

Longsight Road, Langho

784-B075154

PINS Ref: 6002485 | LPA Ref: 3/2025/0196

Volume 2: Proof of Evidence of Peter Blair on Highways, Transportation and Accessibility

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 South of Longsight Road, Langho

Date: 31st March 2026 | Tetra Tech Ref: 784-B075154

PINS Ref: 6002485 | LPA Ref: 3/2025/0196

Revision 01 – Final

On behalf of Hallam Land Management Ltd

Volume 2: Appendices



Document Control

Volume	Volume 2: Appendices
Document:	Volume 2: Proof of Evidence of Peter Blair on Highways, Transportation and Accessibility
Project:	Longsight Road, Langho
Client:	Hallam Land Management Limited
Project Number:	784-B075154
File Origin:	Y:\784-B075154_Long sight_Road__Langho\60_Output\61_WIP\6103_Reports\

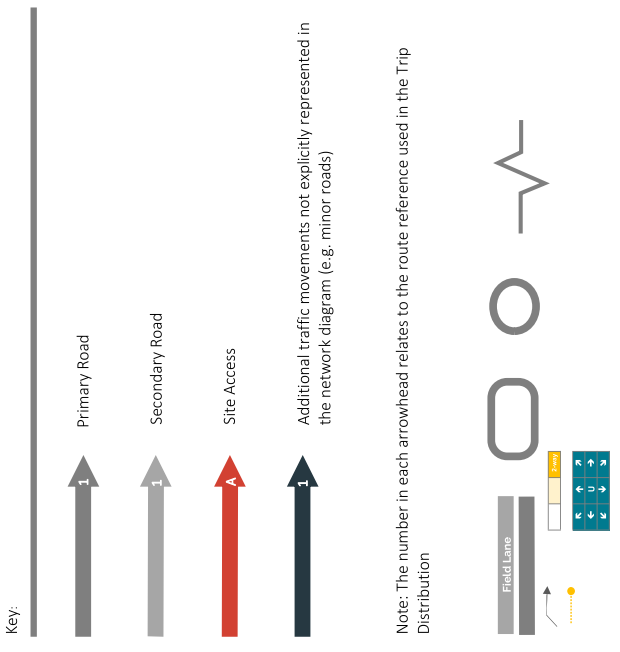
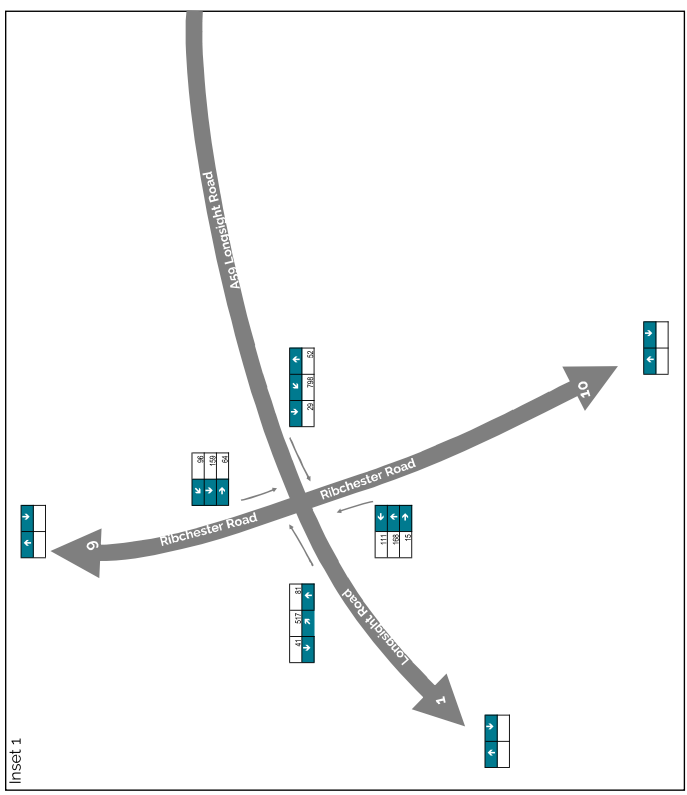
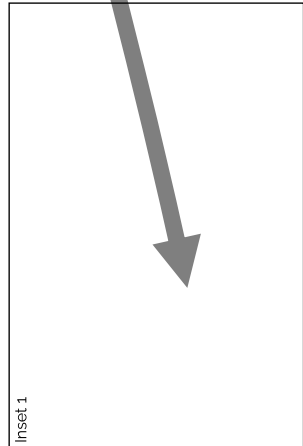
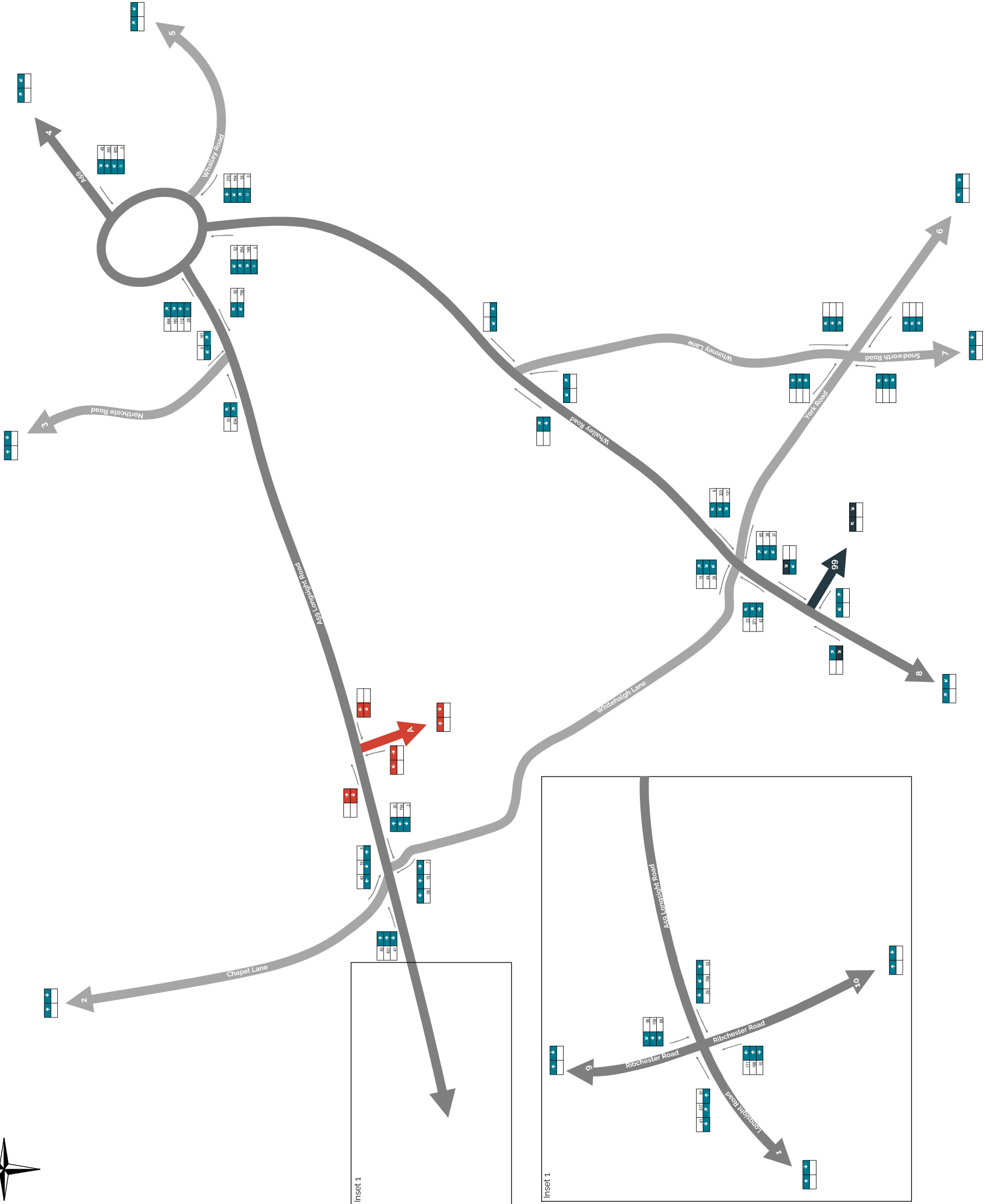
Revision:	01	Prepared by:	P Blair
Date:	31/03/2026	Checked by:	M Connolly
Status:	Final	Approved By:	P Blair

Volume 2: Appendices

PoE Appendix 1:	Hydrock Fore Transport Assessment - Figures 9 & 10
PoE Appendix 2:	September 2025 Traffic Count Raw Data
PoE Appendix 3:	September 2025 Pedestrian Survey at the A59
PoE Appendix 4:	TTN10 Railway Car Parks Surveys
PoE Appendix 5:	Matrix of Sustainable Travel Improvements and Measures
PoE Appendix 6:	Policy Compliance Tables
PoE Appendix 7:	Benchmarking the Proposals against NPPF Draft Consultation & Connectivity Tool
PoE Appendix 8:	Plans Showing Pedestrian Routes from the Site to the Centre of Langho
PoE Appendix 9:	Distance guidelines not fair reflection on how far people are willing to cycle and walk (Wakenshaw and Bunn, 2017)
PoE Appendix 10:	Public Transport Timetables
PoE Appendix 11:	Changes in Travel Behaviour - Reduced Trip Making

Volume 2: Appendices

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



Hydrock Fore
Riverside West
Whitehall Road
Leeds
LS1 4AW
+44 (0) 113 543 1700
leeds@hydrock.com

Client:
Hallam Land Management Limited

Project:
Land south of Longsight Road, Langho

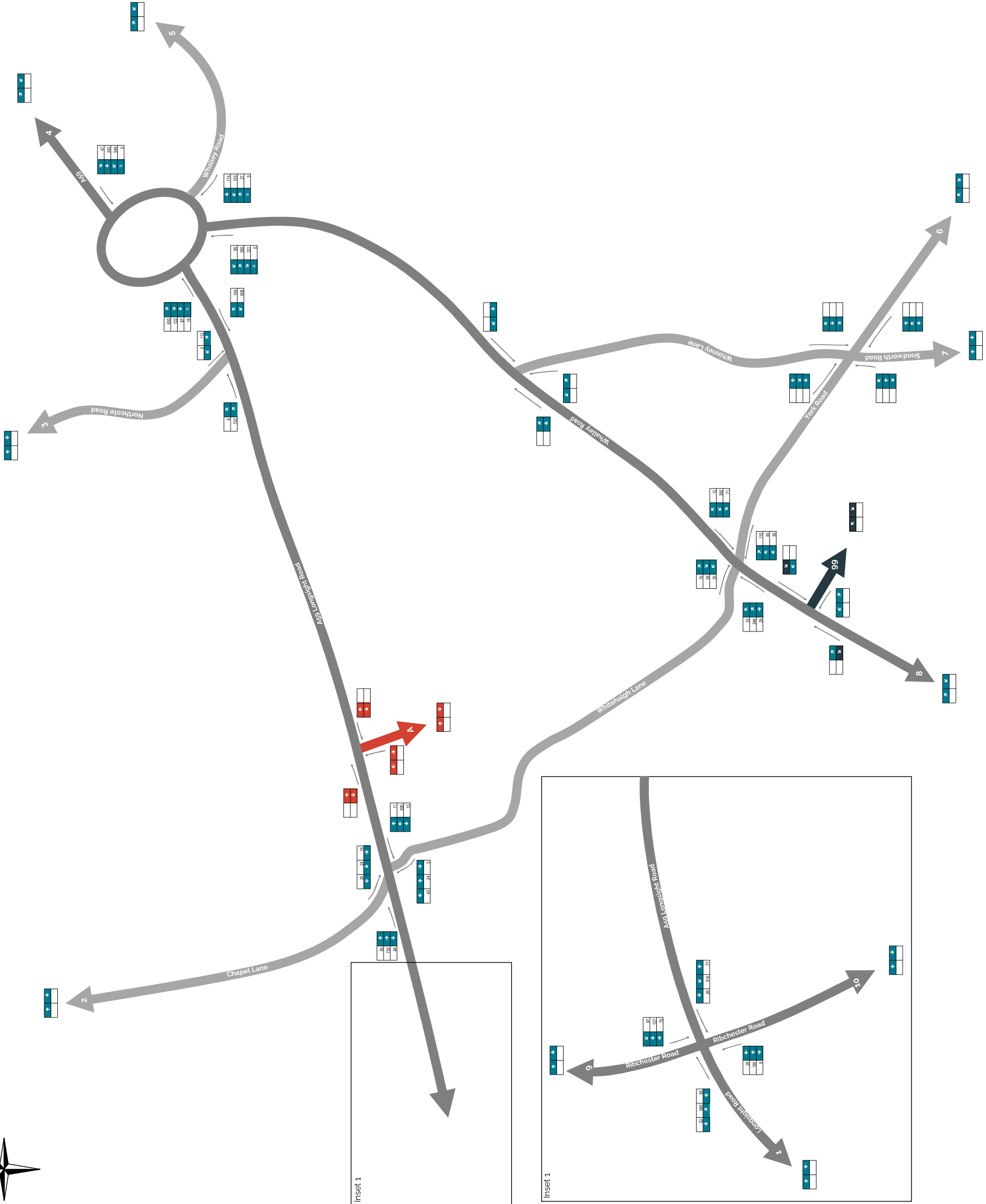
Figure Title:
2024 Base Traffic Flows – AM Peak

Scale:
Not to scale

Figure Status:
ISSUE

Job Number:
4094

Figure Number:
Figure 9



Key:

- Primary Road (thick grey arrow)
- Secondary Road (thin grey arrow)
- Site Access (red arrow 'A')
- Additional traffic movements not explicitly represented in the network diagram (e.g. minor roads) (dark blue arrow)

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

Hydrock Fore
 Riverside West
 Whitehall Road
 Leeds
 LS1 4AW
 +44 (0) 113 543 1700
 leeds@hydrock.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:
 4094

Figure Number:
 Figure 10

PoE Appendix 2: September 2025 Traffic Count Raw Data

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

04/09/2025 Hr Ending	Vehicle Classes																								TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13												
1	17	1	0	0	0	0	0	0	0	0	2	0	0	20											
2	6	7	0	0	1	0	0	0	1	0	2	0	0	17											
3	11	2	0	0	0	0	0	2	0	0	1	0	0	16											
4	7	6	0	0	2	0	1	1	0	0	3	0	0	20											
5	27	6	1	0	0	0	0	2	0	0	4	0	0	40											
6	75	14	2	1	0	0	1	3	1	5	5	0	0	102											
7	329	37	5	2	2	0	0	4	0	7	3	0	0	390											
8	679	59	2	0	4	0	0	1	5	0	2	6	0	758											
9	529	66	2	2	0	0	1	6	0	7	4	0	0	617											
10	364	66	0	2	5	0	3	0	5	0	5	7	0	457											
11	360	63	8	0	4	0	2	3	4	0	7	3	0	454											
12	314	62	1	1	7	0	0	4	0	6	5	0	0	400											
13	359	58	0	2	5	0	2	1	10	0	4	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	11	0	8	5	0	460											
16	444	89	1	0	1	0	1	4	4	0	6	6	0	556											
17	531	49	0	2	5	0	1	3	2	0	6	3	0	602											
18	451	54	0	0	2	0	1	1	2	0	1	2	0	514											
19	311	27	0	0	3	0	0	2	4	0	3	2	0	350											
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	1	0	0	0	0	0	1	0	94											
24	30	1	0	0	0	0	0	0	2	0	3	0	0	36											
7-19	5006	728	19	12	65	0	11	17	62	0	64	54	0	6038											
6-22	5876	804	25	14	72	0	11	20	70	0	77	63	0	7032											
6-24	5981	821	26	14	72	1	11	20	72	0	80	64	0	7162											
0-24	6124	857	29	15	75	1	12	22	80	1	97	64	0	7377											

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	1	4	8	5	1	1	0	0	20	
2	0	0	0	0	4	1	3	5	3	1	0	0	17	
3	0	0	0	0	3	3	5	3	3	2	0	0	16	
4	1	1	0	1	2	4	4	6	0	1	0	0	20	
5	0	0	0	0	1	9	12	12	3	3	0	0	40	
6	0	0	0	0	6	26	36	17	12	5	0	0	102	
7	107	0	0	8	26	107	129	83	29	8	0	0	390	
8	235	0	2	32	126	276	235	69	15	3	0	0	758	
9	162	2	2	10	63	297	162	60	19	2	0	0	617	
10	126	0	0	14	59	208	126	43	6	1	0	0	457	
11	105	2	7	13	73	225	105	27	1	1	0	0	454	
12	118	0	0	2	57	186	118	29	7	1	0	0	400	
13	128	2	13	11	64	193	128	29	3	2	0	0	445	
14	174	0	5	12	97	174	107	24	0	4	0	0	425	
15	188	1	3	13	70	188	141	42	1	1	0	0	460	
16	150	2	17	32	72	219	150	47	16	1	0	0	556	
17	183	4	24	20	84	202	183	72	12	1	0	0	602	
18	164	0	1	4	24	164	220	85	14	1	0	0	514	
19	153	2	1	4	15	153	81	10	5	1	0	0	350	
20	88	1	0	1	19	88	101	52	15	4	0	0	281	
21	52	0	1	2	16	52	26	14	8	2	0	0	173	
22	40	0	0	2	20	42	40	28	16	2	0	0	150	
23	21	0	0	3	12	31	21	6	9	0	0	0	94	
24	14	0	0	0	2	8	14	5	3	3	0	1	36	
7-19	0	17	75	167	804	2411	1828	608	104	23	1	0	6038	
6-22	0	18	76	180	885	2700	2150	797	178	45	3	0	7032	
6-24	0	18	76	183	899	2759	2185	823	187	48	3	1	7162	
0-24	1	19	76	184	913	2786	2253	871	209	61	3	1	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												
1	17	4	0	0	1	0	0	0	0	0	1	1	0	24											
2	8	4	0	0	1	0	0	1	0	0	1	0	0	15											
3	5	2	0	0	1	0	0	0	0	0	0	0	0	9											
4	7	5	0	0	0	0	0	1	0	0	0	1	0	14											
5	15	5	0	0	1	0	0	8	0	3	1	0	0	33											
6	53	20	1	0	3	0	1	6	0	4	0	0	0	88											
7	146	45	1	1	3	0	1	21	0	5	0	6	0	212											
8	393	80	2	3	2	0	2	7	0	7	0	6	0	497											
9	492	97	1	2	8	0	2	12	0	12	0	10	0	627											
10	346	77	3	1	6	0	0	1	13	0	7	9	0	463											
11	331	79	3	0	10	0	3	1	4	0	6	8	0	445											
12	343	58	0	1	8	0	7	0	6	0	4	7	0	434											
13	340	53	2	1	8	0	2	0	9	0	7	6	0	428											
14	329	67	2	0	6	0	3	0	7	0	6	4	0	424											
15	342	69	1	1	3	0	2	1	9	0	5	9	0	442											
16	502	71	3	0	5	0	1	5	0	2	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	1	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	0	1	0	0	0	3	0	2	0	0	208											
22	113	10	0	0	0	0	1	0	0	0	0	0	0	127											
23	85	7	0	0	1	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	22	9	78	1	52	67	0	6210											
6-22	5803	915	20	13	70	0	24	9	90	1	60	74	0	7079											
6-24	5916	923	20	13	72	0	24	9	98	1	63	76	0	7215											
0-24	6021	963	21	13	79	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	4	3	6	6	2	3	0	0	24	
2	0	0	0	0	1	0	6	3	4	0	0	0	15	
3	0	0	0	0	1	1	3	2	1	1	0	0	9	
4	0	1	0	0	0	1	6	3	2	0	0	0	14	
5	0	0	0	0	1	3	9	9	9	2	0	0	33	
6	0	0	0	0	4	19	34	19	9	3	0	0	88	
7	0	0	0	0	11	49	90	42	14	6	0	0	212	
8	0	0	0	6	27	201	196	47	19	1	0	0	497	
9	1	13	21	10	75	259	200	38	7	3	0	0	627	
10	0	1	6	20	105	166	124	33	8	0	0	0	463	
11	0	0	3	40	110	189	89	11	2	1	0	0	445	
12	0	5	24	35	71	139	123	30	5	1	1	0	434	
13	0	2	2	5	63	133	158	50	13	2	0	0	428	
14	0	2	7	17	73	169	117	30	8	1	0	0	424	
15	0	0	0	3	71	206	125	28	7	2	0	0	442	
16	0	1	0	25	77	254	174	52	6	3	0	0	592	
17	0	0	13	8	53	235	204	87	14	2	0	0	616	
18	0	4	13	22	61	176	244	104	23	12	0	1	660	
19	0	2	1	9	58	158	217	97	31	9	0	0	582	
20	0	2	3	5	10	52	122	86	28	10	3	1	322	
21	0	0	0	1	20	34	76	53	18	6	0	0	208	
22	0	1	0	0	10	10	45	36	10	6	0	1	127	
23	0	0	0	0	6	18	31	20	14	8	2	0	99	
24	0	0	0	0	3	8	13	10	3	5	0	0	37	
7-19	1	30	90	200	844	2285	1971	607	143	37	1	1	6210	
6-22	1	33	93	206	895	2438	2304	824	213	65	4	3	7079	
6-24	1	33	93	206	904	2459	2348	854	230	78	6	3	7215	
0-24	1	34	9											

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

05/09/2025 Hr Ending	Vehicle Classes														TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	13	
1	30	3	0	0	0	0	0	0	0	1	3	1	0	38	
2	7	4	0	0	1	0	0	3	0	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	5	0	2	1	0	88	
7	270	33	0	2	0	0	1	5	0	6	5	0	0	322	
8	509	62	2	3	2	0	0	3	0	4	5	0	0	591	
9	515	64	1	3	4	0	0	8	0	8	5	0	0	608	
10	412	88	0	5	3	0	2	5	0	5	10	0	0	532	
11	434	59	2	2	4	0	8	2	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	2	4	0	497	
14	476	56	5	3	7	1	3	15	0	7	6	0	0	580	
15	517	98	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	2	0	1	2	0	1	2	1	4	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	0	0	0	4	0	0	435	
20	259	28	0	0	1	0	0	2	0	3	2	0	0	295	
21	175	19	0	0	1	0	0	0	0	0	1	0	0	196	
22	159	12	0	0	4	0	0	2	0	1	0	0	0	178	
23	112	18	0	0	3	1	0	1	0	0	1	0	0	136	
24	63	6	0	0	1	0	1	0	0	0	2	0	0	74	
7-19	5777	780	22	20	47	1	28	13	63	0	53	67	0	6871	
6-22	6640	872	22	22	53	1	28	14	72	0	63	75	0	7862	
6-24	6815	896	22	22	57	2	29	15	73	0	65	76	0	8072	
0-24	6972	924	24	24	63	2	31	15	84	1	84	78	0	8302	

