0	0	3	0	13	22	32	30	12	5	0	0	0	214
10	0	0	0	10	13	16	14	9	14	4	0	0	0	435
11	0	0	0	10	13	16	14	9	14	4	0	0	0	590
12	0	0	0	9	13	17	13	10	6	2	0	0	0	591
13	0	0	2	16	10	17	13	10	6	2	0	0	0	594
14	0	3	4	12	11	17	13	10	6	2	0	0	0	518
15	4	21	25	18	10	17	13	10	6	2	0	0	0	489
16	0	0	2	12	6	16	13	10	6	2	0	0	0	412
17	0	1	1	3	32	14	16	13	10	6	2	0	0	399
18	0	2	1	8	26	13	12	12	5	1	0	0	0	374
19	0	0	0	2	16	9	9	7	2	4	0	0	0	307
20	0	0	0	2	28	5	5	4	9	5	0	0	0	197
21	0	1	0	3	9	5	4	3	2	5	0	0	0	139
22	0	0	0	0	9	2	2	1	6	2	0	0	0	80
23	0	0	0	0	4	9	17	5	9	3	0	0	0	47
24	0	0	0	0	0	6	2	3	8	1	0	0	0	20

Channel 2 - Eastbound

07/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	59	4	0	0	0	0	0	0	0	0	0	0	0	64
2	40	3	0	0	0	0	0	0	0	0	0	0	0	43
3	15	3	0	0	1	0	0	0	0	0	0	0	0	19
4	13	3	0	0	0	0	0	0	0	0	0	0	0	16
5	15	0	0	0	0	0	0	1	0	0	0	0	0	17
6	20	6	0	0	0	0	0	0	3	1	2	0	0	32
7	45	11	0	0	0	0	0	0	1	0	1	0	0	58
8	89	10	0	0	6	0	0	0	2	0	3	0	0	110
9	163	31	1	0	1	0	0	0	0	1	1	0	0	198
10	263	30	1	0	0	3	0	0	0	1	1	0	0	299
11	425	33	1	0	1	0	3	0	1	0	2	0	0	466
12	446	53	0	0	0	4	0	0	0	2	0	0	0	506
13	516	40	1	0	1	0	5	0	3	0	0	0	0	566
14	469	24	2	0	2	0	2	0	1	0	0	0	0	503
15	394	40	1	0	1	0	2	0	1	0	0	0	0	440
16	388	38	1	2	1	0	1	0	0	0	1	0	0	433
17	413	34	2	0	1	0	1	0	0	0	0	0	0	451
18	310	24	0	0	1	0	0	0	0	0	3	0	0	338
19	234	18	0	0	0	0	1	0	0	0	0	1	0	254
20	238	17	0	0	3	0	1	0	0	0	0	0	0	260
21	171	14	0	0	0	0	0	0	0	0	1	0	0	186
22	108	8	0	0	0	0	1	0	0	0	0	0	0	118
23	50	6	0	0	0	0	0	0	1	0	0	0	0	57
24	29	1	0	0	0	0	0	0	0	0	0	0	0	32

Channel 2 - Eastbound

07/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	2	3	13	18	15	10	3	0	0	0	64
2	0	0	0	0	0	6	14	13	4	6	0	0	0	43
3	0	0	1	0	3	3	5	6	1	0	0	0	0	19
4	0	0	0	0	0	5	2	7	3	0	0	0	0	16
5	0	0	0	0	0	5	2	7	3	0	0	0	0	17
6	0	0	0	0	2	4	16	6	3	1	0	0	0	32
7	0	0	1	0	1	9	25	11	7	4	0	0	0	58
8	0	1	0	0	2	13	29	29	24	11	1	0	0	110
9	0	0	0	0	9	33	79	51	17	7	1	0	0	198
10	0	0	0	0	7	81	130	62	18	1	0	0	0	299
11	0	0	2	7	54	184	153	47	15	4	0	0	0	466
12	0	1	0	6	52	262	120	53	7	3	2	0	0	506
13	0	1	10	10	34	201	189	51	11	1	0	0	0	566
14	0	0	4	34	161	198	87	11	4	4	0	0	0	503
15	0	2	0	13	76	205	109	27	5	3	0	0	0	440
16	0	2	0	3	39	175	141	58	12	3	0	0	0	433
17	0	4	15	5	26	95	205	79	19	3	0	0	0	451
18	0	0	0	0	6	61	153	91	19	8	0	0	0	338
19	0	0	0	0	1	41	99	64	23	5	0	0	0	254
20	0	0	0	0	1	34	65	59	21	6	1	0	0	260
21	0	0	0	4	32	48	61	26	8	6	1	0	0	186
22	0	0	0	3	11	26	28	31	14	5	0	0	0	118
23	0	0	0	0	6	10	8	16	9	8	0	0	0	57
24	0	0	1	0	0	6	8	9	6	1	0	0	0	32

Channel 1 - Westbound

07/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	59	3	0	0	0	0	0	0	0	0	0	0	0	62
2	27	3	0	0	0	0	0	0	0	0	0	0	0	31
3	14	0	0	0	0	0	0	0	0	0	0	0	0	15
4	16	0	0	1	0	0	0	0	0	0	0	0	0	17
5	15	3	0	0	0	0	0	0	0	1	0	0	0	21
6	29	1	0	1	0	0	0	0	2	0	2	0	0	36
7	60	6	1	1	0	0	0	0	2	0	2	0	0	72
8	110	7	0	2	0	0	0	0	1	3	2	0	0	133
9	188	16	0	2	0	0	0	0	4	0	3	1	0	214
10	384	38	0	0	2	0	5	1	1	0	3	1	0	435
11	542	38	0	1	2	0	4	0	0	1	2	0	0	590
12	543	36	0	3	0	0	6	1	1	0	1	0	0	591
13	528	51	0	0	2	0	1	1	0	0	2	0	0	594
14	472	39	1	0	2									

Channel 1 - Westbound

08/09/2025 HR Ending	Vehicle Classes																TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13				
1	11	2	0	0	0	0	0	0	0	0	0	0	0	14			
2	8	4	0	0	0	0	0	0	0	0	0	0	0	15			
3	7	2	0	0	0	0	0	0	0	0	0	0	0	12			
4	18	4	0	0	2	0	0	0	2	0	0	0	0	29			
5	47	6	2	0	0	1	0	0	4	0	0	0	0	61			
6	106	14	2	1	4	0	0	1	2	0	0	1	0	136			
7	324	44	2	0	0	0	0	1	5	1	7	2	0	388			
8	687	70	4	2	2	0	0	1	5	0	7	6	0	788			
9	565	94	3	2	2	0	2	0	2	0	7	5	0	652			
10	360	73	3	2	4	0	2	0	3	0	5	4	0	436			
11	363	64	2	0	0	2	0	5	3	0	5	5	0	451			
12	346	55	0	0	0	2	3	0	3	0	3	4	0	427			
13	331	54	1	1	3	0	2	1	4	0	3	3	0	401			
14	339	65	3	1	6	0	2	3	10	0	11	6	0	446			
15	347	59	3	0	8	0	1	3	8	0	5	6	0	440			
16	476	85	3	0	4	0	0	0	7	0	1	6	0	562			
17	533	69	0	0	2	0	0	0	3	0	4	5	0	616			
18	450	39	0	1	3	0	0	2	6	0	3	1	0	505			
19	311	37	0	1	0	0	0	3	0	3	4	0	0	389			
20	199	21	0	1	0	0	0	0	3	0	2	2	0	229			
21	136	12	0	3	0	1	0	0	3	0	1	1	0	157			
22	97	8	1	0	1	0	0	1	2	0	1	0	0	110			
23	57	8	0	0	0	1	0	0	1	0	1	1	0	69			
24	17	2	0	0	1	0	0	0	2	0	2	1	0	25			
7-19	5110	736	22	9	45	0	11	18	62	0	57	55	0	6125			
6-22	5866	621	26	9	52	0	12	19	75	1	68	60	0	7009			
6-24	5940	631	26	9	53	1	12	19	78	1	71	62	0	7103			
0-24	6137	863	30	10	61	1	12	20	86	1	85	64	0	7370			

Channel 2 - Eastbound

08/09/2025 HR Ending	Vehicle Classes																TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13				
1	20	1	0	0	0	0	0	0	1	0	0	0	0	22			
2	10	4	0	0	0	0	0	0	0	0	0	0	0	14			
3	10	0	0	0	0	0	0	0	1	0	0	0	0	11			
4	10	2	0	0	0	0	0	0	2	0	0	0	0	14			
5	19	5	1	0	4	0	0	0	3	0	1	1	0	34			
6	68	11	0	0	3	0	0	0	6	0	5	1	0	94			
7	179	46	1	2	3	0	1	2	4	1	7	4	0	250			
8	389	81	0	1	10	0	0	0	6	0	5	6	0	498			
9	505	127	1	0	4	0	0	1	5	0	6	9	0	658			
10	376	70	3	1	7	0	0	4	10	0	7	3	0	481			
11	331	75	1	0	5	0	2	0	7	0	6	1	0	428			
12	344	72	1	1	5	0	1	3	7	0	8	5	0	447			
13	331	77	2	3	5	0	4	0	5	0	3	6	0	436			
14	338	60	2	0	2	0	0	3	5	0	8	7	0	430			
15	368	53	4	0	10	0	4	0	9	0	12	7	0	467			
16	468	63	4	0	3	0	1	1	7	0	0	0	0	547			
17	521	73	0	0	3	0	0	1	4	0	6	3	0	608			
18	572	66	1	0	4	0	1	2	0	6	2	0	0	656			
19	396	31	0	1	2	0	0	1	3	0	3	1	0	438			
20	229	23	0	0	4	0	0	0	6	0	0	0	0	262			
21	156	14	0	0	0	0	0	0	0	0	2	0	0	172			
22	87	12	0	0	0	0	0	0	4	0	1	0	0	104			
23	67	7	0	0	0	0	0	0	3	0	0	0	0	78			
24	27	9	2	0	1	0	0	0	3	0	4	0	0	46			
7-19	4939	850	19	7	58	0	18	13	70	0	70	50	0	6094			
6-22	5590	945	20	9	65	0	19	15	84	1	80	54	0	6882			
6-24	5684	951	22	9	67	0	19	15	84	1	84	54	0	7006			
0-24	5821	984	23	9	74	0	19	15	103	1	90	56	0	7195			

Channel 1 - Westbound

08/09/2025 HR Ending	Vehicle Speeds (MPH)																TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+					
1	0	0	0	0	0	2	6	1	4	1	0	0	14				
2	0	0	0	1	2	2	6	2	2	1	0	0	15				
3	0	0	0	0	0	0	6	2	2	1	0	0	12				
4	0	0	0	0	1	5	11	9	2	1	0	0	29				
5	0	0	0	0	1	5	8	24	1	4	0	0	61				
6	0	0	0	0	2	23	46	43	16	6	0	0	136				
7	0	0	0	0	15	63	166	80	25	6	2	0	338				
8	0	2	1	18	139	317	295	62	12	2	0	0	788				
9	0	3	2	3	81	215	223	49	9	4	1	0	652				
10	0	1	0	13	84	203	130	37	10	1	0	0	498				
11	0	0	0	8	65	207	106	33	6	2	0	0	451				
12	0	1	2	5	50	144	147	41	5	1	0	0	427				
13	0	1	2	9	85	182	136	27	3	1	0	0	401				
14	0	1	2	15	95	180	127	50	8	2	0	0	446				
15	0	2	1	12	108	244	163	44	7	1	0	0	440				
16	0	0	0	11	87	248	212	48	9	1	0	0	616				
17	0	1	0	4	49	151	189	88	18	5	0	0	505				
18	0	0	0	0	27	111	142	60	18	1	0	0	359				
19	0	3	0	3	34	42	75	52	14	5	1	0	229				
20	0	0	0	1	15	50	47	25	15	4	0	0	157				
21	0	1	2	2	9	29	30	20	13	4	0	0	110				
22	0	0	0	1	10	15	23	10	7	2	1	0	69				
23	0	0	0	1	2	3	10	6	2	1	0	0	25				
7-19	1	14	13	100	898	2476	1927	563	111	21	1	0	6125				
6-22	1	19	15	106	971	2690	2245	740	178	40	4	0	7009				
6-24	1	19	15	108	983	2705	2276	756	187	43	5	0	7103				
0-24	1	19	15	110	994	2748	2373	825	222	58	5	0	7370				

Channel 2 - Eastbound

08/09/2025 HR Ending	Vehicle Speeds (MPH)																TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+					
1	0	0	0	0	0	3	4	6	6	2	1	0	22				
2	0	0	0	0	0	1	1	7	3	2	0	0	14				
3	0	0	0	0	0	0	2	1	5	2	1	0	11				
4	0	0	0	0	0	0	5	1	7	4	0	0	14				
5	0	0	0	0	0	1	8	17	4	4	0	0	34				
6	0	0	0	0	3	16	24	29	17	5	0	0	94				
7	0	1	0	6	15	48	83	56	35	5	1	0	250				
8	0	1	0	40	182	186	73	15	2	0	0	0	498				
9	0	1	19	74	249	232	70	8	4	0	0	0	658				
10	0	1	9	44	162	171	72	21	1	0	0	0	481				
11	0	1	0	42	167	162	47	8	0	0	0	0	428				
12	0	1	0	26	78	150	145	42	4	1	0	0	447				
13	0	0	1	20	86	179	41	8	1	0	0	0	436				
14	0	2	5	17	98	178	104	21	4	1	1	0	430				
15	0	2	0	9	78	173	162	30	9	3	0	1	467				
16	0	1	0	4	55	219	192	51	13	1	0	0	547				
17	0	1	0	1	38	188	243	118	13	6	0	0	608				
18	0	0	0	9	86	196	274	107	28	4	0	0	656				
19	0	1	2	37	126	174	73	19	4	0	0	0	438				
20	0	1	1	12	24	90	70	33	7	0	0	0	262				
21	0	0	0	0	12	38	62	41	13	5	0	1	172				
22	0	0	1	8	7	27	25	17	11	7	1	0	104				
23	0	0	0	1	5	17	20	12	14	9	0	0	78				
24	0	0	0	2	2	15	14	9	3	1	0	0	46				
7-19	0	8	21	98	642	2176	2224	745	160	28	1	1	6094				
6-22	0	10	23	124	707	2313	2484	939	242	52	3	2	6882				
6-24	0	10	23	126	709	2332	2519	955	265	64	4	2	7006				
0-24	0	10	23	125	710	2353	2563	1016	307	80	6	2	7195				

Channel 1 - Westbound

09/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	1	0	0	0	0	0	0	0	0	3	0	0	18
2	8	4	0	0	0	0	0	0	5	0	2	0	0	19
3	14	5	0	0	0	0	0	0	2	1	0	0	0	21
4	12	2	1	0	3	0	0	0	1	0	0	0	0	19
5	20	4	1	1	4	0	0	0	4	1	0	0	0	46
6	93	13	3	0	5	0	0	0	127	1	0	0	0	127
7	363	49	4	1	0	0	0	1	4	0	10	3	0	426
8	705	61	6	2	3	0	0	1	5	0	3	4	0	768
9	593	92	0	2	3	0	0	1	2	0	4	3	0	689
10	414	92	1	2	3	0	0	4	1	4	0	10	8	530
11	396	72	3	3	5	0	0	2	3	4	0	6	3	460
12	337	66	5	2	10	0	0	2	7	0	6	5	0	443
13	309	46	3	1	4	0	0	3	2	5	0	7	8	390
14	351	66	4	3	5	0	0	3	1	11	0	9	11	464
15	361	63	3	3	13	0	0	1	6	0	11	3	0	464
16	531	94	1	4	7	0	0	1	4	0	5	5	0	652
17	581	86	1	1	3	0	0	2	3	0	4	6	0	687
18	522	54	1	1	2	0	0	1	0	8	0	7	4	600
19	349	25	1	0	5	0	0	1	4	0	1	3	0	389
20	265	23	0	1	4	0	0	0	1	0	2	2	0	298
21	167	19	0	0	6	0	0	0	1	0	0	1	0	194
22	92	7	0	0	3	0	0	1	2	0	1	1	0	107
23	66	3	0	0	0	1	0	0	3	2	0	0	0	78
24	27	2	0	0	0	0	0	0	0	0	0	0	0	35
7-19	5999	791	29	24	61	0	15	15	63	0	70	70	0	6537
6-22	6276	689	33	26	78	0	15	17	71	0	83	77	0	7565
6-24	6368	694	33	26	78	1	15	20	73	0	89	77	0	7675
0-24	6540	823	38	27	90	1	15	20	86	0	107	78	0	7925

Channel 1 - Westbound

09/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	1	1	6	2	6	0	2	0	0	18	
2	0	0	0	0	0	1	8	6	4	0	0	0	19	
3	0	0	2	5	0	0	6	3	2	0	0	0	21	
4	0	0	0	0	1	4	6	5	3	0	0	0	19	
5	0	0	0	0	4	13	13	7	3	5	0	1	46	
6	0	1	0	0	11	27	41	28	13	6	0	0	127	
7	0	2	1	0	38	170	154	71	33	10	0	0	459	
8	1	56	14	5	78	276	286	89	14	0	0	0	768	
9	0	5	2	12	78	252	241	71	9	2	0	0	689	
10	0	5	2	16	86	235	141	39	6	1	0	0	530	
11	0	2	6	16	68	211	112	17	6	1	0	0	460	
12	0	2	19	27	76	159	122	34	4	0	0	0	443	
13	0	0	0	6	71	159	121	45	10	2	0	0	390	
14	0	2	0	2	99	204	100	45	10	0	0	0	464	
15	0	0	2	3	70	200	148	33	7	1	0	0	464	
16	0	3	4	13	103	295	195	34	4	1	0	0	652	
17	0	3	13	7	102	295	194	59	10	3	1	0	687	
18	0	6	5	16	74	218	206	55	16	3	0	1	600	
19	0	4	5	22	58	120	103	61	10	5	1	0	389	
20	0	0	0	8	42	89	101	43	14	6	1	0	298	
21	0	1	0	8	34	61	43	27	8	8	4	0	194	
22	0	1	0	0	14	41	25	18	5	3	0	0	107	
23	0	0	1	6	10	17	17	14	7	3	0	0	75	
24	0	1	1	0	4	7	7	5	10	1	0	0	35	
7-19	1	88	75	133	962	2629	1969	552	103	19	5	1	6537	
6-22	1	92	76	142	1090	2940	2292	711	163	46	10	2	7565	
6-24	1	93	77	146	1104	2964	2316	730	180	50	10	2	7675	
0-24	1	94	79	154	1122	3015	2389	787	206	65	10	3	7925	

Channel 2 - Eastbound

09/09/2025 HR Ending	Vehicle Classes													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	15	2	0	0	0	0	0	0	0	0	5	0	0	22
2	11	3	0	0	0	0	0	0	0	0	1	0	0	16
3	8	4	0	0	0	0	0	1	0	0	0	0	0	14
4	6	3	0	0	0	0	0	0	0	2	0	0	0	11
5	13	9	0	0	3	0	0	1	6	0	5	0	0	37
6	63	12	1	0	3	0	0	0	6	0	2	2	0	89
7	187	49	2	1	2	0	0	2	6	0	6	3	0	258
8	411	91	1	2	1	0	0	1	5	0	3	4	0	519
9	497	119	2	1	4	0	0	2	1	4	0	4	0	643
10	394	84	2	3	6	0	0	3	10	0	7	10	0	519
11	313	76	5	1	5	0	0	1	9	0	9	7	0	429
12	344	58	1	2	4	0	0	2	4	0	4	6	0	414
13	338	43	4	0	11	0	0	3	1	0	5	6	0	400
14	327	48	1	1	2	0	0	1	6	0	11	3	0	465
15	371	63	4	0	6	0	0	1	6	0	5	6	0	600
16	495	74	2	2	8	0	0	3	1	5	0	8	0	631
17	544	65	0	2	7	0	0	0	5	1	5	1	0	678
18	602	59	2	0	6	0	0	1	3	0	4	1	0	678
19	463	51	2	0	3	0	0	2	2	0	7	3	0	533
20	289	24	1	0	1	0	0	1	0	0	4	1	0	325
21	192	19	1	0	0	0	0	0	5	0	1	0	0	218
22	139	9	0	0	0	0	0	0	4	2	0	1	0	155
23	7	8	0	0	0	0	0	0	4	0	1	2	0	87
24	26	7	0	0	1	0	0	0	0	0	2	1	0	37
7-19	5099	831	26	14	63	0	11	14	63	1	72	58	0	6952
6-22	5910	832	30	15	66	0	13	19	76	1	84	62	0	7208
6-24	6003	847	30	15	66	0	13	19	80	1	87	62	0	7332
0-24	6123	880	31	15	75	1	13	20	83	1	101	68	0	7521

Channel 2 - Eastbound

09/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	0	5	4	5	7	1	0	0	22	
2	0	0	0	0	1	0	0	3	4	2	4	1	16	
3	0	0	0	0	0	0	2	2	2	8	0	0	14	
4	0	0	0	0	0	2	2	3	4	0	0	0	11	
5	0	0	0	0	0	3	5	15	12	2	0	0	37	
6	0	0	0	0	1	12	30	29	13	4	0	0	89	
7	0	0	0	9	3	37	120	60	24	5	0	0	258	
8	0	2	0	4	54	158	226	54	18	3	0	0	519	
9	0	7	17	122	226	189	55	23	4	0	0	0	643	
10	0	11	9	16	59	181	185	49	8	1	0	0	519	
11	0	3	12	10	57	153	144	37	10	1	0	0	427	
12	0	1	0	2	76	172	133	27	6	5	1	0	423	
13	0	2	0	6	62	112	112	30	7	3	0	0	414	
14	0	7	6	3	47	201	161	30	8	2	0	0	400	
15	0	5	24	77	258	171	57	6	2	0	0	0	600	
16	0	3	2	3	48	189	272	90	17	5	1	1	631	
17	0	1	0	1	80	231	265	77	20	3	0	0	678	
18	0	7	6	23	54	163	166	93	13	5	0	0	533	
19	0	1	1	4	59	92	101	43	19	5	0	0	325	
20	0	2	0	0	18	82	76	23	15	2	0	0	218	
21	0	1	0	18	18	29	41	27	11	8	1	0	155	
22	0	0	0	0	9	21	21	15	8	7	0	0	87	
23	0	1	0	2	2	6	11	9	0	5	1	0	37	
24	0	1	1	0	4	7	7	5	10	1	0	0	35	
7-19	0	49	55	114	777	2958	2153	650	166	37	2	1	6292	
6-22	0	53	56	145	975	2498	2491	803	225	57	3	2	7208	
6-24	0	54	56	147	982	2525	2529	827	233	69	4	2	7332	
0-24	0	54	56	147	988	2547	2575	885	273	88	5	3	7521	

# Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

# Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

10/09/2025 HR Ending	Vehicle Classes																								TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5	27	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
6	86	17	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116
7	330	46	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397
8	714	69	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	794
9	596	86	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	683
10	381	66	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	469
11	313	44	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	390
12	284	61	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	372
13	316	56	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	389
14	300	60	5	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402
15	338	66	5	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	446
16	440	60	3	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	521
17	496	62	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	577
18	471	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	529
19	331	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	381
20	227	21	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	296
21	159	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183
22	94	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107
23	60	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
24	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30

Channel 1 - Westbound

10/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	3	4	5	4	7	2	0	0	80+	25
2	0	0	1	0	0	7	3	0	3	0	0	0	0	0
3	0	0	0	0	0	4	6	4	0	3	0	0	0	0
4	0	0	0	0	0	2	4	2	2	0	1	0	0	0
5	0	0	0	0	2	5	12	10	5	5	0	0	0	0
6	0	0	0	2	3	19	27	38	16	8	3	0	0	0
7	0	0	0	5	23	112	147	78	29	3	0	0	0	0
8	0	16	3	13	107	307	192	74	9	2	1	1	1	794
9	0	3	22	25	89	336	137	39	7	1	0	0	0	710
10	0	3	2	3	57	224	137	37	5	1	0	0	0	469
11	0	3	5	10	77	174	96	21	4	0	0	0	0	390
12	1	0	1	2	60	153	125	23	4	0	0	0	0	372
13	0	0	1	3	48	187	120	34	5	1	0	0	0	389
14	0	1	3	17	55	152	134	30	8	2	0	0	0	402
15	0	0	2	4	73	190	145	25	4	3	0	0	0	446
16	0	1	2	12	49	237	163	46	9	2	0	0	0	521
17	0	2	0	8	103	236	175	38	13	2	0	0	0	577
18	1	0	0	6	43	174	214	75	16	0	0	0	0	529
19	0	0	1	4	35	123	144	58	12	1	1	1	1	381
20	0	0	1	11	52	77	88	44	11	1	0	0	0	256
21	0	0	0	8	30	54	53	26	9	3	0	0	0	183
22	0	0	0	3	13	27	41	13	6	4	0	0	0	107
23	0	0	0	0	6	12	32	8	12	1	0	0	0	72
24	0	0	0	0	0	12	8	6	3	0	0	0	0	30

Channel 2 - Eastbound

10/09/2025 HR Ending	Vehicle Classes																								TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5	16	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
6	57	17	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
7	201	36	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	266
8	389	94	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	506
9	528	111	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	670
10	357	60	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	447
11	271	59	2	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365
12	309	61	5	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407
13	313	61	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	398
14	298	67	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401
15	393	61	2	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485
16	486	63	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	572
17	551	61	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626
18	599	67	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	677
19	487	46	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	542
20	256	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288
21	155	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
22	99	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114
23	76	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
24	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49

Channel 2 - Eastbound

10/09/2025 HR Ending	Vehicle Speeds (MPH)													TOTAL
	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+		
1	0	0	0	0	0	2	4	3	1	4	0	0	0	17
2	0	0	0	0	0	2	3	2	1	1	0	0	0	9
3	0	0	0	0	0	3	4	4	1	2	0	0	0	11
4	0	0	0	0	0	1	4	3	4	1	0	0	0	13
5														

## Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Hr Ending	Vehicle Flow							Week 1	
	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday	Weekday Average	Weekend Average
1	20	38	49	62	14	18	25	23	32
2	17	17	17	31	15	12	17	17	19
3	16	18	17	15	12	21	17	17	17
4	20	16	16	21	28	19	11	19	18
5	40	53	31	21	61	48	39	48	42
6	102	88	70	35	136	127	116	114	96
7	300	322	117	73	388	439	397	385	302
8	768	561	219	133	788	769	784	741	582
9	617	603	280	214	652	669	710	651	536
10	457	532	384	435	456	530	469	489	466
11	454	527	531	490	451	460	390	456	472
12	400	521	558	591	427	443	372	443	473
13	445	497	561	584	401	390	389	426	468
14	425	580	554	518	446	464	402	463	484
15	460	646	510	469	440	464	446	491	491
16	556	651	542	412	582	652	521	592	599
17	602	693	517	389	616	667	577	635	584
18	514	590	403	374	505	600	529	548	502
19	350	435	398	307	359	389	381	383	374
20	281	295	286	197	229	298	256	272	263
21	173	196	213	139	157	194	183	181	179
22	150	178	161	80	110	107	107	130	128
23	94	136	108	47	69	75	72	89	86
24	36	74	99	20	25	35	30	40	46
7-19	6038	6871	5457	4926	6125	6537	5990	6312	5992
6-22	7032	7862	6234	5415	7009	7565	6933	7280	6864
6-24	7162	8072	6441	5482	7103	7675	7035	7409	6956
0-24	7377	8302	6641	5663	7370	7925	7260	7647	7220

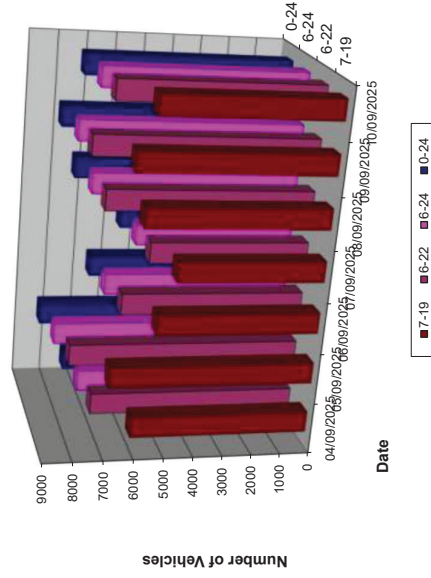
Channel 1 - Westbound

Hr Ending	Average Speed							Week 1	
	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday	Mean (ALL) Weekday InterPeak	85th Percentile Weekday InterPeak
1	48.4	51.4	47.5	47.8	50.9	47.9	48.8	44.7	44.7
2	49.2	50.4	48.2	48.5	48.0	50.7	48.3	43.6	43.6
3	53.0	50.4	48.2	52.8	53.3	46.9	50.1	45.6	45.6
4	44.0	48.6	48.6	48.8	49.3	49.2	49.2	44.4	44.4
5	49.9	47.8	48.7	49.8	49.3	49.4	49.4	44.4	44.4
6	48.5	50.2	48.8	49.3	49.9	48.7	50.8	47.2	47.2
7	47.3	47.5	48.3	50.0	47.9	47.0	47.0	44.5	44.5
8	44.0	45.9	46.3	48.4	43.8	43.0	43.8	44.5	44.5
9	44.4	43.7	46.5	46.8	44.5	44.2	42.8	44.5	44.5
10	44.0	43.0	43.4	43.8	43.3	43.2	43.2	44.4	44.4
11	42.8	42.0	45.0	43.8	43.4	42.6	42.7	44.4	44.4
12	44.4	41.5	44.1	43.7	43.9	44.4	44.4	44.4	44.4
13	43.2	42.7	44.5	44.4	44.4	44.4	44.4	44.4	44.4
14	42.5	44.1	45.0	38.6	43.6	43.8	44.1	44.4	44.4
15	43.7	44.6	45.3	40.3	44.3	44.2	44.0	44.4	44.4
16	43.3	44.0	45.1	44.0	43.6	43.3	44.5	44.4	44.4
17	43.7	44.8	45.5	45.6	46.2	44.4	44.0	44.4	44.4
18	46.5	44.8	46.2	46.0	46.2	44.5	45.9	44.4	44.4
19	47.1	46.2	46.1	47.7	46.7	46.7	46.7	44.4	44.4
20	46.9	46.4	47.7	46.6	46.7	46.3	44.7	44.4	44.4
21	47.6	43.9	46.5	46.1	46.9	45.9	45.3	44.4	44.4
22	46.7	45.0	46.3	47.0	47.3	45.7	46.4	44.4	44.4
23	45.7	45.4	47.7	49.5	47.2	48.0	48.2	44.4	44.4
24	50.1	48.4	47.8	51.9	48.0	48.4	48.2	44.4	44.4
10-12	43.6	41.8	44.5	43.8	43.6	42.6	43.5	44.4	44.4
14-16	43.5	44.3	45.2	42.0	43.9	43.7	44.3	44.4	44.4
0-24	44.7	44.4	45.6	44.4	44.9	44.2	44.7	44.4	44.4

Channel 1 - Westbound

Hr Ending	Average Speed							Week 1	
	04/09/2025 Thursday	05/09/2025 Friday	06/09/2025 Saturday	07/09/2025 Sunday	08/09/2025 Monday	09/09/2025 Tuesday	10/09/2025 Wednesday	Mean (ALL) Weekday InterPeak	85th Percentile Weekday InterPeak
1	55.3	62.1	57.6	55.3	58.2	55.9	57.7	44.7	44.7
2	58.2	56.3	55.6	55.8	57.2	54.7	59.2	44.7	44.7
3	60.8	57.0	55.6	60.5	60.9	58.8	58.1	44.7	44.7
4	56.7	55.6	57.4	57.0	54.8	55.3	59.8	44.7	44.7
5	57.3	55.9	58.0	58.1	56.0	59.4	59.3	44.7	44.7
6	55.5	58.1	57.6	56.7	55.9	56.2	59.3	44.7	44.7
7	53.8	53.7	55.5	58.8	54.0	53.6	53.1	44.7	44.7
8	49.9	50.6	53.6	55.2	49.4	52.8	50.8	44.7	44.7
9	50.1	50.7	53.7	52.9	49.9	50.7	49.1	44.7	44.7
10	49.2	48.7	51.1	51.4	49.8	49.1	49.4	44.7	44.7
11	48.5	48.0	50.7	50.0	48.9	48.7	48.7	44.7	44.7
12	49.4	48.9	49.1	49.1	48.9	49.5	50.0	44.7	44.7
13	49.5	49.1	51.0	49.4	50.8	49.5	49.5	44.7	44.7
14	48.9	49.7	50.5	46.7	49.1	49.3	50.3	44.7	44.7
15	49.3	50.1	51.4	49.7	50.2	49.3	49.1	44.7	44.7
16	50.2	49.0	51.9	49.4	49.6	48.8	50.0	44.7	44.7
17	51.0	50.0	50.8	51.3	49.2	50.1	49.5	44.7	44.7
18	51.6	50.9	51.8	52.7	52.1	51.4	51.3	44.7	44.7
19	53.2	52.0	52.5	54.5	52.1	52.0	52.0	44.7	44.7
20	53.1	52.7	53.4	53.3	54.6	53.2	52.0	44.7	44.7
21	55.8	51.8	51.1	52.8	53.4	55.0	52.2	44.7	44.7
22	53.5	51.4	53.8	53.9	55.9	52.8	53.5	44.7	44.7
23	52.3	52.3	54.8	57.4	54.8	54.8	54.8	44.7	44.7
24	59.0	57.3	55.3	59.5	55.3	57.9	56.3	44.7	44.7
10-12	49.1	48.5	49.9	49.6	48.9	49.1	49.4	44.7	44.7
14-16	49.1	49.3	51.7	50.0	49.8	49.1	49.6	44.7	44.7
0-24	51.2	50.8	51.9	51.8	51.0	51.3	51.0	44.7	44.7

Vehicle Flow (Channel 1)

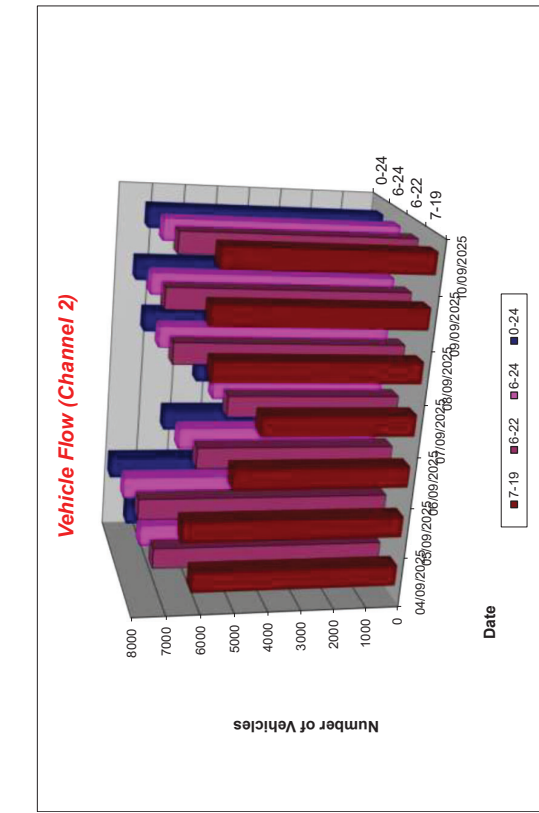


Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Langho ATC, A59 Longsight Lane  
Produced by Road Data Services Ltd.

Channel 2 - Eastbound												Week 1	
Vehicle Flow												Average	
Hr Ending	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025	Weekday	Weekend	Average			
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Average	Average				
1	24	21	42	64	22	22	17	21	30				
2	15	11	25	43	14	16	9	13	19				
3	9	14	20	19	11	14	11	12	14				
4	14	13	14	16	14	11	13	15	14				
5	33	34	26	17	34	37	34	34	31				
6	88	98	48	32	94	89	92	92	77				
7	212	231	100	58	260	258	266	243	198				
8	497	472	201	110	498	519	506	498	400				
9	697	646	349	198	656	643	670	649	542				
10	463	496	466	289	481	519	447	481	433				
11	443	475	534	468	426	427	385	428	449				
12	434	500	563	506	447	423	407	442	471				
13	428	605	540	566	436	414	396	456	484				
14	424	580	487	503	430	400	401	447	461				
15	442	594	441	440	467	465	485	491	476				
16	582	585	469	433	547	600	572	579	543				
17	616	636	395	451	608	631	626	623	566				
18	660	576	447	338	656	678	677	649	576				
19	582	439	343	254	438	533	542	507	447				
20	322	384	279	260	262	325	288	316	303				
21	208	240	196	186	172	218	174	202	199				
22	127	148	149	118	104	155	114	130	131				
23	99	115	124	57	78	87	87	93	92				
24	37	70	113	32	46	37	49	48	55				
7-19	6210	6604	5255	4564	6094	6252	6096	6251	5868				
6-22	7079	7607	5979	5166	6882	7208	6938	7143	6697				
6-24	7415	7792	6216	5275	7005	7332	7074	7284	6844				
0-24	7398	7883	6392	5466	7195	7521	7250	7469	7029				

Channel 2 - Eastbound												Week 1	
Average Speed												85th Percentile	
Hr Ending	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025	Average (ALL)	Weekday InterPeak	Weekend InterPeak			
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	44.5	44.2	44.2			
1	49.5	53.0	50.0	49.3	54.2	51.6	49.9	48.9	51.6	48.9			
2	50.2	56.8	52.9	56.5	54.4	57.4	57.4	54.4	57.4	50.8			
3	52.1	58.8	52.9	56.5	54.4	57.4	57.4	54.4	57.4	51.9			
4	45.7	50.0	54.8	53.8	54.8	51.6	53.0	53.0	51.6	53.0			
5	51.7	53.3	52.2	49.8	53.8	50.6	50.6	49.8	50.6	49.4			
6	48.6	50.6	51.2	48.9	50.6	48.6	48.6	48.6	48.6	48.6			
7	48.6	50.6	51.2	48.9	50.6	48.6	48.6	48.6	48.6	48.6			
8	45.7	46.6	50.4	46.2	46.6	46.6	46.6	46.6	46.6	46.6			
9	42.9	42.9	46.6	46.6	46.6	46.6	46.6	46.6	46.6	46.6			
10	43.0	44.3	44.6	44.6	44.6	44.6	44.6	44.6	44.6	44.6			
11	41.7	44.3	44.6	44.6	44.6	44.6	44.6	44.6	44.6	44.6			
12	41.9	44.3	44.6	44.6	44.6	44.6	44.6	44.6	44.6	44.6			
13	38.9	44.9	44.3	43.6	44.0	44.0	44.0	44.0	44.0	44.0			
14	43.1	45.2	45.3	41.5	42.7	44.5	44.5	44.5	44.5	44.9			
15	44.0	44.1	44.1	44.1	44.3	44.3	44.3	44.3	44.3	44.3			
16	44.0	45.5	44.1	45.4	44.7	44.7	44.7	44.7	44.7	44.7			
17	45.1	43.6	46.2	46.2	46.6	46.6	46.6	46.6	46.6	46.6			
18	45.6	46.3	46.4	46.4	46.6	46.6	46.6	46.6	46.6	46.6			
19	48.8	46.6	48.4	47.7	48.4	48.4	48.4	48.4	48.4	48.4			
20	48.8	47.1	47.2	47.2	47.8	48.4	48.4	48.4	48.4	48.4			
21	48.3	45.6	45.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0			
22	49.0	46.7	46.2	46.2	48.3	47.3	46.4	47.3	46.4	49.3			
23	50.4	48.1	48.3	50.8	50.2	48.3	48.3	48.3	48.3	48.3			
24	50.7	50.5	49.6	50.5	52.1	48.6	48.6	52.1	48.6	49.2			
10-12	41.8	43.9	44.7	44.7	44.5	44.1	44.1	44.5	44.1	44.0			
14-16	44.0	44.3	44.3	44.5	44.5	44.0	44.0	44.5	44.0	45.7			
0-24	44.9	45.2	46.0	45.9	45.9	45.1	45.1	45.9	45.1	45.7			



Channel 2 - Eastbound												Week 1	
Average Speed												85th Percentile	
Hr Ending	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025	Average (ALL)	Weekday InterPeak	Weekend InterPeak			
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	44.5	44.2	44.2			
1	57.7	64.2	60.4	56.8	63.4	58.4	62.1	63.4	58.4	62.1			
2	57.3	62.2	63.3	58.6	59.9	68.5	57.1	59.9	68.5	57.1			
3	64.0	67.2	63.5	54.4	65.1	64.2	59.4	65.1	64.2	59.4			
4	57.3	56.8	62.3	63.3	60.3	57.6	59.4	60.3	57.6	59.4			
5	58.3	59.0	56.5	55.0	59.6	58.9	58.5	59.6	58.9	58.5			
6	54.7	57.5	57.4	54.8	57.3	57.2	55.6	57.3	57.2	55.6			
7	53.9	57.3	57.8	56.7	55.5	54.7	53.8	55.5	54.7	53.8			
8	50.8	52.0	58.1	60.5	51.1	51.4	51.7	51.1	51.4	51.7			
9	50.7	50.9	53.0	55.5	50.4	50.3	50.7	50.4	50.3	50.7			
10	47.2	49.3	49.5	50.1	49.7	50.1	49.5	49.7	50.1	49.5			
11	47.2	49.3	49.5	50.1	49.7	50.1	49.5	49.7	50.1	49.5			
12	50.1	49.4	49.9	50.1	50.2	50.2	50.5	50.1	50.2	50.5			
13	51.1	49.9	51.2	47.3	48.6	51.8	51.2	48.6	51.8	51.2			
14	49.6	49.2	51.3	49.3	50.5	50.6	51.2	50.5	50.6	51.2			
15	49.7	51.6	51.6	51.1	50.6	49.7	51.5	50.6	49.7	51.5			
16	49.7	51.6	51.6	51.1	50.6	49.7	51.5	50.6	49.7	51.5			
17	51.2	50.4	51.2	53.3	52.0	52.3	52.6	52.0	52.3	52.6			
18	53.2	52.3	52.7	54.1	52.1	50.8	52.1	52.1	50.8	52.1			
19	53.0	52.6	54.4	55.4	52.4	52.5	52.3	52.4	52.5	52.3			
20	56.8	52.8	53.8	54.5	56.3	52.4	54.0	56.3	52.4	54.0			
21	54.8	52.7	52.1	53.4	55.2	52.4	56.0	55.2	52.4	56.0			
22	56.6	54.8	53.8	55.8	56.2	56.3	56.5	56.2	56.3	56.5			
23	59.0	55.2	55.7	59.9	59.0	56.5	56.5	59.0	56.5	56.5			
24	58.5	58.8	57.8	59.3	59.7	59.9	59.3	59.7	59.9	59.3			
10-12	48.7	49.5	49.7	50.4	50.1	50.4	49.5	49.7	50.4	49.5			
14-16	49.5	50.3	51.7	50.3	50.3	50.1	51.4	50.3	50.1	51.4			
0-24	51.9	51.9	52.8	52.7	52.2	51.9	51.9	52.2	51.9	52.2			

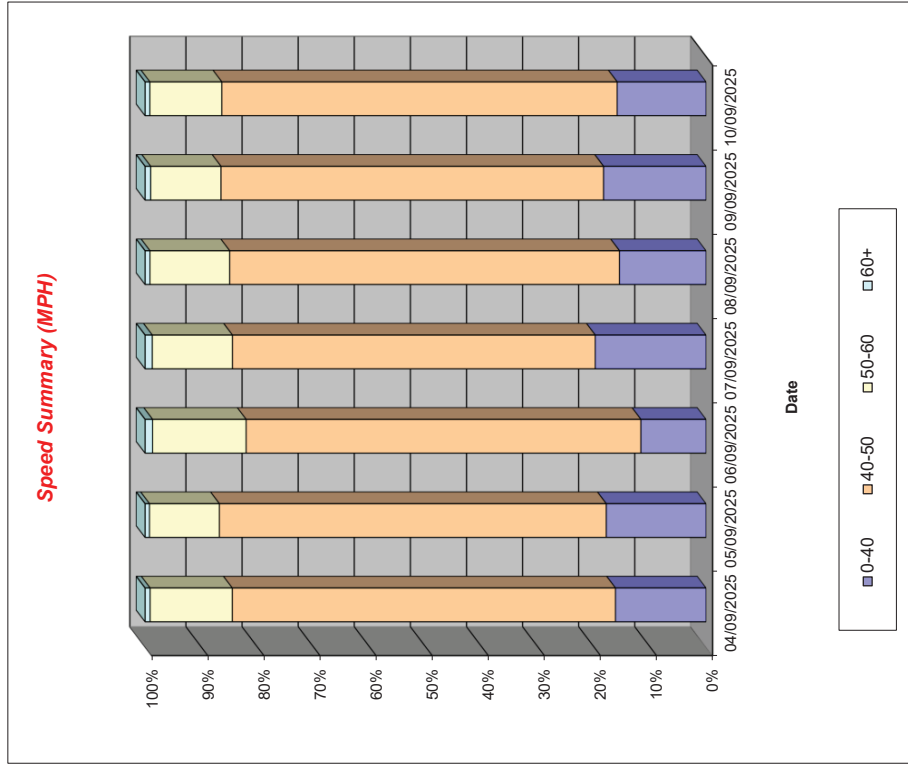
# Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