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+	80+		
1	0	0	0	0	1	8	12	7	5	3	0	0	2	38	
2	0	0	0	0	0	3	6	6	1	1	0	0	0	17	
3	0	0	0	0	0	4	6	4	3	1	0	0	0	18	
4	0	0	0	0	2	4	3	4	2	1	0	0	0	16	
5	0	0	0	2	4	13	17	8	6	3	0	0	0	53	
6	0	0	0	2	4	14	25	23	10	10	0	0	0	88	
7	0	0	0	0	25	97	104	63	28	3	2	0	0	322	
8	0	0	0	2	60	200	244	70	13	2	0	0	0	591	
9	0	11	8	14	77	222	216	48	10	2	0	0	0	608	
10	0	0	4	20	122	220	122	37	6	1	0	0	0	532	
11	0	3	8	14	139	211	134	13	5	0	0	0	0	527	
12	0	16	16	10	116	208	133	21	1	0	0	0	0	521	
13	0	1	17	23	85	196	141	27	6	1	0	0	0	497	
14	0	3	6	5	66	268	179	44	7	2	0	0	0	580	
15	0	1	5	3	85	250	219	67	16	0	0	0	0	646	
16	0	0	0	4	118	266	217	38	5	3	0	0	0	651	
17	0	1	2	9	62	312	222	74	9	2	0	0	0	693	
18	0	0	6	7	87	202	200	71	16	1	0	0	0	590	
19	0	0	0	2	44	144	151	66	22	6	0	0	0	435	
20	0	0	0	2	33	97	96	48	14	4	0	1	0	295	
21	0	0	3	11	43	57	48	18	12	4	0	0	0	196	
22	0	2	0	4	20	67	57	20	7	1	0	0	0	178	
23	0	0	0	3	27	43	30	22	9	2	0	0	0	136	
24	0	0	0	0	9	24	13	16	6	5	1	0	0	74	
7-19	0	36	72	113	1061	2699	2178	576	116	20	0	0	0	6871	
6-22	0	38	75	130	1182	3017	2483	725	177	32	2	1	0	7862	
6-24	0	38	75	133	1218	3084	2526	763	192	39	3	1	0	8072	
0-24	0	38	75	137	1229	3130	2595	815	219	58	3	3	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	13	
1	16	4	0	0	0	0	0	0	0	0	1	0	0	21	
2	7	1	0	0	0	0	0	1	0	0	1	0	0	11	
3	9	2	0	0	0	0	0	0	1	0	1	1	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	4	0	2	0	0	0	34	
6	61	18	3	0	3	0	0	10	0	1	2	0	0	98	
7	173	47	1	0	3	0	0	23	0	5	1	0	0	231	
8	344	89	4	1	6	0	2	7	0	9	9	0	0	472	
9	511	110	2	2	1	0	1	7	0	3	8	0	0	646	
10	394	77	3	1	4	0	0	6	0	8	3	0	0	496	
11	389	62	0	0	3	0	0	8	0	2	10	0	0	475	
12	397	73	4	1	2	0	1	8	0	9	3	0	0	500	
13	502	70	4	1	2	0	7	0	10	0	5	4	0	605	
14	473	77	3	2	3	0	2	6	0	6	9	5	0	580	
15	483	80	1	0	6	0	4	1	7	0	7	5	0	594	
16	494	72	2	0	1	0	1	3	0	8	3	0	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	2	0	6	2	0	0	439	
20	338	36	0	0	4	0	1	0	3	0	2	0	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	4	0	0	0	0	0	148	
23	99	11	0	0	0	0	0	2	0	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	986	25	9	44	0	23	8	78	1	86	62	0	7792	
0-24	6590	1018	28	9	51	0	23	8	94	1	93	68	0	7983	

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+	80+		
1	0	0	0	0	0	1	6	4	5	1	2	0	0	21	
2	0	0	0	0	0	1	5	1	1	1	2	0	0	11	
3	0	0	0	0	0	0	4	2	6	0	1	1	0	14	
4	0	0	0	1	0	0	6	2	3	1	0	0	0	13	
5	0	0	0	0	1	0	5	17	10	0	1	0	0	34	
6	0	0	0	0	1	13	40	25	11	7	1	0	0	98	
7	0	0	0	0	9	77	64	34	12	12	1	1	0	231	
8	0	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	0	646	
10	0	2	49	4	61	174	168	26	9	3	0	0	0	496	
11	0	2	0	3	56	216	162	32	3	1	0	0	0	475	
12	0	1	6	22	75	214	136	35	8	3	0	0	0	500	
13	0	1	1	9	100	232	208	46	3	5	0	0	0	605	
14	0	1	2	1	56	216	229	68	7	0	0	0	0	580	
15	0	0	3	10	63	289	175	47	6	1	0	0	0	594	
16	0	2	0	12	61	192	219	82	12	3	2	0	0	585	
17	0	3	19	8	108	229	211	43	11	4	0	0	0	636	
18	0	1	0	6	6	192	221	89	20	2	1	1	0	576	
19	0	0	3	5	33	116	169	93	17	2	1	0	0	439	
20	0	1	0	0	16	110	176	61	10	9	1	0	0	384	
21	0	1	0	3	33	87	64	36	9	7	0	0	0	240	
22	0	1	0	6	21	28	43	33	11	4	1	0	0	148	
23	0	0	0	0	16	20	36	26	11	6	0	0	0	115	
24	0	0	0	1	3	13	19	16	13	4	1	0	0	70	
7-19	0	29	106	100											

Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

06/09/2025 Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	47	1	0	0	0	0	0	0	0	0	1	0	0	49
2	13	3	0	0	0	0	0	0	0	0	1	0	0	17
3	12	2	0	0	1	0	0	0	1	0	0	0	0	17
4	11	2	0	0	1	0	0	0	1	0	1	0	0	16
5	25	3	1	0	0	0	0	0	0	0	2	0	0	31
6	46	11	0	0	4	0	0	0	2	0	5	2	0	70
7	94	17	1	0	2	0	0	0	0	0	2	1	0	117
8	175	27	1	1	4	0	1	1	5	0	0	4	0	219
9	235	34	1	0	1	0	3	0	3	0	1	2	0	280
10	339	26	2	2	4	0	0	1	2	0	4	4	0	384
11	472	41	0	1	7	0	2	0	3	0	2	3	0	531
12	508	43	0	1	3	0	1	0	0	0	1	1	0	558
13	510	37	0	0	6	0	0	0	3	1	2	2	0	561
14	501	35	1	0	3	0	1	2	3	1	4	3	0	554
15	472	25	1	2	2	0	2	3	2	0	0	1	0	510
16	495	32	0	1	6	0	1	1	1	0	3	2	0	542
17	493	18	0	1	2	0	0	0	0	0	1	2	0	517
18	373	27	0	0	1	0	0	0	0	0	1	1	0	403
19	359	36	0	0	1	0	0	0	0	0	0	2	0	398
20	259	20	0	1	0	0	0	0	0	0	1	5	0	286
21	201	11	0	0	0	0	0	0	0	0	0	1	0	213
22	149	11	0	0	0	0	0	0	0	0	1	0	0	161
23	100	6	0	0	0	0	0	1	0	0	1	0	0	108
24	97	1	1	0	0	0	0	0	0	0	0	0	0	99
7-19	4932	381	6	9	40	0	11	8	22	2	19	27	0	5457
6-22	5635	440	7	10	42	0	11	8	22	2	23	34	0	6234
6-24	5832	447	8	10	42	0	11	9	22	2	24	34	0	6441
0-24	5986	469	9	10	48	0	11	9	26	2	35	36	0	6641

Channel 2 - Eastbound

06/09/2025 Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	34	1	0	0	0	0	0	0	2	0	0	0	0	42
2	19	4	0	0	1	1	0	0	0	0	0	0	0	25
3	18	1	0	0	1	0	0	0	0	0	0	0	0	20
4	12	1	0	0	0	0	0	0	1	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	1	1	1	0	6	2	0	349
10	394	45	1	2	12	0	1	0	3	0	4	4	0	466
11	470	41	2	1	3	0	2	1	5	0	6	3	0	534
12	527	46	1	0	0	0	1	3	0	0	2	3	0	583
13	486	46	1	1	1	0	2	0	0	0	2	1	0	540
14	448	32	0	2	0	0	1	0	0	0	2	2	0	487
15	388	44	2	0	1	0	3	1	0	0	0	2	0	441
16	421	42	0	0	2	0	1	0	1	0	1	1	0	469
17	358	32	1	0	1	0	0	0	1	0	1	1	0	395
18	414	29	0	0	0	0	1	0	2	0	1	0	0	447
19	316	23	0	0	0	0	1	0	0	0	0	1	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	1	0	1	0	0	196
22	136	11	0	0	0	0	1	0	1	0	0	0	0	149
23	110	13	0	0	0	0	0	0	1	0	0	0	0	124
24	99	10	0	1	1	0	0	0	0	0	2	0	0	113
7-19	4650	463	11	7	32	0	14	6	21	0	29	22	0	5255
6-22	5295	527	13	8	35	0	15	6	23	0	33	24	0	5979
6-24	5504	550	13	9	36	0	15	6	24	0	35	24	0	6216
0-24	5633	569	14	10	40	1	15	6	34	0	46	24	0	6392

Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

06/09/2025 Hr Ending	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+	TOTAL
1	0	1	1	0	3	12	16	6	6	4	0	0	49
2	0	1	0	0	2	3	5	4	2	0	0	0	17
3	0	0	0	0	4	1	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	5	12	6	2	1	0	1	31
6	0	0	0	0	4	21	23	14	4	0	4	0	70
7	0	0	0	0	7	14	45	39	6	5	1	0	117
8	0	0	5	9	23	41	86	36	15	4	0	0	219
9	0	2	3	2	14	93	101	45	14	4	1	1	280
10	0	0	1	11	26	145	143	40	16	1	1	0	384
11	0	0	0	1	69	232	151	56	18	3	1	0	531
12	0	0	0	2	80	271	151	43	9	2	0	0	558
13	1	2	10	14	65	198	196	61	13	1	0	0	561
14	0	1	0	5	67	219	193	54	8	6	1	0	554
15	0	0	0	2	58	221	168	36	15	7	2	1	510
16	0	0	14	10	49	178	199	70	17	3	2	0	542
17	0	1	0	4	40	198	198	61	13	2	0	0	517
18	0	0	0	5	35	129	154	62	15	3	0	0	403
19	0	1	0	6	24	135	158	54	16	2	1	1	398
20	0	0	0	1	10	88	94	70	20	3	0	0	286
21	0	0	0	0	25	90	59	32	4	3	0	0	213
22	0	0	0	4	22	54	42	18	16	5	0	0	161
23	0	0	0	1	8	34	29	20	13	3	0	0	108
24	0	0	0	1	10	27	29	20	6	6	0	0	99
7-19	1	7	33	71	550	2060	1898	618	169	38	9	3	5457
6-22	1	7	33	76	614	2306	2138	777	215	54	10	3	6234
6-24	1	7	33	78	632	2367	2196	817	234	63	10	3	6441
0-24	1	9	34	78	651	2413	2260	854	253	70	14	4	6641

Channel 2 - Eastbound

06/09/2025 Hr Ending	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+	TOTAL
1	0	2	0	0	3	4	12	7	9	5	0	0	42
2	0	1	0	0	0	0	3	10	7	4	0	0	25
3	0	0	0	1	1	4	1	4	5	4	0	0	20
4	0	0	0	0	0	1	4	4	4	5	0	0	14
5	0	0	0	0	0	0	10	13	5	1	0	0	29
6	0	0	0	0	0	2	22	11	8	3	0	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	1	201
9	0	1	0	3	21	109	143	53	11	7	0	1	349
10	0	2	0	4	20	177	185	51	20	7	0	0	466
11	0	0	0	4	48	248	194	30	8	2	0	0	534
12	0	0	2	8	60	249	194	63	5	2	0	0	583
13	2	7	18	8	58	212	181	39	13	2	0	0	540
14	0	1	0	7	55	177	176	53	14	3	1	0	487
15	0	0	21	7	28	163	158	57	6	1	0	0	441
16	0	3	17	21	50	151	161	41	20	4	1	0	469
17	0	0	0	1	20	147	153	59	14	1	0	0	395
18	0	0	1	10	43	123	160	83	20	7	0	0	447
19	0	0	0	0	5	84	145	73	28	6	2	0	343
20	0	0	0	3	21	86	84	61	19	4	1	0	279
21	0	0	8	5	23	52	69	30	8	1	0	0	196
22	0	0	0	6	15	53	40	20	9	5	0	1	149
23	0	0	0	2	7	33	37	26	14	3	2	0	124
24	0	0	0	0	5	28	34	26	14	4	1	1	113
7-19	2	14	60	76	413	1862	1934	642	191	54	5	2	5255
6-22	2	14	68	90	473	2063	2161	787	240	72	6	3	5979
6-24	2	14	68	92	485	2124	2232	839	268	79	9	4	6216
0-2													

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

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	1	0	0	31	
3	14	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	1	1	0	21	
6	29	1	0	1	1	0	0	0	1	0	2	0	0	35	
7	60	6	1	1	0	0	0	0	2	0	1	2	0	73	
8	119	7	0	2	0	0	0	0	1	1	3	0	0	133	
9	188	16	0	1	3	0	0	0	4	0	1	1	0	214	
10	384	38	0	0	2	0	5	1	1	0	3	1	0	435	
11	442	38	0	1	2	0	4	0	0	0	1	2	0	490	
12	543	36	0	3	0	0	6	1	1	0	0	1	0	591	
13	526	51	0	0	0	0	5	0	1	0	0	1	0	584	
14	472	39	1	0	2	0	1	1	0	0	2	0	0	518	
15	437	25	0	0	2	0	3	0	2	0	0	0	0	469	
16	379	27	0	0	1	0	2	0	0	0	3	0	0	412	
17	369	25	0	0	2	0	0	1	0	0	1	1	0	399	
18	349	21	0	0	1	0	2	0	0	0	0	0	0	374	
19	290	16	0	0	0	0	0	0	0	0	0	1	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	1	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	1	0	47	
24	18	2	0	0	0	0	0	0	0	0	0	0	0	20	

7-19	4498	339	1	7	15	0	28	4	10	1	11	12	0	4926
6-22	4943	372	2	8	17	0	28	5	12	1	13	14	0	5415
6-24	5001	378	3	8	17	0	28	5	13	1	13	15	0	5482
0-24	5161	388	3	10	19	0	28	5	15	1	17	16	0	5663

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	1	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	0	1	1	0	198	
10	263	30	0	1	0	0	3	0	0	0	1	1	0	299	
11	425	33	1	0	1	0	3	0	1	0	2	0	0	466	
12	446	53	0	0	0	0	4	0	0	0	2	1	0	506	
13	516	40	1	0	1	0	5	0	3	0	0	0	0	566	
14	469	24	2	0	2	0	5	0	1	0	0	0	0	503	
15	394	40	1	0	1	0	2	0	1	0	0	1	0	440	
16	388	38	1	2	1	0	1	0	0	1	0	1	0	433	
17	413	34	2	0	1	0	0	1	0	0	0	0	0	451	
18	310	24	0	0	1	0	0	0	0	0	0	3	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	1	0	0	0	0	260	
21	171	14	0	0	0	0	0	0	0	0	0	1	0	186	
22	108	8	0	0	0	0	1	0	1	0	0	0	0	118	
23	50	6	0	0	0	0	0	0	0	0	1	0	0	57	
24	29	1	0	0	0	0	0	0	0	0	2	0	0	32	

7-19	4110	375	9	3	15	0	24	1	8	1	9	9	0	4564
6-22	4672	425	9	3	18	0	26	1	11	1	10	10	0	5186
6-24	4751	432	9	3	18	0	26	1	11	1	13	10	0	5275
0-24	4913	451	9	3	19	0	26	2	14	2	17	10	0	5466

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	3	5	16	17	11	8	2	0	0	0	62		
2	0	0	0	1	3	4	12	5	4	2	0	0	0	31		
3	0	0	0	0	0	3	3	5	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	2	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	1	0	73		
8	0	0	0	0	12	22	52	30	12	5	0	0	0	133		
9	0	0	3	0	13	60	87	35	14	2	0	0	0	214		
10	0	0	0	0	43	165	141	57	15	4	0	0	0	435		
11	0	0	9	15	75	173	178	30	9	1	0	0	0	490		
12	0	0	2	18	102	246	179	36	6	2	0	0	0	591		
13	0	3	4	12	117	241	156	41	9	0	1	0	0	584		
14	0	16	49	58	143	179	56	11	2	4	0	0	0	518		
15	4	21	25	18	101	171	97	31	0	1	0	0	0	469		
16	0	0	2	12	65	161	131	33	7	1	0	0	0	412		
17	0	1	1	3	32	142	161	45	11	2	1	0	0	399		
18	0	2	1	8	26	132	128	53	17	7	0	0	0	374		
19	0	0	0	2	16	94	90	72	24	8	1	0	0	307		
20	0	0	0	2	28	55	58	40	9	5	0	0	0	197		
21	0	1	0	3	9	54	37	28	5	2	0	0	0	139		
22	0	0	0	0	9	27	23	12	6	2	1	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		

7-19	4	43	96	156	745	1786	1456	474	126	37	3	0	0	4926
6-22	4	44	96	161	793	1939	1598	572	151	51	5	1	0	5415
6-24	4	44	96	161	797	1954	1617	580	168	55	5	1	0	5482
0-24	4	44	96	167	809	1992	1670	616	193	66	5	1	0	5663

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	0	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	0	0	3	3	5	6	1	0	0	0	0	19		
4	0	0	0	0	0	3	5	2	0	5	1	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	0	9	25	11	7	4	0	0	0	58		
8	0	0	1	0	2	13	29	29	24	11	1	0	0	110		
9	0	1	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	92	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	84	23	5	0	1	0	254		
20	0	0	0	1	34	43	95	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	6	8	0	0	0	57		
24	0	0	1	0	0	6	8	9	6	1	1	0	0	32		

7-19	0	11	32	78	525	1549	1494	643	174	53	4	1	0	4564
6-22	0	11	33	86	603	1675	1703	770	224	74	6	1	0	

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

08/09/2025 Hr Ending	Vehicle Classes															TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	13	TOTAL	
1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14	
2	8	4	0	0	0	0	0	0	0	0	3	0	0	0	15	
3	7	2	0	0	0	0	0	0	0	0	2	0	0	12		
4	18	4	0	0	2	0	0	2	0	0	3	0	0	29		
5	47	6	2	0	1	0	1	4	0	0	0	0	0	61		
6	106	14	2	1	4	0	0	2	0	0	6	1	0	136		
7	324	44	2	0	2	0	0	5	1	7	2	0	0	388		
8	687	70	4	2	6	0	0	1	5	0	7	6	0	788		
9	565	64	3	2	2	0	2	0	2	0	7	5	0	652		
10	360	75	3	2	4	0	2	5	3	0	5	4	0	458		
11	363	64	2	0	0	0	2	5	0	0	5	5	0	451		
12	348	55	0	0	6	0	2	3	6	0	3	4	0	427		
13	331	54	1	1	3	0	0	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	7	0	1	6	0	0	582		
17	533	69	0	0	2	0	0	3	0	4	5	0	0	616		
18	450	39	0	1	3	0	0	2	6	0	3	1	0	505		
19	311	37	0	0	1	0	0	3	0	3	4	0	0	359		
20	199	21	1	0	1	0	0	0	3	0	2	2	0	229		
21	136	12	0	0	3	0	1	0	3	0	1	1	0	157		
22	97	8	1	0	1	0	0	0	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	821	26	9	52	0	12	19	75	1	68	60	0	7009		
6-24	5940	831	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 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+	80+	TOTAL		
1	0	0	0	0	0	2	0	1	4	1	0	0	0	14		
2	0	0	0	1	2	2	6	1	6	1	0	0	0	15		
3	0	0	0	0	1	0	2	6	6	1	0	0	0	12		
4	0	0	0	0	1	5	11	9	9	2	0	0	0	29		
5	0	0	0	1	5	8	24	9	10	4	0	0	0	61		
6	0	0	0	0	2	23	46	43	16	6	0	0	0	136		
7	93	1	0	0	15	93	166	80	25	6	2	0	0	388		
8	0	2	1	18	139	317	235	62	12	2	0	0	0	788		
9	0	1	0	2	91	275	223	46	9	4	1	0	0	652		
10	0	3	2	3	58	214	130	37	10	1	0	0	0	458		
11	0	1	0	13	84	203	115	27	6	2	0	0	0	451		
12	0	0	0	8	65	207	108	33	6	0	0	0	0	427		
13	1	2	5	5	50	144	147	41	5	1	0	0	0	401		
14	0	1	2	9	85	182	136	27	3	1	0	0	0	446		
15	0	1	2	15	55	180	127	50	8	2	0	0	0	440		
16	0	2	1	12	108	244	163	44	7	1	0	0	0	582		
17	0	0	0	11	87	248	212	48	9	1	0	0	0	616		
18	0	1	0	4	49	151	189	88	18	5	0	0	0	505		
19	0	0	0	0	27	111	142	60	18	1	0	0	0	359		
20	0	3	0	3	34	42	75	52	14	5	1	0	0	229		
21	0	0	0	1	15	50	47	25	15	4	0	0	0	157		
22	0	1	2	2	9	29	30	20	13	4	0	0	0	110		
23	0	0	0	1	10	15	23	10	7	2	1	0	0	69		
24	0	0	0	1	2	3	10	6	2	1	0	0	0	25		
7-19	1	14	13	100	898	2476	1927	563	111	21	1	0	0	6125		
6-22	1	19	15	106	971	2690	2245	740	178	40	4	0	0	7009		
6-24	1	19	15	108	983	2708	2278	756	187	43	5	0	0	7103		
0-24	1	19	15	110	994	2748	2373	825	222	58	5	0	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	13	TOTAL	
1	20	1	0	0	0	0	0	0	1	0	0	0	0	0	22	
2	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14	
3	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11	
4	10	2	0	0	0	0	0	2	0	0	0	0	0	0	14	
5	19	5	1	0	4	0	0	3	0	1	1	1	0	0	34	
6	68	11	0	0	3	0	0	6	0	0	5	1	0	0	94	
7	179	46	1	2	3	0	1	2	4	1	7	4	0	0	250	
8	389	81	0	1	10	0	0	6	0	6	5	6	0	0	498	
9	505	127	1	0	4	0	0	1	5	0	6	9	0	0	658	
10	376	70	3	1	7	0	0	4	10	0	7	3	0	0	481	
11	331	75	1	0	5	0	2	0	7	0	6	1	0	0	428	
12	344	72	1	1	5	0	1	3	7	0	8	5	0	0	447	
13	331	77	2	3	5	0	4	0	5	0	3	6	0	0	436	
14	338	60	2	0	2	0	5	3	5	0	8	7	0	0	430	
15	368	53	4	0	10	0	4	0	9	0	12	7	0	0	467	
16	468	63	4	0	3	0	1	1	7	0	0	0	0	0	547	
17	521	73	0	0	1	0	0	0	4	0	6	3	0	0	608	
18	572	68	1	0	4	0	0	1	2	0	6	2	0	0	656	
19	396	31	0	1	2	0	1	0	3	0	3	1	0	0	438	
20	229	23	0	0	4	0	0	6	0	0	0	0	0	0	262	
21	156	14	0	0	0	0	0	0	0	0	2	0	0	0	172	
22	87	12	0	0	0	0	0	4	0	1	0	0	0	0	104	
23	67	7	0	0	1	0	0	3	0	0	0	0	0	0	78	
24	27	9	2	0	1	0	0	0	3	0	4	0	0	0	46	
7-19	4939	850	19	7	58	0	18	13	70	0	70	50	0	0	6094	
6-22	5590	945	20	9	65	0	19	15	84	1	80	54	0	0	6882	
6-24	5684	961	21	9	67	0	19	15	90	1	84	54	0	0	7006	
0-24	5821	984	23	9	74	0	19	15	103	1	90	56	0	0	7195	

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+	80+	TOTAL		
1	0	0	0	0	0	3	0	1	6	0	2	0	0	22		
2	0	0	0	0	0	1	1	1	7	3	0	0	0	14		
3	0	0	0	0	0	0	2	1	1	5	1	0	0	11		
4	0	0	0	0	0	0	5	1	7	4	0	0	0	14		
5	0	0	0	0	0	1	8	17	4	4	0	0	0	34		
6	0	0	0	0	3	16	24	29	17	5	0	0	0	94		
7	0	1	0	6	15	48	83	56	35	5	1	0	0	250		
8	0	0	0	6	40	182	186	73	15	2	0	0	0	498		
9	0	1	1	19	74	249	232	70	8	4	0	0	0	658		
10	0	0	1	9	44	162	171	72	21	1	0	0	0	481		
11	0	1	0	1	42	167	162	47	8	0	0	0	0	428		
12	0	1	0	26	78	150	145	42	4	1	0	0	0	447		
13	0	0	0	1	20	186	179	41	8	1	0	0	0	436		
14	0	1	5	17	98	178	104	21	4	1	1	0	0	430		
15	0	2	0	9	78	173	162	30	9	3	0	1	0	467		
16	0	0	12	4	55	219	192	51	13	1	0	0	0	547		
17	0	1	0	1	38	188	243	118	13	6	0	0	0	608		
18	0	0	0	9	37	196	274	107	28	4	0	0	0	656		
19	0	1	2	2	37	126	174	73	19	4	0	0	0	438		
20	0	1	1	12	24	24	90	70	33	7	0	0	0	262		
21	0	0	0	0	12	38	62	41	13	5	0	1	0	172		
22	0	0	1	8	7	27	25	17	11	7	1	0	0	104		
23	0	0	0	1	5	17	20	12</								

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

09/09/2025 Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
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	1	0	1	0	0	21
4	12	2	1	0	3	0	0	0	1	0	0	0	0	19
5	30	4	1	1	4	0	0	0	1	0	5	0	0	46
6	93	13	3	0	5	0	0	0	5	0	7	1	0	127
7	353	49	4	1	4	0	0	429	1	4	10	3	0	429
8	705	61	6	2	3	0	0	0	5	0	3	4	0	789
9	583	72	0	2	1	0	1	1	2	0	4	3	0	669
10	414	82	1	2	3	0	4	1	4	0	10	9	0	530
11	356	72	3	3	5	0	2	3	4	0	3	9	0	460
12	337	68	5	2	10	0	1	2	7	0	6	5	0	443
13	309	48	3	1	4	0	3	2	5	0	7	8	0	390
14	351	66	4	3	5	0	3	1	11	0	9	11	0	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	1	1	8	0	7	4	0	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	288
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	3	2	0	0	0	0	75
24	27	2	0	0	0	0	0	0	0	0	6	0	0	35

7-19	5399	791	29	24	61	0	15	15	63	0	70	70	0	6537
6-22	6276	889	33	26	78	0	15	17	71	0	83	77	0	7565
6-24	6369	894	33	26	78	1	15	20	73	0	89	77	0	7675
0-24	6540	923	38	27	90	1	15	20	86	0	107	78	0	7925

Channel 2 - Eastbound

09/09/2025 Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	15	2	0	0	0	0	0	0	0	0	5	0	0	22
2	11	3	0	0	1	0	0	0	0	0	0	1	0	16
3	8	4	0	0	0	0	0	0	1	0	0	0	0	14
4	6	3	0	0	0	0	0	0	0	0	2	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	2	0	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	2	1	4	0	4	9	0	643
10	394	84	2	3	6	0	0	3	10	0	7	10	0	519
11	313	76	5	1	5	0	1	1	9	0	9	7	0	427
12	344	58	1	2	4	0	0	1	4	0	4	6	0	423
13	338	43	4	0	11	0	2	2	4	0	5	5	0	414
14	327	48	1	1	2	0	3	1	6	0	5	6	0	400
15	371	63	4	0	6	0	0	1	6	0	11	3	0	465
16	495	74	2	2	7	0	3	1	5	0	8	3	0	600
17	544	65	0	2	8	0	0	0	5	1	5	1	0	631
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	293	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	4	2	0	1	0	0	155
23	71	8	0	0	1	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	6252
6-22	5910	932	30	15	66	0	13	19	76	1	84	62	0	7208
6-24	6007	947	30	15	68	0	13	19	80	1	87	65	0	7332
0-24	6123	980	31	15	75	1	13	20	93	1	101	68	0	7521

Channel 1 - Westbound

09/09/2025 Hr Ending	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+	TOTAL
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	1	0	3	5	3	2	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	120	154	2	1	38	120	154	71	33	10	0	0	429
8	56	286	14	5	48	276	286	89	14	0	0	0	789
9	5	241	5	4	75	257	241	71	9	2	0	0	669
10	5	141	2	12	98	235	141	30	6	1	0	0	530
11	2	211	6	16	88	211	112	17	6	1	1	0	460
12	2	159	19	27	76	159	122	34	4	0	0	0	443
13	0	159	0	6	71	159	121	24	7	2	0	0	390
14	2	204	2	2	99	204	100	45	10	0	2	0	464
15	0	200	2	3	70	200	148	33	7	1	0	0	464
16	0	295	4	13	103	295	195	34	4	1	0	0	652
17	0	295	13	7	102	295	194	59	10	3	1	0	687
18	0	218	5	16	74	218	206	55	16	3	0	1	600
19	0	120	4	5	58	120	103	61	10	5	1	0	389
20	0	89	0	1	42	89	101	43	14	6	1	1	298
21	0	61	8	8	34	61	43	27	8	8	4	0	194
22	0	41	0	0	14	41	25	18	5	3	0	0	107
23	0	17	1	6	10	17	14	7	7	3	0	0	75
24	0	7	0	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	148	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	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+	TOTAL
1	0	0	0	0	0	5	4	5	7	1	0	0	22
2	0	0	0	0	1	0	3	4	2	4	1	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	11	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	11	9	17	59	181	189	55	23	4	0	0	643
10	0	11	9	16	59	181	185	49	8	1	0	0	519
11	0	144	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	12	8	5	62	175	112	30	7	3	0	0	414
14	0	2	0	6	41	151	126	51	20	3	0	0	400
15	0	7	6	3	47	201	161	30	8	2	0	0	465
16	0	5	5	24	77	258	171	57	6	2	0	0	600
17	0	3	2	3	48	189	272	90	17	5	1	1	631
18	0	1	0	1	80	231	265	77	20	3	0	0	678
19	0	7	6	23	54	163	169	93	13	5	0	0	533
20	0	1	1	4	59	92	101	43	19	5	0	0	325
21	0	2	0	0	18	82	76	23	15	2	0	0	218
22	0	1	0	18	18	29	41	27	11	8	1	1	155
23	0	0	0	0	9	21	27	15	7	7	0	0	87
24	0	1	0	2	2	6	11	9	0	5	1	0	37

7-19	0	49	55	114	777	2258	2153	650	156	37	2	1	6252
6-22	0	53	56	145	875	2498	2491	803	225	57	3	2	7208
6-24	0	54	56	147	886	2525	2529	827	233	69	4	2	7332
0-24	0	54	56	147	888	2547	2575	885	273	88	5	3	7621

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	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	20	2	0	0	0	0	0	0	2	0	0	1	0	25
2	8	4	0	0	1	0	1	0	2	0	0	1	0	17
3	6	6	0	0	0	0	0	0	4	0	1	0	0	17
4	5	2	0	0	2	0	0	0	2	0	0	0	0	11
5	27	4	2	0	1	0	0	0	1	0	4	0	0	39
6	86	17	1	1	2	0	0	0	5	0	3	1	0	116
7	330	46	2	2	1	0	0	1	3	0	7	5	0	397
8	714	59	6	0	4	0	1	0	3	0	1	6	0	794
9	596	86	1	1	3	0	0	1	6	0	9	7	0	710
10	381	68	3	1	2	0	2	0	2	0	7	3	0	469
11	313	44	1	4	6	0	3	2	2	0	7	8	0	390
12	284	61	2	0	4	0	0	2	7	0	6	6	0	372
13	316	56	1	4	4	0	3	1	5	0	3	6	0	399
14	300	60	5	6	4	0	1	3	4	0	13	6	0	402
15	338	66	5	0	8	0	2	2	7	0	13	5	0	446
16	440	60	3	2	8	0	0	1	1	0	2	4	0	521
17	496	62	1	0	2	0	0	0	2	0	7	7	0	577
18	471	49	0	0	0	0	0	0	4	0	3	2	0	529
19	331	40	1	0	0	0	0	0	1	0	2	6	0	381
20	227	21	0	1	1	0	0	0	1	0	1	4	0	256
21	158	21	0	0	1	0	0	0	1	0	0	2	0	183
22	94	9	0	0	0	0	0	0	1	0	2	1	0	107
23	60	5	0	0	1	1	1	0	2	0	1	1	0	72
24	21	2	0	0	1	0	0	0	2	0	4	0	0	30
7-19	4980	711	29	18	45	0	12	12	44	0	73	66	0	5990
6-22	5789	808	31	21	48	0	12	13	50	0	83	78	0	6933
6-24	5870	815	31	21	50	1	13	13	54	0	88	79	0	7035
0-24	6022	850	34	22	56	1	14	13	70	0	96	82	0	7260

Channel 1 - Westbound

10/09/2025 Hr Ending	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+	TOTAL
1	0	0	0	0	3	4	5	4	7	2	0	0	25
2	0	0	1	0	0	7	3	3	0	3	0	0	17
3	0	0	0	0	0	4	6	4	0	3	0	0	17
4	0	0	0	0	0	2	4	2	2	0	1	0	11
5	0	0	0	0	2	5	12	10	5	5	0	0	39
6	0	0	0	2	3	19	27	38	16	8	3	0	116
7	0	0	0	5	23	112	147	78	29	3	0	0	397
8	0	16	3	13	107	307	262	74	8	2	1	1	794
9	0	4	22	25	99	336	177	39	7	1	0	0	710
10	0	3	2	3	57	224	137	37	5	1	0	0	469
11	0	3	5	10	77	174	96	21	4	0	0	0	390
12	1	0	1	2	60	153	125	23	4	3	0	0	372
13	0	0	1	3	48	187	120	34	5	1	0	0	399
14	0	1	3	17	55	152	134	30	8	2	0	0	402
15	0	0	2	4	73	190	145	25	4	3	0	0	446
16	0	1	2	12	49	237	163	46	9	2	0	0	521
17	0	2	0	8	103	236	175	38	13	2	0	0	577
18	1	0	0	6	43	174	214	75	16	0	0	0	529
19	0	1	1	4	35	123	144	58	12	1	1	1	381
20	0	0	1	11	52	77	58	44	11	1	1	0	256
21	0	0	0	8	30	54	53	26	9	3	0	0	183
22	0	0	0	3	13	27	41	13	6	4	0	0	107
23	0	0	1	0	6	12	32	8	12	1	0	0	72
24	0	0	0	0	0	12	8	6	3	0	1	0	30
7-19	2	31	42	107	806	2493	1892	500	95	18	2	2	5990
6-22	2	31	43	134	924	2763	2191	661	150	29	3	2	6933
6-24	2	31	44	134	930	2787	2231	675	165	30	4	2	7035
0-24	2	31	45	136	938	2828	2288	736	195	51	8	2	7260

Channel 2 - Eastbound

10/09/2025 Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	13	1	0	0	1	0	1	0	0	0	1	0	0	17
2	7	2	0	0	0	0	0	0	0	0	0	0	0	9
3	6	1	0	0	0	1	0	0	1	0	2	0	0	11
4	7	4	1	0	0	0	0	0	1	0	0	0	0	13
5	16	5	0	0	2	0	0	0	5	0	5	1	0	34
6	57	17	3	3	3	0	0	0	3	0	4	2	0	92
7	201	38	1	0	5	0	1	0	7	0	7	6	0	266
8	389	94	0	1	3	0	1	3	4	0	5	6	0	506
9	528	111	1	0	4	0	1	4	4	0	5	12	0	670
10	357	60	3	1	5	0	0	6	5	0	8	2	0	447
11	271	59	2	1	11	0	1	1	7	0	8	4	0	365
12	309	61	5	4	7	0	2	1	5	0	6	7	0	407
13	313	61	1	0	6	1	2	0	8	1	3	2	0	398
14	298	67	1	0	2	0	2	2	17	0	6	6	0	401
15	393	61	2	3	6	0	1	1	4	0	7	7	0	485
16	486	63	2	1	2	0	2	2	7	0	3	4	0	572
17	551	61	0	0	2	0	0	0	3	0	4	5	0	626
18	599	67	1	0	1	0	1	0	3	0	1	4	0	677
19	487	46	2	0	2	0	0	0	2	0	1	2	0	542
20	256	29	0	0	1	0	0	0	2	0	0	0	0	288
21	155	14	0	0	0	0	0	1	0	1	3	0	0	174
22	99	6	2	0	0	0	0	1	1	0	3	2	0	114
23	76	8	0	0	0	0	0	0	2	0	1	0	0	87
24	44	2	0	0	0	0	0	0	2	0	1	0	0	49
7-19	4981	811	20	11	51	1	13	20	69	1	57	61	0	6096
6-22	5692	898	23	11	57	1	14	22	79	2	70	69	0	6938
6-24	5812	908	23	11	57	1	14	22	83	2	72	69	0	7074
0-24	5918	938	27	14	63	2	15	22	93	2	84	72	0	7250

Channel 2 - Eastbound

10/09/2025 Hr Ending	0-10	10-20	20-30	30-35	35-40	40-45	45-50	50-55	55-60	60-70	70-80	80+	TOTAL
1	0	0	0	0	0	2	4	3	1	4	0	0	17
2	0	0	0	0	0	2	3	2	1	4	0	0	9
3	0	0	0	0	0	3	1	4	1	2	0	0	11
4	0	0	0	0	0	1	4	3	1	1	0	0	13
5	0	0	0	0	0	1	9	15	6	3	0	0	34
6	0	0	0	0	3	16	33	27	9	4	0	0	92
7	0	1	0	7	36	53	96	46	20	7	0	0	266
8	0	1	29	13	49	164	180	48	18	4	0	0	506
9	0	3	7	28	103	232	204	70	20	3	0	0	670
10	0	0	1	5	34	154	165	68	19	1	0	0	447
11	0	1	5	9	52	140	129	27	2	0	0	0	365
12	0	0	1	15	48	151	157	32	2	1	0	0	407
13	0	1	0	0	50	161	131	47	7	1	0	0	398
14	0	0	1	9	49	142	163	24	11	2	0	0	401
15	0	1	9	10	28	175	189	62	10	2	0	0	485
16	0	0	0	3	36	221	212	72	23	5	0	0	572
17	0	2	0	0	54	212	217	102	24	14	1	0	626
18	0	2	3	13	55	225	241	112	20	6	0	0	677
19	0	3	1	6	65	170	195	71	26	4	1	0	542
20	1	2	0	2	25	62	110	68	12	6	0	0	288
21	0	0	0	0	10	45	66	30	15	5	2	1	174
22	0	0	0	0	5	26	39	20	19	5	0	0	114
23	0	0	0	0	6	18	34	13	12	4	0	0	87
24	0	0	0	0	3	11	14	12	6	3	0	0	49
7-19	0	14	57	111	623	2147	2183	735	182	42	2	0	6096
6-22	1	17	57	120	699	2333	2494	899	248	65	4	1	6938
6-24	1	17	57	120	708	2362	2542	924	266	72	4	1	7074
0-24	1	17	57	123	711	2387	2596	978	288	87	4	1	7250

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

Vehicle Flow

Week 1

Hr Ending	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	19	17	17	19
3	16	18	17	15	12	21	17	17	17
4	20	16	16	17	29	19	11	19	18
5	40	53	31	21	61	46	39	48	42
6	102	88	70	35	136	127	116	114	96
7	390	322	117	73	388	429	397	385	302
8	758	591	219	133	788	789	794	744	582
9	617	608	280	214	652	669	710	651	536
10	457	532	384	435	458	530	469	489	466
11	454	527	531	490	451	460	390	456	472
12	400	521	558	591	427	443	372	433	473
13	445	497	561	584	401	390	399	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	559
17	602	693	517	399	616	687	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	6443	5482	7103	7575	7035	7409	6996
0-24	7377	8302	6641	5663	7370	7925	7260	7647	7220

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	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
1	48.4	51.4	47.5	47.6	50.9	47.9	49.8
2	49.2	50.2	45.7	48.5	48.0	50.7	48.3
3	53.0	50.4	48.2	52.8	53.3	45.9	50.1
4	44.0	48.6	48.9	48.8	49.5	49.2	51.2
5	49.9	47.8	48.7	49.4	49.0	49.4	51.4
6	48.5	50.2	48.8	49.3	49.9	48.7	50.8
7	47.3	47.5	49.4	50.0	47.9	47.0	47.2
8	44.0	45.6	46.3	48.4	43.8	43.0	43.9
9	44.4	43.7	46.5	46.8	44.5	44.7	42.8
10	44.0	43.0	45.4	45.5	44.2	43.2	44.0
11	42.8	42.0	45.0	43.8	43.4	42.8	42.7
12	44.4	41.5	44.1	43.7	43.9	42.4	44.3
13	43.2	42.7	44.5	43.4	44.4	44.2	44.4
14	42.8	44.1	45.0	38.6	43.6	43.8	44.1
15	43.7	44.6	45.3	40.3	44.3	44.2	44.0
16	43.3	44.0	45.1	44.0	43.6	43.3	44.5
17	43.7	44.8	45.5	45.6	44.4	43.8	44.0
18	46.5	44.9	46.2	46.0	46.2	44.5	45.9
19	47.1	46.2	46.1	47.7	46.7	44.3	45.9
20	46.9	46.4	47.7	46.6	46.7	46.3	44.7
21	47.6	43.9	45.5	46.1	46.9	45.9	45.3
22	46.7	45.0	46.3	47.0	47.3	45.7	46.4
23	45.7	45.4	47.7	49.5	47.2	46.0	48.2
24	50.1	48.4	47.8	51.9	48.0	48.4	48.2
10-12	43.6	41.8	44.5	43.8	43.6	42.6	43.5
14-16	43.5	44.3	45.2	42.0	43.9	43.7	44.3
0-24	44.7	44.4	45.6	44.4	44.9	44.2	44.7

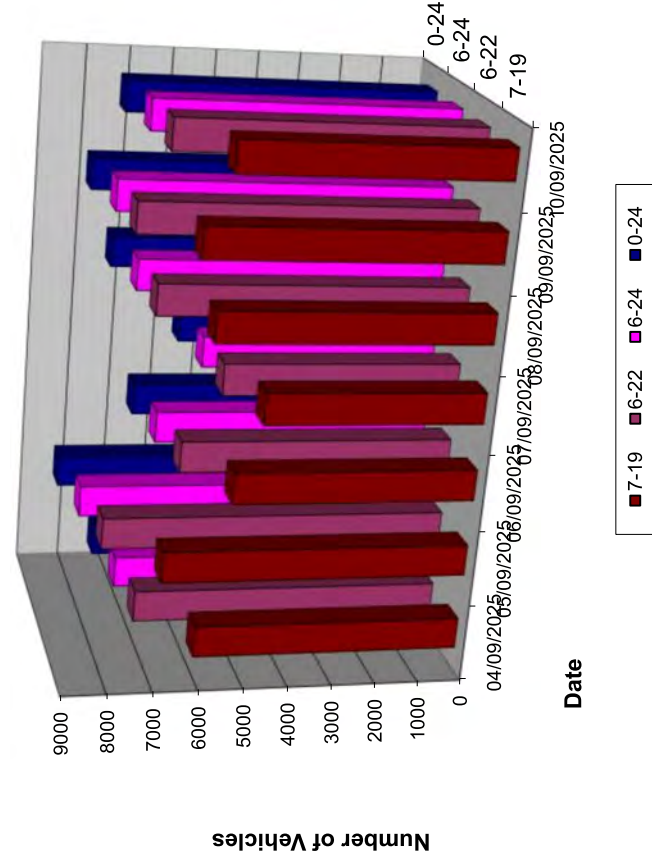
Mean (ALL) 44.7
Weekday Inter-Peak 43.5
85th Percentile

Channel 1 - Westbound

Hr Ending	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
1	55.3	62.1	57.6	55.3	58.2	55.9	57.7
2	58.2	56.3	55.6	55.8	57.2	54.7	59.2
3	60.8	57.0	55.6	60.5	60.9	58.8	58.1
4	56.7	55.6	57.4	57.0	54.8	55.3	59.8
5	57.3	55.9	58.0	58.1	56.0	59.4	59.3
6	55.5	58.1	57.6	56.7	55.9	56.2	59.3
7	53.8	53.7	55.5	58.8	54.0	53.6	53.1
8	49.9	50.6	53.6	55.2	49.4	52.8	50.8
9	50.1	50.7	53.7	52.9	49.9	50.7	49.1
10	49.2	48.7	51.1	51.4	49.8	49.1	49.4
11	48.5	48.0	50.7	50.0	48.9	48.7	48.7
12	49.4	48.9	49.1	49.1	48.9	49.5	50.0
13	49.5	49.1	51.0	49.4	50.8	49.5	49.5
14	48.9	49.7	50.5	46.7	49.1	49.7	50.3
15	49.3	50.1	51.4	49.7	50.2	49.3	49.1
16	50.2	49.0	51.9	49.4	49.2	48.8	50.0
17	51.0	50.0	50.8	51.3	49.6	50.1	49.5
18	51.6	50.9	51.8	52.7	52.1	51.4	51.3
19	53.2	52.0	52.5	54.5	52.0	52.0	52.0
20	53.1	52.7	53.4	53.3	54.6	53.2	52.0
21	55.8	51.8	51.1	52.8	53.4	55.0	52.2
22	53.5	51.4	53.8	53.9	55.9	52.8	53.5
23	52.3	52.3	54.8	57.4	54.8	54.4	55.5
24	59.0	57.3	55.3	59.5	55.3	57.9	56.3
10-12	49.1	48.5	49.9	49.6	48.9	49.1	49.4
14-16	49.9	49.5	51.7	50.0	49.6	49.1	49.6
0-24	51.2	50.8	51.9	51.8	51.0	51.3	51.0