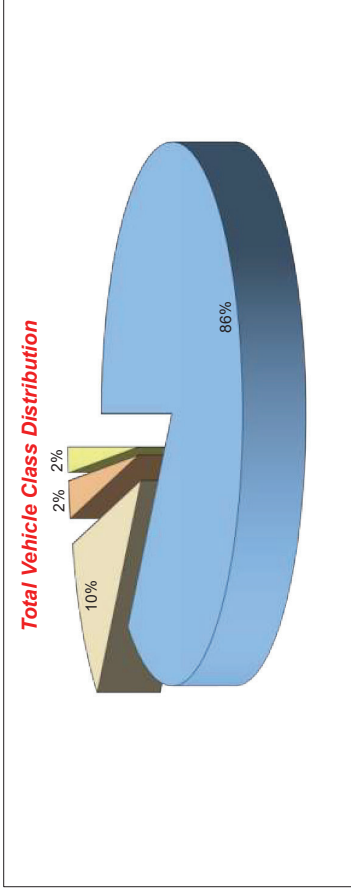
# Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound										Week 1	
Speed Summary											
Speed (MPH)	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025	10/09/2025		Week 1	
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Wednesday		TOTAL	
0-40	1133	1479	773	1120	1136	1450	1152	1152		6038	
40-50	5039	5725	4673	3662	5121	5404	5116	5116		2032	
50-60	1080	1034	1107	809	1047	993	931	931		7162	
60+	65	64	88	72	63	78	61	61		6947	
<b>TOTAL</b>	<b>7377</b>	<b>8302</b>	<b>6641</b>	<b>5663</b>	<b>7370</b>	<b>7925</b>	<b>7260</b>	<b>7260</b>		<b>-143</b>	



Channel 1 - Westbound					Vehicle Class				
Classes									
Day / Time	Car / LGW / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL				
04/09/2025	5005	728	149	155	6038				
7-19	5926	804	171	181	7032				
6-22	5981	821	174	186	7162				
6-24	5981	821	174	186	7162				
0-24	6124	857	181	215	6947				
05/09/2025	5777	780	165	149	6871				
7-19	5620	872	179	171	7062				
6-22	5945	816	154	176	6992				
6-24	5972	824	158	208	7162				
0-24	5972	824	158	208	7162				
06/09/2025	4932	381	84	60	5457				
7-19	5635	440	94	65	6234				
6-22	5632	447	95	67	6241				
6-24	5632	447	95	67	6241				
0-24	5886	469	104	82	6541				
07/09/2025	4488	339	56	33	4926				
7-19	4943	372	61	39	5415				
6-22	5001	378	63	40	5482				
6-24	5161	388	66	48	5663				
08/09/2025	5110	736	133	146	6125				
7-19	5866	821	150	172	7009				
6-22	5940	831	154	178	7103				
6-24	6137	863	168	202	7370				
0-24	6137	863	168	202	7370				
09/09/2025	5399	791	175	172	6537				
7-19	6276	889	203	197	7565				
6-22	6369	894	204	208	7675				
6-24	6540	923	222	240	7925				
0-24	6540	923	222	240	7925				
10/09/2025	4980	711	152	147	5990				
7-19	5789	808	169	167	6933				
6-22	5870	815	174	176	7035				
6-24	6022	850	187	201	7260				
0-24	6022	850	187	201	7260				
Average	5100	638	131	123	5992				
7-19	5861	715	147	142	6864				
6-22	5973	726	150	147	6996				
6-24	6135	753	161	109	7188				
0-24	6135	753	161	109	7188				



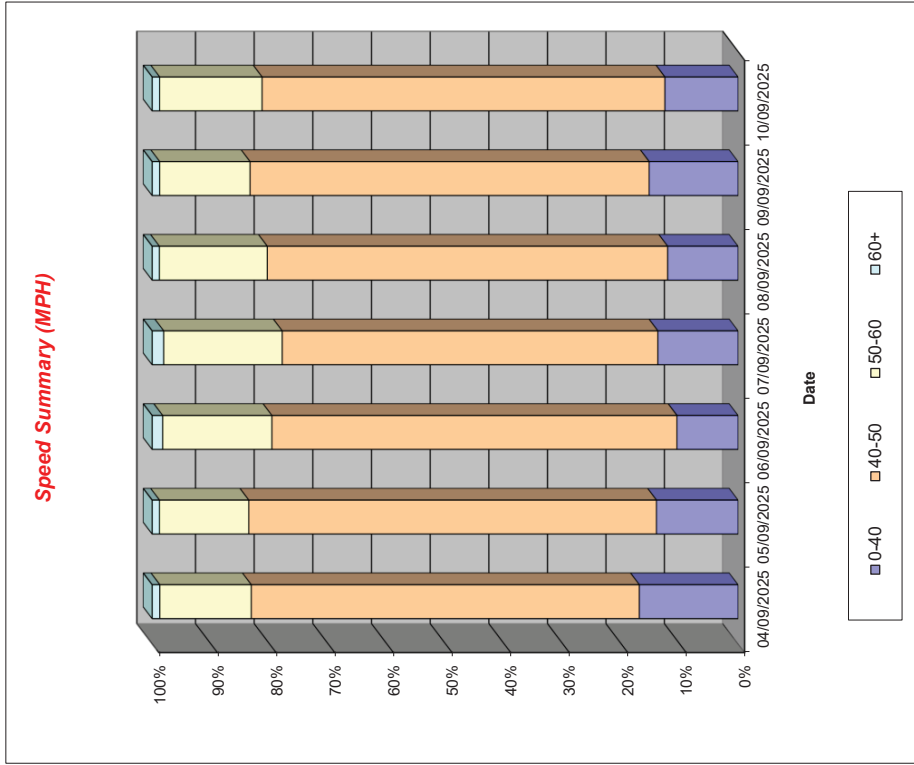
# Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

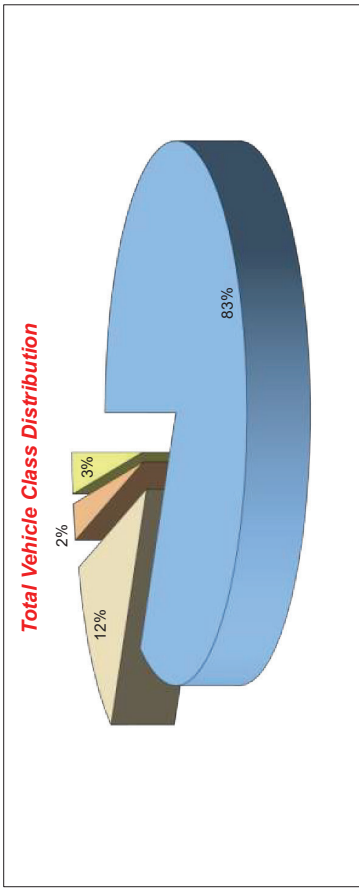
# Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 2 - Eastbound										Speed Summary		Week 1	
Speed (MPH)	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025	10/09/2025	10/09/2025				
0-40	1251	1116	669	751	868	1145	909	909	Wednesday				
40-50	4898	5553	4419	3504	4916	5122	4983	4983					
50-60	1153	1215	1190	1104	1323	1156	1266	1266					
60+	96	89	114	107	88	96	92	92					
<b>TOTAL</b>	<b>7398</b>	<b>7983</b>	<b>6992</b>	<b>5466</b>	<b>7195</b>	<b>7521</b>	<b>7250</b>	<b>7250</b>					



Channel 2 - Eastbound					Vehicle Class					Week 1		
Classes	Car / LGW / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	Day / Time	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025
7-19	5068	819	172	151	04/09/2025	5068	819	172	151	5068	819	172
6-22	5903	915	188	173	05/09/2025	5903	915	188	173	5903	915	173
6-24	5916	923	152	184	06/09/2025	5916	923	152	184	5916	923	173
0-24	6021	963	204	210	07/09/2025	6021	963	204	210	6021	963	173
7-19	5438	866	140	160	08/09/2025	5438	866	140	160	5438	866	160
6-22	5310	598	152	177	09/09/2025	5310	598	152	177	5310	598	177
6-24	5310	598	154	162	10/09/2025	5310	598	154	162	5310	598	177
0-24	5550	1018	170	205	04/09/2025	5550	1018	170	205	5550	1018	173
7-19	4650	463	79	63	05/09/2025	4650	463	79	63	4650	463	63
6-22	5285	527	87	70	06/09/2025	5285	527	87	70	5285	527	70
6-24	5304	530	85	74	07/09/2025	5304	530	85	74	5304	530	74
0-24	5633	569	94	96	08/09/2025	5633	569	94	96	5633	569	96
7-19	4110	375	57	22	09/09/2025	4110	375	57	22	4110	375	22
6-22	4672	425	63	26	10/09/2025	4672	425	63	26	4672	425	26
6-24	4751	432	63	29	04/09/2025	4751	432	63	29	4751	432	29
0-24	4913	451	64	38	05/09/2025	4913	451	64	38	4913	451	38
7-19	4939	850	145	160	06/09/2025	4939	850	145	160	4939	850	160
6-22	5590	945	158	188	07/09/2025	5590	945	158	188	5590	945	188
6-24	5684	961	162	198	08/09/2025	5684	961	162	198	5684	961	198
0-24	5821	984	172	218	09/09/2025	5821	984	172	218	5821	984	218
7-19	5099	831	158	164	10/09/2025	5099	831	158	164	5099	831	164
6-22	5910	932	171	195	04/09/2025	5910	932	171	195	5910	932	195
6-24	6007	947	176	202	05/09/2025	6007	947	176	202	6007	947	202
0-24	6123	980	188	230	06/09/2025	6123	980	188	230	6123	980	230
7-19	4981	811	146	158	07/09/2025	4981	811	146	158	4981	811	158
6-22	5692	898	164	184	08/09/2025	5692	898	164	184	5692	898	184
6-24	5812	908	164	190	09/09/2025	5812	908	164	190	5812	908	190
0-24	5918	938	179	215	10/09/2025	5918	938	179	215	5918	938	215
Average	4898	716	128	125		4898	716	128	125	4898	716	125
7-19	5610	801	140	145		5610	801	140	145	5610	801	145
6-22	5735	815	143	151		5735	815	143	151	5735	815	151
6-24	5860	843	153	173		5860	843	153	173	5860	843	173
<b>TOTAL</b>	<b>5860</b>	<b>843</b>	<b>153</b>	<b>173</b>		<b>5860</b>	<b>843</b>	<b>153</b>	<b>173</b>	<b>5860</b>	<b>843</b>	<b>173</b>



**HTASoC Appendix 3: September 2025 Pedestrian Survey at the A59**

---

Langho  
 Thursday 4th September 2025  
 Pedestrians

06:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	4
C	0	0	0	0
D	0	3	0	0

07:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	2
C	0	0	0	0
D	0	3	0	0

08:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

09:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	1
C	0	0	0	0
D	0	0	0	0

10:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	2
C	0	0	0	0
D	0	1	0	0

11:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

12:00

Origin	Destination			
	A	B	C	D
A	0	0	0	2
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

13:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	1
C	0	0	0	0
D	0	0	0	0

14:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	3
C	0	0	0	0
D	0	2	0	0

15:00

Origin	Destination			
	A	B	C	D
A	0	0	1	0
B	0	0	0	3
C	0	0	0	0
D	0	2	0	0

16:00

Origin	Destination			
	A	B	C	D
A	0	0	1	0
B	0	0	0	1
C	0	0	0	0
D	0	2	0	0

17:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	1
C	0	0	0	0
D	0	2	0	0

18:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	3
C	0	0	0	0
D	0	1	0	0

19:00

Origin	Destination			
	A	B	C	D
A	0	0	0	0
B	0	0	0	1
C	0	0	0	0
D	0	1	0	0

Langho  
 Saturday 6th September 2025  
 Pedestrians

		06:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	0
B	0		0	1	
C	0	0		0	
D	0	0	0		

		07:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	0
B	0		0	0	
C	0	0		0	
D	0	2	0		

		08:00			
Origin		Destination			
	A	B	C	D	
A		1	2	0	
B	0		0	2	
C	0	0		0	
D	0	0	0		

		09:00			
Origin		Destination			
	A	B	C	D	
A		0	1	0	
B	0		0	1	
C	0	0		0	
D	0	0	0		

		10:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	
B	0		0	1	
C	2	0		0	
D	0	0	0		

		11:00			
Origin		Destination			
	A	B	C	D	
A		0	2	0	
B	0		0	2	
C	1	0		0	
D	0	2	0		

		12:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	
B	0		1	0	
C	0	0		0	
D	0	0	0		

		13:00			
Origin		Destination			
	A	B	C	D	
A		0	1	0	
B	0		0	1	
C	0	0		0	
D	0	2	1		

		14:00			
Origin		Destination			
	A	B	C	D	
A		0	1	0	
B	0		0	3	
C	1	0		0	
D	0	0	0		

		15:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	
B	0		0	0	
C	0	1		0	
D	0	0	0		

		16:00			
Origin		Destination			
	A	B	C	D	
A		0	3	0	
B	0		0	1	
C	2	0		0	
D	0	0	0		

		17:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	
B	0		0	1	
C	1	0		0	
D	0	0	0		

		18:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	
B	0		0	2	
C	2	0		0	
D	0	2	0		

		19:00			
Origin		Destination			
	A	B	C	D	
A		0	0	0	
B	0		0	0	
C	0	0		0	
D	0	0	0		

Langho  
September 2025  
Pedestrians



**HTASoC Appendix 4: Railway Car Parks Surveys**

---

## Land South of Longsight Road, Langho

### Technical Note 10: Railway Car Parks Surveys

Project Number:	784-B075154	Office:	Manchester
Date:	03/12/2025	Prepared by:	M Connolly
Status:	Final	Checked by:	M Thompson
Revision:	01	Approved by:	P Blair

#### 1.0 Introduction

- 1.1 This Technical Note, prepared by Tetra Tech on behalf of Hallam Land Management Limited, supports an outline planning application for a proposed residential development on Land off Longsight Road, north of Langho, Lancashire.
- 1.2 The development proposals include a 40 space car park at Langho. The purpose of the car park is to:
- Allow people who want to use the railway from Langho to park their vehicle;
  - Accommodate any demand for rail related parking that might otherwise be parking at other less convenient rail stations (reducing mileage);
  - Accommodate any demand for rail journey parking which is currently being suppressed due to lack of parking availability;
  - Create a facility which is Vision Led, and which will accommodate future demand for rail journey related parking that may arise over coming years and decades through wider strategies towards promoting sustainable travel i.e. building for the future;
  - Provide blue badge parking spaces and Electric Vehicle charging points for present and future needs.
- 1.3 In order to quantify the likely present day demand for parking, surveys were undertaken at nearby railway stations. Those were Clitheroe, Whalley, Ramsgreave and Wilpshire and Langho.
- 1.4 Two surveys were conducted. The first survey was conducted on 29<sup>th</sup> and 30<sup>th</sup> of October 2025, during a half term holiday week. The second survey was conducted on the 11<sup>th</sup> November 2025 by Tetra Tech. Both sets of surveys were conducted on mid-week days, focusing on morning peak hour periods. The purpose was to count whether existing parking provisions at or near the stations were full at that time, to the extent that a lack of parking availability may be deterring commuters who may wish to use rail if parking was available.

- 1.5 The car park occupancy counts for the half term observations and the term time observations are presented in **Appendix A & B** respectively.

## 2.0 Summary of Surveys and Observations

### Clitheroe Rail Station

#### Parking Availability

- 2.1 In Clitheroe, there is no dedicated station car park provided for rail passengers. There are three car parks within the vicinity of the station. These are Market Car Park, Railway View and Chester Avenue.
- 2.2 Market Car Park provides 62 pay and display car park spaces and has 6 disability parking spaces. The car park charges £11.10 for up to 10 hours of parking, which is the band which would likely be used by a rail passenger commuting to work. The car park is located approximately 150m away from the railway station.
- 2.3 The Railway View car park contains 68 pay and display spaces, 8 disabled bays, 4 EV bays and 2 cycle spaces. This car park also has a parking charge of £11.10 for up to 10 hours of parking. The car park is located approximately 126m from the railway station.
- 2.4 Chester Avenue Car Park has 103 pay and display parking spaces, four disabled bays and 10 Electric Vehicle bays. The car park charges £3.50 for up to 10 hours of parking. The car park is located approximately 115m away from the railway.

#### Survey Summary

- 2.5 During the school half-term survey, the surveyor observed that at 07:55am, the Market Car Park only had two vehicles parked in standard parking bays. At 10:45am, 23 standard parking bays and two disabled bays were occupied.
- 2.6 At the Railway View Car Park, at 08:00am the surveyor observed that 5 standard parking bays and 1 electric vehicle parking bay were occupied. At 10:45am, 56 standard parking bays, 4 disabled parking bays and two electric vehicle bays were occupied.
- 2.7 At the Chester Avenue Car Park, the surveyor observed that at 08:08am, 30 standard parking bays and one electric vehicle bay were occupied. There were 12 vehicles observed parking on-street. At 10:50am, all 103 standard parking bays were occupied, with 12 vehicles parked on the street.
- 2.8 As the Chester Avenue Car Park was full by late morning, a lack of lower priced parking may be deterring train use for journeys mid-day. For a parking stay of over 3 hours at the Market and at the Railway View car parks, the charge is the full day £11.10 fee.
- 2.9 Given that Chester Avenue became full by 10am and the ample observed parking capacity remaining across the other car parks after 10:00am, the survey was not repeated during school term times.

## Conclusions

- 2.10 The results of the survey show that if a rail commuter wanted to park their vehicle near to Clitheroe Railway Station in a standard space, a blue badge space or in an electrical vehicle charging bay, they are able to do so, albeit at the cost of a minimum of £3.50 per day. Lack of parking is not deterring morning commuters using the train from Clitheroe, although the £3.50 charge may be.
- 2.11 Given that the Chester Avenue Car Park was observed to reach capacity for standard vehicle spaces by late morning, and that alternative parking for more than 3 hours costs £11.10, mid-day journeys by rail may be deterred. The proposed car park provides the option for Clitheroe residents to drive a few miles to a free car park at Langho and catch a train, rather than drive for the full journey.

## Whalley Rail station

### Parking Availability

- 2.12 At Whalley Railway Station, there are 17 standard parking bays provided on the eastern side of the railway line. The car parking spaces are provided for rail passengers only, with no charge associated for parking or time limit restrictions. There are no blue badge parking bays at Whalley station.
- 2.13 **Appendix A** states that there are no cycle parking facilities at Whalley, however there are 2 Sheffield Stands, which provide 4 cycle parking spaces.
- 2.14 On-street parking was also observed by the surveyors along The Sidings Road. The length of the road on The Sidings, where parking is permitted measures approximately 115m, equating to space for 19 vehicles to park on street.

### Survey Summary

- 2.15 During the school half term surveys, the surveyor undertook observations at Whalley station at 08:35am and 11:20am.
- 2.16 At 08:35am, the surveyor observed that 10 standard parking bays were occupied, with 10 vehicles parked on the street. There was no observed cycle parking.
- 2.17 At 11:20am, the surveyor observed 14 of the 17 standard parking bays were occupied, also with 10 vehicles parked on street. Again, there was no observed cycle parking.
- 2.18 During the school term time surveys, the survey undertook observations at Whalley Station at 08:01am, 09:42am and 10:44am.
- 2.19 At 08:01am, the surveyor observed 16 standard parking bays occupied, with 13 vehicles parked on street.
- 2.20 At 09:42am, the surveyor observed all 17 of the standard parking bays occupied, with 17 vehicles parked on street.
- 2.21 At 10:44am, all 17 of the standard parking bays were still occupied, with 15 vehicles parked on street.
- 2.22 Within all three observations, there were no cycles observed to be parked at the station.

## **Conclusions**

- 2.23 At Whalley Railway Station, there are 17 formalised, standard parking bays for rail users. There are two Sheffield Stands, which provide parking for four cyclists. There is no provision for blue badge parking or Electric Vehicle parking.
- 2.24 Within the half term survey, there were 7 standard parking bays available at 08:35am, and 3 available at 11:20am.
- 2.25 In contrast, during the school term time surveys, the car park only had 1 available standard parking bay at 08:01am and was observed to be fully occupied in the subsequent two observations at 09:42am and 10:44am. From this, it is clear that the facilities are effectively full. Commuters or mid-day travellers who are familiar with the area, may be deterred from using rail services from Whalley, due to lack of parking availability. The “already full” situation also offers no scope to promote mode shift from car to rail in the future.
- 2.26 Moreover, due to lack of infrastructure, it can be concluded that vehicle drivers who require an accessible parking space, or Electric Vehicle charging cannot use the station.

## **Ramsgreave and Wilpshire Rail Station**

### **Parking Availability**

- 2.27 At Ramsgreave and Wilpshire Railway Station, there are 4 standard parking bays provided in a small car park on the eastern side of the railway line. In addition, there is one blue badge parking space.
- 2.28 The car parking spaces are provided for rail passengers only, with no charge associated for parking or time limit restrictions.
- 2.29 In addition, there are nine Long Stay – Commuter Only parking bays provided in the Co-Op car park, which are free of charge to railway users. These parking spaces are located immediately to the north of the Station Car Park.
- 2.30 The station car park is located to east of the southbound rail platform, with direct access from the car park to the stations via a ramped bridge. The Co-Op commuter car park is approximately a 50 metre walk to the station access.
- 2.31 There is no provision for Electric Vehicle charging at either of these car parks.
- 2.32 There are two Sheffield Stands, which provide cycle parking provision for four cycles.

### **Survey Summary**

- 2.33 During the school half term survey, the surveyor undertook observations at Ramsgreave and Wilpshire Station Car Park and the Co-Op Commuter car park at 07:47am and 10:41am.
- 2.34 At 07:47am, the surveyor observed that 3 standard parking bays were occupied. There was no observed cycle parking. Within the Co-Op Commuter Car Park, 7 standard parking bays were occupied. There were 3 spaces available.

- 2.35 At 10:41am, at the Station car park, the surveyor observed 3 of the standard parking bays were occupied. At this time, all nine of the standard parking bays within the Co-Op commuter car park were occupied. There was 1 available space and again, there was no observed cycle parking.
- 2.36 During the school term time surveys, the surveyor undertook observations at Ramsgreave and Wilpshire Station Car Park and the Co-Op Commuter car park at 06:45am and 09:08am and 10:24am.
- 2.37 At 06:45am, the surveyor observed that 2 standard parking bays were occupied in the Station Car Park. There was no observed cycle parking. Within the Co-Op Commuter Car Park, 3 standard parking bays were occupied.
- 2.38 At 09:08am, the surveyor observed that 3 standard parking bays were occupied within the Station Car Park. There was no observed cycle parking. Within the Co-Op Commuter Car Park, all 9 standard parking bays were occupied. There was one space available.
- 2.39 At 10:24am, the surveyor observed 3 standard parking bays were occupied within the Station Car Park. There was no observed cycle parking. Within the Co-Op Commuter Car Park, all 9 standard parking bays remained occupied.