85th %ile (ALL) 51.3
Weekday Inter-Peak 49.4

Vehicle Flow (Channel 1)



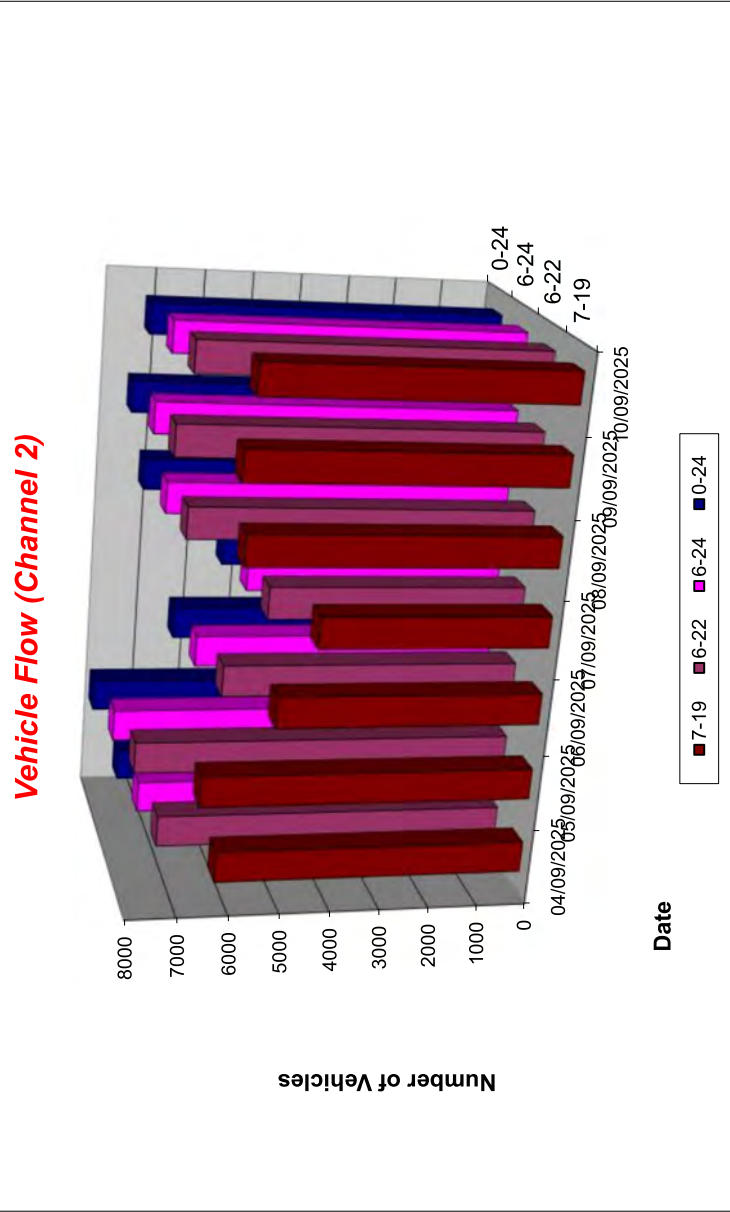
Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 2 - Eastbound				Vehicle Flow						Week 1			
Hr Ending	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	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	13	14				
5	33	34	29	17	34	37	34	34	31				
6	88	98	46	32	94	89	92	92	77				
7	212	231	100	58	250	258	266	243	196				
8	497	472	201	110	498	519	506	498	400				
9	627	646	349	198	658	643	670	649	542				
10	463	496	466	299	481	519	447	481	453				
11	445	475	534	466	428	427	365	428	449				
12	434	500	583	506	447	423	407	442	471				
13	428	605	540	566	436	414	398	456	484				
14	424	580	487	503	430	400	401	447	461				
15	442	594	441	440	467	465	485	491	476				
16	592	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	533	542	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	5186	6882	7208	6938	7143	6697				
6-24	7215	7792	6216	5275	7006	7332	7074	7284	6844				
0-24	7398	7983	6392	5466	7195	7521	7250	7469	7029				



Channel 2 - Eastbound				Average Speed						Week 1	
Hr Ending	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				
1	49.5	53.0	50.0	49.1	54.2	51.6	49.9				
2	50.2	51.7	54.3	51.5	54.4	57.4	50.8				
3	52.1	56.8	52.9	46.4	57.8	57.6	51.9				
4	45.7	50.0	54.4	53.8	54.8	51.6	53.0				
5	51.7	53.3	52.2	49.6	53.6	53.1	53.0				
6	48.6	50.6	51.2	48.8	50.6	50.5	49.4				
7	48.0	50.3	51.4	49.2	48.2	48.6	46.8				
8	45.7	46.6	50.4	52.2	46.0	45.7	44.1				
9	43.0	42.9	46.6	48.8	44.8	44.0	44.0				
10	42.9	42.5	46.1	47.6	45.8	43.8	46.0				
11	41.7	44.3	44.8	44.9	45.2	43.9	43.7				
12	41.9	43.4	44.7	44.5	43.8	44.3	44.3				
13	44.9	44.3	43.6	44.0	45.6	42.9	45.0				
14	43.1	45.2	45.3	41.5	42.7	45.5	44.9				
15	44.0	44.1	44.6	43.5	44.3	44.1	45.2				
16	44.0	45.5	44.1	45.4	44.7	43.9	46.1				
17	45.1	43.6	46.2	46.2	46.6	46.1	46.4				
18	45.6	46.3	46.4	48.7	46.6	45.4	45.8				
19	46.4	46.6	48.4	49.7	46.4	45.1	45.7				
20	48.8	47.1	47.2	47.8	48.4	45.5	47.0				
21	48.3	45.6	45.0	46.0	48.4	46.0	48.5				
22	49.0	46.7	46.2	48.3	47.3	46.4	49.3				
23	50.4	48.1	48.3	50.8	50.2	48.3	48.5				
24	50.7	50.5	49.6	50.5	52.1	48.6	49.2				
10-12	41.8	43.9	44.7	44.7	44.5	44.1	44.0				
14-16	44.0	44.8	44.3	44.5	44.5	44.0	45.7				
0-24	44.9	45.2	46.0	45.9	45.9	45.1	45.7				
							Average (ALL)	45.5			
							Weekday Inter-Peak	44.2			
							85th Percentile				

Channel 2 - Eastbound				85th Percentile					
Hr Ending	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		
1	57.7	64.2	60.4	56.8	63.4	58.4	62.1		
2	57.3	62.2	63.3	58.6	65.9	68.5	57.1		
3	64.0	67.2	63.5	54.4	65.1	64.2	59.4		
4	56.8	56.8	62.3	63.3	60.3	57.6	59.4		
5	58.3	59.0	56.5	55.0	59.6	58.9	58.5		
6	54.7	57.5	57.4	54.8	57.3	57.2	55.6		
7	53.9	57.3	57.8	56.7	55.5	54.7	53.8		
8	50.8	52.0	58.1	60.5	51.1	51.4	51.7		
9	50.7	50.9	53.0	55.5	50.4	50.3	50.7		
10	49.0	50.5	51.9	52.7	51.5	51.2	51.6		
11	47.2	49.3	49.5	50.7	50.4	50.7	49.5		
12	50.1	49.4	49.9	50.1	49.7	50.1	49.5		
13	51.1	49.9	51.2	50.2	50.1	50.7	50.5		
14	49.6	50.2	51.1	47.3	48.6	51.8	50.2		
15	49.1	49.2	51.3	49.3	50.5	50.6	51.2		
16	49.7	51.6	52.0	51.1	50.6	49.7	51.5		
17	51.2	50.4	51.2	53.3	52.0	52.3	52.6		
18	53.2	52.3	52.7	54.1	52.1	50.8	52.1		
19	53.0	52.6	54.4	55.4	52.4	52.5	52.3		
20	56.8	52.8	53.8	54.5	56.3	52.4	54.0		
21	54.8	52.7	52.1	53.4	55.2	52.4	56.0		
22	56.6	54.8	53.8	55.8	56.2	56.3	56.5		
23	59.0	55.2	55.7	59.9	59.0	56.5	55.5		
24	58.5	58.8	57.8	59.3	59.7	59.9	56.3		
10-12	48.7	49.5	49.7	50.4	50.1	50.4	49.5		
14-16	49.5	50.5	51.7	50.3	50.5	50.1	51.4		
0-24	51.9	51.9	52.8	52.7	52.2	51.9	52.2		
							85th %ile (ALL)	52.2	
							Weekday Inter-Peak	50.2	

Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

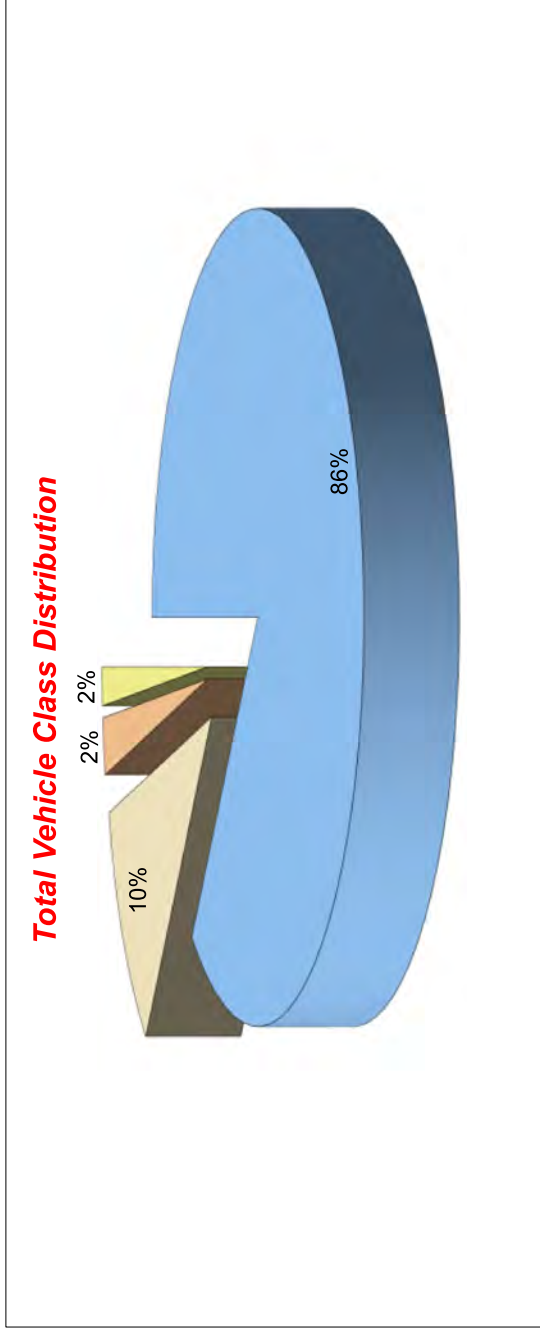
Channel 1 - Westbound		Speed Summary							Week 1
Speed (MPH)	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025		
0-40	1193	1479	773	1120	1139	1450	1152		
40-50	5039	5725	4673	3662	5121	5404	5116		
50-60	1080	1034	1107	809	1047	993	931		
60+	65	64	88	72	63	78	61		
TOTAL	7377	8302	6641	5663	7370	7925	7260		



Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

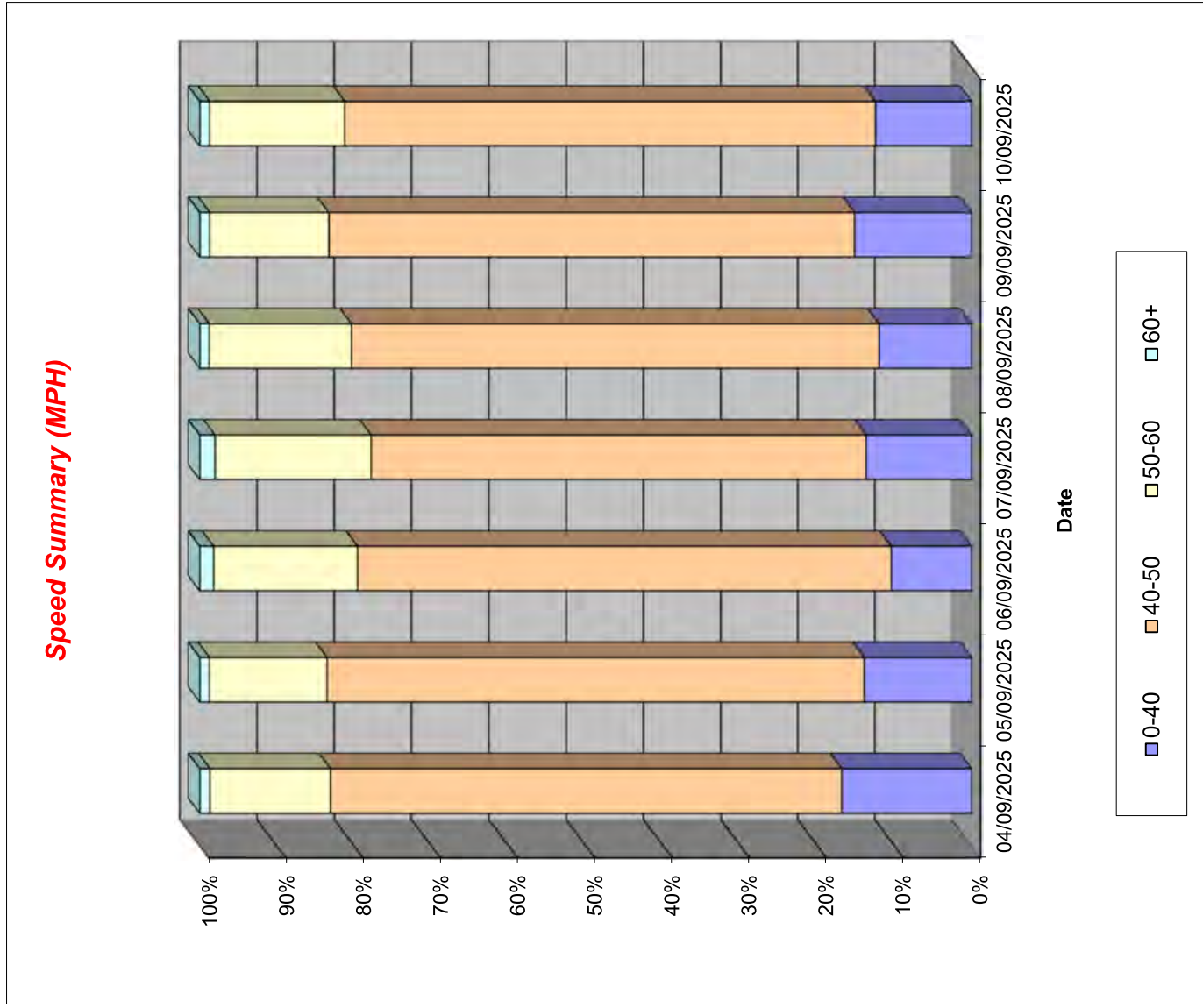
Channel 1 - Westbound		Vehicle Class					Week 1
Day / Time	Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
04/09/2025							
7-19		5006	728	149	155	6038	
6-22		5876	804	171	181	7032	
6-24		5881	821	174	186	7162	
0-24		6124	857	181	-215	6947	
05/09/2025							
7-19		5777	780	165	149	6871	
6-22		6640	872	179	171	7862	
6-24		6815	896	186	175	8072	
0-24		6972	924	198	208	8302	
06/09/2025							
7-19		4932	381	84	60	5457	
6-22		5635	440	94	65	6234	
6-24		5832	447	95	67	6441	
0-24		5986	469	104	82	6641	
07/09/2025							
7-19		4498	339	56	33	4926	
6-22		4943	372	61	39	5415	
6-24		5001	378	63	40	5482	
0-24		5161	388	66	48	5663	
08/09/2025							
7-19		5110	736	133	146	6125	
6-22		5866	821	150	172	7009	
6-24		5940	831	154	178	7103	
0-24		6137	863	168	202	7370	
09/09/2025							
7-19		5399	791	175	172	6537	
6-22		6276	889	203	197	7565	
6-24		6369	894	204	208	7675	
0-24		6540	923	222	240	7925	
10/09/2025							
7-19		4980	711	152	147	5990	
6-22		5789	808	169	167	6933	
6-24		5870	815	174	176	7035	
0-24		6022	850	187	201	7260	
Average							
7-19		5100	638	131	123	5992	
6-22		5861	715	147	142	6864	
6-24		5973	726	150	147	6996	
0-24		6135	753	161	109	7158	



Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

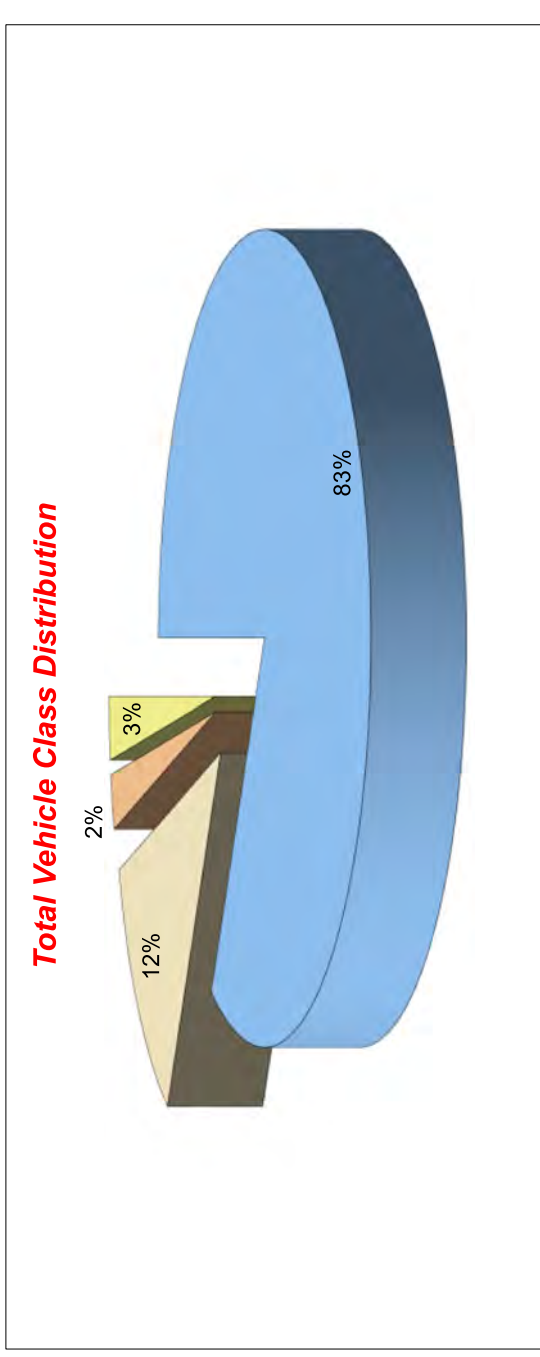
Channel 2 - Eastbound		Speed Summary							Week 1
Speed (MPH)	04/09/2025	05/09/2025	06/09/2025	07/09/2025	08/09/2025	09/09/2025	10/09/2025		
0-40	1251	1116	669	751	868	1145	909		
40-50	4898	5553	4419	3504	4916	5122	4983		
50-60	1153	1215	1190	1104	1323	1158	1266		
60+	96	99	114	107	88	96	92		
TOTAL	7398	7983	6392	5466	7195	7521	7250		



Langho ATC, A59 Longsight Lane

Produced by Road Data Services Ltd.

Channel 2 - Eastbound		Vehicle Class					Week 1
Day / Time	Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
04/09/2025							
7-19		5068	819	172	151	6210	
6-22		5803	915	188	173	7079	
6-24		5916	923	192	184	7215	
0-24		6021	963	204	210	7398	
05/09/2025							
7-19		5438	866	140	160	6604	
6-22		6310	968	152	177	7607	
6-24		6470	986	154	182	7792	
0-24		6590	1018	170	205	7983	
06/09/2025							
7-19		4650	463	79	63	5255	
6-22		5295	527	87	70	5979	
6-24		5504	550	88	74	6216	
0-24		5633	569	94	96	6392	
07/09/2025							
7-19		4110	375	57	22	4564	
6-22		4672	425	63	26	5186	
6-24		4751	432	63	29	5275	
0-24		4913	451	64	38	5466	
08/09/2025							
7-19		4939	850	145	160	6094	
6-22		5590	945	158	189	6882	
6-24		5684	961	162	199	7006	
0-24		5821	984	172	218	7195	
09/09/2025							
7-19		5099	831	158	164	6252	
6-22		5910	932	171	195	7208	
6-24		6007	947	176	202	7332	
0-24		6123	980	188	230	7521	
10/09/2025							
7-19		4981	811	146	158	6096	
6-22		5692	898	164	184	6938	
6-24		5812	908	164	190	7074	
0-24		5918	938	179	215	7250	
Average		4898	716	128	125	5868	
7-19		5610	801	140	145	6697	
6-24		5735	815	143	151	6844	
0-24		5860	843	153	173	7029	



PoE Appendix 3: September 2025 Pedestrian Survey at the A59

Langho
September 2025
Pedestrians



Langho
 Thursday 4th September 2025
 Pedestrians

06:00					07:00					08:00					09:00				
Origin	Destination				Origin	Destination				Origin	Destination				Origin	Destination			
	A	B	C	D		A	B	C	D		A	B	C	D		A	B	C	D
A	0	0	0	0	A	0	0	0	0	A	0	0	0	0	A	0	0	0	0
B	0		0	4	B	0		0	2	B	0		0	0	B	0		0	1
C	0	0		0	C	0	0		0	C	0	0		0	C	0	0		0
D	0	3	0		D	0	3	0		D	0	0	0		D	0	0	0	

10:00					11:00					12:00					13:00				
Origin	Destination				Origin	Destination				Origin	Destination				Origin	Destination			
	A	B	C	D		A	B	C	D		A	B	C	D		A	B	C	D
A		0	0	0	A		0	0	0	A		0	0	2	A		0	0	0
B	0		0	2	B	0		0	0	B	0		0	0	B	0		0	1
C	0	0		0	C	0	0		0	C	0	0		0	C	0	0		0
D	0	1	0		D	0	0	0		D	0	0	0		D	0	0	0	

14:00					15:00					16:00					17:00				
Origin	Destination				Origin	Destination				Origin	Destination				Origin	Destination			
	A	B	C	D		A	B	C	D		A	B	C	D		A	B	C	D
A		0	0	0	A		0	1	0	A		0	1	0	A		0	0	0
B	0		0	3	B	0		0	3	B	0		0	1	B	0		0	1
C	0	0		0	C	0	0		0	C	0	0		0	C	0	0		0
D	0	2	0		D	0	2	0		D	0	2	0		D	0	2	0	

18:00					19:00				
Origin	Destination				Origin	Destination			
	A	B	C	D		A	B	C	D
A		0	0	0	A		0	0	0
B	0		0	3	B	0		0	1
C	0	0		0	C	0	0		0
D	0	1	0		D	0	1	0	

Langho
 Saturday 6th September 2025
 Pedestrians

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PoE Appendix 4: Railway Car Parks Surveys

Land South of Longsight Road, Langho

Appendix 4: TTN 10 - Railway Car Parks Surveys

Project Number:	784-B075154	Office:	Manchester
Date:	24/03/2026	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 43 space (including 5 mobility impaired spaces and EV charging spaces) car park at Langho. The car park will also feature secure and covered cycle parking. 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 29th and 30th of October 2025, during a half term holiday week. The second survey was conducted on the 11th 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 **TTN10 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 **TTN10 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 surveyor 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 The Station car park and the Co-Op Commuter car park together offer 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 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 after the morning (commuter) train 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 (As of the October 2025 Survey)

- 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 **TTN10 Appendix C**.

Parking Survey Summary

- 2.48 Initial observations during the half term survey undertaken 30th 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 **TTN10 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 11th 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 **TTN10 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.

Parking Availability as of March 2026

- 2.65 As of March 2026, vehicle access into the restaurant car park is restricted by concrete barriers. Photographs of the concrete barriers at the car park access is included within **TTN10 Appendix D**.
- 2.66 The above parking survey summary was undertaken and reported prior to the installation of the concrete barriers. As a result of the closure of this car park, all parking observed within the restaurant car park during the survey would now be displaced, either on street or to one of the nearby railway stations.
- 2.67 This is certainly less convenient than parking at a dedicated railway parking facility in Langho, and has the potential to discourage railway travel for existing and future residents of Langho.

Conclusions

- 2.68 The Conclusions for Langho station parking 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.
- 2.69 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 43 space (including 5 mobility impaired spaces and EV charging spaces) car park dedicated to rail users at Langho. The purpose of the car park is to:
- Allow people who want to use the railway from Langho to park their vehicle; (enabling and encouraging rail use)
 - Accommodate any demand for rail related parking at Langho which might currently be parking at other less convenient rail stations; (i.e reduce mileage)
 - Accommodate any demand for rail journey parking which is currently being suppressed due to lack of parking availability; (enable mode shift to rail use)
 - 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)
 - 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 impaired mobility and EV user)
- 3.2 Surveys were undertaken to 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 potentially 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 rail users who until recently parked their vehicle in Langho (Restaurant Car Park) and used the railway. That will promote and enable public transport usage;
 - b. Accommodate any parking demand currently being displaced to other less convenient rail stations. That will 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. That will 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. That will 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 may be currently precluding rail travel for those who need those facilities.
- 3.10 The provision of a 43 space (including 5 mobility impaired spaces and EV charging spaces) 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.

TTN10 Appendices

TTN10 Appendix A - 29th and 30th October 2025 – Survey Results

Print off for each station and surrounding area.

Date 30/10/2025

Station Name <i>Ramsgrave & Willeshall</i>									
Station Car Park	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
Baseline data	4	1	0	0	N/A	None			
Observations (Time 7:47)	3	0	0	0					
Occupied									
Observations (Time 10:41)	3	0	0	0					
Occupied									

Parking Near Station									
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
<i>Co-op computer long stay</i>	9	0	0	0	N/A	None			
Baseline data									
Observations (Time 7:49)	7	0	0	0					
Occupied									
Observations (Time 10:41)	9	0	0	0					
Occupied									

Parking Near Station									
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
Baseline data									
Observations (Time)									
Occupied									
Observations (Time)									
Occupied									

Parking Near Station									
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
Baseline data									
Observations (Time)									
Occupied									
Observations (Time)									
Occupied									

Print off for each station and surrounding area.

Date 29/10/2025

Station Name <i>Whalley</i>									
Station Car Park	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
Baseline data	17	0	0	0	N/A	N/A			
Observations (Time 8:35)	10	0	0	0			10 cars parked on road		
Occupied									
Observations (Time 11:20)	14	0	0	0					
Occupied									

Parking Near Station									
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
<i>Whalley Sports club</i>	10 circa	0	0	0	N/A	\$2/day	Gravel car park circa 10 spaces		
Baseline data	1	0	0	0					
Observations (Time 8:43)	4	0	0	0			Majority of the use seems to be tennis players		
Occupied									
Observations (Time 11:25)									
Occupied									

Parking Near Station									
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
Baseline data									
Observations (Time)									
Occupied									
Observations (Time)									
Occupied									

Parking Near Station									
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs	
Baseline data									
Observations (Time)									
Occupied									
Observations (Time)									
Occupied									

Print off for each station and surrounding area.

Date 29/10/2025

Station Name : Clitheroe										
Station Car Park	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs		
No Station car park										
Baseline data										
Observations (Time)										
Occupied										
Observations (Time)										
Occupied										

Parking Near Station										
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs		
Market car park	62	6	0	0	up to 10 hrs	\$11.10	2 cars parked	See attached		
Baseline data										
Observations (Time 7:55)	2	0	0	0						
Occupied										
Observations (Time 10:45)	23	2	0	0						
Occupied										

Parking Near Station										
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs		
Railway view	68	8	4	2	up to 10 hrs	\$11.10		See attached		
Baseline data										
Observations (Time 8:00)	5	0	1	0						
Occupied										
Observations (Time 10:45)	56	4	2							
Occupied										

Parking Near Station										
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs		
Chester Avenue	103	4	10	0	up to 10 hrs	\$3.50		See attached		
Baseline data										
Observations (Time 3:03)	30	0	1	0			12 cars on the road			
Occupied										
Observations (Time 10:50)	103	0	0	0			12 cars on the road			
Occupied										

Print off for each station and surrounding area.

Date 30/10/2025

Station Name		Langno									
Station Car Park	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking Charges	Notes/Other Features	Photo Refs			
Restaurant car park	38	2	0	0	N/A	N/A	See attached images				
Baseline data											
Observations (Time 7:57)	2	1	0	0			7 cars parked on the road				
Occupied											
Observations (Time 10:55)	3	1	0	0			9 cars parked on the road				
Occupied											

Parking Near Station											
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking Charges	Notes/Other Features	Photo Refs			
Baseline data											
Observations (Time)											
Occupied											
Observations (Time)											
Occupied											

Parking Near Station											
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking Charges	Notes/Other Features	Photo Refs			
Baseline data											
Observations (Time)											
Occupied											
Observations (Time)											
Occupied											

Parking Near Station											
Area Description	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking Charges	Notes/Other Features	Photo Refs			
Baseline data											
Observations (Time)											
Occupied											
Observations (Time)											
Occupied											

TTN10 Appendix B - 11th November 2025 – Survey Results

Print off for each station and surrounding area.

Station Name	Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park Langho (restaurant)	38	2	0	0				
Baseline data Observations (Time Occupied)								
Observations (Time Occupied)	7	0					Customer Only / None - (Rail User)	
08:20	8	0						
Parking Near Station Whimney Lane	9	08:50 - 11			10:06 - 17		Observed rail (commuter)	
Area Description on street (ahead)					10:57 - 15		@ 10:06	
Baseline data Observations (Time Occupied)	8							
Observations (Time Occupied)	6							
08:20	5							
Parking Near Station Whalley Road	6	08:50 - 7			10:06 - 7			
Area Description on Street (business)					10:57 - 8			
Baseline data Observations (Time Occupied)	8							
Observations (Time Occupied)	By Lt						Count Norm of Moorland Road	
08:20	4							
Parking Near Station	4	09:50 - 8			10:06 - 8			
Area Description					10:57 - 8			
Baseline data Observations (Time Occupied)								
Observations (Time Occupied)								

Print off for each station and surrounding area.

Date 11/12/2025

Station Name		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park	Wvalley								
Baseline data		17	0	0	4	N/A	N/A		
Observations (Time)	08:01								
Occupied		16			0				
Observations (Time)	09:42								
Occupied		17			0				

Parking Near Station		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Area Description	Tennis Club								
Baseline data		10-15						informal parking	
Observations (Time)	08:00							no days	
Occupied		9							
Observations (Time)	09:42								
Occupied		0							

Parking Near Station		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Area Description	on-street								
Baseline data		13							
Observations (Time)	08:00							on street opposite	
Occupied		10						the car park & opposite	
Observations (Time)	09:42							properties	
Occupied		14							

Parking Near Station		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Area Description	on-street (potentially restricted)								
Baseline data		6							
Observations (Time)	08:00							on street opposite	
Occupied		3						England House	
Observations (Time)	09:42								
Occupied		3							

10:44 17 0 0 4 N/A N/A

10:44 17 0 0 0 0

10:44 12

10:44 3

Print off for each station and surrounding area.

Station Name		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park Ramsgrave & Wilspeare									
Baseline data									
Observations (Time Occupied)	06:45	4	1	0	4	-	-		
Observations (Time Occupied)	09:08	2	0	0	0				
Parking Near Station		3	0	0	0				
Area Description		3	0	0	0				
Baseline data									
Observations (Time Occupied)	10:24	3	0	0	0				

Date 11/11/2025

Station Name		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park									
Baseline data									
Observations (Time Occupied)	06:45	25	2	0	0	0	-		
Observations (Time Occupied)	09:08	7	0	0	0				
Parking Near Station		5	0	0	0				
Area Description		7	0	0	0				
Baseline data									
Observations (Time Occupied)	10:24	7	0	0	0				

1 veh has been here since first visit

Station Name		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park									
Baseline data									
Observations (Time Occupied)	06:45	9	0	0	0	-	-	None for Commuter	
Observations (Time Occupied)	09:08	3	0	0	0				
Parking Near Station		9	0	0	0				
Area Description		9	0	0	0				
Baseline data									
Observations (Time Occupied)	10:24	9	0	0	0				

Station Name		Standard Spaces	Disabled Bays	EV Bays	Cycle spaces	Time limitations	Parking charges	Notes/Other Features	Photo Refs
Station Car Park									
Baseline data									
Observations (Time Occupied)									
Observations (Time Occupied)									
Parking Near Station									
Area Description									
Baseline data									
Observations (Time Occupied)									
Observations (Time Occupied)									

**TTN10 Appendix C - Summary of Observed Potential Commuters During Spot
Counts at Langho – 11th 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 park).

- 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 drive 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 Longho - 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)

Observation Period: 07:00-07:45

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

Parked car on Whinney Lane & walked down Olive Bank
 Parked car in Car Park and walked down Olive Bank

Potential Commuter	No. of Vehicles
1	1
4	4

Parking not observed but pedestrian walks down Olive Bank

From:

Whalley Road
 Whinney Lane

Potential Commuter	No. of Vehicles	Dog Walker
13	Unknown	0
0	0	2

Pedestrian emerges from Olive Bank

0

Vehicle Enters Olive Bank
 Vehicle Exits Olive Bank

-	2	-
-	1	-

Site Visit Date: 11/11/2025

Observations at Langho (Restaurant Car Park)

Observation Period: 08:20-08:50

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

Parked car on Whinney Lane & walked down Olive Bank
 Parked car in Car Park and walked down Olive Bank

Potential Commuter	No. of Vehicles	Dog Walker
1	1	0
1	1	0

Parking not observed but pedestrian walks down Olive Bank

From:

Whalley Road
 Whinney Lane

6	Unknown	0
0	0	0

Pedestrian emerges from Olive Bank

0

Vehicle Enters Olive Bank
 Vehicle Exits Olive Bank

0	0	0
0	1	0

**TTN10 Appendix D – Photographs of Concrete Barriers at the Langho
Restaurant Car Park**



PoE Appendix 5: Matrix of Sustainable Travel Improvements and Measures

The development proposals provide a positive enhancement under the following key categories:													
On-Site	Off-Site	Infrastructure / Physical Improvements / Funding	Pedestrian	Cyclist	Bus	Rail	Vehicle Driver Safety	NMU Safety	Reduced Need to Travel	Reduced need to travel by Private Car	Benefit to the Wider Public	Promotion of Sustainable Travel	Improves accessibility
			✓					✓		✓		✓	✓
	✓	1. 2m wide footways will be provided at the proposed vehicular access point onto A59 Longsight Road.											
	✓	2. A new section of 3m wide shared cycle/footway will be provided adjacent to the northern side of the development on A59 Longsight Road on either side of the carriageway, connecting the proposed site access junctions to nearby bus stops and existing footways on the northern side of A59 Longsight Road.	✓	✓				✓		✓	✓		✓
	✓	3. A pedestrian access point will also be provided to the southeast of the site, linking with existing PROW and nearby infrastructure leading towards Langthorpe railway station and the railway underpass towards Langthorpe village.	✓			✓							✓
	✓	4. An uncontrolled pedestrian crossing with a 3.2m wide traffic island with tactile paving is proposed on the eastern arm of A59 Longsight Road.	✓					✓					✓
	✓	5. An uncontrolled pedestrian crossing with a 3.2m wide traffic island with tactile paving is proposed on the western arm of A59 Longsight Road.	✓					✓					✓
✓	✓	6. An uncontrolled pedestrian crossing is proposed across the site access arm.	✓					✓					✓
	✓	7. A signalised toucan pedestrian crossing point will be provided on the A59 Longsight Road.	✓	✓				✓					✓
	✓	8. The existing zebra crossing located on Whalley Road to the south of the development is to be upgraded with lighting improvements, and the refuge island at the existing crossing on Whalley Road will be upgraded with tactile paving. It will support a direct and safe route for pedestrians between the proposed residential development and nearby primary school, bus stops and amenities within the village.	✓					✓					✓
	✓	9. Two new bus stops will be provided on the A59 Longsight Road.			✓								✓
	✓	10. Existing bus stops on the A666 Whalley Road will be upgraded with the provision of shelters.			✓								✓
✓		11. Vehicle and cycle parking will be provided at each dwelling, in accordance with local standards.		✓									✓
	✓	12. Provision of traffic calming measures on Longsight Road to the east of the junction with Whitehalgh Lane.					✓						✓
	✓	13. Improvements to the existing infrastructure on Whitehalgh Lane, including traffic calming measures.					✓						✓
	✓	14. Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access.				✓							✓
	✓	15. Provision of a new 43 space car park to the south east of the site, serving Langthorpe rail station.				✓							✓
✓		16. The internal layout of development on the site will be confirmed at the relevant stage of the planning process. However, it is anticipated that footways will be provided along all internal roads, with informal pedestrian crossings (dropped kerbs with tactile paving) provided where necessary to allow the safe movement of pedestrians throughout the site.	✓					✓					✓
✓		17. Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations. Any pedestrian infrastructure provided will be level, safe and well lit.	✓					✓					✓
✓		18. Provision of internet connectivity							✓				✓
Sustainable Transport Measures													
		1. Public transport support of £175,000 every year for five years (totalling £875,000)			✓	✓							✓
		2. Appointment of a Travel Plan Coordinator (TPC) - who will answer any travel related queries from residents.			✓								✓
		3. Fund the provision of discounted bus tickets to residents.			✓								✓
		4. The TPC will investigate the possibility of setting up 'Walking Buses'. It is noted that only schools can set up these groups therefore the approach is to contact relevant schools following findings of first survey, ask if they have a walking bus, and promote it to residents if so/appeal for walk leaders if the school has interest in setting up a walking bus.	✓										✓
		5. Promotion of health and environmental benefits of walking and cycling through Travel Plan communication materials.	✓										✓
		6. Promotion of local active travel maps to support resident wayfinding through Travel Plan communication materials.	✓										✓
		7. Promotion of cycle initiatives through Travel Plan communication materials, to help people to cycle.	✓										✓
		8. Provision of passenger information to residents within the travel guide. Such information would detail all public transport connections to the site, ticketing options, journey planning tools and bus timetable information available.			✓	✓							✓
		9. Travel Plan communication materials will promote events which encourage walking and cycling, such as National Walking Month, Bike Week, Walk to School Week and Love to Ride's Winter Wheelers.	✓										✓
		10. Travel Plan communication materials will promote events which encourage public transport use, such as Catch the Bus Month and Travelwise Week	✓		✓	✓							✓
		11. Promotion of a public car share scheme within the travel guide and wider communication materials.	✓										✓
		12. Information on efficient driving will be included within the travel guide and wider communication materials.					✓						✓
		13. Information about electric vehicles and charging facility information will be included within the travel guide and wider communication materials.											✓
		14. Information and guidance on working from home / flexible working will be included within the travel guide and wider communication materials.							✓				✓
		15. Travel Plan communication materials promote measures to manage / reduce the impact of car travel, including the promotion of national events such as Car Free Day, Clean Air Day and Travelwise Week.											✓
		16. Travel plan support of £16,000 (circa £250 per dwelling to support a modal shift agreed and linked to the Travel Plan SMART targets)											✓
Non-physical Measures													

PoE Appendix 6: Policy Compliance Tables

Policy Review in Relation to Highways and Travel

Ribble Valley Key Statement DM12: Transport Considerations

Policy Review Table 1: Review of Ribble Valley Key Statement DM12 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>In general schemes offering opportunity for more sustainable means of transport and sustainable travel improvements will be supported.</p> <p>Major applications should always be accompanied by a comprehensive travel plan.</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, plus access via the private residential development adjacent to the site.</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 43 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>The proposals offer more opportunity for sustainable means of transport and 18 sustainable travel improvements. (see Sustainable Travel PoE Appendix 5).</p> <p>The proposals include a further 16 sustainable travel measures (see PoE Appendix 5).</p> <p>Given the above 2 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 and is acceptable to the LHA.</p>	<p>✓</p> <p>✓</p> <p>✓</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).

All 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.	The access layout is suitable for residential development of 300 dwellings. 3m wide footway / cycleways are provided to both sides of the site access arm. Visibility splays of 2.4 x 120m are provided for proposed speed limit. Available visibility is appropriate for existing prevailing speeds. Vehicle tracking shows that the site access can accommodate service vehicles. 2 new bus stops on the A59 are included in the design. 3 pedestrian crossings on the A59 are provided, including one signalised crossing to provide access to the eastbound bus stops.	✓
3. Consider the protection and enhancement of public rights of way and access.”	There is one existing Public Right of Way which extends through the site. The connection points will be retained and the standard of the route will be improved. 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 more commodious than the existing route.	✓
<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 in the planning decision
<p>In making decisions on development proposals the local planning authority will, in addition to assessing proposals within the context of the development strategy, attach considerable weight to (Tt bolding):</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>	✓	✗
<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>	✓	✗
<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, cyclists and those with reduced mobility, including footway improvements, crossing facilities and traffic calming.</p>	✓	✗
<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, Northcote Road or Whitehalgh Lane.</p>	✓	✗
<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>	✓	✗
<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>	✓	✗
<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 in an area which provides a choice of sustainable travel modes. In addition, sustainable travel infrastructure will be provided and enhanced, see PoE Appendix 5. The site is located within reasonable sustainable travel journey times of facilities which are visited regularly.</p>	✓	✗
<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. Parking for rail is provided as an effective alternative to discourage using a private car park for work and other journeys.</p>	✓	✗

<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>	<p>✓</p>	<p>✗</p>
<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>	<p>✓</p>	<p>✗</p>
<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>Not applicable</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 5 (Delivering a sufficient supply of homes), Part 4 (Rural Housing)
Paragraph 83**

Policy Review Table 4: Review of NPPF Paragraph 39 against the Proposals and the Planning Decision

Policy Wording	Context of the proposals:	Do the proposals comply?
<p>To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby</p>	<p>The residents of the development will support local services in Langho, as well as in nearby towns in the Ribble Valley.</p>	<p>✓</p>

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

Policy Review Table 5: 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.</p> <p>The proposals are located adjacent to the existing settlement of Langho.</p> <p>The proposals are located adjacent to a rail station and bus services.</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.</p> <p>The proposals exploit opportunities to make a location more sustainable, see the list of sustainable travel improvements and measures in PoE Appendix 5.</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 6: 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, through limiting the need to travel and offering a genuine choice of transport modes. 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, reducing the need to travel.</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 PoE Appendix 5. 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 some urban locations.</p>	<p>✓</p>
	<p>The proposals seek to maximise opportunities for sustainable travel, see list of sustainable travel measures in PoE Appendix 5.</p>	<p>✓</p>

NPPF Chapter 9 (Promoting Sustainable Travel)
Paragraph 115

Policy Review Table 7: 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 PoE Appendix 5.</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 objectives.</p>	<p>✓</p>

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

Policy Review Table 8: 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...</p> <p>there would be an unacceptable impact on highway safety, or</p> <p>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</p> <p>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>In off-peak scenarios or in future scenarios where government strategy is to limit vehicle traffic growth is successful, operational conditions will be better than forecast.</p>	<p>✓</p> <p>✓</p>

**NPPF Chapter 9 (Promoting Sustainable Travel), Part 1 (Considering development proposals)
Paragraph 117**

Policy Review Table 8: Review of NPPF Paragraph 117 against the Proposals

Policy Wording	Context of the proposals:	Do the proposals comply
<p>Within this context, applications for development should:</p>		
<p>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</p>	<p>The internal site layout will be designed to prioritise pedestrian and cycle movements throughout. A number of off-site highway improvement interventions are proposed to prioritise pedestrian and cycle movements within the vicinity of the site access and in the town centre, including traffic calming, controlled and uncontrolled crossing facilities, shared foot/cycle infrastructure.</p> <p>The layout maximises the catchment area for bus transport through provision of two new bus stops on the A59 to the north of the site, near to the site access. Improved pedestrian and cycle infrastructure connects the bus stops to the site access. Bus transport from Langho village centre is accessible from the proposed pedestrian and cycle access located to the south east of the site.</p> <p>Public transport use is encouraged through a number of improvement measures, listed above and within PoE Appendix 5. Additionally, financial contributions and use of the travel plan will encourage and incentivise public transport use.</p> <p>Rail travel is encouraged and facilitated within the proposals through providing an on-site car park that accommodates park and ride usage, EV charging and cycle storage.</p>	<p>✓</p>
<p>b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</p>	<p>The on-site layout will be designed to modern standards, and will accommodate people with disabilities and reduced mobility.</p> <p>Additional infrastructure such as proposed footways and cycleways, pedestrian and cycle crossings will also be designed to modern standards to accommodate mobility impaired use. These will provide links between the site and nearby bus stops on the A59. The bus stops are proposed on the A59 to accommodate shorter journeys from the site to access bus travel.</p> <p>Traffic speed reductions and traffic calming is proposed, to improve the general road environment for pedestrians and cyclists, and increasing safety.</p> <p>Parking will be provided in accordance with standards for both vehicles and cycles.</p> <p>The proposed railway car park provides mobility impaired spaces.</p> <p>The multiple accessibility benefits listed within PoE Appendix 5 will benefit all users.</p>	<p>✓</p>
<p>c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p>	<p>Onsite layout designed to modern standards at reserved matters subject to approval by LCC.</p>	<p>✓</p>
<p>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and</p>	<p>Primary access is proposed on the A59, a road suitable for accommodating delivery, service and emergency vehicles. The site access has also been designed to accommodate such vehicles. This has been demonstrated through a vehicle swept path analysis within the TA.</p>	<p>✓</p>
<p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p>	<p>EV charging will be provided in accordance with standards and additionally in the proposed rail car park.</p>	<p>✓</p>