### **Conclusions**

- 2.40 Between the Station car park and the Co-Op Commuter car parking bays, there are 13 standard parking bays, one blue badge parking bay and two Sheffield Stands, which provide parking for four cyclists.
- 2.41 The survey results show that within all observations, in both the school half term and the school term time surveys, one space within the Station Car Park remained unoccupied. In both the surveys, it can be seen that following typical morning commuter trains departed (i.e. the observations made after 9am) the Co-Op Commuter Long Stay bays were fully occupied.
- 2.42 From this, it is clear that the facilities are effectively full. Commuters or mid-day travellers who are familiar with the area may be deterred from using rail services from Ramsgreave and Wilpshire, due to lack of parking availability. The “effectively already full” situation also offers no scope to promote mode shift from car to rail in the future.
- 2.43 Due to lack of infrastructure, it can be concluded that vehicle drivers who require an accessible parking space, or Electric Vehicle charging may currently be deterred from using the station.

## **Langho Rail Station**

### **Parking Availability**

- 2.44 Lango Railway Station does not provide any dedicated parking facilities for rail passengers. Up until one month before the first survey, parking was available through a temporary lease arrangement which identified car parking spaces in the Pritiraj Bar & Indian Dining restaurant car park off Whalley Road. That car park is located approximately 100m south of the railway station. The first survey had anticipated that would still be in place, but when attending, it was noted that a sign had been erected stating that the car park is no longer a Park and Ride facility and therefore is no longer available to rail users as of 30/09/2025.



- 2.45 That car park had provided 38 standard parking bays and two blue badge parking bays. There was no provision for cyclists or electric vehicles within the car park. As that car park is no longer available, the current situation is that there is no dedicated railway car park, no blue badge parking bays and no Electrical Vehicle charging facilities.
- 2.46 The change in status of the car park resulted in a change in methodology between the two surveys. In the mid-term surveys the survey recorded spot counts of parking, i.e. the same approach taken at the other stations.
- 2.47 For the second survey, when it was known that rail related parking was not permitted in the Restaurant car park, the surveyor still counted parking there, but additionally also counted parking on Whinney Lane and the numbers of persons walking down Olive Bank towards the rail station, (excluding dog walkers). Site observations and survey outcomes are attached in **Appendix C**.

### **Parking Survey Summary**

- 2.48 Initial observations during the half term survey undertaken 30<sup>th</sup> October 2025 showed that there was ample parking availability within the Restaurant car park, although the agreement for rail travellers to park there had ceased. The surveyor observed just 2 vehicles parked in standard parking bays and 1 occupied blue badge bay at 07:57am, and 3 vehicles parked in standard parking bays and 1 blue badge bay occupied at 10:55am.
- 2.49 The surveyor also observed 7 cars parked on street at 07:51am, and 9 cars parked on street at 10:55am.

- 2.50 The results of the survey are contained in **Appendix A**.
- 2.51 Given that the first survey was a simple car park occupancy spot count, it did not inform the question of whether those parked vehicles were associated with railway travel or other town centre uses.
- 2.52 A second survey was conducted on 11<sup>th</sup> November 2025 which undertook a count of vehicles parking in the Restaurant car park, on Whinney Lane and near-by on Whalley Road. In addition, the survey counted the number of pedestrians who walked towards the rail station, and separately identifying the number of those who had first parked a vehicle. The results are contained in **Appendix B and C**.
- 2.53 The intention of the survey was to identify likely railway commuters and it was noted that pedestrians observed walking down Olive Bank would either be:
- a) Walking to the railway station;
  - b) Walking to residential properties; and
  - c) Walking on the PRoW to the field on the other side of the railway.
- 2.54 Given the times of the observations and the heavy rain on the survey date, it is considered that Options B and C are unlikely. In any event, dog walkers numbers were identified separately.
- 2.55 In order to capture likely demand for rail journeys, the surveyor was present for 30 minutes before the 07:31am train to Rochdale, and remained at the site until 07:50am, 7 minutes after the 07:43am train to Clitheroe.
- 2.56 For the survey period which captured the 07:31am and 07:43am trains, it was observed that 5 vehicles parked up and their occupants walked down Olive Bank towards the railway (4 vehicles parked in the restaurant car park, 1 parked on Whinney Lane). They may not have been aware of the recent change to remove rail related parking from that car park.
- 2.57 Within this period, a vehicle was observed to drive into and immediately then back out of Olive Bank, suggesting a possible drop-off at the station.
- 2.58 The surveyor also observed a further 15 pedestrians – 13 potential commuters and two dog walkers – who were observed to walk down Olive Bank.
- 2.59 Those 13 potential commuters did not park within the Car Park or Whinney Lane, and it was not possible to tell whether they had originated from residential properties, or if they had parked on street, further away from the station.
- 2.60 The survey observations show a clear need for at least 5 vehicle parking spaces, and up to a potential of 18 spaces for the 07:31am and 07:43am trains.
- 2.61 A second visit was undertaken on the same morning, which captured pedestrians and parking between 08:20-08:50am, which cover two trains at 08:32am (to Rochdale) and 08:48am (to Clitheroe).
- 2.62 Within this time period, 1 vehicle was observed to park on Whinney Lane and the occupant walk via Olive Bank towards the station. Another vehicle momentarily parked in the Restaurant car park and dropped off a potential commuter who walked down Olive Bank towards the station.

- 2.63 An additional 6 pedestrians were observed to walk down Olive Bank towards the station, however their origin is unknown, and therefore it is unknown if they had a vehicle parked further afield.
- 2.64 The second set of observations show a clear need for at least two vehicle parking spaces, and potential for up to eight parking spaces.

### **Conclusions**

- 2.65 The Conclusions differ from those at the other rail stations, principally because there is currently no dedicated parking, and so there are no standard or disabled spaces, no electric charging spaces and no cycle spaces at the Langho station. Observations in two periods before train services recorded six cars parking and occupants walking to the station plus a further 19 pedestrians walking towards the station, some of whom may have parked on street.
- 2.66 It is clear that there is a demand for rail travel related parking in Langho. The absence of parking is likely to be deterring rail use. Moreover, the lack of infrastructure must also result in any vehicle drivers who require an accessible parking space, or Electric Vehicle charging, being deterred from using the station.

## 3.0 Conclusion

- 3.1 The development proposes to provide a 40 space car park dedicated to rail users at Langho. The purpose of the car park is to:
- a) Allow people who want to use the railway from Langho to park their vehicle; (enabling and encouraging rail use)
  - b) Accommodate any demand for rail related parking at Langho which might currently be parking at other less convenient rail stations; (i.e reduce mileage)
  - c) Accommodate any demand for rail journey parking which is currently being suppressed due to lack of parking availability; (enable mode shift to rail use)
  - d) Create a facility which is Vision led and which will accommodate future parking demand for rail journey related parking as may arise over coming years and decades through wider strategies towards promoting sustainable travel. (accommodate future rail travel demand)
  - e) Provide blue badge parking spaces and Electric Vehicle charging points for present and future needs. (provide these currently lacking facilities to enable rail use for the disabled and EV user)
- 3.2 Surveys were undertaken to establish both the demand for, and availability of parking, at and near rail stations (particularly for commuters). The survey results also inform the question of whether rail use by motorists is currently being deterred or restricted by inadequate facilities at the rail stations.
- 3.3 The surveys found that there is demand for parking at or near Langho station where none is available. Parking becomes effectively full at Whalley station and at Ramsgreave and Wilpshire. Parking at a cost of £3.50 per day near Clitheroe station becomes full by mid-morning, resulting in the need to use other car parks which charge £11.10 for more than a 3 hour stay.
- 3.4 Commuters or mid-day travellers who are familiar with the area, are likely to be deterred from using rail services from Whalley, Clitheroe, and Ramsgreave and Wilpshire, due to the likelihood that parking near those stations will not be available.
- 3.5 Rail commuters who do or could drive to Langho Station will be deterred because no parking exists at the station at all. If they drive to one of the other stations, then that likely incurs unnecessary mileage which could be saved if they could have parked at Langho.
- 3.6 Between the combined existing facilities at Ramsgreave and Wilpshire, Whalley and Langho railway stations, there is only one car parking space dedicated to blue badge holders, which is at Ramsgreave and Wilpshire. Additionally, there are no EV charge points within the existing infrastructure at Ramsgreave and Wilpshire, Whalley and Langho.
- 3.7 The absence of infrastructure near the rail stations means that any vehicle drivers who require an accessible parking space, or Electric Vehicle charging, will be deterred from using the existing stations.
- 3.8 The “already full” and lack of infrastructure position, means that there is no scope for future looking, Vision led strategies to promote mode shift from car to rail.

- 3.9 It can be concluded that a new car park at Langho would therefore:
- a) Accommodate the existing demand for people to park their vehicle in Langho and use the railway;
  - b) Accommodate the additional demand which may currently be being displaced to other less convenient railway stations;
  - c) Accommodate the release of any rail journey related parking demand, which is currently suppressed as a result of lack of parking availability;
  - d) Create a Vision Lead facility which will accommodate future parking demand arising from mode shift towards rail as promoted by future initiatives and strategies; and
  - e) Provide facilities for blue badge holders and Electric Vehicle charging, to overcome the lack of those facilities at other stations, which precludes rail travel for those who need those facilities.
- 3.10 The provision of a 40 space car park will not increase the number of journeys which need to be made. It will however serve to encourage the use of rail for part of those journeys. In doing so, it will encourage mode shift and promote sustainable travel. It will achieve that straight away in terms of serving existing and suppressed existing demands. It will also serve as advance provision to support the success of other initiatives and strategies which aspire to increase rail travel.

**Appendices**

**Appendix A - 29<sup>th</sup> and 30<sup>th</sup> October 2025 – Survey Results**









**Appendix B - 11<sup>th</sup> November 2025 – Survey Results**

Print off for each station and surrounding area.

Date 11/22/2025

Station Name		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park									
Langho (restaurant)									
Baseline data									
Observations (Time )	07:00	38	2	0	0				
Occupied									
Observations (Time )	07:45	7	0					Customer only / None-Rain Vise	
Occupied									
Parking Near Station Whimney Lane									
Baseline data									
Observations (Time )	07:00	8							
Occupied									
Observations (Time )	07:45	6							
Occupied									
Parking Near Station Lymington Road									
Baseline data									
Observations (Time )	07:00	8							
Occupied									
Observations (Time )	07:45	4						Court North of Moorland Road	
Occupied									
Parking Near Station									
Baseline data									
Observations (Time )	08:20	4							
Occupied									
Observations (Time )	08:50	8							
Occupied									
Observations (Time )	10:06								
Occupied									
Observations (Time )	10:57								
Occupied									
Parking Near Station									
Baseline data									
Observations (Time )	08:20	5							
Occupied									
Observations (Time )	08:50	7							
Occupied									
Observations (Time )	10:06	7							
Occupied									
Observations (Time )	10:57	8							
Occupied									
Parking Near Station									
Baseline data									
Observations (Time )	08:20	4							
Occupied									
Observations (Time )	08:50	8							
Occupied									
Observations (Time )	10:06	8							
Occupied									
Observations (Time )	10:57	8							
Occupied									

Observed rail community @ 10:06

Print off for each station and surrounding area.

Date 11/12/2025

Station Name									
Station Car Park									
Wwales									
Standard Spaces	12								
Disabled Bays	0								
EV Bays	0								
Cycle spaces	4								
Time limitations	VIA								
Parking charges	VIA								
Notes/Other Features									
Photo Refs									
Baseline data	12								
Observations (Time)	08:01								
Occupied									
Observations (Time)	16								
Occupied									
Observations (Time)	17								
Occupied									
10:44									
17									

Parking Near Station									
Area Description									
Tennis Club									
Standard Spaces	10-15								
Disabled Bays									
EV Bays									
Cycle spaces									
Time limitations									
Parking charges									
Notes/Other Features	Normal Parking								
Photo Refs									
Baseline data	0								
Observations (Time)	08:00								
Occupied									
Observations (Time)	0								
Occupied									
Observations (Time)	0								
Occupied									

Parking Near Station									
Area Description									
on-street									
Standard Spaces	13								
Disabled Bays									
EV Bays									
Cycle spaces									
Time limitations									
Parking charges									
Notes/Other Features	on street opposite the car park & opposite properties								
Photo Refs									
Baseline data	13								
Observations (Time)	08:00								
Occupied									
Observations (Time)	14								
Occupied									
10:44									
12									

Parking Near Station									
Area Description									
on-street (overhanging restricted)									
Standard Spaces	6								
Disabled Bays									
EV Bays									
Cycle spaces									
Time limitations									
Parking charges									
Notes/Other Features	on street opposite England house								
Photo Refs									
Baseline data	6								
Observations (Time)	08:00								
Occupied									
Observations (Time)	3								
Occupied									
Observations (Time)	3								
Occupied									
10:44									
3									



**Appendix C - Summary of Observed Potential Commuters During Spot Counts  
at Langho – 11<sup>th</sup> November 2025**

## Summary of Observations at Langho - 11/11/2025

Site visit time: 07:00 - 07:45

View from car park allowed observations to be made within the car park, Whinney Lane, Whalley Road (north of Moorland Road) and the station access (olive bank).

- 1) A pedestrian exits a parked vehicle on Whinney Lane and walks to station.
- 2) A vehicle enters the car park, parks up and pedestrian walks to station.
- 3) Pedestrian with suitcase enters a parked vehicle in the car park and drives off.
- 4) A parked van and a parked car in the car park drive off.
- 5) A pedestrian with a dog walks from Whinney Lane to station.
- 6) A pedestrian with a dog walks from Whinney Lane to station.
- 7) A parked vehicle on Whinney Lane leaves.
- 8) A vehicle drove into the station access road.
- 9) A vehicle parks in the car park and driver walks to station.
- 10) A pedestrian walks to station access.
- 11) A vehicle parks in the car park and driver walks to station.
- 12) A pedestrian walks to station access.
- 13) A vehicle parks in the car park and driver walks to station.
- 14) A pedestrian walks to station access.
- 15) A pedestrian walks to station access.
- 16) Two pedestrians walk to station access.
- 17) Two pedestrians walk to station access.
- 18) Two pedestrians walk to station access.
- 19) A vehicle enters station access and exits moments later.
- 20) A pedestrian walks to station access.
- 21) A pedestrian walks to station access.
- 22) A pedestrian walks to station access.

Summary of Observations at Largo - 11/11/2025

Site visit time: 08:20 - 08:50am

Parked in same place as earlier visit.

- 1) A pedestrian walks to station access.
- 2) A pedestrian walks to station ~~access~~ access.
- 3) A vehicle parks on Whinney Lane and driver walks to station.
- 4) A vehicle arrives in car park and drops off a pedestrian who walks to the station.
- 5) A pedestrian walks to station access.
- 6) A pedestrian walks to station access.
- 7) A vehicle arrives in car park and leaves moments later.
- 8) Two pedestrians walk to station access.
- 9) A vehicle exits the station access.
- 10) Two vehicles park in car park, walk towards Whalley Road west.

Key: Pick up / Drop Off

**Site Visit Date: 11/11/2025**

Observations at Langho (Restaurant Car Park)

(Captures time before two train services, one in each direction - 07:31am to Rochdale, 07:43am to Clitheroe)

Observation Period: 07:00-07:45

	Potential Commuter	No. of Vehicles	Dog Walker
Parked car on Whinney Lane & walked down Olive Bank	1	1	
Parked car in Car Park and walked down Olive Bank	4	4	
<b>Parking not observed but pedestrian walks down Olive Bank</b>			
From:			
Whalley Road	13	Unknown	0
Whinney Lane	0	0	2
Pedestrian emerges from Olive Bank	0	0	0
Vehicle Enters Olive Bank	-	2	-
Vehicle Exits Olive Bank	-	1	-

**Site Visit Date: 11/11/2025**

Observations at Langho (Restaurant Car Park)

(Captures time before two train services, one in each direction - 08:32am to Rochdale, 08:48am to Clitheroe)

Observation Period: 08:20-08:50

	Potential Commuter	No. of Vehicles	Dog Walker
Parked car on Whinney Lane & walked down Olive Bank	1	1	0
Parked car in Car Park and walked down Olive Bank	1	1	0
<b>Parking not observed but pedestrian walks down Olive Bank</b>			
From:			
Whalley Road	6	Unknown	0
Whinney Lane	0	0	0
Pedestrian emerges from Olive Bank	0	0	0
Vehicle Enters Olive Bank	0	0	0
Vehicle Exits Olive Bank	0	1	0

**HTASoC Appendix 5: Policy Compliance Tables**

---

## Policy Review

### Ribble Valley Key Statement DMI2: Transport Considerations

*Policy Review Table 1: Review of Ribble Valley Key Statement DMI2 against the Proposals and the Planning Decision*

Key Statement Wording	Context of the proposals:	Do the proposals comply
<p>New developments should be located to minimise the need for to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need to travel by private car.</p>	<p>All dwellings at the proposed development will be provided with high speed broadband, which will enable efficient home working and therefore reduce the need to travel.</p> <p>The proposals have 4 pedestrian accesses and 2 cycle accesses.</p>	
	<p>The proposals include new bus stops on the A59 and upgraded bus stops on Whalley Road. These bus stops are accessible within a short walk.</p>	✓
	<p>The proposals are directly adjacent to Langho Railway Station.</p>	
	<p>The proposals include a 40 space car park for the rail station which will accommodate existing and future demand from people to carry out an onward journey by train, which will reduce overall vehicle miles on the road network.</p>	
	<p>Given the above 4 points, the proposals will minimise the need to travel and provide convenient access on foot, by bicycle, and to public transport (both bus and rail)</p>	
<p>In general schemes offering opportunity for more sustainable means of transport and sustainable travel improvements will be supported.</p>	<p>The proposals offer more opportunity for sustainable means of transport and a great number of sustainable travel improvements. (see Sustainable Travel Appendix 6).</p>	✓
<p>Major applications should always be accompanied by a comprehensive travel plan.</p>	<p>The proposals include 18 sustainable travel improvements (see Sustainable Travel Appendix 6). The proposals include a further 16 sustainable travel measures (see Sustainable Travel Appendix 6).</p> <p>Given the above 3 points, the Key Statement suggests that the proposal should have been supported.</p> <p>A comprehensive Framework travel plan was submitted as part of the application</p>	✓

### Ribble Valley Policy DMG1: General Considerations

Policy DMG1 comprises 20 items.

Those are under the headings of Design (5 items), Access (3 items), Amenity (4 items), Environment (5 items), Infrastructure (3 items) and Other (1 item). The items relating to Transport and Highways are set out in Policy Review Table 2.

*Policy Review Table 2: Review of Ribble Valley Policy DMG1 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do the proposals comply
“In determining planning applications, all development must...”		
<u>Access</u>		
1. Consider the potential traffic and car parking implications.	Suitably Assessed within the Transport Assessment and confirmed by the Local Highway Authority to be acceptable. Can be delivered to standards.	✓
2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.	<p>The access layout is suitable for residential development of 300 dwellings.</p> <p>3m wide footway / cycleways are provided to both sides of the site access arm.</p> <p>Visibility splays of 2.4 x 120m are provided for proposed speed limit. available visibility is appropriate for existing prevailing speeds.</p> <p>Vehicle tracking shows that the site access can accommodate service vehicles.</p> <p>2 new bus stops on the A59 are included on the design.</p> <p>3 pedestrian crossings on the A59 are provided, including one signalised crossing to provide access to the eastbound bus stops.</p>	✓
3. Consider the protection and enhancement of public rights of way and access.”	<p>There is one existing Public Right of Way which extends through the site.</p> <p>The connection points will be retained and the standard of the route will be improved.</p> <p>For the most part the existing alignment has been retained. In the northern side of the site, the public right of way is diverted slightly, to avoid a drainage pond. Overall, with the enhancements to the public right of way, the new route will be as commodious, if not more commodious than the previous route.</p>	✓
<u>Infrastructure</u>		
1. Have regard to the availability to key infrastructure with capacity. Where key infrastructure with capacity is not available it may be necessary to phase development to allow infrastructure enhancements to take place.	Highway capacity has been assessed and the existing highway network can suitably accommodate the development proposals.	✓

## Ribble Valley Policy DMG3: Transport and Mobility

Policy Review Table 3: Review of Ribble Valley Policy DMG3 against the Proposals and the Planning Decision

Policy Wording	Context of the proposals:	Do proposals comply	Evidence of having been given considerable weight
<p>In making decisions on development proposals the local planning authority will, in addition to assessing proposals within the context of the development strategy, <b>attach considerable weight to:</b></p>			
<p>The availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development -</p>	<p>The site benefits from being located directly adjacent to the railway station, the bus services on the A59 and is close to the bus services on Whalley Road. The proposals provide new bus stops and improve existing bus stops. In this context the proposals comply and significantly exceed the requirements of the NPPF for a rural location.</p>	✓	X
<p>The relationship of the site to the primary route network and the strategic road network.</p>	<p>The site provides direct access to the primary route network. The SRN is easily accessed from the A59.</p>	✓	X
<p>The provision made for access to the development by pedestrian, cyclists and those with reduced mobility.</p>	<p>Provision is made for access by pedestrians and cyclists. Including footway improvements and traffic calming.</p>	✓	X
<p>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.</p>	<p>Mobility impaired users will be able to access facilities in Whalley, Clitheroe and Blackburn from the site by bus. They will also be able to access facilities in Langho on foot or by wheeling via the A29 and Whalley Road or Whitehalgh Lane.</p>	✓	X
<p>Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.</p>	<p>The proposals are located on the edge of Langho and are accessible by bus, train, cycle and on foot.</p>	✓	X
<p>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</p>	<p>The residential proposals will enhance the vitality and viability of amenities in Langho through increasing the customer base.</p>	✓	X
<p>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.</p>	<p>The proposals are located to provide a choice of travel, see the sustainable travel list. They are located within reasonable journey times of facilities which are visited regularly.</p>	✓	X
<p>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.</p>	<p>Parking to be provided in accordance with parking standards Significant positive weight to be given.</p>	✓	X
<p>All major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities.</p>	<p>The proposals are delivering and upgrading bus stops and promote the use of bus via the travel plan. The proposals provide a rail station car park to enable and promote rail travel.</p>	✓	X
<p>All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards.</p>	<p>This will be assured through the detailed design stage.</p>	✓	X

<p>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.</p>	<p>The proposals do not affect opening of stations at Gisburn and Chatburn.</p>	<p>✓</p>	
<p>The council will resist development that will result in the loss of opportunities to transport freight by rail.</p>	<p>The proposal will not result in the loss of opportunities to transport freight by train.</p>	<p>✓</p>	<p>Not applicable</p>

**NPPF Chapter 6 (Building a strong, competitive economy), Part 1 (Supporting a prosperous rural economy)  
Paragraph 89**