**NPPF Chapter 9 (Promoting Sustainable Travel), Part 1 (Considering development proposals)
Paragraph 118**

Policy Review Table 9: Review of NPPF Paragraph 118 against the Proposals

Policy Wording	Context of the proposals:	Do the proposals comply
<p>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.</p>	<p>A framework travel plan has been submitted as part of the application and is accepted by the LHA.</p>	<p style="text-align: center;">✓</p>

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation
S5: Principle of development outside settlements

Policy Review Table 10: Review of NPPF Draft Policy - Principle of development outside settlements

Policy Reference and Wording	Context of the proposals:	Do the proposals comply
<p>Policy S5:1 - Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:</p>		
<p>h. Development for housing and mixed-use development which would be: within reasonable walking distance of a railway station which provides a high level of connectivity to jobs and services²⁶; physically well-related to a railway station or a settlement within which the station is located; is of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and where the development would not prejudice any proposals for long- term comprehensive development in the same location;</p> <p>²⁶ <i>Well-connected rail stations and underground, tram and light rail stops are those in a top 60 Travel to Work Area located partially or fully within England by Gross alue Added (GVA) and which, in the normal weekday timetable, are served (or have a reasonable prospect of being served due to planned upgrades or through agreement with the rail operator) throughout the daytime by four trains or trams per hour overall, or two trains or trams per hour in any one direction.</i></p>	<p>The proposals deliver a railway car park on site. Langho railway station provides hourly trains to Rochdale (via Manchester) and Clitheroe, providing sustainable access to jobs and services. The site is physically well related to the railway station and settlement of Langho. The development is of a scale that can be accommodated with both existing and proposed infrastructure. The development would not prejudice any proposals for long- term comprehensive development in the same location.</p> <p>It is acknowledged that Langho is not in a “top 60 travel to work area” as per footnote 26 of the NPPF draft, however it is clear that the proposals are aligned with the intentions behind the draft policy. It is considered that in the future, the NPPF will extend those sustainable aspirations to sites beyond those in a top 60 travel to work area.</p> <p>The direction of travel of the NPPF is to increasingly recognise the benefits of choosing sites with rail connectivity. Clearly the proposed site has that attribute, and in a vision led planning strategy where travel to work by rail and improved service frequencies are encouraged by government policy, the locational attributes of the site, and the existing and future potential for travel by rail should be given positive weight the planning balance.</p>	<p>Partially and likely increasingly in the future</p>
<p>j. Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites²⁷ or scores below 75% in the most recent Housing Delivery Test), and where the development would:</p> <ul style="list-style-type: none"> i. be well related to an existing settlement²⁸ (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or ii. comprise major development for storage and distribution purposes which accords with policy E3. 	<p>The council are unable to demonstrate demonstrate a five year supply of deliverable housing sites. The site is well located to the existing settlement of Langho, and the TA demonstrates that the scale of the development can be accommodated with both existing and proposed infrastructure.</p>	<p>✓</p>

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation
TR1: Vision-led approach to planning for transport

Policy Review Table 11: Review of NPPF Draft Policy TR1: Vision-led approach to planning for transport

Policy Wording	Context of the proposals:	Do the proposals comply
<p>1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan’s strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:</p>	<p>The policy relates to plan making. The commentary which follows describes how the attributes of this proposal align with the plan making objective.</p>	
<p>a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils; so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take account of opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;</p>	<p>Sustainable transport has been a key consideration throughout the development of the proposals. The proposals provide a range of sustainable transport interventions and measures. The LHA consider the site to be sustainably accessible subject to mitigation measures, which have been agreed by the applicant. The proposals have been produced in accordance with both national and local policy.</p>	✓
<p>b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant evidence;</p>	<p>The Connectivity Tool was not available at the time of developing the proposal, however the site has been agreed with the LHA to be situated in a location that is suitably accessible and provides a genuine choice of transport modes.</p> <p>The Connectivity Tool shows that site has an overall (except driving) connectivity score of 50, which is in the ‘slightly above average’ national distribution.</p>	✓
<p>c. Supporting an appropriate mix of uses across the plan area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;</p>	<p>This relates to plan making across the plan area. Considering that the proposals are just for a residential development, they provide sustainable transport infrastructure including a railway car park on-site which would mitigate the length of journeys made via the private car to destinations of employment, shopping, leisure and education.</p>	✓
<p>d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure;</p>	<p>The proposals enhance a wide choice of sustainable transport modes for future residents and existing pedestrians, cyclists and public transport users within and beyond the site. Proposals include provision for walking, wheeling, cycling and public transport infrastructure and promote traffic speed reductions.</p>	✓
<p>e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs and roadside services. In doing so it should be considered whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields</p>	<p>Active travel and public transport interventions and measures are included within the proposals. In addition, the proposals include transport facilities in the form of a railway station car park to facilitate travel by rail.</p>	✓

<p>2. Spatial development strategies and local plans may set out thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.</p>	<p>The development has been designed in accordance with local policy and agreed with the LHA.</p>	<p>✓</p>
---	---	----------

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation**TR3: Locating development in sustainable locations***Policy Review Table 12: Review of NPPF Draft Policy TR3: Locating development in sustainable locations*

Policy Wording	Context of the proposals:	Do the proposals comply
<p>1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:</p>		
<p>a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users, unless the nature of the use makes this impractical;</p>	<p>The location is sustainable in terms of movement, and that will be enhanced through the sustainable travel interventions which the proposals deliver. It has been agreed with the LHA that a range of sustainable transport modes are a realistic travel choice. The proposals would also allow residents to reduce their need to travel through provision of a broadband connection.</p>	✓
<p>b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;</p>	<p>Development density is not a topic addressed in this proof of evidence. Existing transport infrastructure will be enhanced by the proposals, in addition to new infrastructure for walking, wheeling, cycling and public transport use.</p>	✓
<p>c. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution;</p>	<p>These principles can be taken into account in the detailed design and delivery of traffic and transport infrastructure. That phase has not yet been undertaken, but can be controlled through the local authority procedures for design, checking and construction.</p>	Not Applicable
<p>d. In rural areas, opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.</p>	<p>Existing active and public transport infrastructure is proposed for enhancement within the proposals, in addition to the provision of new infrastructure for walking, wheeling, cycling and public transport use.</p>	✓
<p>2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development.</p>	<p>The Connectivity Tool has not been released in final form at the time of preparing this proof.</p> <p>A trial version of the Connectivity Tool shows that Langho and the area around it including the site enjoy an average level of connectivity for modes excluding driving. That level of connectivity is much better than would typically be associated with a rural site.</p> <p>It is important to note that the illustrated connectivity is based on existing infrastructure available from the proposed site. Even so, the overall score for transport (except driving) is 50 (slightly above the average national distribution) and there are many sustainable transport interventions proposed as part of the development which will enhance connectivity.</p>	✓

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation

TR4: Street design, access and parking

Policy Review Table 13: Review of NPPF Draft Policy TR3: Locating development in sustainable locations

Policy Wording	Context of the proposals:	Do the proposals comply
<p>1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:</p>		
<p>a. Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;</p>	<p>The site layout will be designed to prioritise pedestrian and cycle movements. 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>b. Incorporate or contribute towards appropriate facilities to support this prioritisation, such as continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;</p>	<p>The site layout will be designed to prioritise pedestrian and cycle movements. Provision of transport infrastructure and financial contributions towards sustainable transport have been agreed, including mitigation sought by the LHA to prioritise active and public transport.</p>	✓
<p>c. Make sure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users – including through measures to minimise the scope for conflict between pedestrians, cyclists and vehicles, to meet the needs of disabled people, older people and children in relation to all modes of transport, and to avoid unnecessary street clutter;</p>	<p>The on-site layout is a reserved matter but will be designed in accordance with national guidance. Active travel provision is included within the proposals, linking the site to existing and improved bus infrastructure, to provide for people with disabilities or mobility impairments to access facilities in Langho and wider towns.</p>	✓
<p>d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3); and</p>	<p>Access into the site has been developed to be safe and suitable for all vehicles, and agreed with the LHA. The detailed design of the site roads will achieve that goal too.</p>	✓
<p>e. Provide a suitable number of parking spaces where appropriate, reflecting the location and nature of the development, any locally-set standards in the development plan, and including adequate provision of spaces that allow for the charging of plug-in vehicles in safe, accessible and convenient locations.</p>	<p>Parking will be provided in accordance with local standards.</p>	✓
<p>2. The principles set out in national design guidance⁵⁶ should be used to inform how this policy is applied.</p>	<p>The principles set out in national design guidance⁵⁶ will be used to inform how this policy is applied. Footnote 56 refers to “Designing and modifying residential streets: Manual for streets - GOV.UK and the Design & Placemaking planning practice guidance.”</p>	✓

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation
TR6: Assessing transport impacts

Policy Review Table 14: Review of NPPF Draft Policy TR6: Assessing transport impacts

Policy Wording	Context of the proposals:	Do the proposals comply
<p>1. Development proposals that are likely to generate significant amounts of movement should be supported by:</p>	<p>n/a</p>	
<p>a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored;</p>	<p>A transport assessment has been submitted alongside the application, which assesses the likely impacts of the development. It has been reviewed by the LHA and is acceptable to them.</p>	<p>✓</p>
<p>b. A travel plan, indicating how sustainable transport objectives will be delivered, monitored and managed over time</p>	<p>A framework travel plan has been submitted alongside the application to support sustainable travel and reduced need to travel. It has been reviewed by the LHA and is acceptable to them, subject to financial contributions within a s106 agreement.</p>	<p>✓</p>
<p>2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and how it is intended to be achieved (including, in the case of Travel Plans, identifying fallback options if initial measures do not deliver the expected outcomes).</p>	<p>The transport assessment and travel plan reflect the vision of providing a development suitably accessible for all modes of transport, providing further enhancements to reduce private car usage and facilitating rail travel as a genuine choice of travel.</p>	<p>✓</p>
<p>3. All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.</p>	<p>The transport assessment demonstrates that the development would not have a severe adverse impact on the transport network, and will not contribute to an unacceptable impact on highway safety, subject to mitigation, agreed by the LHA.</p>	<p>✓</p>
<p>4. In assessing potential impacts, all reasonable future scenarios should be considered, taking into account impacts at different times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself.</p>	<p>The potential impacts of the development have been assessed in accordance with pre-application advice from the LHA. Traffic assessments have been undertaken for morning and evening peak periods. Those reflect peak operational conditions and as such development traffic impact and operational conditions will be lower and better at all other times. Sustainable modes of travel are promoted throughout the transport assessment and travel plan, contributing to the vision of a highly accessible site for non-motorised and public transport users.</p>	<p>✓</p>

NPPF Plan-making and national decision making policies (December 2025) – Draft Text for Consultation
TR8: Public rights of way

Policy Review Table 15: Review of NPPF Draft Policy TR8: Public rights of way

Policy Wording	Context of the proposals:	Do the proposals comply
<p>1. Development proposals should:</p> <ul style="list-style-type: none"> a. Maintain the network of public rights of way, including through suitable diversions agreed with the highway authority; and b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following: <ul style="list-style-type: none"> i. improved access to green spaces and the countryside; ii. new direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes; iii. the provision of accessible, safe and convenient links to services and facilities; and iv. improved connections with public transport stops and interchanges. 	<p>n/a</p> <p>The public footpath which extends between the northwest and southeast of the site will be maintained, improved and diverted over a short length, maintaining connectivity between the points where the PRoW enters the site.</p> <p>See below:</p> <p>The enhanced PRoW improves access to the countryside to the north of the A59.</p> <p>The internal layout of the development will be determined as a reserved matter, but the development will maintain and improve the PRoW which extends through the site.</p> <p>A signalised pedestrian/cycle ‘toucan’ crossing will be provided as part of the proposed access arrangements on Longsight Road. The infrastructure will link the proposed development and the new and existing bus stops on A59 Longsight Road, as well as following the desire lines of PROWs either side of Longsight Road. It will provide a route through the site, from the public transport infrastructure on the A59 to the railway station south of the site.</p>	<p>✓</p> <p>✓</p> <p>✓</p>

PoE Appendix 7: Benchmarking the Proposals against NPPF Draft Consultation & Connectivity Tool

Longsight Road, Langho

Benchmarking the Proposals Against the Consultation Draft NPPF (December 2025)

1.0 Introduction

- 1.1.1 I have reviewed the case against the NPPF Draft Consultation (December 2025). Whilst still in draft, at the time of writing this POE, it gives a clear indication of the direction in which NPPF is evolving on highways and transportation related matters.
- 1.1.2 I have set out below how the proposals align with the Draft NPPF.

2.0 NPPF Draft Consultation Policy Review

S5:1 Principle of development outside settlements

- 2.1.1 Draft NPP5 policy S5:1 sets out a series of criteria, any one of which, if satisfied, results in a direction that development outside a settlement should be approved. unless substantially outweighed by adverse effects. One of those criteria is where there where a 5-year supply of housing cannot be demonstrated. I offer no evidence on that, but I understand that to be the case in this instance and on that basis delivery under policy S5 is satisfied.
- 2.1.2 A further criterion is if a residential development is well related to a rail station. Footnote 26 in the NPPF draft defines that the station should be located in a top 60 travel to work area and have two services per hour in each direction. Langho Railway Station does not yet meet those criteria. That said, the emergence of this policy demonstrates the importance which the government is placing on locating development close to rail services and I question why that should be limited to only work trips in the top 60 travel to work areas.
- 2.1.3 A 45-minute commute could be considered a reasonable journey to work via rail travel. A rail journey to Clitheroe, Whalley, Blackburn and Bolton are all achievable within 45-minutes from Langho railway station, making rail a genuine choice of transport to a range of nearby towns and villages for work or for any other purpose.
- 2.1.4 The Ribble Valley as a whole, along with the wider cities and towns which can be reached by rail are clearly significant centres for work, albeit Langho is not in a top 60 travel to work area. With the proposals delivering a car park and new residents to use those rail services, it is feasible that service frequencies could improve in a future scenario, particularly in one underpinned by transport strategies which promote public transport and active travel.
- 2.1.5 The restriction of only recognising the benefit of proximity to rail services if the station is in a top 60 travel to work area seems rather arbitrary and severe. Why not top 100 or top 150 and why not recognise the benefits of switching to rail travel for non-work trips too? The Draft Policy champions the benefits of having a rail travel option in a top 60 travel to work area, but surely the option of travelling to work or for any other purpose by rail is beneficial even if the site is not in a top 60 travel to work area.

- 2.1.6 In this case, the total AM and PM peak hour outbound trip volume is 176 and 199 trips respectively. If a high proportion of those opted to use rail, say 10% that would be c.18 and 20 passengers. That can be accommodated by fewer than 4 services per hour. Rail capacity is not a constraint and there are multiple employment destinations and non-employment facilities within a reasonable rail journey.
- 2.1.7 My view is that the site is accessible by sustainable modes even without the rail services and that being located adjacent to a rail station is clearly an additional benefit.
- 2.1.8 I therefore consider that the proposals are aligned with the intentions behind draft policy S5:1, in that the development outside of an existing settlement, is suitably located near a railway station. In reasonable future scenarios, including those where NPPF evolves further, I consider it likely that the proposals will comply further on that point.

TR3: Locating development in sustainable locations

- 2.1.9 Draft policy TR3:1 sets out the principles which should be reflected within development proposals to support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure.
- 2.1.10 One of these principles relates to providing a genuine choice of transport modes for residents and users, and limiting the need to travel. Within my evidence, I have demonstrated that the development offers a genuine choice of travel modes and new and enhanced infrastructure for pedestrians, cyclists and bus users. I consider that the site is suitable in that regard and offers the uncommon additional benefit of the choice to travel by rail I have also set out how the site will reduce the need to travel, through the use of high-speed internet connections to access employment, facilities, and social interaction.
- 2.1.11 Two of the principles relate to taking opportunities to improve and support walking, wheeling, cycling and public transport journeys. TR3:1d specifically relates to enhancing sustainable travel connectivity in a rural area. I have set out in **PoE Appendix 5** the wide range of sustainable travel interventions that are proposed as part of the development, which clearly demonstrate that all the above sustainable travel modes are enhanced and a genuine choice of travel mode.
- 2.1.12 The draft NPPF refers to the use of the DfT's Connectivity Tool to identify site locations. Whilst this is not yet live, it gives an indication of a sites connectivity. The intention of the tool is to provide a level basis for planning decisions.
- 2.1.13 I attach a plan in **Appendix 7.1** from the Connectivity Tool showing c. 15km in all directions from Langho, to give an overview of connectivity across that area.
- 2.1.14 The score of 50 in the black box is stated to be the connectivity score for all modes except driving. It can be seen that the village of Langho and the site is predominantly coloured in green, showing that these areas offer an average level of connectivity. It can be seen that Langho is far better connected than other rural areas (i.e. to the north-west of Langho). It has an average national level of connectivity based on existing infrastructure, and that will be enhanced through improvements to active travel, bus and rail infrastructure.
- 2.1.15 I consider the proposed development to be in compliance with draft policy TR3.

TR4: Street design, access and parking

- 2.1.16 Draft NPPF policy TR4:1 sets out transport considerations that should be included in the design of development to create well-designed places. Policies TR4:1a and 1b maintain that priority should first be given to pedestrian and cyclists, both within the site and in neighbouring areas to facilitate access to high quality public transport and that appropriate facilities are incorporated within the proposals to support this.
- 2.1.17 The development proposals include a range of interventions and measures, as set out in **PoE Appendix 5**, which prioritise active modes of travel both within and outside of the site, along with enhancing bus infrastructure along the site frontage. These measures facilitate active travel access to an enhanced public transport network. It is clear that the sustainable transport interventions proposed by the development facilitate and prioritise the movement of non-motorised users to existing and proposed off-site public transport facilities.
- 2.1.18 TR4:1c relates to creating safe and inclusive streets, which minimise conflicts between non-motorised users and vehicles. The on-site layout is a reserved matter but will be designed in a way that is safe and suitable for all users.
- 2.1.19 In accordance with TR4:1d and TR4:2, the site access has been suitably designed to accommodate for service and emergency vehicles, in accordance with Manual for Streets. TR4:1e relates to parking, which is a reserved matter, but will be delivered in accordance with standards.

Given the above, I consider the proposed development to be in compliance with draft policy TR4.

TR6: Assessing transport impacts

- 2.1.20 Draft NPPF policy TR6 sets out that all development proposals should not have a severe adverse impact on the transport network, including capacity, congestion, cumulative impacts and safety. This should be assessed through a Transport Assessment and Travel Plan.
- 2.1.21 An agreed opening year assessment has been used to assess a reasonable future scenario, which includes analysing the traffic impacts within peak traffic hours for robustness.
- 2.1.22 It is demonstrated within the transport assessment produced by HF and further agreed with the LHA that the development would not result in an unacceptable impact in relation to any of those criteria. I have reviewed the traffic impact elements of the transport assessment and found them to be sound and robust, and I consider the proposals to therefore comply with the draft NPPF in this respect.

TR8: Public rights of way

- 2.1.23 Draft policy TR8:1a sets out that development proposals should maintain the network of PRowS and agree suitable diversions if necessary. A suitable diversion of the PRow which extends through the site has been agreed with the LHA, and therefore complies with this policy.
- 2.1.24 TR8:1b outlines criteria where opportunities to extend, link or improve the quality of existing routes should be taken. One of these criteria is related to improved connections with public transport stops. As part of the proposals, the PRow through the site will provide a route through the development, between the proposed bus stops on the A59 Longsight Road with the railway

station south of the site, clearly providing an enhanced route between public transport infrastructure.

- 2.1.25 The internal layout of the site is a reserved matter and suitable enhancements to the public footpath can be provided in agreement with the LHA.

3.0 Summary

3.1.1 Although the NPPF consultation draft is not yet in place, it gives a good indication of the way in which the planning policy is evolving in respect of transportation matters.

From the evidence I have presented above, it is clear that the proposals comply with the various highways transport and accessibility related aspects within the consultation draft NPPF.

Appendices

Appendix 7.1: Connectivity Tool (Wider Area Plan)

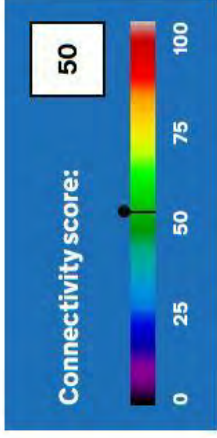
Connectivity Tool

Search by coordinates, street name and postcode

[Saved Schemes](#)
[Saved locations and sites](#)
[Guidance](#)

[Back](#)

Beta This is a new service – your feedback (opens in new tab) will help us to improve it.



Score **Routes** Settings

Current selection

Square ID 370450_434450
Local authorities Ribbles Valley Lancashire
Latitude 53.805499
Longitude -2.450185

[Explore the score](#)
[Cancel location selection](#)

Save Location

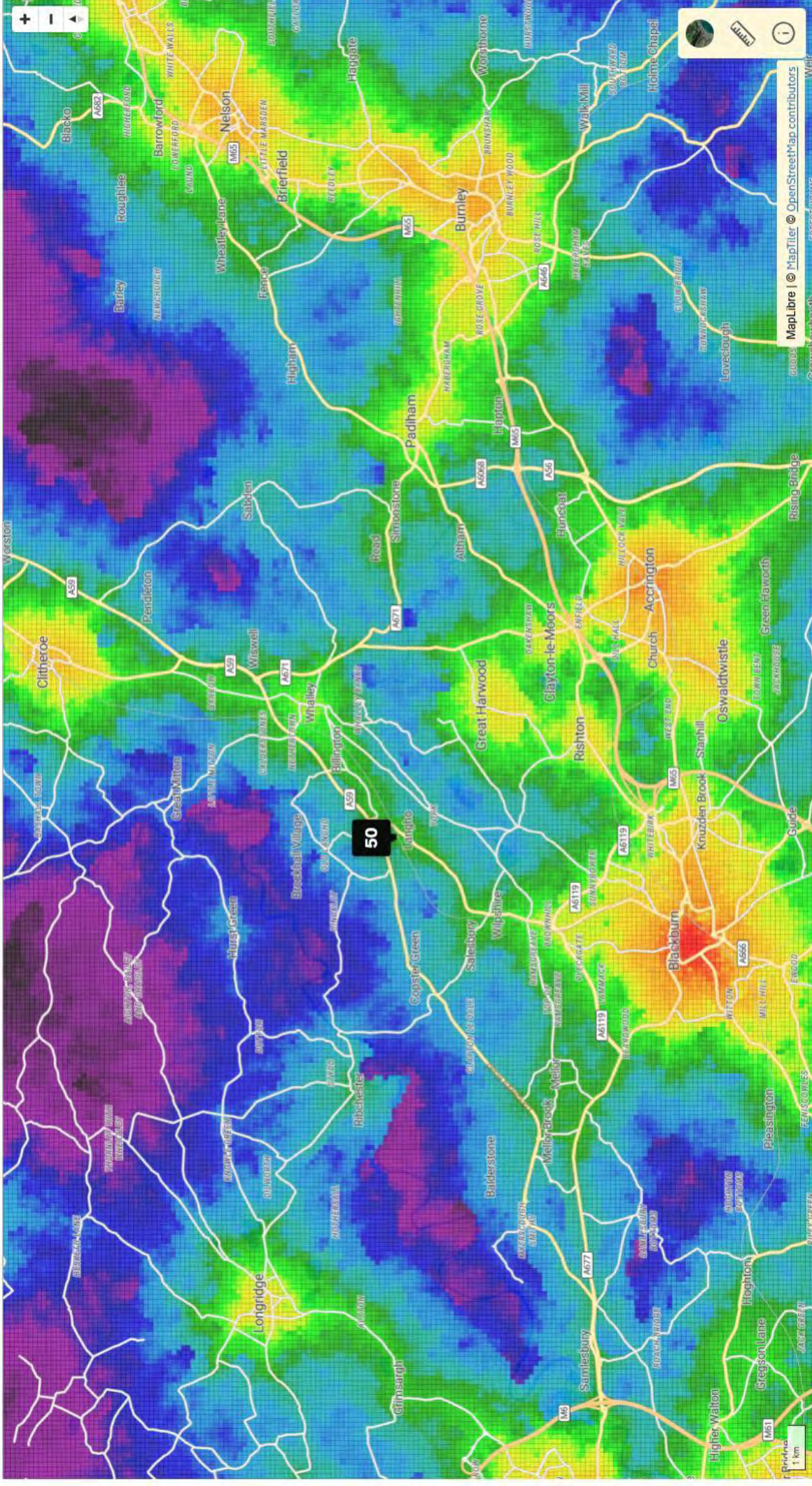
Or

Add Site

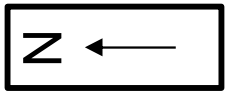
[View saved sites on map](#)

Filter map

[Show](#)



PoE Appendix 8: 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)

PoE Appendix 9: Distance guidelines not fair reflection on how far people are willing to cycle and walk (Wakenshaw and Bunn, 2017)



Gareth Wakenshaw and Nick Bunn

WYG

Is current guidance on walking and cycling distances in need of an overhaul? And, if so, why does this matter? These distances form the basis of many decisions about where we live and work. Distances are used as criteria in assessing land allocations in Local Plans and in determining planning applications. They are also used in decision-making around transport infrastructure, including bus stops.

We decided, firstly, to investigate the distances on which existing guidance is based and then, secondly, to research the National Travel Survey (NTS) data to find out how far people actually walk and cycle.

The old *Planning Policy Guidance 13: Transport* advised that walking and cycling could replace short car trips of 2km and 5km respectively. In 2012, PPG13 was withdrawn and replaced with the *National Planning Policy Framework*, which does not provide any specific guidance on walking or cycling distances.

The Institute of Highways & Transportation 2000 Guidelines for Providing for Journeys on Foot provided 'suggested acceptable' walking distances but gave no evidence in support.

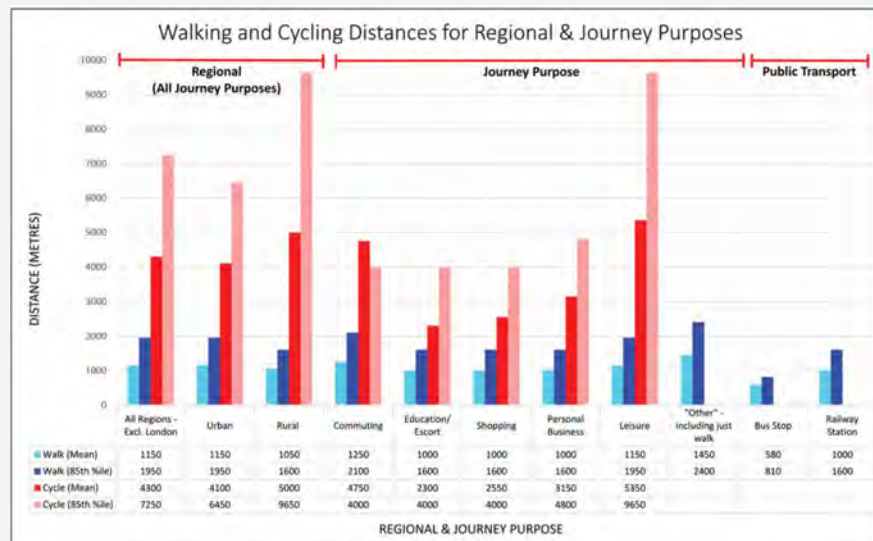
The Chartered Institute of Highways & Transportation (CIHT's) current 2015, *Planning for Walking* offers no firm guidance either other than: "Most people will only walk if their destination is less than a mile away". But it does recognise the lack of supporting evidence and that more work is needed.

CIHT's 2014 *Planning for Cycling* guidance also provides limited guidance. So, it is clear that existing guidance is limited for walking, missing for cycling, and backed by out of date evidence.

The NTS is a UK-wide survey of around 15,000 households and around half fully co-operate. This is around 18,000 individuals (Department for Transport, 2010, 2011 and 2012). We used the 2010 to 2012 NTS dataset, which provides more than 30,000 records for walking and over 15,000 records for cycling from home for a range of journey purposes.

VIEWPOINT

Distance guidelines not fair reflection on how far people are willing to cycle and walk



We then reported the mean and 85th percentile walking and cycling distances. The mean establishes the average distance people walk and cycle, whilst the 85th percentile can be taken as the distance people are prepared to walk or cycle and beyond which they are less likely to do so.

We first explored the walking and cycling distances for regional variation and then for journey purpose.

The graph above summarises the reported walking and cycling distances in different regions and different journey purposes. Perhaps surprisingly, it shows that people walk further in urban areas compared to rural areas, particularly at the 85th percentile level.

There is variation in the mean and 85th percentile walk distance for different journey purposes, with commuting and 'other', including just walk purposes having the longest walking distances.

Walking is mainly used for leisure and 'other' purposes, which together account for 40% of all walking journeys. Education and shopping each account for just under 20% of walking trips, with mean and 85th percentile walking distances of 1,000m and 1,600m respectively. The walking distance for commuting is longer, with an 85th percentile of 2,100m, but only 7% of walking journeys are for commuting.

People cycle much further in rural areas compared with urban areas, particularly at the 85th percentile

level. There is variation in the distances cycled at the average and 85th percentile distances for all journey purposes. Cycling is mainly used for commuting and leisure, accounting for 68.3% of all trips, and the longest distances of 8,050m and 9,650m respectively at the 85th percentile.

Shopping and education account for 11.6% and 10.6% of all trips and have the lowest cycled distances of 4,000m at the 85th percentile.

What does this mean, particularly for the accessibility of

development sites? Based on our research, the catchment for accessibility to a range of facilities should be based on the 85th percentile for the relevant journey purpose, e.g. an employment development should use the commuter distance of 2,100m, a new school should use 1,600m (education/escort education), whilst a residential development should use 1,950m (all journey purposes). Likewise for cycling, an employment development should use a catchment of 9,150m; a new school should use 4,000m; whilst a residential development should use 7,250m.

Our other research on walking distances to public transport stops has shown the mean walking distance to a bus stop is 580m and 810m at the 85th percentile, notably longer than CIHT's 400m maximum distance. The average walk distance to a railway station is 1,000m and 1,600m is the 85th percentile, again notably longer than CIHT's guidance of 800m.

From our research, it is clear that current guidance distances do not reflect those which people are prepared to walk and cycle to different facilities. That is why we believe there should be new distances, taking into account journey purpose using up-to-date information. **WYG**

Nick Bunn and Gareth Wakenshaw are transport planners at professional services firm WYG

In Passing

WYG This month marks the 50th anniversary of the introduction of the maximum legal blood alcohol drink-driving limit in the UK (80mg of alcohol per 100ml of blood, then and now) and official statistics on alcohol-related road deaths, which began in 1979, indicate that the number of fatalities caused by drink-driving has fallen from 1,640 in that year to 200 in 2015 – a drop of 88%. It hardly feels like a cause for celebration when more than 1,800 people are still being killed on or roads each year. Nevertheless, it would seem churlish not to raise a small glass in honour of the DfT's 50-year plus THINK! campaign to drastically reduce the amount of drink-driving, given its manifest success. But please give us your car keys first.

WYG The phrase 'replacement bus service' is one that will chill the blood of any regular user of our nation's railways but *The Daily Mail*, which never knowingly passes up an opportunity to terrify its readers, recently warned said readers that, due to the recent shenanigans at Ryanair,

the phrase could soon become all too familiar to airline passengers. "Ryanair could replace flights with buses as it offers 'comparable transport' in order to limit its £1bn compensation bill," the paper warned. "The airline has promised to ensure refunds to 750,000 passengers after cancelling 20,000 flights, which means that customers stranded after their flights were cancelled can fly for free with rivals if there are no Ryanair seats available. However, rules dictate that if this is impossible then they could also offer to pay for trains, car hire or even buses." Oh, the horror.

WYG News that a city of close to a million people is planning to start handing out free public transport passes to every city centre worker, regardless of income or intent to actually use the things, in order to reduce road traffic congestion and pressure on inner city parking spaces, might cause some readers to speculate on where this city might be. Sweden, perhaps? Or maybe the Netherlands? Nope

– the city in question is Columbus, Ohio, in the good ol' car-loving US of A. So is this move a game changer for car use across the Atlantic? We'll have to wait and see, unfortunately, as a two-year trial of the scheme isn't due to begin until the summer of 2018. So watch this (parking) space.

WYG When is a bus not a bus? When it's art, at least according to Reading Buses, which is supporting a local artist's plans to turn one of its double-deckers into a mobile art gallery. Local artists are being invited to contribute ideas exploring the theme of public mobility and how it relates to the sense of place and community by October 16, which is next Monday, so any Reading residents who fancy getting involved had better get their skates on. Once galleried up, the bus in question will be operational on regular routes operated by Reading Buses, according to the company, although it doesn't say where the passengers are going to go to make room for the art.



PoE Appendix 10: Public Transport Timetables

Monday to Saturday - 25 - CLITHEROE - BLACKBURN

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

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

MONDAY TO FRIDAY (excluding Bank Holidays)

▼ Connection guaranteed at Clitheroe Interchange

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

* College days only

SATURDAY

▼ Connection guaranteed at Clitheroe Interchange

SUNDAY (including Bank Holidays)

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

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

74

SATURDAY

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

75

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</i>	<i>NSCHOL</i>	
<i>Variations</i>												
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	----	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
SHADSWORTH,Rothesay Road (opp)	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</i>	<i>SCHOL</i>
<i>Variations</i>											<i>W</i>	<i>NW</i>
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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

SHADSWORTH,Rothesay Road (opp)	11:21	11:51	12:21	12:51	13:21	13:51	14:22	14:52	15:22	15:47	16:07	16:07
<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>NSCHOL</i>		<i>SCHOL</i>	<i>NSCHOL</i>	<i>SCHOL</i>							
<i>Variations</i>			<i>NW</i>		<i>W</i>							
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	14:53	15:23	15:43	15:53	15:53	16:23	16:53	17:13	17:43	18:13	18:43	19:23
CHATBURN ROAD,Grammar School (o/s)	----	----	15:53	----	----	----	----	----	----	----	----	----
WHALLEY,Bus Station (Stand A)	15:09	15:39	16:13	16:09	16:09	16:39	17:09	17:29	17:58	18:27	18:57	19:37
LANGHO,Northcote Road (opp)	15:16	15:46	16:20	16:16	16:16	16:46	17:16	17:36	18:05	18:33	19:03	19:43
ROE LEE,Roe Lee Park (opp)	15:28	15:58	16:32	16:28	16:28	16:58	17:28	17:48	18:17	18:44	19:12	19:52
BLACKBURN TOWN CENTRE,Night Stand (opp)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	15:40	16:10	16:44	16:40	16:40	17:10	17:40	18:00	18:28	18:55	19:21	20:01
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	15:50	16:20	16:50	16:50	16:50	17:20	17:50	18:10	----	19:05	----	20:05
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	16:03	16:33	17:03	17:03	17:03	17:33	18:03	18:22	----	19:15	----	20:14
SHADSWORTH,Rothesay Road (opp)	16:07	16:37	17:07	17:07	17:07	17:37	18:07	18:26	----	19:19	----	20:17
<i>Operator</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>	<i>LNUD</i>								
<i>Notes</i>	<i>\$\$</i>	<i>\$\$</i>	<i>\$\$</i>	<i>\$\$</i>								
<i>Variations</i>												
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	20:23	21:23	22:23	23:23								
CHATBURN ROAD,Grammar School (o/s)	----	----	----	----								
WHALLEY,Bus Station (Stand A)	20:37	21:37	22:37	23:37								
LANGHO,Northcote Road (opp)	20:43	21:43	22:43	23:43								
ROE LEE,Roe Lee Park (opp)	20:52	21:52	22:52	23:52								
BLACKBURN TOWN CENTRE,Night Stand (opp)	----	----	----	00:00								
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	21:01	22:01	23:01	----								
BLACKBURN TOWN CENTRE,Bus Station (Stand 2)	21:05	22:05	23:05	----								
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand A)	21:14	22:14	23:14	----								
SHADSWORTH,Rothesay Road (opp)	21:17	22:17	23:17	----								

Saturday

<i>Operator</i>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>
<i>Notes</i>												
<i>Variations</i>												
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	----	----	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
SHADSWORTH,Rothesay Road (opp)	06:51	07:51	08:21	08:51	09:21	09:51	10:21	10:51	11:21	11:51	12:21	12:51

<i>Operator</i>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>
<i>Notes</i>												
<i>Variations</i>												
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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	----
SHADSWORTH,Rothesay Road (opp)	13:21	13:51	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	18:19	----

<i>Operator</i>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>	<u>LNUD</u>
<i>Notes</i>			\$\$	\$\$	\$\$	\$\$
<i>Variations</i>						
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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	----
SHADSWORTH,Rothesay Road (opp)	19:19	20:17	21:17	22:17	23:17	----

Sunday

<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>Variations</i>												
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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
SHADSWORTH,Rothesay Road (opp)	----	10:18	----	11:18	----	12:18	----	13:18	----	14:18	----	15:18

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

CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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	----
SHADSWORTH,Rothesay Road (opp)	----	16:18	----	17:18	18:18	----

22 CLITHEROE - SHADSWORTH via Langho, Wilpshire (inbound)

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>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	----	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

CLITHEROE TOWN CENTRE,Interchange (Stand 6)	06:25	07:10	07:50	08:19	08:31	09:07	09:37	10:07	10:37	11:07	11:37	12:07
<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>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	11:22	11:52	12:22	12:52	13:22	13:52	----	14:23	14:53	15:23	15:48	16:08
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	11:33	12:03	12:33	13:03	13:33	14:03	----	14:34	15:04	15:34	15:59	16:19
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	11:46	12:16	12:46	13:16	13:46	14:16	14:50	14:48	15:18	15:48	16:13	16:33
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	11:55	12:25	12:55	13:25	13:55	14:25	----	----	15:25	15:55	16:20	16:40
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE,Roe Lee Park (adj)	12:05	12:35	13:05	13:35	14:05	14:35	15:01	----	15:36	16:06	16:31	16:51
LANGHO,Railway Station (by)	12:16	12:46	13:16	13:46	14:16	14:46	15:14	----	15:49	16:19	16:44	17:04
WHALLEY,Bus Embayment (o/s)	12:25	12:55	13:25	13:55	14:25	14:55	15:23	----	15:58	16:28	16:53	17:13
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	12:37	13:07	13:37	14:07	14:37	15:07	15:35	----	16:10	16:40	17:05	17:25
<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>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	16:38	17:08	17:38	18:08	18:27	19:20	----	20:18	----	21:18	----	22:18
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	16:49	17:19	17:49	18:19	18:35	19:28	----	20:26	----	21:26	----	22:26
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	17:03	17:33	18:02	18:32	18:45	19:38	19:40	20:36	20:40	21:36	21:40	22:36
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	17:10	17:40	18:10	18:40	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
BLACKBURN TOWN CENTRE,Alighting Stand (by)	----	----	----	----	----	----	----	----	----	----	----	----
ROE LEE,Roe Lee Park (adj)	17:21	17:50	18:18	18:48	----	----	19:48	----	20:48	----	21:48	----
LANGHO,Railway Station (by)	17:34	18:01	18:28	18:58	----	----	19:58	----	20:58	----	21:58	----
WHALLEY,Bus Embayment (o/s)	17:43	18:10	18:36	19:06	----	----	20:06	----	21:06	----	22:06	----
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	17:55	18:22	18:48	19:18	----	----	20:18	----	21:18	----	22:18	----
<i>Operator</i>	<i>LNUD</i>	<i>LNUD</i>										
<i>Notes</i>	\$\$	\$\$										
<i>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	----	23:18										
ROYAL BLACKBURN HOSPITAL,Royal Blackburn Hospital (Stand B)	----	23:26										
BLACKBURN TOWN CENTRE,Bus Station (Stand 10)	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)	22:48	23:48
LANGHO,Railway Station (by)	22:58	23:58
WHALLEY,Bus Embayment (o/s)	23:06	00:06
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	23:18	00:18

Saturday

<i>Operator</i>	<u>LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD</u>											
<i>Notes</i>												
<i>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	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
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	07:18	08:03	08:37	09:07	09:37	10:07	10:37	11:07	11:37	12:07	12:37	13:07

<i>Operator</i>	<u>LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD</u>											
<i>Notes</i>												
<i>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	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	----
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	17:37	18:03	18:33	----

<i>Operator</i>	<u>LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD LNUD</u>											
<i>Notes</i>												
<i>Variations</i>												
SHADSWORTH,Rothesay Road (opp)	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
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	----	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

SHADSWORTH, Rothesay Road (opp)	----	----	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
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	10:14	11:14	----	12:14	----	13:14	----	14:14	----	15:14	----	16:14

Operator LNUD LNUD LNUD LNUD LNUD LNUD

Notes

Variations

SHADSWORTH, Rothesay Road (opp)	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
CLITHEROE TOWN CENTRE, Interchange (Stand 6)	----	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>MOV</i>
<i>Notes</i>	<i>SS,SCHOL</i>
<i>Variations</i>	
CHATBURN ROAD,Grammar School TC (by)	08:32
CHATBURN,Mount Pleasant (o/s)	08:35
SAWLEY,Bowland County High School (by)	08:48

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

Monday to Friday

<i>Operator</i>	<i>MOV</i>	<i>MOV</i>
<i>Notes</i>	<i>SS,SCHOL</i>	<i>SS,SCHOL</i>
<i>Variations</i>	<i>NW</i>	<i>W</i>
SAWLEY,Bowland County High School (by)	15:40	15:50
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
BROWNHILL,Holy Souls (opp)	----	16:28

Key

- SS - Operated on behalf of Lancashire County Council - School children only
- SCHOL - Bowland High School only
- MOV - 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>	
WILPSHIRE, Wilpshire Hotel (Stop 1)	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
BARROWFORD, Nelson and Colne College (adj)	08:40

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

Monday to Friday

<i>Operator</i>	<i>BPTR BPTR</i>
<i>Notes</i>	<i>NELS NELS</i>
<i>Variations</i>	<i>W NW</i>
BARROWFORD, NELSON and COLNE College (by)	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
WILPSHIRE, Wilpshire Hotel (Stop 2)	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>	
LONGRIDGE,St Cecilians RCHS (by)	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
LANGHO,Railway Station (opp)	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>NE</i>	<i>E</i>	<i>E</i>
BILLINGTON,St Augustines RCHS (by)	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	----
LONGRIDGE,St Cecilians RCHS (by)	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>\$S,SCHOL</i>
<i>Variations</i>	
BLACKBURN TOWN CENTRE,School Stand (Stop C1)	08:09
WILPSHIRE,Bulls Head (o/s)	08:25
LANGHO,Rogersfield (by)	08:33
BILLINGTON,Elker Lane (by)	08:40

856 BLACKBURN - BILLINGTON ST AUGUSTINES (inbound)

Monday to Friday

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

Key

- \$S - 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>SS,SCHOL</i>
<i>Variations</i>	
ROE LEE,Pearl Street (opp)	08:03
BROWNHILL,Holy Souls (opp)	08:07
WILPSHIRE,Wilpshire Hotel (Stop 1)	08:10
WILPSHIRE,Somerset Avenue (by)	08:11
LANGHO,Rogersfield (by)	08:14
CHATBURN ROAD,Grammar School TC (by)	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>SS,SCHOL</i>	<i>SS,SCHOL</i>
<i>Variations</i>	<i>W</i>	<i>NW</i>
CHATBURN ROAD,Grammar School TC (by)	14:40	16:00
LANGHO,Rogersfield (opp)	14:59	16:19
WILPSHIRE,Somerset Avenue (opp)	15:04	16:24
WILPSHIRE,Wilpshire Hotel (Stop 2)	15:04	16:24
BROWNHILL,Holy Souls (opp)	15:08	16:28
ROE LEE,Pearl Street (by)	15:11	16:31

Key

- SS - 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>	
ROE LEE,Pearl Street (opp)	07:50
WILPSHIRE,Bulls Head (o/s)	07:55
WILPSHIRE,Wilpshire Hotel (Stop 1)	07:58
WILPSHIRE,Carr Hall (opp)	08:10
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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>
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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
ROE LEE,Pearl Street (by)	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>	
BROWNHILL,Brownhill Road (by)	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
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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>
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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
BROWNHILL,Holy Souls (opp)	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>	
LAMMACK,Hare and Hounds (opp)	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
CHATBURN ROAD,Grammar School TC (by)	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>
CHATBURN ROAD,Grammar School TC (by)	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
LAMMACK,Hare and Hounds (adj)	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>	
PENDLETON,Village (adj)	08:10
SABDEN,Four Lane Ends (adj)	08:20
WHALLEY,Portfield Road (opp)	08:25
BILLINGTON,St Augustines RCHS (by)	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>.NF.</i>	<i>.F.</i>
BILLINGTON,St Augustines RCHS (by)	15:20	14:30
WHALLEY,Portfield Road (by)	15:30	14:40
SABDEN,Four Lane Ends (by)	15:35	14:45
PENDLETON,Pendleton Road (by)	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>B.P.T.R</i>
<i>Notes</i>	<i>BURN</i>
<i>Variations</i>	
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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
STONEYHOLME,Burnley College (opp)	08:44

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

Monday to Friday

<i>Operator</i>	<i>B.P.T.R</i>
<i>Notes</i>	<i>BURN</i>
<i>Variations</i>	
STONEYHOLME,Burnley College (opp)	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
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	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>	
BROCKHALL VILLAGE,The Academy (by)	08:05
LANGHO,Longsight Road (by)	08:10
WHALLEY,Bus Embayment (o/s)	08:20
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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>F</i>	<i>NWNE</i>	<i>W</i>
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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
BROCKHALL VILLAGE,The Academy (by)	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>	
BLACKBURN,Barker Lane (opp)	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
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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>
CLITHEROE TOWN CENTRE,Ribblesdale CHS (by)	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
PLECKGATE,Lammack Road (by)	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



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

Some stations on this route are adopted by local community groups. For more information visit **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**

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**

Improving our railway



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

Visit: **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** 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
	Br omley 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	-
R	amsgreave & 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
	Br omley Cross		1014	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
R	amsgreave & 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	1918
Darwen		1528	1556	1628	1657	1728	1756	1828	1856	1928	1928
Entwistle		-	1603	-	1704	-	1803	-	1903	-	-
Bromley Cross		1539	1609	1639	1710	1739	1809	1839	1909	1939	1939
Hall I' Th' Wood		1542	1612	1642	1713	1742	1812	1843	1912	1942	1942
Bolton	a	1547	1617	1647	1718	1747	1817	1848	1917	1947	1947
Salford Crescent	a	1600	1630	1700	1730	1800	1830	1901	1930	2002	2002
Salford Central	a	1603	1633	1703	1733	1803	1833	1904	1933	2005	2005
Manchester Victoria	a	1607	1639	1707	1739	1807	1839	1908	1939	2008	2008
Rochdale	a	1629	1701	1729	1801	1829	1901	1930	2001	2029	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
call **03457 48 49 50**
textphone **0345 60 50 600**



Customer helpline

For comments and enquiries
visit 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



Lost property

email 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

All our policy documents can be found at northernrailway.co.uk/legal

PoE Appendix 11: 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% ¹
- In 2022: 22%.¹
- In 2025: 28%.²

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

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

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

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

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

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

On-line Retail

Percentage of retail sales carried out online⁵:

- 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.