*Policy Review Table 4: Review of NPPF Paragraph 89 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do the proposals comply?
<p>Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.</p>	<p>The proposal will meet local community needs by providing more houses and meet local business needs through providing more local customers.                      The proposals are located adjacent to the existing settlement of Langho.                      The proposals are located adjacent to a rail station and bus services.                      The proposals therefore out-perform this policy.</p>	<p>✓</p>
<p>In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).</p>	<p>The proposals do not have an unacceptable impact on local roads, as demonstrated by the TA and the Highway Authority consultation response.                      The proposals exploit opportunities to make a location more sustainable, see the list of sustainable travel improvements.</p>	<p>✓</p>
<p>The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.</p>	<p>The site is physically well-related to the existing settlement of Langho</p>	<p>✓</p>

**NPPF Chapter 9 (Promoting Sustainable Travel)  
Paragraph 110**

*Policy Review Table 5: Review of NPPF Paragraph 110 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do proposals comply
<p>The planning system should actively manage patterns of growth in support of these objectives.</p>	<p>n/a</p>	
<p>Significant development should be focused on locations which are or can be made sustainable, <u>through limiting the need to travel and offering a genuine choice of transport modes</u>. This can help to reduce congestion and emissions, and improve air quality and public health.</p>	<p>All dwellings within the development will be provided with high speed broadband to enable working from home</p>	<p>✓</p>
<p>However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>	<p>A genuine choice of travel is provided, see list of sustainable travel measures in Appendix 6. The location is sustainable and that will be improved further.</p> <p>In the context of a rural location, the proposals offer a very high level of sustainable travel choice, even outperforming many urban locations. This should be reflected in decision making</p> <p>The proposals seek to maximise opportunities for sustainable travel, see list of sustainable travel measures in Appendix 6</p>	<p>✓</p> <p>✓</p>

**NPPF Chapter 9 (Promoting Sustainable Travel)**

**Paragraph 115**

*Policy Review Table 6: Review of NPPF Paragraph 115 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do proposals comply
<p>115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p>	<p>n/a</p>	
<p>a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;</p>	<p>Sustainable travel is prioritised, see the list of sustainable travel improvements and measures, Appx 6 Considering the dispensations in Para 89 and 110 for rural locations, the proposals comply even more so.</p>	<p>✓</p>
<p>b) safe and suitable access to the site can be achieved for all users;</p>	<p>There are various safe and suitable access choices for all users. Refer to list of site access infrastructure and access enhancements Appx 6</p>	<p>✓</p>
<p>c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and</p>	<p>Will be ensured at detail design stage</p>	<p>✓</p>
<p>d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.</p>	<p>The proposed mitigations address the impacts of the development and promote active and sustainable travel, in line with vision led transport strategy</p>	<p>✓</p>

**NPPF Chapter 9 (Promoting Sustainable Travel), Part 1 (Considering development proposals)  
Paragraph 116**

*Policy Review Table 7: Review of NPPF Paragraph 116 against the Proposals and the Planning Decision*

Policy Wording	Context of the proposals:	Do the proposals comply
<p>Development should only be prevented or refused on highways grounds if...  there would be an unacceptable impact on highway safety, or  the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</p>	<p>There is no unacceptable impact on highway safety. Mitigations include signalised and non signalised crossings, traffic calming, speed limit reductions, pedestrian and cyclist infrastructure and an access which complies with design standards  Even considering impacts and operational conditions in the peak periods there will be no significant impact on the road network following mitigation and certainly no severe impact.</p>	<p>✓  ✓</p>

## Site Access

- The proposed site access is a priority controlled T-junction, with a ghost island right turn.
- The carriageway of the site access road is 6.5m in width, widening to 9.5m on approach to Longsight Road. The site access road has a left turn lane and a right turn lane on approach.
- The junction has a kerb radius of 12m on both the eastern and western sides of the carriageway.
- There are 2m wide footways proposed on either side of the carriageway, which tie into a proposed 3m shared foot/cycleway.
- Two uncontrolled pedestrian crossings with tactile paving and a pedestrian refuse are provided on either side of the road.
- There is also an uncontrolled pedestrian crossing with tactile paving across the site access arm.
- A new signalised toucan crossing on the A59 Longsight Road is proposed to provide access to proposed bus stops and wider network.
- Visibility splays of 2.4m x 171m and 2.4m x 160m can be accommodated to the east and west of the proposed access junction respectively.
- The visibility splays are accordance with surveyed 85<sup>th</sup> percentile traffic speeds on Longsight Road of 54.3 and 52.1mph respectively.
- The site access includes visibility splays which are in accordance with those suggest by DMRB for the recorded approach speeds.
- It is proposed to provide a gateway feature and traffic calming measures on Longsight Road to the east of the junction with Whitehalgh Lane, to facilitate a reduction in the existing speed limit to mph.
- The site access has been tracked using an 11.125m Refuse Vehicle and a 9.57m Pantechonicon vehicle which demonstrates that the access is suitable to accommodate these vehicles.
- The Local Highway Authority have reviewed the site access strategy and did not raise an objection with the proposal.

## Internal Layout and Parking

- The precise layout of the development will be determined as a reserved matter.
- Based on the Illustrative Masterplan, the intention is for the access road to run through the site on a looped basis to provide access to secondary roads for access to all individual dwellings.
- Turning heads will be provided within the site for safe and efficient entry / egress manoeuvres by refuse vehicles and fire tenders, in accordance with LCC standards.
- Car parking requirements, including EV charging facilities, will be considered and determined through future planning applications for reserved matters, in accordance with LCC standards.
- It is proposed to provide a new car park to the southeast of the site, serving Langho Railway Station on the northern side of the rail line.
- The vehicle access arrangement on Longsight Road would be adequate for accessing a car park.
- Details of ownership, management and layout of the car park will be agreed at a later stage in the planning process.

- The Local Highway Authority have reviewed the internal layout and parking, and did not raise an objection with the proposal.

### **Traffic Impact Assessment**

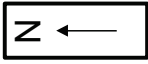
- Five junctions have been assessed in terms of capacity as part of the Transport Assessment. These include:
  - Proposed access junction on the A59 Longsight Road;
  - A59 Longsight Road / Whalley Road / A666 roundabout junction;
  - A59 Longsight Road / Whitehalgh Lane / Chapel Lane junction;
  - Whalley Road / York Lane / Whitehalgh Lane junction.
  - A59 Longsight Road / Ribchester Road junction;
- The junction capacity assessments show that all of the assessed junctions are expected to perform within capacity in the '2030 With Development' scenario. The maximum RFC's recorded for each junction are outlined below for each junction:
  - Proposed access junction on the A59 Longsight Road. - Max RFC 0.53 on Site access right turn in the morning peak.
  - A59 Longsight Road / Whalley Road / A666 roundabout junction. - Max RFC 0.79 on A59 (east) both the morning and evening peaks.
  - A59 Longsight Road / Whitehalgh Lane / Chapel Lane junction. - Max RFC 0.37 on Chapel Lane in AM, and 0.37 on the A59 (west) in evening peak.
  - Whalley Road / York Lane / Whitehalgh Lane junction. - Max RFC 0.45 on Whalley Road (north east) in the morning peak.
  - A59 Longsight Road / Ribchester Road junction - Max DoS 88% on Ribchester Road (north) in the morning peak.
- The results from the junction capacity assessments show that all of the assessed junctions are expected to operate well within capacity in the 2030 With Development morning and evening peak scenarios.

**HTASoC Appendix 6: Matrix of Sustainable Travel Improvements and Measures**



**HTASoC Appendix 7: Plans Showing Pedestrian Routes from the Site to the  
Centre of Langho**

---



Source: Google Earth

## Land at Longsight Road



Walk routes between the centre of the site to the junction of Whalley Road/ Whinney Lane/ Olive Bank (i.e Centre of Langho)

**HTASoC Appendix 8: Public Transport Timetables**

---

## Monday to Saturday - 25 - CLITHEROE - BLACKBURN

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	---	---	09:20	11:20	13:20	15:20	16:30	17:35	18:45
<b>Business Village</b> Barrow (by)	---	---	09:28	11:28	13:28	15:28	16:38	17:43	18:52
<b>Bus Station</b> Whalley (Stand A)	---	---	09:35	11:35	13:35	15:35	16:45	17:50	18:59
<b>The Academy</b> Brockhall Village (by)	---	07:38	09:43	11:43	13:43	15:43	16:53	17:58	19:07
<b>The Rydings</b> Langho (W)	---	07:45	09:50	11:50	13:50	15:50	17:00	18:05	19:14
<b>Millstone</b> Mellor (SE)	06:56	07:56	10:01	12:01	14:01	16:01	17:11	18:16	19:24
<b>Hare and Hounds</b> Lammack (S)	07:02	08:03	10:08	12:08	14:08	16:08	17:18	18:23	19:30
<b>St Marys College</b> Blackburn (S)	07:05	08:06	10:11	12:11	14:11	16:11	17:21	18:26	19:33
<b>Arrival Stand</b> Blackburn Town Centre (Stand 0)	07:12	08:14	10:19	12:19	14:19	16:19	17:29	18:34	19:40

Timetable notes 

## Monday to Saturday - 25 - BLACKBURN - CLITHEROE

<b>Bus Station</b> Blackburn Town Centre (Stand 1)	07:20	09:25	11:25	13:25	15:25	16:25	17:40	18:45	19:45
<b>St Marys College</b> Blackburn (N)	07:28	09:33	11:33	13:33	15:33	16:33	17:48	18:52	19:52
<b>Hare and Hounds</b> Lammack (N)	07:31	09:36	11:36	13:36	15:36	16:36	17:51	18:55	19:55
<b>Millstone</b> Mellor (SE)	07:41	09:46	11:46	13:46	15:46	16:46	18:01	19:04	20:04
<b>Whitehalgh Lane</b> Langho (by)	07:51	09:56	11:56	13:56	15:56	16:56	18:11	19:14	---
<b>The Academy</b> Brockhall Village (by)	07:57	10:02	12:02	14:02	16:02	17:02	18:17	19:20	---
<b>Bus Embayment</b> Whalley (N)	08:03	10:08	12:08	14:08	16:08	17:08	18:23	---	---
<b>Business Village</b> Barrow (by)	08:10	10:15	12:15	14:15	16:15	17:15	18:30	---	---
<b>Interchange</b> Clitheroe Town Centre (Stand 6)	08:18	10:23	12:23	14:23	16:23	17:23	18:38	---	---

## Timetable notes

Generated on 18/07/2025 20:32

▼ Connection guaranteed at Clitheroe Interchange

**MONDAY TO FRIDAY (excluding Bank Holidays)**

<b>Preston</b> Bus Station Stand 39	0650	0723	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
<b>Preston</b> Hesketth Arms	0700	0733	0825	0925	1025	1125	1225	1325	1425	1530	1630	1730	1827
<b>Mellor Brook</b> Feilden Arms	0710	0749	0835	0935	1035	1135	1235	1335	1435	1542	1642	1742	1837
<b>Langho</b> Petre Arms	0720	0803	0845	0945	1045	1145	1245	1345	1445	1553	1653	1753	1846
<b>Whalley King Street</b> Stand D	0728	0810	0852	0952	1052	1152	1252	1352	1452	1600	1700	1800	1853
<b>Clitheroe</b> Interchange Stand 5	0740	0823	0904	1004	1104	1204	1304	1404	1504	1612	1712	1812	1904
<b>Clitheroe</b> Interchange Stand 5	0743	0823	0909	1009	1109	1209	1309	1409	1509	1615	1715	1815	-
<b>Chatburn</b> Post Office	0751	-	0916	1016	1116	1216	1316	1416	1516	1622	1722	1821	-
<b>Chatburn</b> Opp Post Office	-	0836	-	-	-	-	-	-	-	-	-	-	-
<b>Gisburn</b> Travellers Court	0800	-	0924	1024	1124	1224	1324	1424	1524	1631	1731	1828	-
<b>Barnoldswick</b> Station Road	0812	-	0935	1035	1135	1235	1335	1435	1535	1642	1742	1838	-
<b>Earby</b> Bus Station	0825	-	0945	1045	1145	1245	1345	1445	1546	1651	1751	1848	-
<b>Thornton in Craven</b> Post Office	0829	-	0949	1049	1149	1249	1349	1449	1550	1655	1755	-	-
<b>Skipton</b> Craven College	0840*	-	-	-	-	-	-	-	-	-	-	-	-
<b>Skipton</b> Bus Station Stand 4	0846	-	1004	1104	1204	1304	1404	1504	1604	1710	1810	-	-

\* College days only

**SATURDAY**

<b>Preston</b> Bus Station Stand 39	0655	0805	0910	1015	1115	1215	1315	1415	1515	1615	1715	1815
<b>Preston</b> Hesketth Arms	0705	0815	0920	1025	1125	1225	1325	1425	1525	1625	1725	1825
<b>Mellor Brook</b> Feilden Arms	0715	0825	0930	1035	1135	1235	1335	1435	1535	1635	1735	1835
<b>Langho</b> Petre Arms	0725	0835	0940	1045	1145	1245	1345	1445	1545	1645	1745	1845
<b>Whalley King Street</b> Stand D	0732	0842	0947	1052	1152	1252	1352	1452	1552	1652	1752	1852
<b>Clitheroe</b> Interchange Stand 5	0744	0854	0959	1104	1204	1304	1404	1504	1604	1704	1804	1904
<b>Clitheroe</b> Interchange Stand 5	0749	0859	1004	1109	1209	1309	1409	1509	1609	1709	1809	-
<b>Chatburn</b> Post Office	0756	0906	1011	1116	1216	1316	1416	1516	1616	1716	1816	-
<b>Gisburn</b> Travellers Court	0804	0914	1019	1124	1224	1324	1424	1524	1624	1724	1824	-
<b>Barnoldswick</b> Station Road	0815	0925	1030	1135	1235	1335	1435	1535	1635	1735	1835	-
<b>Earby</b> Bus Station	0825	0935	1040	1145	1245	1345	1445	1545	1645	1745	1845	-
<b>Thornton in Craven</b> Post Office	0829	0939	1044	1149	1249	1349	1449	1549	1649	1749	-	-
<b>Skipton</b> Bus Station Stand 4	0844	0954	1059	1204	1304	1404	1504	1604	1704	1804	-	-

▼ Connection guaranteed at Clitheroe Interchange

**SUNDAY (including Bank Holidays)**

0840	1040	1240	1440	1640
0849	1049	1249	1449	1649
0858	1058	1258	1458	1658
0908	1108	1308	1508	1708
0915	1115	1315	1515	1715
0926	1126	1326	1526	1726
▼	▼	▼	▼	▼
0930	1130	1330	1530	1730
0937	1137	1337	1537	1737
0945	1145	1345	1545	1745
0956	1156	1356	1556	1756
1005	1205	1405	1605	-
1008	1208	1408	1608	-
1022	1222	1422	1622	-

▼ Connection guaranteed at Clitheroe Interchange

**MONDAY TO FRIDAY (excluding Bank Holidays)**

Skipton Bus Station Stand 4	—	—	—	0910	1010	1110	1210	1310	1410	1510	1610	1720	1820
<b>Thornton in Craven</b> Post Office	—	—	—	0922	1022	1122	1222	1322	1422	1522	1622	1732	1832
Early Bus Station	0605	0647	—	0927	1027	1127	1227	1327	1427	1527	1627	1737	1837
<b>Barnoldswick</b> Fernlea Avenue	0615	0657	—	0938	1038	1138	1238	1338	1438	1538	1638	1748	1848
Gisburn Travellers Rest	0624	0706	—	0948	1048	1148	1248	1348	1448	1548	1648	1758	1858
<b>Chatburn</b> Opp Post Office	0632	0714	0837	0956	1056	1156	1256	1356	1456	1556	1656	1806	1906
<b>Clitheroe</b> Interchange Stand 4	0639	0721	0846	1005	1105	1205	1305	1405	1505	1605	1705	1815	1915
	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
<b>Clitheroe</b> Interchange Stand 4	0642	0726	0855	1010	1110	1210	1310	1410	1510	1610	1715	1820	1920
<b>Whalley</b> Bus Station Stand A	0654	0739	0910	1025	1125	1225	1325	1425	1525	1625	1730	1832	1932
<b>Langho</b> Petre Arms	0700	0745	0916	1031	1131	1231	1331	1431	1531	1631	1736	1838	1937
<b>Mellor Brook</b> Feilden Arms	0710	0755	0927	1042	1142	1242	1342	1442	1542	1642	1746	1848	1946
<b>Preston</b> Hesketh Arms	0720	0815	0939	1054	1154	1254	1354	1454	1554	1656	1756	1858	1956
<b>Preston</b> Bus Station Stand 39	0730	0830	0951	1106	1206	1306	1406	1506	1606	1706	1808	1908	2005

**SATURDAY**

Skipton Bus Station Stand 4	-	-	0910	1010	1110	1210	1310	1410	1510	1610	1715	1815
<b>Thornton in Craven</b> Post Office	-	-	0922	1022	1122	1222	1322	1422	1522	1622	1727	1827
Early Bus Station	-	-	0927	1027	1127	1227	1327	1427	1527	1627	1732	1832
<b>Barnoldswick</b> Fernlea Avenue	-	-	0938	1038	1138	1238	1338	1438	1538	1638	1743	1843
Gisburn Travellers Rest	-	-	0948	1048	1148	1248	1348	1448	1548	1648	1753	1853
<b>Chatburn</b> Opp Post Office	-	0856	0956	1056	1156	1256	1356	1456	1556	1656	1801	1901
<b>Clitheroe</b> Interchange Stand 4	-	0905	1005	1105	1205	1305	1405	1505	1605	1705	1810	1910
	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
<b>Clitheroe</b> Interchange Stand 4	0755	0910	1010	1110	1210	1310	1410	1510	1610	1710	1815	1915
<b>Whalley</b> Bus Station Stand A	0810	0925	1025	1125	1225	1325	1425	1525	1625	1725	1827	1927
<b>Langho</b> Petre Arms	0816	0931	1031	1131	1231	1331	1431	1531	1631	1731	1833	1933
<b>Mellor Brook</b> Feilden Arms	0827	0942	1042	1142	1242	1342	1442	1542	1642	1742	1843	1943
<b>Preston</b> Hesketh Arms	0839	0954	1054	1154	1254	1354	1454	1554	1654	1753	1853	1953
<b>Preston</b> Bus Station Stand 39	0851	1006	1106	1206	1306	1406	1506	1606	1706	1803	1903	2003

**SUNDAY (including Bank Holidays)**

	-	1030	1230	1430	1630	-
	-	1042	1242	1442	1642	-
	-	1047	1247	1447	1647	-
	-	1057	1257	1457	1657	1757
	-	1105	1305	1505	1705	1805
	0913	1113	1313	1513	1713	1813
	0921	1121	1321	1521	1721	1821
	▼	▼	▼	▼	▼	▼
	0925	1125	1325	1525	1725	1825
	0937	1137	1337	1537	1737	1837
	0943	1143	1343	1543	1743	1843
	0953	1153	1353	1553	1753	1853
	1003	1203	1403	1603	1803	1903
	1013	1213	1413	1613	1813	1913

## 22 CLITHEROE - SHADSWORTH via Langho, Wilpshire (outbound)

### Monday to Friday

<i>Operator</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>
<i>Notes</i>	<i>SCHOL NSCHOL</i>											
<i>Variations</i>												
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	----	06:13	06:43	07:13	07:35	07:55	----	08:23	08:32	08:43	09:13	09:43
CHATBURN ROAD, Grammar School (o/s)	----	----	----	----	----	----	----	08:39	----	----	----	----
WHALLEY, Bus Station (Stand A)	----	06:26	06:58	07:28	07:50	08:10	----	08:38	08:58	08:58	09:28	09:58
LANGHO, Northcote Road (opp)	----	06:32	07:05	07:35	07:57	08:17	----	08:45	09:05	09:05	09:35	10:05
ROE LEE, Roe Lee Park (opp)	----	06:44	07:17	07:48	08:11	08:31	----	08:57	09:17	09:17	09:47	10:17
BLACKBURN TOWN CENTRE, Night Stand (opp)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE, Bus Station (Stand 2)	06:30	06:55	07:28	08:00	08:25	08:45	09:05	09:08	09:28	09:28	09:58	10:28
BLACKBURN TOWN CENTRE, Bus Station (Stand 2)	----	07:00	07:35	08:05	08:35	----	----	----	09:35	09:35	10:05	10:35
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand A)	06:42	07:12	07:47	08:17	08:47	----	09:17	----	09:47	09:47	10:17	10:47
<b>SHADSWORTH, Rothesay Road (opp)</b>	06:46	07:16	07:51	08:21	08:51	----	09:21	----	09:51	09:51	10:21	10:51

<i>Operator</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>
<i>Notes</i>	<i>SCHOL SCHOL</i>											
<i>Variations</i>												
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	10:13	10:43	11:13	11:43	12:13	12:43	13:13	13:43	14:13	----	14:43	14:53
CHATBURN ROAD, Grammar School (o/s)	----	----	----	----	----	----	----	----	----	----	14:53	----
WHALLEY, Bus Station (Stand A)	10:28	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	----	15:13	15:09
LANGHO, Northcote Road (opp)	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	----	15:20	15:16
ROE LEE, Roe Lee Park (opp)	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	----	15:32	15:28
BLACKBURN TOWN CENTRE, Night Stand (opp)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE, Bus Station (Stand 2)	10:58	11:28	11:58	12:28	12:58	13:28	13:58	14:28	14:58	15:30	15:44	15:40
BLACKBURN TOWN CENTRE, Bus Station (Stand 2)	11:05	11:35	12:05	12:35	13:05	13:35	14:05	14:35	15:05	----	15:50	15:50
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand A)	11:17	11:47	12:17	12:47	13:17	13:47	14:18	14:48	15:18	15:43	16:03	16:03



**Saturday**

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

*Variations*

<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	----	----	07:23	----	08:13	08:43	09:13	09:43	10:13	10:43	11:13	11:43
WHALLEY,Bus Station (Stand A)	----	07:07	07:37	07:58	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58
LANGHO,Northcote Road (opp)	----	07:13	07:43	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05
ROE LEE,Roe Lee Park (opp)	----	07:22	07:52	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17
BLACKBURN TOWN CENTRE,Night Stand (opp)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	06:35	07:31	08:01	08:28	08:58	09:28	09:58	10:28	10:58	11:28	11:58	12:28
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	07:35	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	06:47	07:47	08:17	08:47	09:17	09:47	10:17	10:47	11:17	11:47	12:17	12:47
<b>SHADSWORTH,Rothesay Road (opp)</b>	06:51	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

*Variations*

<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	12:13	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	16:43	17:13	17:43
WHALLEY,Bus Station (Stand A)	12:28	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:57
LANGHO,Northcote Road (opp)	12:35	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	18:03
ROE LEE,Roe Lee Park (opp)	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:14
BLACKBURN TOWN CENTRE,Night Stand (opp)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	16:58	17:28	17:58	18:25
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	18:05	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:15	----
<b>SHADSWORTH,Rothesay Road (opp)</b>	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	18:19	----

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

\$\$ \$\$ \$\$ \$\$

*Variations*

<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	18:18	19:23	20:23	21:23	22:23	23:23
WHALLEY,Bus Station (Stand A)	18:32	19:37	20:37	21:37	22:37	23:37
LANGHO,Northcote Road (opp)	18:38	19:43	20:43	21:43	22:43	23:43
ROE LEE,Roe Lee Park (opp)	18:49	19:52	20:52	21:52	22:52	23:52
BLACKBURN TOWN CENTRE,Night Stand (opp)	----	----	----	----	----	00:00
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	19:00	20:01	21:01	22:01	23:01	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	19:05	20:05	21:05	22:05	23:05	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	19:15	20:14	21:14	22:14	23:14	----
<b>SHADSWORTH,Rothesay Road (opp)</b>	19:19	20:17	21:17	22:17	23:17	----

**Sunday**

<i>Operator</i>	<u>LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD</u>											
<i>Notes</i>												
<i>Variations</i>												
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	09:18	----	10:18	----	11:18	----	12:18	----	13:18	----	14:18	----
WHALLEY,Bus Station (Stand A)	09:32	----	10:32	----	11:32	----	12:32	----	13:32	----	14:32	----
LANGHO,Northcote Road (opp)	09:38	----	10:38	----	11:38	----	12:38	----	13:38	----	14:38	----
ROE LEE,Roe Lee Park (opp)	09:49	----	10:49	----	11:49	----	12:49	----	13:49	----	14:49	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	09:58	10:05	10:58	11:05	11:58	12:05	12:58	13:05	13:58	14:05	14:58	15:05
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	----	----	----	----	----	----	----	----	----	----	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	----	10:14	----	11:14	----	12:14	----	13:14	----	14:14	----	15:14
<b>SHADSWORTH,Rothesay Road (opp)</b>	----	10:18	----	11:18	----	12:18	----	13:18	----	14:18	----	15:18

<i>Operator</i>	<u>LNUD LNUD LNUD LNUD LNUD LNUD</u>					
<i>Notes</i>						
<i>Variations</i>						

<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	15:18	----	16:18	----	17:18	18:23
WHALLEY,Bus Station (Stand A)	15:32	----	16:32	----	17:32	18:37
LANGHO,Northcote Road (opp)	15:38	----	16:38	----	17:38	18:43
ROE LEE,Roe Lee Park (opp)	15:49	----	16:49	----	17:49	18:52
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	15:58	16:05	16:58	17:05	17:58	19:01
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	----	----	----	----	18:05	----
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	----	16:14	----	17:14	18:14	----
<b>SHADSWORTH,Rothesay Road (opp)</b>	----	16:18	----	17:18	18:18	----

**22 CLITHEROE - SHADSWORTH via Langho, Wilpshire (inbound)****Monday to Friday**

<i>Operator</i>	<u>LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD</u>											
<i>Notes</i>												
<i>Variations</i>												
<b>SHADSWORTH,Rothesay Road (opp)</b>	----	06:07	06:47	----	07:17	07:52	08:22	08:52	09:22	09:52	10:22	10:52
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	----	06:16	06:56	----	07:28	08:03	08:33	09:03	09:33	10:03	10:33	11:03
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	05:50	06:26	07:06	07:33	07:42	08:18	08:48	09:16	09:46	10:16	10:46	11:16
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	----	06:30	07:10	----	07:45	08:25	08:55	09:25	09:55	10:25	10:55	11:25
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE,Roe Lee Park (adj)	05:58	06:38	07:18	07:43	07:55	08:35	09:05	09:35	10:05	10:35	11:05	11:35
LANGHO,Railway Station (by)	06:06	06:49	07:29	07:56	08:08	08:46	09:16	09:46	10:16	10:46	11:16	11:46
WHALLEY,Bus Embayment (o/s)	06:13	06:58	07:38	08:05	08:17	08:55	09:25	09:55	10:25	10:55	11:25	11:55



ROE LEE,Roe Lee Park (adj)	22:48	23:48
LANGHO,Railway Station (by)	22:58	23:58
WHALLEY,Bus Embayment (o/s)	23:06	00:06
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	23:18	00:18

**Saturday**

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

*Variations*

<b>SHADSWORTH,Rothesay Road (opp)</b>	06:17	06:52	07:22	07:52	08:22	08:52	09:22	09:52	10:22	10:52	11:22	11:52
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	06:25	07:03	07:33	08:03	08:33	09:03	09:33	10:03	10:33	11:03	11:33	12:03
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	06:35	07:16	07:46	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	06:40	07:25	07:55	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE,Roe Lee Park (adj)	06:48	07:33	08:05	08:35	09:05	09:35	10:05	10:35	11:05	11:35	12:05	12:35
LANGHO,Railway Station (by)	06:58	07:43	08:16	08:46	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46
WHALLEY,Bus Embayment (o/s)	07:06	07:51	08:25	08:55	09:25	09:55	10:25	10:55	11:25	11:55	12:25	12:55
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	07:18	08:03	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

*Variations*

<b>SHADSWORTH,Rothesay Road (opp)</b>	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:46	18:16
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE,Roe Lee Park (adj)	13:05	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:33	18:03	----
LANGHO,Railway Station (by)	13:16	13:46	14:16	14:46	15:16	15:46	16:16	16:46	17:16	17:43	18:13	----
WHALLEY,Bus Embayment (o/s)	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:51	18:21	----
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	18:03	18:33	----

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

\$\$                    \$\$    \$\$    \$\$    \$\$    \$\$    \$\$

*Variations*

<b>SHADSWORTH,Rothesay Road (opp)</b>	18:20	----	19:20	----	20:18	----	21:18	----	22:18	----	23:18
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	18:28	----	19:28	----	20:26	----	21:26	----	22:26	----	23:26
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	18:38	18:40	19:38	19:40	20:36	20:40	21:36	21:40	22:36	22:40	----

BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE, Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	23:36
BLACKBURN TOWN CENTRE, Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	23:40
ROE LEE, Roe Lee Park (adj)	----	18:48	----	19:48	----	20:48	----	21:48	----	22:48	23:48
LANGHO, Railway Station (by)	----	18:58	----	19:58	----	20:58	----	21:58	----	22:58	23:58
WHALLEY, Bus Embayment (o/s)	----	19:06	----	20:06	----	21:06	----	22:06	----	23:06	00:06
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	----	19:18	----	20:18	----	21:18	----	22:18	----	23:18	00:18

## Sunday

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

*Variations*

<b>SHADSWORTH, Rothesay Road (opp)</b>	----	----	10:19	----	11:19	----	12:19	----	13:19	----	14:19	----
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	----	----	10:27	----	11:27	----	12:27	----	13:27	----	14:27	----
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	09:35	10:35	10:37	11:35	11:37	12:35	12:37	13:35	13:37	14:35	14:37	15:35
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE, Roe Lee Park (adj)	09:43	10:43	----	11:43	----	12:43	----	13:43	----	14:43	----	15:43
LANGHO, Railway Station (by)	09:54	10:54	----	11:54	----	12:54	----	13:54	----	14:54	----	15:54
WHALLEY, Bus Embayment (o/s)	10:02	11:02	----	12:02	----	13:02	----	14:02	----	15:02	----	16:02
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	10:14	11:14	----	12:14	----	13:14	----	14:14	----	15:14	----	16:14

*Operator* LNUD LNUD LNUD LNUD LNUD LNUD

*Notes*

*Variations*

<b>SHADSWORTH, Rothesay Road (opp)</b>	15:19	----	16:19	----	17:19	18:19
ROYAL BLACKBURN HOSPITAL, Royal Blackburn Hospital (Stand B)	15:27	----	16:27	----	17:27	18:27
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	15:37	16:35	16:37	17:40	17:37	18:37
BLACKBURN TOWN CENTRE, Bus Station (Stand 10)	----	----	----	----	----	18:40
ROE LEE, Roe Lee Park (adj)	----	16:43	----	17:48	----	18:48
LANGHO, Railway Station (by)	----	16:54	----	17:58	----	18:58
WHALLEY, Bus Embayment (o/s)	----	17:02	----	18:06	----	19:06
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	----	17:14	----	18:18	----	19:18

## Key

- NSCHOL - Not Clitheroe Royal Grammar School
- \$\$ - Operated in partnership with Lancashire County Council.
- \$\$ - Operated in partnership with Lancashire County Council
- SCHOL - Clitheroe Royal Grammar School only
- LNUD - Transdev Lancashire Unit

## 890 CLITHEROE ROYAL GRAMMAR SCHOOL - BOWLAND HIGH SCHOOL (outbound)

### Monday to Friday

<i>Operator</i>	<i>MOVP</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>CHATBURN ROAD,Grammar School TC (by)</b>	<b>08:32</b>
CHATBURN,Mount Pleasant (o/s)	08:35
<b>SAWLEY,Bowland County High School (by)</b>	<b>08:48</b>

---

## 890 CLITHEROE ROYAL GRAMMAR SCHOOL - BOWLAND HIGH SCHOOL (inbound)

### Monday to Friday

<i>Operator</i>	<i>MOVP</i>	<i>MOVP</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>NW</i>	<i>W</i>
<b>SAWLEY,Bowland County High School (by)</b>	<b>15:40</b>	<b>15:50</b>
CHATBURN,Post Office (opp)	15:50	16:00
CHATBURN ROAD,Grammar School TC (by)	16:00	----
CHATBURN ROAD,Grammar School (o/s)	----	16:04
LANGHO,Rogersfield (opp)	----	16:22
WILPSHIRE,Somerset Avenue (opp)	----	16:25
WILPSHIRE,Wilpshire Hotel (Stop 2)	----	16:26
<b>BROWNHILL,Holy Souls (opp)</b>	<b>----</b>	<b>16:28</b>

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Bowland High School only
- MOVP - Moving People Ltd

## 113 Wilpshire - Nelson & Colne College via Whalley, Read, Higham (outbound)

### Monday to Friday

<i>Operator</i>	<i>BPTR</i>
<i>Notes</i>	<i>NELS</i>
<i>Variations</i>	
<b>WILPSHIRE, Wilpshire Hotel (Stop 1)</b>	07:56
WHALLEY, Bus Station (Stand C)	08:10
PADIHAM, Slade Lane (by)	08:25
HIGHAM, Four Alls Inn (o/s)	08:30
FENCE, Bay Horse Inn (opp)	08:33
<b>BARROWFORD, Nelson and Colne College (adj)</b>	08:40

---

## 113 Wilpshire - Nelson & Colne College via Whalley, Read, Higham (inbound)

### Monday to Friday

<i>Operator</i>	<i>BPTR</i>	<i>BPTR</i>
<i>Notes</i>	<i>NELS</i>	<i>NELS</i>
<i>Variations</i>	<i>W</i>	<i>NW</i>
<b>BARROWFORD, NELSON and COLNE College (by)</b>	14:50	16:20
FENCE, Fence Gate Inn (opp)	14:57	16:27
HIGHAM, Four Alls Inn (opp)	15:00	16:30
PADIHAM, Slade Lane (adj)	15:04	16:34
WHALLEY, Bus Station (Stand A)	15:16	16:46
<b>WILPSHIRE, Wilpshire Hotel (Stop 2)</b>	15:27	16:57

---

### Key

- NELS - Nelson and Colne College only
- BPTR - Transdev Burnley & Pendl

**522 RIBCHESTER - KNOWLE GREEN - HURST GREEN - BILLINGTON ST AUGUSTINES - LANGHO RCPS (outbound)**

**Monday to Friday**

<i>Operator</i>	<i>LCAC</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>LONGRIDGE,St Cecilians RCHS (by)</b>	07:40
LONGRIDGE,Health Centre (by)	07:42
RIBCHESTER,Black Bull (opp)	07:52
KNOWLE GREEN,Halls Arms (o/s)	08:00
CALDERSTONE,Kingsmill Avenue (opp)	08:13
CALDERSTONE,Cemetery (by)	08:15
WHALLEY,Bus Station (Stand C)	08:21
BILLINGTON,Elker Lane (opp)	08:31
BROCKHALL VILLAGE,The Academy (by)	08:35
BILLINGTON,St Augustines RCHS (by)	08:39
LANGHO,Longsight Road (opp)	08:44
<b>LANGHO,Railway Station (opp)</b>	08:47

**522 RIBCHESTER - KNOWLE GREEN - HURST GREEN - BILLINGTON ST AUGUSTINES - LANGHO RCPS (inbound)**

**Monday to Friday**

<i>Operator</i>	<i>LCAC</i>	<i>LCAC</i>	<i>LCAC</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>NF</i>	<i>F</i>	<i>F</i>
<b>BILLINGTON,St Augustines RCHS (by)</b>	15:30	14:30	----
BROCKHALL VILLAGE,The Academy (by)	15:35	14:34	----
LANGHO,York Lane (opp)	15:40	----	15:35
LANGHO,St Leonards CEPS (adj)	15:44	----	15:37
BROCKHALL VILLAGE,The Academy (by)	15:50	----	15:45
BILLINGTON,St Augustines RCHS (by)	15:55	----	----
WHALLEY,Bus Embayment (o/s)	16:00	14:45	----
CALDERSTONE,Hospital (o/s)	16:05	14:50	----
CALDERSTONE,Kingsmill Avenue (by)	16:08	14:52	----
KNOWLE GREEN,Halls Arms (opp)	16:21	15:05	----
RIBCHESTER,Black Bull (by)	16:29	15:13	----
LONGRIDGE,Health Centre (opp)	16:33	15:17	----
<b>LONGRIDGE,St Cecilians RCHS (by)</b>	16:35	15:19	----

**Key**

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Billington St Augustines RCHS only

- LCAC - Lakeland Coaches

## 856 BLACKBURN - BILLINGTON ST AUGUSTINES (outbound)

### Monday to Friday

<i>Operator</i>	<i>ETNW</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>BLACKBURN TOWN CENTRE,School Stand (Stop C1)</b>	08:09
WILPSHIRE,Bulls Head (o/s)	08:25
LANGHO,Rogersfield (by)	08:33
<b>BILLINGTON,Elker Lane (by)</b>	08:40

---

## 856 BLACKBURN - BILLINGTON ST AUGUSTINES (inbound)

### Monday to Friday

<i>Operator</i>	<i>ETNW</i>	<i>ETNW</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>NF</i>	<i>E</i>
<b>BILLINGTON,St Augustines RCHS (by)</b>	15:20	14:30
LANGHO,Rogersfield (opp)	15:27	14:37
WILPSHIRE,Bulls Head (opp)	15:35	14:45
<b>BLACKBURN TOWN CENTRE,Arrival Stand (Stand 0)</b>	15:52	15:02

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Billington St Augustines RCHS only
- ETNW - Express Travel Services

## 860 BLACKBURN ROE LEE - CLITHEROE ROYAL GRAMMAR SCHOOL (outbound)

### Monday to Friday

<i>Operator</i>	<i>MOV</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>ROE LEE,Pearl Street (opp)</b>	08:03
BROWNHILL,Holy Souls (opp)	08:07
WILPSHIRE,Wilpsire Hotel (Stop 1)	08:10
WILPSHIRE,Somerset Avenue (by)	08:11
LANGHO,Rogersfield (by)	08:14
<b>CHATBURN ROAD,Grammar School TC (by)</b>	08:32

---

## 860 BLACKBURN ROE LEE - CLITHEROE ROYAL GRAMMAR SCHOOL (inbound)

### Monday to Friday

<i>Operator</i>	<i>MOV</i>	<i>MOV</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>W</i>	<i>NW</i>
<b>CHATBURN ROAD,Grammar School TC (by)</b>	14:40	16:00
LANGHO,Rogersfield (opp)	14:59	16:19
WILPSHIRE,Somerset Avenue (opp)	15:04	16:24
WILPSHIRE,Wilpsire Hotel (Stop 2)	15:04	16:24
BROWNHILL,Holy Souls (opp)	15:08	16:28
<b>ROE LEE,Pearl Street (by)</b>	15:11	16:31

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Clitheroe Royal Grammar School only
- MOV - Moving People Ltd

## 862 WILPSHIRE - CLITHEROE RIBBLESDALE H.S. (outbound)

### Monday to Friday

<i>Operator</i>	<i>ETNW</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>ROE LEE,Pearl Street (opp)</b>	07:50
WILPSHIRE,Bulls Head (o/s)	07:55
WILPSHIRE,Wilpshire Hotel (Stop 1)	07:58
WILPSHIRE,Carr Hall (opp)	08:10
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	08:30

---

## 862 WILPSHIRE - CLITHEROE RIBBLESDALE H.S. (inbound)

### Monday to Friday

<i>Operator</i>	<i>ETNW</i>	<i>ETNW</i>	<i>ETNW</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>E</i>	<i>NWNE</i>	<i>W</i>
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	14:10	15:10	15:35
WILPSHIRE,Carr Hall (by)	14:33	15:33	15:58
WILPSHIRE,Bulls Head (opp)	14:35	15:35	16:00
<b>ROE LEE,Pearl Street (by)</b>	14:38	15:39	16:03

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Clitheroe Ribblesdale CHS only
- ETNW - Express Travel Services

**458 BROWNHILL THE LATE SHOP - CLITHEROE RIBBLESDALE CHS via SALESBURY (outbound)**

**Monday to Friday**

<i>Operator</i>	<i>MARI</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>BROWNHILL,Brownhill Road (by)</b>	07:53
SALESBURY,Somerset Avenue (opp)	07:58
SALESBURY,Bonny Inn (opp)	08:00
CLAYTON-LE-DALE,Lovely Hall Lane (opp)	08:02
WHALLEY,Bus Station (Stand A)	08:15
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	08:35

---

**458 BROWNHILL THE LATE SHOP - CLITHEROE RIBBLESDALE CHS via SALESBURY (inbound)**

**Monday to Friday**

<i>Operator</i>	<i>MARI</i>	<i>MARI</i>	<i>MARI</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>E</i>	<i>NWNE</i>	<i>W</i>
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	14:15	15:15	15:35
WHALLEY,Bus Station (Stand A)	14:22	15:22	15:42
CLAYTON-LE-DALE,Oaks Bar (opp)	14:35	15:35	15:55
SALESBURY,Bonny Inn (o/s)	14:36	15:36	15:56
SALESBURY,Somerset Avenue (by)	14:37	15:37	15:57
<b>BROWNHILL,Holy Souls (opp)</b>	14:42	15:42	16:02

---

**Key**

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Clitheroe Ribblesdale CHS only
- MARI - Mario Coach Travel Ltd

## 623 Mellor - Clitheroe Royal Grammar School via Ramsgreave, Pleckgate, Wilpshire (outbound)

### Monday to Friday

<i>Operator</i>	<i>NWBT</i>
<i>Notes</i>	<i>SCHOL</i>
<i>Variations</i>	
<b>LAMMACK,Hare and Hounds (opp)</b>	07:37
BROWNHILL,Brownhill Road (by)	07:42
WILPSHIRE,Bulls Head (o/s)	07:47
SALESBURY,Bonny Inn (opp)	07:51
COPSTER GREEN,Dewhurst Farm (opp)	08:00
BROCKHALL VILLAGE,The Academy (by)	08:06
LANGHO,Longsight Road (by)	08:14
BILLINGTON,Billington Gardens (opp)	08:17
WHALLEY,Toby Jug (opp)	08:21
<b>CHATBURN ROAD,Grammar School TC (by)</b>	08:38

---

## 623 Mellor - Clitheroe Royal Grammar School via Ramsgreave, Pleckgate, Wilpshire (inbound)

### Monday to Friday

<i>Operator</i>	<i>NWBT</i>	<i>NWBT</i>
<i>Notes</i>	<i>SCHOL</i>	<i>SCHOL</i>
<i>Variations</i>	<i>NW</i>	<i>W</i>
<b>CHATBURN ROAD,Grammar School TC (by)</b>	15:50	14:35
CHATBURN ROAD,Well Terrace (Stop D)	15:55	14:40
WHALLEY,Toby Jug (by)	16:10	14:55
BILLINGTON,Billington Gardens (by)	16:13	14:58
LANGHO,Longsight Road (opp)	16:16	15:01
BROCKHALL VILLAGE,The Academy (by)	16:26	15:11
LANGHO,The Rydings (adj)	16:31	15:16
SALESBURY,Bonny Inn (o/s)	16:36	15:21
WILPSHIRE,Bulls Head (opp)	16:41	15:26
BROWNHILL,Holy Souls (opp)	16:46	15:31
<b>LAMMACK,Hare and Hounds (adj)</b>	16:51	15:36

---

### Key

- SCHOL - Clitheroe Royal Grammar School only
- NWBT - Boomerang Travel Ltd T/A

## 638 Pendleton Village - Billington St Augustines RCHS (outbound)

### Monday to Friday

<i>Operator</i>	<i>.CRAN</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>PENDLETON,Village (adj)</b>	08:10
SABDEN,Four Lane Ends (adj)	08:20
WHALLEY,Portfield Road (opp)	08:25
<b>BILLINGTON,St Augustines RCHS (by)</b>	08:35

---

## 638 Pendleton Village - Billington St Augustines RCHS (inbound)

### Monday to Friday

<i>Operator</i>	<i>.CRAN</i>	<i>.CRAN</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>.NE</i>	<i>.E</i>
<b>BILLINGTON,St Augustines RCHS (by)</b>	15:20	14:30
WHALLEY,Portfield Road (by)	15:30	14:40
SABDEN,Four Lane Ends (by)	15:35	14:45
<b>PENDLETON,Pendleton Road (by)</b>	15:45	14:55

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Billington St Augustines RCHS only
- CRAN - Cranberry Coachways Ltd

## 121 Clitheroe - Burnley College via Whalley, Wilpshire (outbound)

### Monday to Friday

<i>Operator</i>	<i>BPTR</i>
<i>Notes</i>	<i>BURN</i>
<i>Variations</i>	
<b>CLITHEROE TOWN CENTRE,Interchange (Stand 6)</b>	07:36
PRIMROSE, Littlemoor Road (by)	07:41
WHALLEY, Bus Station (Stand A)	07:50
LANGHO, Longsight Road (opp)	07:55
WILPSHIRE, Turning Circle (opp)	08:04
RISHTON, War Memorial (opp)	08:13
RISHTON, Station Road (opp)	08:14
CLAYTON-LE-MOORS, Hare and Hounds (by)	08:19
<b>STONEYHOLME, Burnley College (opp)</b>	08:44