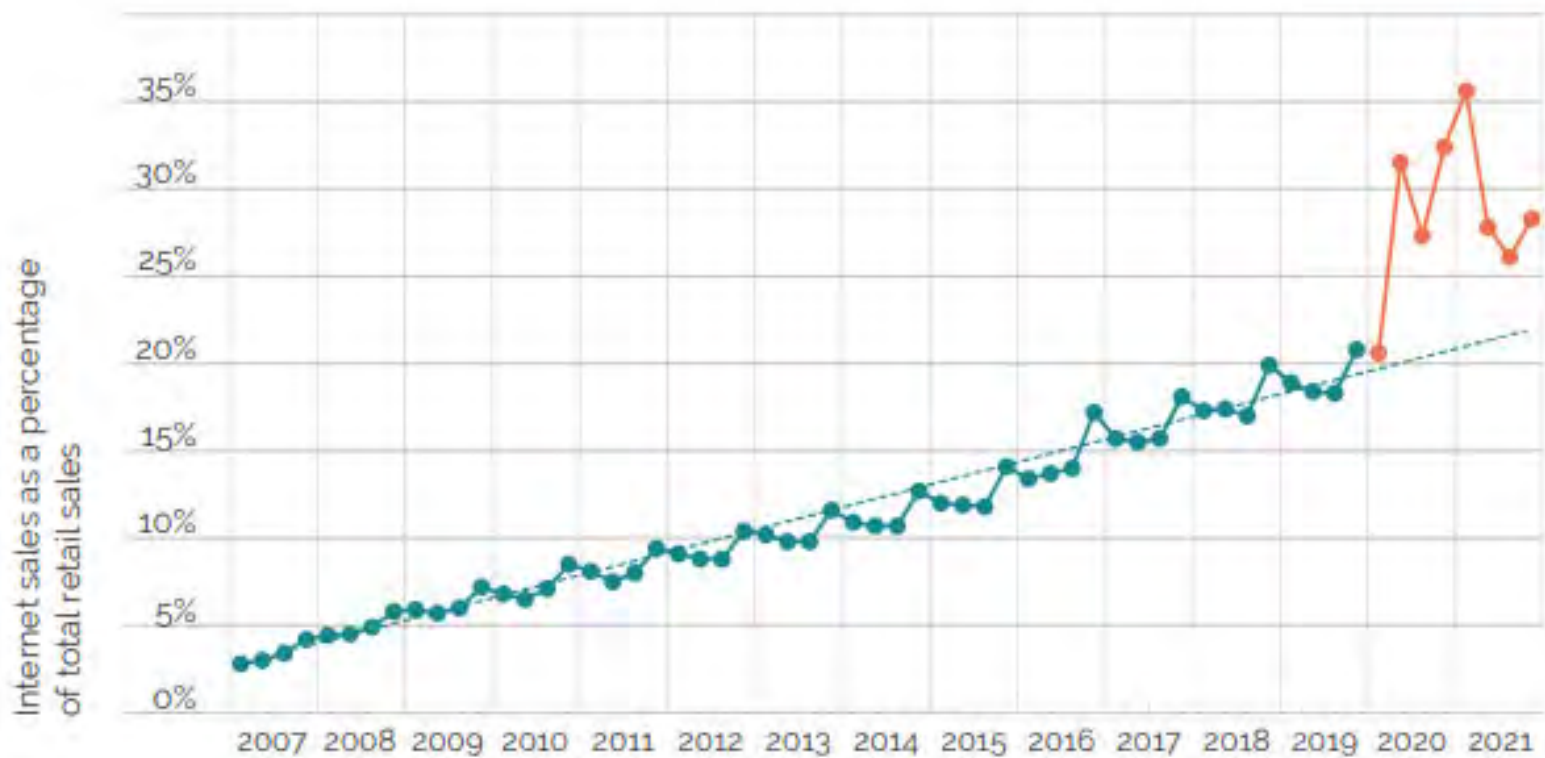
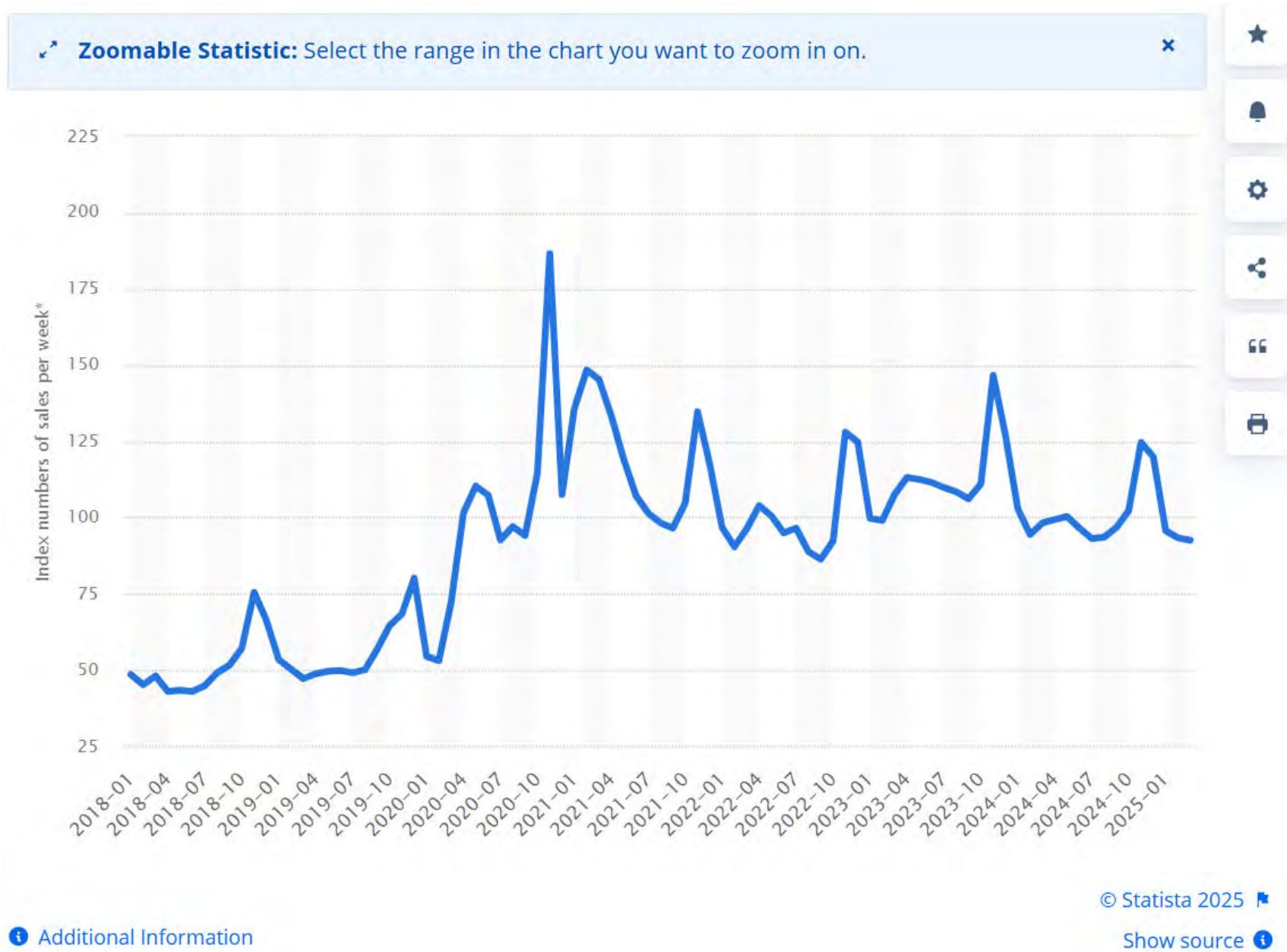


Figure 11: On-line retail sales as a percentage of all retail sales (ONS, 2022).¹²

⁵ 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 – 2025.⁶
- 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.⁷
- 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 2023.⁸
- 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 2023.⁸

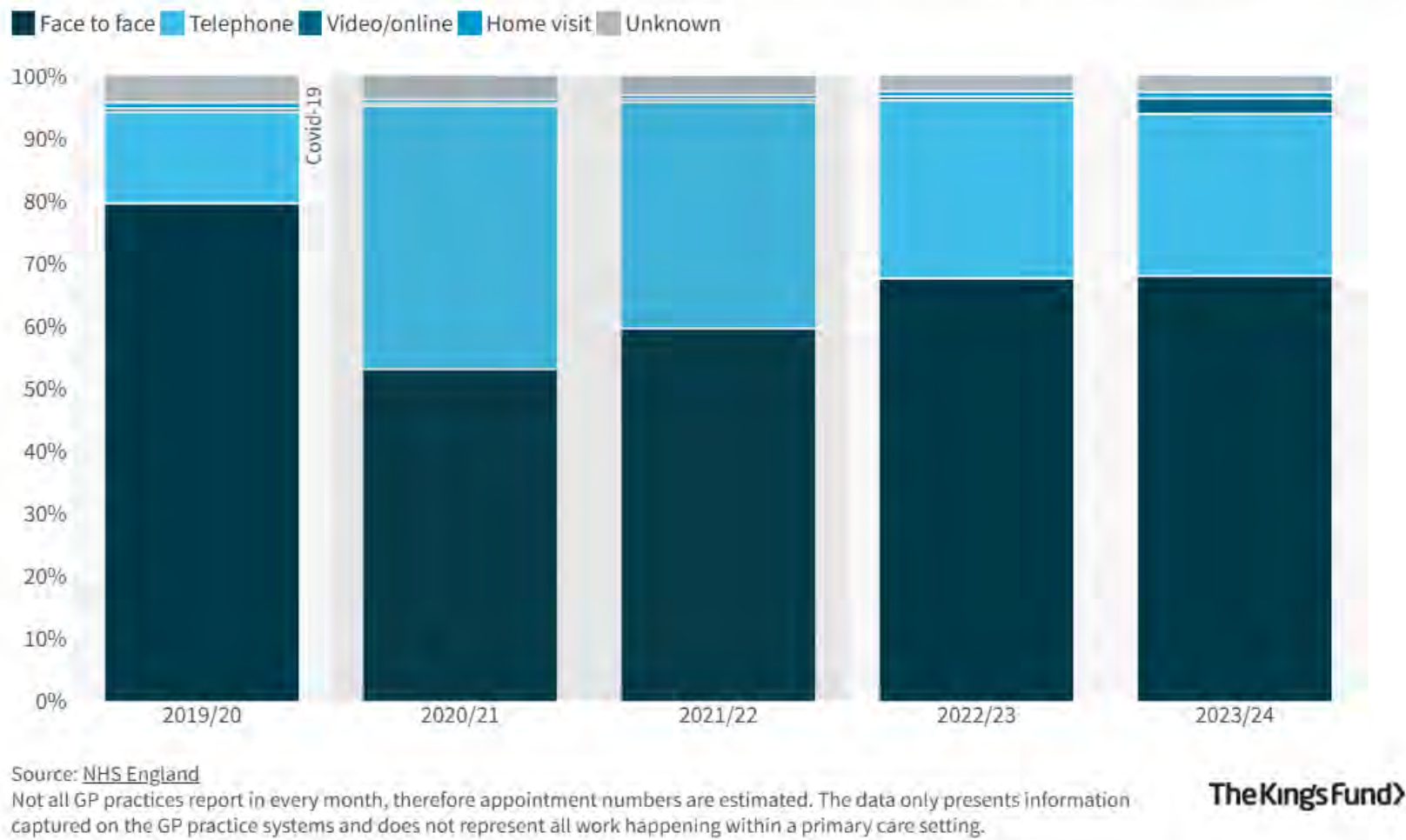
⁶ (<https://www.statista.com/statistics/286351/internet-household-goods-retail-sales-value-monthly-index-in-the-uk/>)

⁷ (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](#)

⁸ [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%.⁹

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



- The Graph above produced by The Kings Fund¹⁰ 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 2019¹¹:

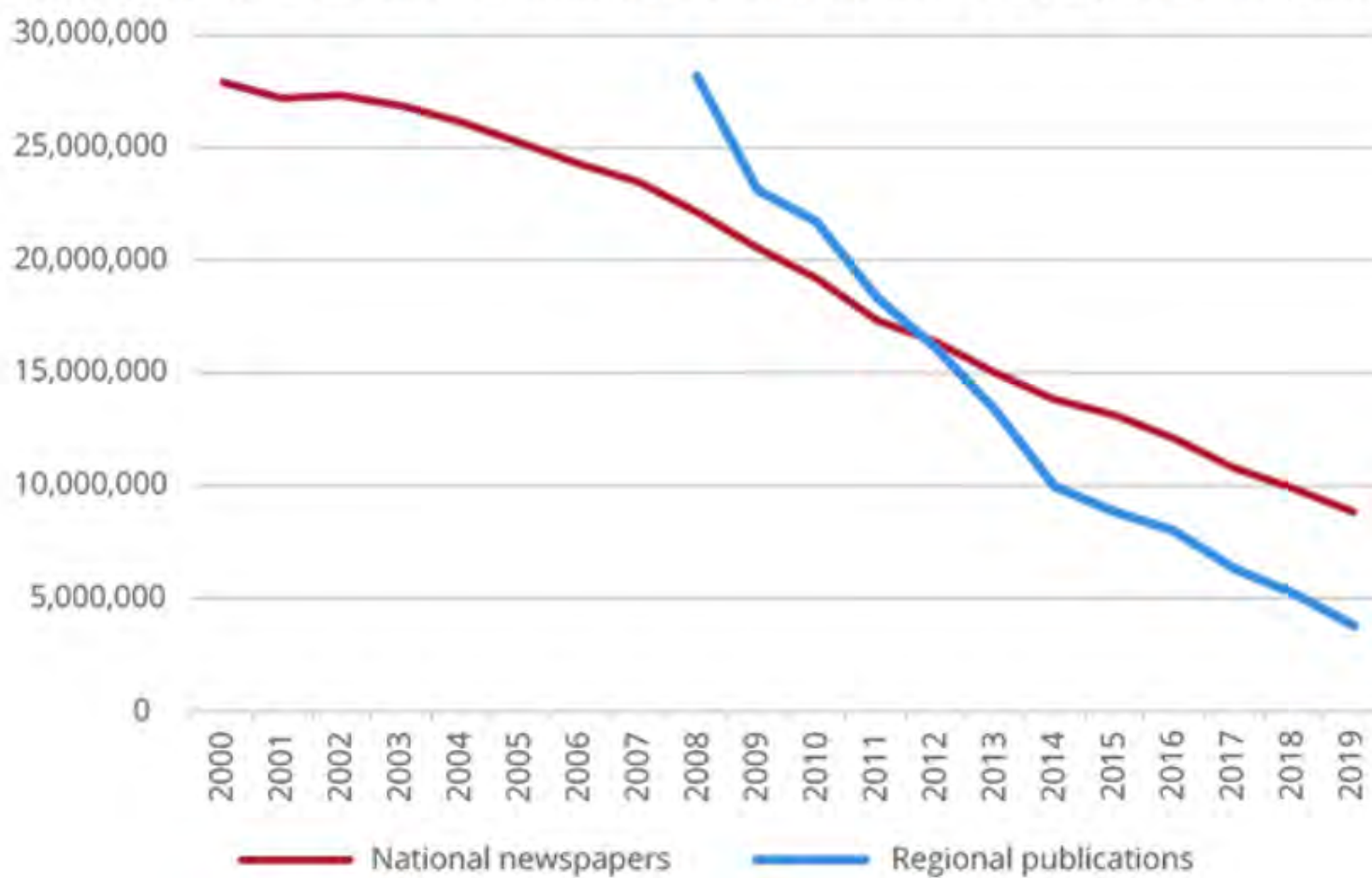
- Only 38 percent of UK adults accessed news via print newspapers;
- Only 11 percent accessed news via print magazines;
- 75 percent via accessed news via television
- 66 percent accessed news via the internet
- 43 percent accessed news via radio.

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

¹⁰ [Activity In The NHS | The King's Fund](#)

¹¹ [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.¹²

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

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

UK annual cinema attendance

Cinema attendance (million)

200

150

100

50

0

2019

2020

2021

2022

Year

UK cinema attendance (millions)

Source: [UK Cinema Association](#)

Source: UK Cinema Association as per NW Londoner¹²

TRICS Guidance Note on Changes in Travel Behaviour (August 2019)¹³

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;

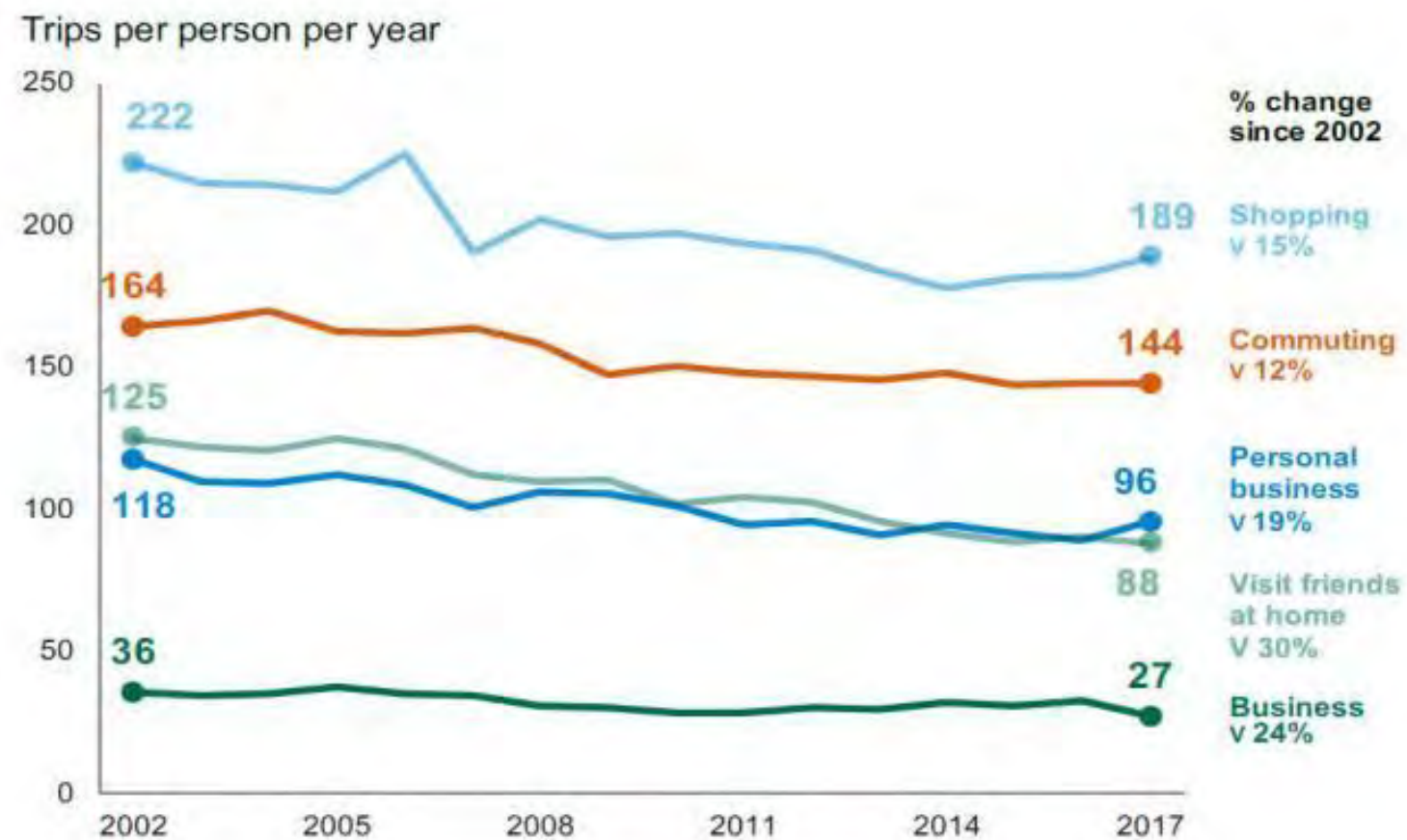
¹³ [TRICS Guidance Note on Changes in Travel Behaviour August 2019](#) (TRICS, 2019)

- 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%