---

## 121 Clitheroe - Burnley College via Whalley, Wilpshire (inbound)

### Monday to Friday

<i>Operator</i>	<i>BPTR</i>
<i>Notes</i>	<i>BURN</i>
<i>Variations</i>	
<b>STONEYHOLME, Burnley College (opp)</b>	16:45
CLAYTON-LE-MOORS, Hare and Hounds (by)	17:03
RISHTON, Station Road (by)	17:08
RISHTON, War Memorial (by)	17:09
WILPSHIRE, Turning Circle (by)	17:19
LANGHO, Longsight Road (by)	17:29
WHALLEY, Bus Embayment (o/s)	17:34
PRIMROSE, Littlemoor Road (opp)	17:41
<b>CLITHEROE TOWN CENTRE, Interchange (Stand 6)</b>	17:46

---

### Key

- BURN - Burnley College only
- BPTR - Transdev Burnley & Pendl

## 464 Brockhall - Ribblesdale CHS via Langho (outbound)

### Monday to Friday

<i>Operator</i>	<i>MARI</i>
<i>Notes</i>	<i>\$\$,SCHol</i>
<i>Variations</i>	
<b>BROCKHALL VILLAGE,The Academy (by)</b>	08:05
LANGHO,Longsight Road (by)	08:10
WHALLEY,Bus Embayment (o/s)	08:20
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	08:30

---

## 464 Brockhall - Ribblesdale CHS via Langho (inbound)

### Monday to Friday

<i>Operator</i>	<i>MARI</i>	<i>MARI</i>	<i>MARI</i>
<i>Notes</i>	<i>\$\$,SCHol</i>	<i>\$\$,SCHol</i>	<i>\$\$,SCHol</i>
<i>Variations</i>	<i>E.</i>	<i>NWNE.</i>	<i>W.</i>
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	14:15	15:15	15:35
WHALLEY,Bus Station (Stand A)	14:25	15:25	15:45
LANGHO,Longsight Road (opp)	14:40	15:40	16:00
<b>BROCKHALL VILLAGE,The Academy (by)</b>	14:45	15:45	16:05

---

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHol - Clitheroe Ribblesdale CHS only
- MARI - Mario Coach Travel Ltd

## 616 LAMMACK - RAMSGREAVE SPREAD EAGLE - CLITHEROE RIBBLESDALE CHS (outbound)

### Monday to Friday

<i>Operator</i>	<i>MARI</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	
<b>BLACKBURN,Barker Lane (opp)</b>	07:39
RAMSGREAVE,Spread Eagle (opp)	07:44
MELLOR,Millstone (by)	07:47
MELLOR BROOK,Branch Road (by)	07:51
MELLOR BROOK,Feilden Arms (opp)	07:53
OSBALDESTON,Bay Horse (o/s)	07:57
COPSTER GREEN,Wheatley Farm (adj)	08:01
LANGHO,Whitehalgh Lane (by)	08:04
BILLINGTON,Elker Lane (by)	08:15
WHALLEY,Bus Embayment (o/s)	08:20
LAMB ROE,The Eagle (by)	08:24
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	08:30

## 616 LAMMACK - RAMSGREAVE SPREAD EAGLE - CLITHEROE RIBBLESDALE CHS (inbound)

### Monday to Friday

<i>Operator</i>	<i>MARI</i>	<i>MARI</i>	<i>MARI</i>
<i>Notes</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>	<i>\$\$,SCHOL</i>
<i>Variations</i>	<i>NWNE</i>	<i>W</i>	<i>E</i>
<b>CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)</b>	15:15	15:35	14:15
LAMB ROE,The Eagle (opp)	15:23	15:43	14:23
WHALLEY,Bus Station (Stand C)	15:27	15:47	14:27
BILLINGTON,Elker Lane (opp)	15:30	15:50	14:30
BILLINGTON,St Augustines RCHS (by)	15:35	15:55	14:35
COPSTER GREEN,Park Gate Road (o/s)	15:40	15:58	14:40
CLAYTON-LE-DALE,Lovely Hall Lane (by)	15:41	15:59	14:41
OSBALDESTON,Bay Horse (opp)	15:45	16:05	14:45
MELLOR BROOK,Feilden Arms (o/s)	15:50	16:09	14:50
MELLOR BROOK,The Windmill (by)	15:52	16:16	14:52
MELLOR,Millstone (opp)	15:56	16:20	14:56
RAMSGREAVE,Spread Eagle (by)	15:59	16:23	14:59
<b>PLECKGATE,Lammack Road (by)</b>	16:04	16:27	15:04

### Key

- \$\$ - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Clitheroe Ribblesdale CHS only

- MARI - Mario Coach Travel Ltd

# Train times

18 May – 5 October 2025

12

## Manchester to Blackburn and Clitheroe



NORTHERN

Go do your thing

This timetable shows all train services between **Clitheroe/Blackburn and Manchester**. Other trains run between **Bolton and Manchester** (Timetable 11).

## How to read this timetable



Look down the left hand column for your departure station. Read across until you find a suitable departure time. Read down the column to find the arrival time at your destination. Through services are shown in bold type (this means you won't have to change trains). Connecting services are shown in light type. If you travel on a connecting service, change at the next station shown in bold or if you arrive on a connecting service, change at the last station shown in bold, unless a footnote advises otherwise.

## Minimum connection times



All stations have a minimum connection time of 5 minutes unless stated.

## Community Rail Partnerships and community groups



We support a number of active community rail partnerships (CRPs) across our network. CRPs bring together local communities and the rail industry to deliver benefits to both, and encourage use of the lines they represent.

**Clitheroe Line Community Rail Partnership**  
**[www.communityraillancashire.co.uk](http://www.communityraillancashire.co.uk)**

Some stations on this route are adopted by local community groups. For more information visit **[northernrailway.co.uk/community](http://northernrailway.co.uk/community)**

## Planning your journey



### National Rail Enquiries

For full details of all train times, fares and rail travel information anywhere on the national rail network, call **03457 48 49 50**, or visit **[nationalrail.co.uk](http://nationalrail.co.uk)**

### TrainTracker™

For up to date travel information and live departures direct to your mobile, text your station **name** or **location code** to **8 49 50**.

Customers with disabilities or restricted mobility are encouraged to contact our **Customer Experience Centre** who will book assistance for you.

Call: **0800 138 5560**

Textphone: **0800 138 5561**

Email: **[assistance@northernrailway.co.uk](mailto:assistance@northernrailway.co.uk)**

## Improving our railway



Engineering work to help improve our services sometimes affects trains, particularly at weekends and bank holidays.

Visit: **[northernrailway.co.uk/improvements](http://northernrailway.co.uk/improvements)** or call National Rail Enquiries: **03457 48 49 50** to check before you travel.

## Delay Repay



You can claim Delay Repay if one of our trains is late or cancelled and as a result you get to your destination station later than scheduled, whether it is our fault or not.

Visit **[northernrailway.co.uk/delayrepay](http://northernrailway.co.uk/delayrepay)** for more information.

Whilst every care has been taken to ensure the accuracy of the information contained in this timetable, we can accept no liability for any inaccuracies, and reserve the right to change information without further notice. Visit our website for the most up to date timetables and check before you travel.

# Manchester - Blackburn - Clitheroe

## Mondays to Saturdays

							SO	SX			
Rochdale	d	-	-	-	0551	0652	0721	0752	0752	0822	0852
Manchester Victoria	d	-	-	0543	0614	0715	0743	0815	0815	0845	0915
Salford Central		-	-	0546	0617	0718	0746	0818	0818	0848	0918
Salford Crescent		-	-	0551	0621	0722	0752	0822	0822	0851	0922
Bolton		-	-	0604	0634	0735	0804	0835	0835	0904	0935
Hall I' Th' Wood		-	-	0609	0639	0740	0809	0840	0840	0909	0940
Bromley Cross		-	-	0613	0643	0744	0813	0844	0844	0913	0944
Entwistle		-	-	0619	-	-	0819	-	-	0919	-
Darwen		-	-	0626	0655	0756	0826	0856	0856	0926	0956
Blackburn	a	-	-	0634	0703	0804	0834	0903	0904	0934	1004
Blackburn	d	0611	0732	0635	-	-	0835	0908	-	0935	-
Ramsgreave & Wilpshire		0617	0738	0644	-	-	0844	0914	-	0944	-
Langho		0622	0743	0649	-	-	0848	0919	-	0948	-
Whalley		0626	0748	0653	-	-	0853	0924	-	0953	-
Clitheroe	a	0634	0756	0701	-	-	0901	0930	-	1001	-
Hellifield		-	-	-	-	-	-	0954	-	-	-
Settle		-	-	-	-	-	-	1003	-	-	-
Horton In Ribblesdale		-	-	-	-	-	-	1012	-	-	-
Ribblehead	a	-	-	-	-	-	-	1019	-	-	-

## Mondays to Saturdays

								SX	SO		
Rochdale	d	0921	0952	1021	1052	1121	1152	1222	1252	1252	1321
Manchester Victoria	d	0943	1015	1043	1115	1143	1215	1244	1315	1314	1343
Salford Central		0946	1018	1046	1118	1146	1218	1247	1318	1317	1346
Salford Crescent		0951	1022	1051	1122	1151	1222	1251	1322	1321	1351
Bolton		1004	1035	1104	1135	1204	1235	1304	1335	1335	1404
Hall I' Th' Wood		1009	1040	1109	1140	1209	1240	1309	1340	1340	1409
Bromley Cross		1012	1044	1113	1144	1213	1244	1313	1344	1344	1413
Entwistle		1019	-	1119	-	1219	-	1319	-	-	1419
Darwen		1025	1056	1126	1156	1226	1256	1326	1356	1356	1426
Blackburn	a	1033	1104	1134	1204	1234	1304	1334	1404	1404	1434
Blackburn	d	1034	-	1135	-	1235	-	1335	-	-	1435
Ramsgreave & Wilpshire		1042	-	1144	-	1244	-	1344	-	-	1444
Langho		1047	-	1148	-	1248	-	1348	-	-	1448
Whalley		1051	-	1153	-	1253	-	1353	-	-	1453
Clitheroe	a	1059	-	1201	-	1301	-	1401	-	-	1501
Hellifield		-	-	-	-	-	-	-	-	-	-
Settle		-	-	-	-	-	-	-	-	-	-
Horton In Ribblesdale		-	-	-	-	-	-	-	-	-	-
Ribblehead	a	-	-	-	-	-	-	-	-	-	-

### Notes

SO Saturdays only.

SX Mondays to Fridays only.

# Manchester - Blackburn - Clitheroe

## Mondays to Saturdays

			SX	SO							
Rochdale	d	1352	1421	1452	1452	1521	1552	1619	1653	1721	1752
Manchester Victoria	d	1415	1443	1515	1515	1543	1615	1644	1715	1743	1815
Salford Central		1418	1446	1518	1518	1546	1618	1647	1718	1746	1818
Salford Crescent		1422	1451	1522	1522	1551	1622	1651	1722	1751	1822
Bolton		1435	1504	1535	1535	1604	1635	1704	1735	1805	1836
Hall I' Th' Wood		1440	1509	1540	1540	1609	1640	1709	1740	1810	1841
Bromley Cross		1444	1513	1544	1544	1613	1644	1713	1744	1814	1845
Entwistle		-	1519	-	-	1619	-	1719	1751	1821	-
Darwen		1456	1526	1556	1556	1626	1656	1726	1758	1827	1857
Blackburn	a	1504	1534	1604	1604	1634	1704	1734	1807	1835	1905
Blackburn	d	-	1535	-	1615	1635	-	1735	-	1836	-
Ramsgreave & Wilpshire		-	1544	-	1621	1644	-	1744	-	1845	-
Langho		-	1548	-	1626	1648	-	1748	-	1849	-
Whalley		-	1553	-	1631	1653	-	1753	-	1854	-
Clitheroe	a	-	1601	-	1637	1701	-	1801	-	1902	-
Hellifield		-	-	-	1701	-	-	-	-	-	-
Settle		-	-	-	1710	-	-	-	-	-	-
Horton In Ribblesdale		-	-	-	1719	-	-	-	-	-	-
Ribblehead	a	-	-	-	1726	-	-	-	-	-	-

## Mondays to Saturdays

							SX	SO			
Rochdale	d	1822	1852	1921	1952	2021	2121	2152	2252	2252	-
Manchester Victoria	d	1843	1915	1943	2015	2043	2143	2215	2314	2314	-
Salford Central		1846	1918	1946	2018	2046	2146	2218	2317	2317	-
Salford Crescent		1851	1922	1951	2022	2051	2151	2222	2321	2320	-
Bolton		1904	1935	2004	2035	2104	2204	2234	2333	2333	-
Hall I' Th' Wood		1909	1940	2009	2040	2109	2209	2239	2338	2338	-
Bromley Cross		1913	1944	2013	2044	2113	2213	2242	2341	2341	-
Entwistle		1919	-	2019	-	2120	2220	2249	2348	2348	-
Darwen		1926	1956	2026	2056	2127	2227	2256	2355	2355	-
Blackburn	a	1934	2004	2034	2104	2134	2234	2303	0003	0003	-
Blackburn	d	1935	-	2035	-	2136	2236	2304	-	-	-
Ramsgreave & Wilpshire		1944	-	2044	-	2144	2244	2312	-	-	-
Langho		1949	-	2048	-	2149	2249	2317	-	-	-
Whalley		1953	-	2053	-	2153	2253	2322	-	-	-
Clitheroe	a	2001	-	2101	-	2201	2301	2330	-	-	-
Hellifield		-	-	-	-	-	-	-	-	-	-
Settle		-	-	-	-	-	-	-	-	-	-
Horton In Ribblesdale		-	-	-	-	-	-	-	-	-	-
Ribblehead	a	-	-	-	-	-	-	-	-	-	-

Notes  
 SO Saturdays only.  
 SX Mondays to Fridays only.

# Manchester - Blackburn - Clitheroe

## Sundays

Manchester Victoria	d	0755	0839	0945	1048	1145	1245	1345	1445	1545	1645
Salford Central		-	0842	0948	1051	1148	1248	1348	1448	1548	1648
Salford Crescent		0802	0846	0952	1054	1152	1252	1352	1452	1552	1652
Bolton		0815	0900	1004	1107	1204	1304	1404	1504	1604	1704
Hall I' Th' Wood		0820	0906	1009	1112	1209	1309	1409	1509	1609	1709
Bromley Cross		0823	0910	1013	1115	1213	1313	1413	1513	1613	1713
Entwistle		0830	0917	1019	1122	1219	1319	1419	1519	1619	1719
Darwen		0836	0924	1026	1129	1226	1326	1426	1526	1626	1726
Blackburn	a	0844	0933	1033	1136	1233	1333	1433	1533	1633	1733
Blackburn	d	0845	0938	1035	1138	1235	1335	1435	1535	1635	1735
Ramsgreave & Wilpshire		0853	0947	1043	1146	1243	1343	1443	1543	1643	1743
Langho		0858	0952	1048	1151	1248	1348	1448	1548	1648	1748
Whalley		0902	0956	1052	1155	1252	1352	1452	1552	1652	1752
Clitheroe	a	0910	1004	1100	1203	1300	1400	1500	1600	1700	1800

## Sundays

Manchester Victoria	d	1756	1845	1945	2112	2208	2314	-	-	-	-
Salford Central		1759	1848	1948	2116	2211	2317	-	-	-	-
Salford Crescent		1803	1852	1952	2119	2215	2321	-	-	-	-
Bolton		1819	1904	2004	2132	2227	2336	-	-	-	-
Hall I' Th' Wood		1824	1909	2009	2137	2232	2341	-	-	-	-
Bromley Cross		1827	1913	2013	2141	2235	2344	-	-	-	-
Entwistle		1834	1919	2019	2148	-	2351	-	-	-	-
Darwen		1841	1926	2026	2156	2247	2357	-	-	-	-
Blackburn	a	1848	1933	2033	2203	2254	0006	-	-	-	-
Blackburn	d	1850	1935	2035	2205	2255	-	-	-	-	-
Ramsgreave & Wilpshire		1858	1943	2043	2213	2303	-	-	-	-	-
Langho		1903	1948	2048	2218	2308	-	-	-	-	-
Whalley		1907	1952	2052	2222	2312	-	-	-	-	-
Clitheroe	a	1915	2000	2100	2230	2320	-	-	-	-	-

# Clitheroe - Blackburn - Manchester

## Mondays to Saturdays

Ribblehead	d	-	-	-	-	-	-	-	-	-	-	-
Horton In Ribblesdale		-	-	-	-	-	-	-	-	-	-	-
Settle		-	-	-	-	-	-	-	-	-	-	-
Hellifield		-	-	-	-	-	-	-	-	-	-	-
Clitheroe		-	0620	0651	0721	-	0822	-	0922	-	1022	-
Whalley		-	0626	0657	0727	-	0828	-	0928	-	1028	-
Langho		-	0631	0702	0732	-	0833	-	0933	-	1033	-
Ramsgreave & Wilpshire		-	0638	0709	0739	-	0840	-	0940	-	1040	-
Blackburn	a	-	0644	0715	0745	-	0846	-	0946	-	1046	-
Blackburn	d	0618	0646	0717	0747	0818	0848	0918	0948	1018	1048	-
Darwen		0626	0655	0726	0755	0828	0856	0928	0956	1028	1056	-
Entwistle		0633	0702	0733	0802	-	0903	-	1003	-	1103	-
Bromley Cross		0639	0708	0739	0808	0839	0909	0939	1009	1039	1109	-
Hall I' Th' Wood		0642	0710	0741	0810	0842	0912	0942	1012	1042	1112	-
Bolton	a	0647	0715	0746	0815	0847	0917	0947	1017	1047	1117	-
Salford Crescent	a	0700	0730	0801	0830	0900	0930	1000	1030	1100	1130	-
Salford Central	a	0703	0733	0804	0833	0903	0933	1003	1033	1103	1133	-
Manchester Victoria	a	0707	0739	0807	0839	0907	0939	1007	1039	1107	1138	-
Rochdale	a	0729	0801	0829	0902	0929	1001	1029	1102	1129	1200	-

## Mondays to Saturdays

				SX	SO			SX	SO			
Ribblehead	d	-	-	-	1108	-	-	-	-	-	-	-
Horton In Ribblesdale		-	-	-	1114	-	-	-	-	-	-	-
Settle		-	-	-	1122	-	-	-	-	-	-	-
Hellifield		-	-	-	1130	-	-	-	-	-	-	-
Clitheroe		-	1122	-	1154	1222	-	1322	1322	-	1422	-
Whalley		-	1128	-	1200	1228	-	1328	1328	-	1428	-
Langho		-	1133	-	1204	1233	-	1333	1333	-	1433	-
Ramsgreave & Wilpshire		-	1140	-	1209	1240	-	1340	1340	-	1440	-
Blackburn	a	-	1146	-	1216	1246	-	1346	1346	-	1446	-
Blackburn	d	1118	1148	1218	1218	1248	1318	1348	1348	1418	1448	-
Darwen		1128	1156	1228	1228	1256	1328	1356	1356	1428	1456	-
Entwistle		-	1203	-	-	1303	-	1403	1403	-	1503	-
Bromley Cross		1139	1209	1239	1239	1309	1339	1409	1409	1439	1509	-
Hall I' Th' Wood		1142	1212	1242	1242	1312	1342	1412	1412	1442	1512	-
Bolton	a	1147	1217	1247	1247	1317	1347	1417	1417	1447	1517	-
Salford Crescent	a	1200	1230	1300	1300	1330	1400	1430	1430	1500	1530	-
Salford Central	a	1203	1233	1303	1303	1333	1403	1433	1433	1503	1533	-
Manchester Victoria	a	1207	1239	1307	1307	1339	1407	1439	1439	1507	1539	-
Rochdale	a	1229	1301	1329	1329	1401	1429	1501	1508	1529	1601	-

### Notes

SO Saturdays only.

SX Mondays to Fridays only.

# Clitheroe - Blackburn - Manchester

## Mondays to Saturdays

									SX	SO
Ribblehead	d	-	-	-	-	-	-	-	-	1805
Horton In Ribblesdale		-	-	-	-	-	-	-	-	1812
Settle		-	-	-	-	-	-	-	-	1821
Hellifield		-	-	-	-	-	-	-	-	1828
Clitheroe		-	1522	-	1625	-	1721	-	1822	1852
Whalley		-	1528	-	1631	-	1727	-	1828	1859
Langho		-	1533	-	1636	-	1732	-	1833	1904
Ramsgreave & Wilpshire		-	1540	-	1642	-	1740	-	1840	1909
Blackburn	a	-	1546	-	1648	-	1746	-	1846	1916
Blackburn	d	1518	1548	1618	1649	1718	1748	1818	1848	1918
Darwen		1528	1556	1628	1657	1728	1756	1828	1856	1928
Entwistle		-	1603	-	1704	-	1803	-	1903	-
Bromley Cross		1539	1609	1639	1710	1739	1809	1839	1909	1939
Hall I' Th' Wood		1542	1612	1642	1713	1742	1812	1843	1912	1942
Bolton	a	1547	1617	1647	1718	1747	1817	1848	1917	1947
Salford Crescent	a	1600	1630	1700	1730	1800	1830	1901	1930	2002
Salford Central	a	1603	1633	1703	1733	1803	1833	1904	1933	2005
Manchester Victoria	a	1607	1639	1707	1739	1807	1839	1908	1939	2008
Rochdale	a	1629	1701	1729	1801	1829	1901	1930	2001	2029

## Mondays to Saturdays

						SX	SO	SX	SO	SX	SO
Ribblehead	d	-	-	-	-	-	-	-	-	-	-
Horton In Ribblesdale		-	-	-	-	-	-	-	-	-	-
Settle		-	-	-	-	-	-	-	-	-	-
Hellifield		-	-	-	-	-	-	-	-	-	-
Clitheroe		1922	-	2022	2122	2122	2239	2239	2342	2342	-
Whalley		1928	-	2028	2128	2128	2245	2245	2348	2348	-
Langho		1933	-	2033	2133	2133	2250	2250	2353	2353	-
Ramsgreave & Wilpshire		1940	-	2039	2140	2140	2257	2257	2357	2358	-
Blackburn	a	1946	-	2046	2146	2146	2303	2303	0004	0004	-
Blackburn	d	1948	2018	2048	2148	2148	2304	2304	-	-	-
Darwen		1956	2028	2056	2156	2156	2312	2312	-	-	-
Entwistle		2003	-	2103	2203	2203	2319	2319	-	-	-
Bromley Cross		2009	2039	2109	2209	2209	2324	2324	-	-	-
Hall I' Th' Wood		2012	2042	2112	2212	2212	2327	2327	-	-	-
Bolton	a	2017	2047	2117	2217	2217	2332	2332	-	-	-
Salford Crescent	a	2030	2102	2130	2230	2230	2347	2347	-	-	-
Salford Central	a	2033	2105	2133	2233	2233	-	-	-	-	-
Manchester Victoria	a	2039	2108	2139	2238	2238	2352	2354	-	-	-
Rochdale	a	2101	-	2201	2302	-	-	-	-	-	-

### Notes

SO Saturdays only.

SX Mondays to Fridays only.

# Clitheroe - Blackburn - Manchester

## Sundays

Clitheroe	d	-	0923	1022	1122	1223	1323	1423	1523	1623	1719
Whalley		-	0929	1028	1128	1229	1329	1429	1529	1629	1725
Langho		-	0934	1033	1133	1234	1334	1434	1534	1634	1730
Ramsgreave & Wilpshire		-	0941	1040	1140	1241	1341	1441	1541	1641	1737
Blackburn	a	-	0947	1046	1146	1247	1347	1447	1547	1647	1743
Blackburn	d	0848	0949	1048	1148	1249	1349	1449	1549	1649	1745
Darwen		0856	0956	1056	1156	1257	1357	1457	1557	1657	1753
Entwistle		0903	1003	1103	1203	1304	1404	1504	1604	1704	1800
Bromley Cross		0909	1009	1109	1209	1310	1410	1510	1610	1710	1806
Hall I' Th' Wood		0913	1012	1113	1212	1313	1413	1513	1613	1713	1809
Bolton	a	0918	1017	1118	1217	1318	1418	1518	1618	1718	1814
Salford Crescent	a	0932	1033	1132	1233	1332	1433	1533	1633	1733	1833
Salford Central	a	0935	1036	1135	1236	1335	1436	1536	1636	1736	1836
Manchester Victoria	a	0938	1039	1138	1239	1338	1439	1539	1639	1739	1839

## Sundays

Clitheroe	d	1823	1947	2023	2123	2243	-	-	-	-	-
Whalley		1829	1953	2029	2129	2249	-	-	-	-	-
Langho		1834	1958	2034	2134	2253	-	-	-	-	-
Ramsgreave & Wilpshire		1841	2007	2041	2141	2300	-	-	-	-	-
Blackburn	a	1847	2014	2047	2147	2307	-	-	-	-	-
Blackburn	d	1850	2017	2049	2149	2307	-	-	-	-	-
Darwen		1858	2027	2057	2157	2315	-	-	-	-	-
Entwistle		1905	2034	2104	2204	2322	-	-	-	-	-
Bromley Cross		1911	2040	2110	2210	2328	-	-	-	-	-
Hall I' Th' Wood		1914	2043	2113	2213	2330	-	-	-	-	-
Bolton	a	1919	2048	2118	2218	2335	-	-	-	-	-
Salford Crescent	a	1933	2100	2133	2233	2348	-	-	-	-	-
Salford Central	a	1936	2103	2136	2236	2351	-	-	-	-	-
Manchester Victoria	a	1939	2108	2139	2239	2354	-	-	-	-	-

# Useful contact details



## Fares and service information

National Rail Enquiries  
visit [nationalrail.co.uk](https://www.nationalrail.co.uk)  
call **03457 48 49 50**  
textphone **0345 60 50 600**



## Customer helpline

For comments and enquiries  
visit [northernrailway.co.uk/comments](https://www.northernrailway.co.uk/comments)  
call **0800 200 6060**



facebook /[northernassist](https://www.facebook.com/northernassist)



@[northernassist](https://twitter.com/northernassist)



## Access or disabled information and assistance

call **0800 138 5560**  
email [assistance@northernrailway.co.uk](mailto:assistance@northernrailway.co.uk)



## Lost property

email [lostproperty@northernrailway.co.uk](mailto:lostproperty@northernrailway.co.uk)  
call **0800 200 6060**

## Correspondence

Customer Experience Centre  
Freepost NORTHERN RAILWAY



## British Transport Police

call **0800 40 50 40** text **61016**

This timetable is also available online and you can download it to your mobile. This saves space in your pocket or bag, as well as paper and the planet! [northernrailway.co.uk/timetables](https://www.northernrailway.co.uk/timetables)

All our policy documents can be found at [northernrailway.co.uk/legal](https://www.northernrailway.co.uk/legal)

**HTASoC Appendix 9: Changes in Travel Behaviour - Reduced Trip Making**

---

## Trends Showing a Reduced Need to Travel

The Ribble Valley Core Strategy was adopted in 2014, after submission to the Secretary of State in 2012.

Since the adoption of the Core Strategy, travel trends have shown to evolve, with less reliance on physical journeys to access facilities, services and amenities. This coincides with the development of technology, and in particular the range of online services which can be used to access services without the need for physically travelling.

### Working From Home

The proportion of people who undertake Hybrid Working patterns are reported to be:

- In 2019: 12%<sup>1</sup>
- In 2022: 22%.<sup>1</sup>
- In 2025: 28%.<sup>2</sup>

The proportion of people Full Time Working from Home are reported to be:

- In 2019: 5.1% (mainly from home).<sup>3</sup>
- In 2025: 13% (exclusively from home)<sup>4</sup>

---

<sup>1</sup> [The impact of remote and hybrid working on workers and organisations - POST](#)

<sup>2</sup> [UK Remote & Hybrid Working Trends And Statistics In 2025 – Forbes Advisor UK](#)

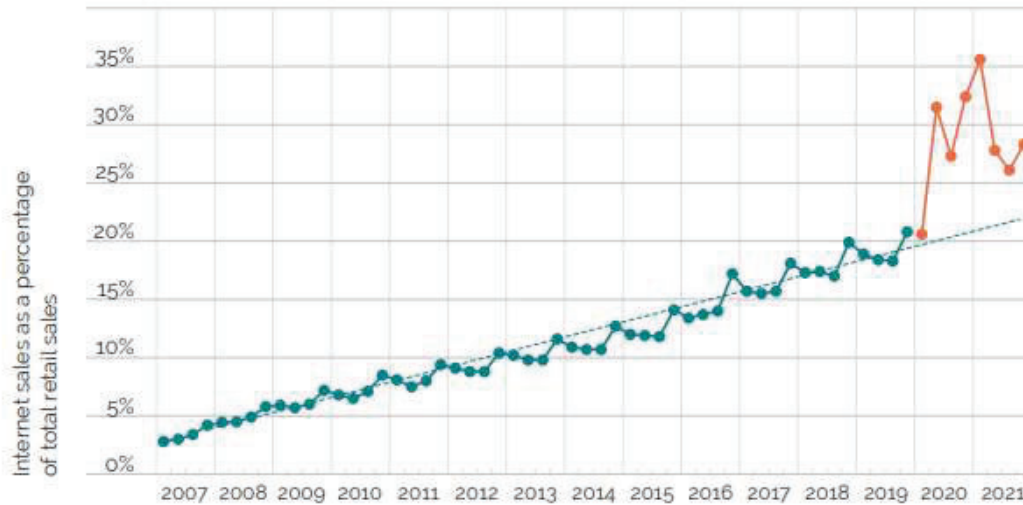
<sup>3</sup> [Coronavirus and homeworking in the UK labour market - Office for National Statistics](#)

<sup>4</sup> [Working from home statistics: How many people work from home?](#)

## On-line Retail

Percentage of retail sales carried out online<sup>5</sup>:

- 2019 Q4: 21%
- 2021 Q4: 28%
- This represents an increase of 7% or 3.5% per annum.
- Prior to 2019, on-line retail was growing consistently at around 1.3% per annum.

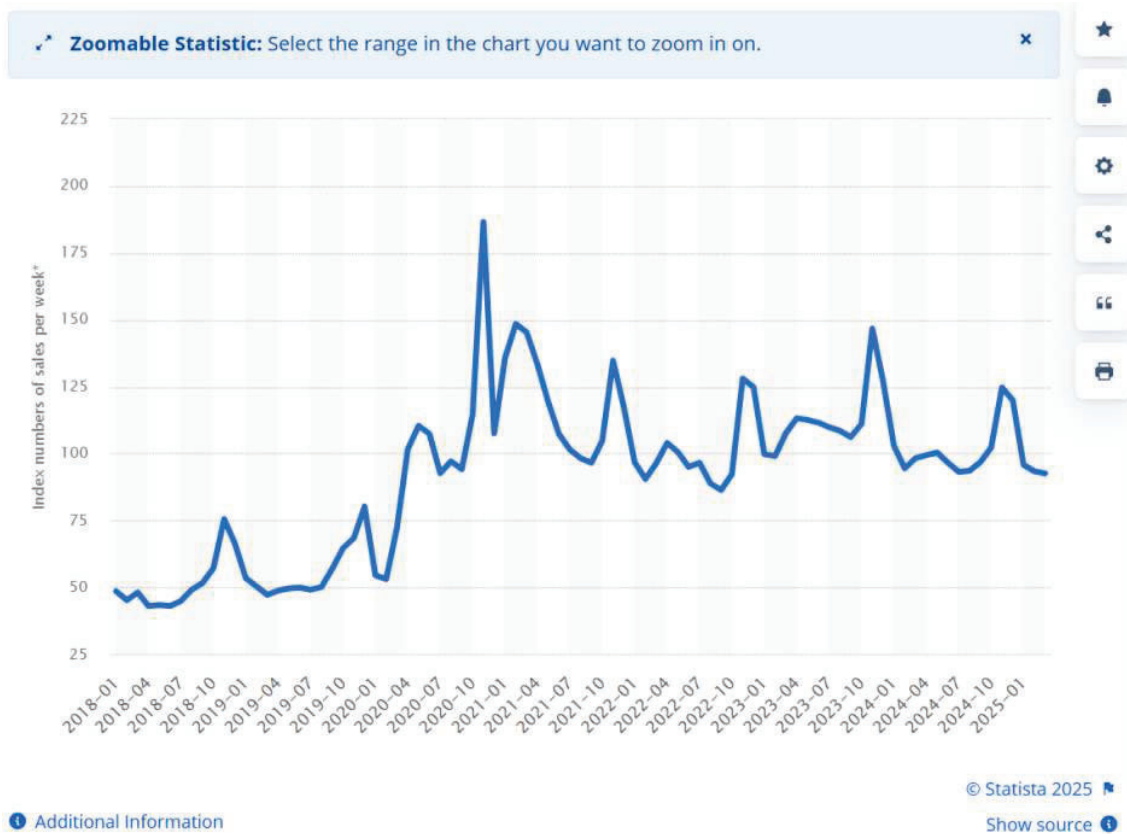


**Figure 11:** On-line retail sales as a percentage of all retail sales (ONS, 2022).<sup>12</sup>

---

<sup>5</sup> Anable, J., Brown, L., Docherty, I. and Marsden, G. 2022. Less is more: Changing travel in a post-pandemic society. Centre for Research into Energy Demand Solutions. Oxford, UK. ISBN: 978-1-913299-15-6).

- The graph below produced by Statista (using original data from the Office for National Statistics) shows in the increasing monthly internet household good retails sales in Great Britain from 2018 – 2025.<sup>6</sup>
- January 2018:            Approx. 50m sales per week carried out online.
- January 2025:            Approx. 95m sales per week carried out online.



## Online Medical Appointments

- A third of GP Appointments in England were carried out remotely in June 2025, according to Analysis of NHS Data.<sup>7</sup>
- Of these, 8% of appointments were carried out online and 25% over the phone. The proportion of remote consultations has risen from 30.9% in June 2024 and 28.3% in June 2023.<sup>8</sup>
- The proportion of GP appointments delivered by video or online has been rising, passing 1% in May 2023, 2% in August and 3% in December 2023.<sup>8</sup>

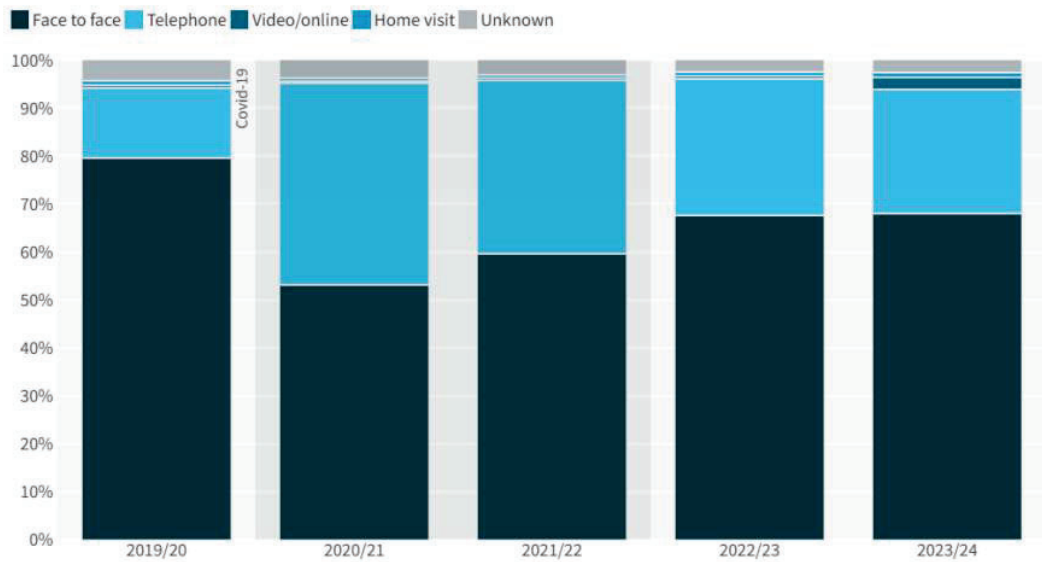
<sup>6</sup> (<https://www.statista.com/statistics/286351/internet-household-goods-retail-sales-value-monthly-index-in-the-uk/>)

<sup>7</sup> (Tammy Lovell (2025) A third of GP Appointments in England carried out Remotely, Digital Health) [A third of GP appointments in England carried out remotely](#)

<sup>8</sup> [Rise of 'virtual doctors' as one in 20 GP appointments performed online or by video - Manchester Evening News](#)

- It rose to 4% in March 2024 and stood at 5.2% in August 2024: the first time it has been above 5%.<sup>9</sup>

### The majority of appointments with GP practices are still face to face



Source: NHS England  
 Not all GP practices report in every month, therefore appointment numbers are estimated. The data only presents information captured on the GP practice systems and does not represent all work happening within a primary care setting.

TheKingsFund

- The Graph above produced by The Kings Fund<sup>10</sup> shows a reduction in face-to-face appoints from approximately 79% in 2019/20 to approximately 68% in 2023/24.

## Journalism Circulation

The following trends regarding journalism and news show a decline in physical material for news in 2019<sup>11</sup>:

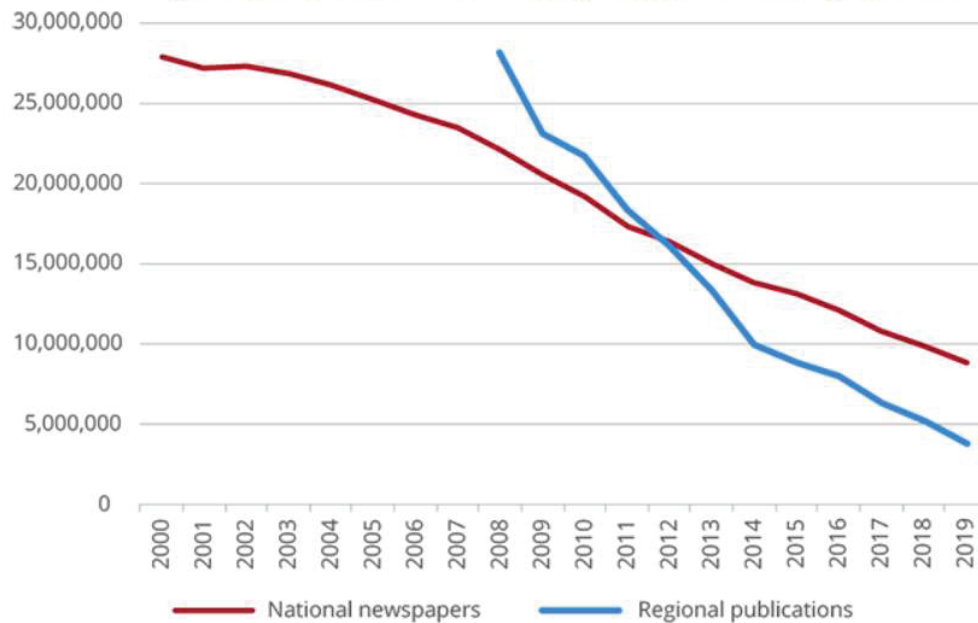
- Only 38 percent of UK adults accessed news via print newspapers;
- Only 11 percent accessed news via print magazines;
- 75 percent via accessed news via television
- 66 percent accessed news via the internet
- 43 percent accessed news via radio.

<sup>9</sup> [Rise of 'virtual doctors' as one in 20 GP appointments performed online or by video - Manchester Evening News](#)

<sup>10</sup> [Activity In The NHS | The King's Fund](#)

<sup>11</sup> [House of Lords - Breaking News? The Future of UK Journalism - Communications and Digital Committee \(www.parliament.uk\)](#)

Figure 1: Average circulation per issue, UK national newspapers and regional publications



Source: Audit Bureau of Circulations (ABC), 'ABC Data Hub', available at: <https://www.abc.org.uk/data>

Figure 2: Average circulation per issue, UK consumer magazines



Source: Audit Bureau of Circulations, 'Consumer Magazine Data', available at: <https://www.abc.org.uk/data/consumer-magazines>

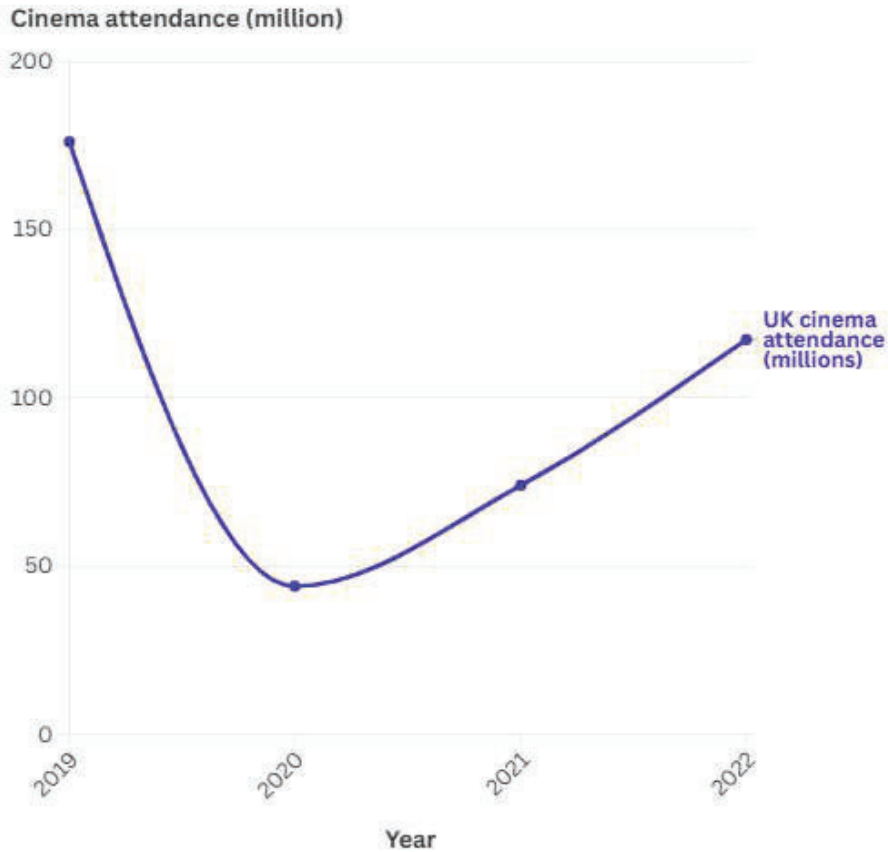
## Cinema Attendance

- In 2019, cinema attendance was reported to be 176.1m annually.<sup>12</sup>

<sup>12</sup> [UK Cinemas face rapid closure and industry decline data shows](#)

- In 2022, cinema attendance was reported to be 117.3 annually.<sup>12</sup>
- This shows a 33.4% reduction in cinema attendance.<sup>12</sup>

## UK annual cinema attendance



Source: [UK Cinema Association](#)

Source: UK Cinema Association as per NW Londoner<sup>12</sup>

## TRICS Guidance Note on Changes in Travel Behaviour (August 2019)<sup>13</sup>

The TRICS guidance note supports the above trends in travel patterns, and outlines that these trends are not all a direct result of the COVID-19 pandemic. The report is based on travel trends up to 2018, which predates the pandemic by one year.

The following extracts from the report outline similar travel trends pre-pandemic.

The TRICS Guidance note sets out the following travel trends as of 2018:

- 16% fewer trips are made than in 1996;
- 10% fewer miles are travelled than in 2002;

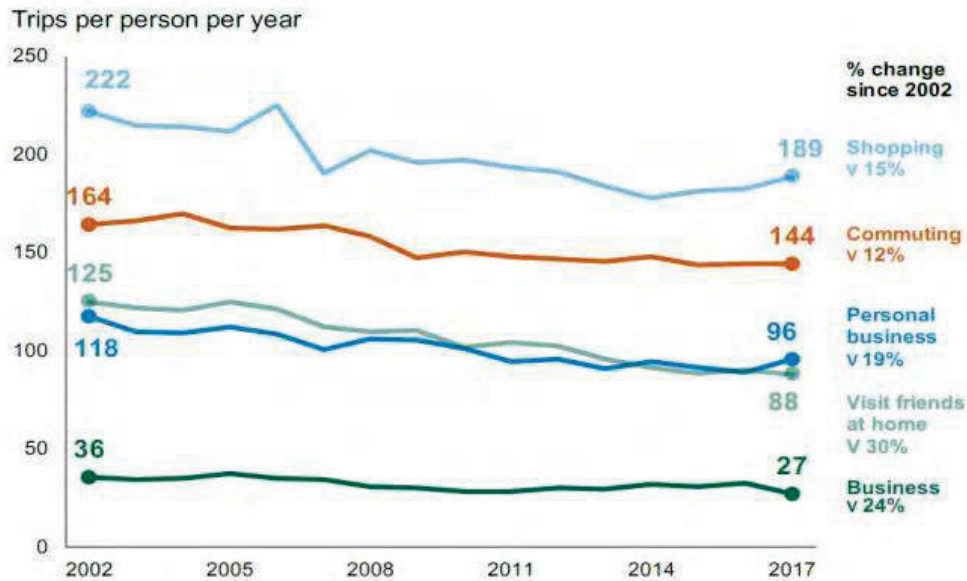
<sup>13</sup> [TRICS Guidance Note on Changes in Travel Behaviour August 2019](#) (TRICS, 2019)

- 22 fewer hours spent travelling annually than in 2008.

#### National Travel Survey Report (2016)

- Total distance travelled per person per year fell by 9% between 2007 and 2016.
- Distance travelled by all private transport fell by about 13% since 2003.
- Distance travelled by car drivers fell by 10% since 2007.

#### TRICS trend analysis (2019)



The graph above shows a reduction in trips per person per year between 2002 and 2017 for the following purposes:

- Shopping: -15%
- Commuting: -12%
- Personal Business: -19%
- Visit friends at home: -30%
- Business: -24%