

Client:
Richborough

Project:
**Land North of Pendle Road
Clitheroe**

Project No:
T25604

Report Title:
Travel Plan

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Date:	19/12/2025

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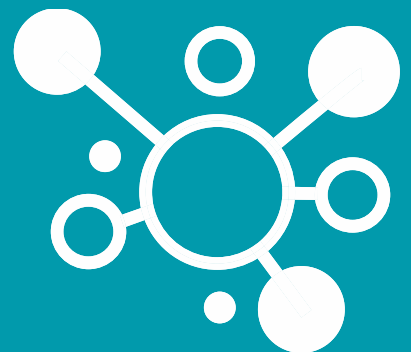


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport and access advice for a proposed residential development on land north of Pendle Road, Clitheroe.
- 1.2 This report supports an outline planning application for the erection of up to 200 dwellings with associated landscaping, children's play areas, sustainable urban drainage, and other infrastructure with all matters reserved except access.
- 1.3 The site location is shown on **Figure 1.1**.

Structure of the Report

- 1.4 This report is a Travel Plan (TP) that describes existing active and sustainable travel opportunities in the vicinity of the development proposal and sets out measures to encourage sustainable travel to and around the proposed development. The TP provides a package of targets and measures which are designed to increase the use of sustainable modes of transport and minimise single-occupancy car journeys.
- 1.5 Following this introduction, the report is set out as follows:
 - Section 2.0 – Policy Review and Travel Plan Objectives;
 - Section 3.0 – Sustainable Travel;
 - Section 4.0 – Travel Plan Targets;
 - Section 5.0 – Travel Plan Measures and Initiatives; and
 - Section 6.0 – Travel Plan Implementation and Monitoring.

Limitations of the Report

- 1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from a number of external sources (such as public transport websites); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Policy Review and Travel Plan Objectives

Introduction

- 2.1 A review of key national, regional and local policy that is relevant to the proposed development has been undertaken and is presented in this section.

National Planning Policy Framework

- 2.2 The latest National Planning Policy Framework (NPPF) was updated in December 2024. It sets out the Government's planning policies for England and provides a framework for delivering development in a sustainable manner.
- 2.3 The most relevant transport paragraphs for the proposed development are 109 to 113 and 115 to 118, which are detailed in **Table 1**.

Table 1 – Relevant paragraphs from the NPPF relating to the proposed development

Paragraph Ref	Description
109	Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
110	The planning system should actively manage patterns of growth in support of these objectives. 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. 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.
111	Planning policies should: a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities; b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

Paragraph Ref	Description
	c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.
112	If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
113	Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; 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 Code; and 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.
116	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Paragraph Ref	Description
117	Within this context [related to paragraph 116], applications for development should: 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; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; 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; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
118	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.

Ribble Valley Adopted Core Strategy (2008 – 2028)

- 2.4 The Core Strategy was developed after consultation with key stakeholders, local people and partners of the Ribble Valley Council to provide a sustainable framework for the future of Ribble Valley.
- 2.5 This policy is particularly relevant to this travel plan since it explains how the council intends to meet development needs across Ribble Valley.
- 2.6 In order to meet the visions of the Core Strategy, a number of Strategic Objectives underpin the Council's approach. The Objectives related to transport and development are listed below:
- Ensure a suitable proportion of housing meets local needs.
 - Ensure neighbourhoods are sought after locations by building cohesive communities and promoting community safety.
 - Improve accessibility and service delivery to address rural isolation.
 - Contribute to local, regional and wider sustainable development, including addressing and mitigating against the impacts of climate change.
- 2.7 The policies within the Core Strategy which are related to transport and development are listed in detail in the table below.

Table 2 – Relevant policies from the Ribble Valley Adopted Core Strategy

Policy Ref	Description
EN3	The Council will seek to ensure that all development meets an appropriate recognised sustainable design and construction standard where viable to do so, in order to address both the causes and consequences of climate change. In particular, all development will be required to demonstrate how it will contribute towards reducing the Borough's carbon footprint. The Council will assess applications against the current Code of Sustainable Homes, Lifetime Homes and Buildings for Life and BREEAM standards, or any subsequent nationally recognised standards ... In adapting to the effects of climate change it is expected that proposals for development will demonstrate how sustainable development principles and sustainable construction methods, such as the use of sustainable drainage systems, will be incorporated.
DMI2	New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car. In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development. Major applications should always be accompanied by a comprehensive travel plan
DMG1	Access 1. Consider the potential traffic and car parking implications. 2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated 3. Consider the protection and enhancement of public rights of way and access.
DMG3	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: the availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development – 1. The relationship of the site to the primary route network and the strategic road network. 2. The provision made for access to the development by pedestrian, cyclists and those with reduced mobility. 3. Proposals which promote development within existing developed areas or extensions to them at locations which are highly accessible by means other than the private car. 4. Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car. 5. Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their vitality and viability. 6. Proposals which locate development in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly. 7. Proposals which limit parking provision for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives. All major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities. All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards. The council will protect land currently identified on the proposals map from inappropriate development that may be required for the opening of stations at Gisburn and Chatburn. Any planning application relating to these sites will be assessed having regard to the likelihood of the sites being required and the amount of harm that will be caused to the possible implementation of schemes. The council will resist development that will result in the loss of opportunities to transport freight by rail
DMB5	The borough council will seek to ensure the retention, maintenance and improvement of by-ways and un-surfaced/unclassified roads as part of the public rights of way network. In situations where a public right of way will inevitably become less attractive (due to adjacent/surrounding development), the policy should require compensatory enhancements such that there is a net improvement to the public right of way network. The borough council will, unless suitable mitigation measures are made, protect from the development footpaths which: 1. Provide a link between towns/villages and attractive open land; 2. Link with the Ribble Way footpath; 3. Are associated to the local nature reserves; and 4. Are heavily used.

Joint Lancashire Structure Plan – Appendix 2: Parking Standards

- 2.8 The most recent guidance from Lancashire County Council is from 2005. Levels of car parking are set out as the maximum that may be allowed, rather than minimum levels which must be provided, reflecting changes to both national and regional policy guidance.

Table 3 – Residential Parking Standards

No. Bedrooms	No. Parking Spaces Required Per Unit
Single bed house	1
2-bedroom house	2
3 bedrooms	2
4+ bedrooms	3

Lancashire County Council Highways and Transport Strategy (2023 – 2025)

- 2.9 The LCC Highways and Transport Strategy presents a high-level view of how the council will deliver their highways and transport responsibilities between 2023 and 2025. The Strategy focuses on developing better links and improving journey times and reliability with the provision of sustainable forms of transport a priority. The council states that they aim to achieve this by maximising opportunities and encouraging investment in the region.
- 2.10 The four core priorities of the Strategy are:
- Highways Asset Management
 - Network Management and Safety
 - Public Transport and Active Travel
 - Strategic Partnerships

Table 4 – Relevant transport policies from the LCC Highways and Transport Strategy

Policy Ref	Key Points
Network Management and Safety	Work with local planning authorities and developers to ensure that new developments can be accessed safely with adequate provision to safeguard vulnerable users, pedestrians and cyclists.
Strategic Partnerships	We will work with Lancashire's district councils, and parish and town councils, to plan new development around walking, cycling and public transport use and unlock new growth with effective and affordable transport solutions.

Core Strategy 2008 – 2028, A Local Plan for Ribble Valley

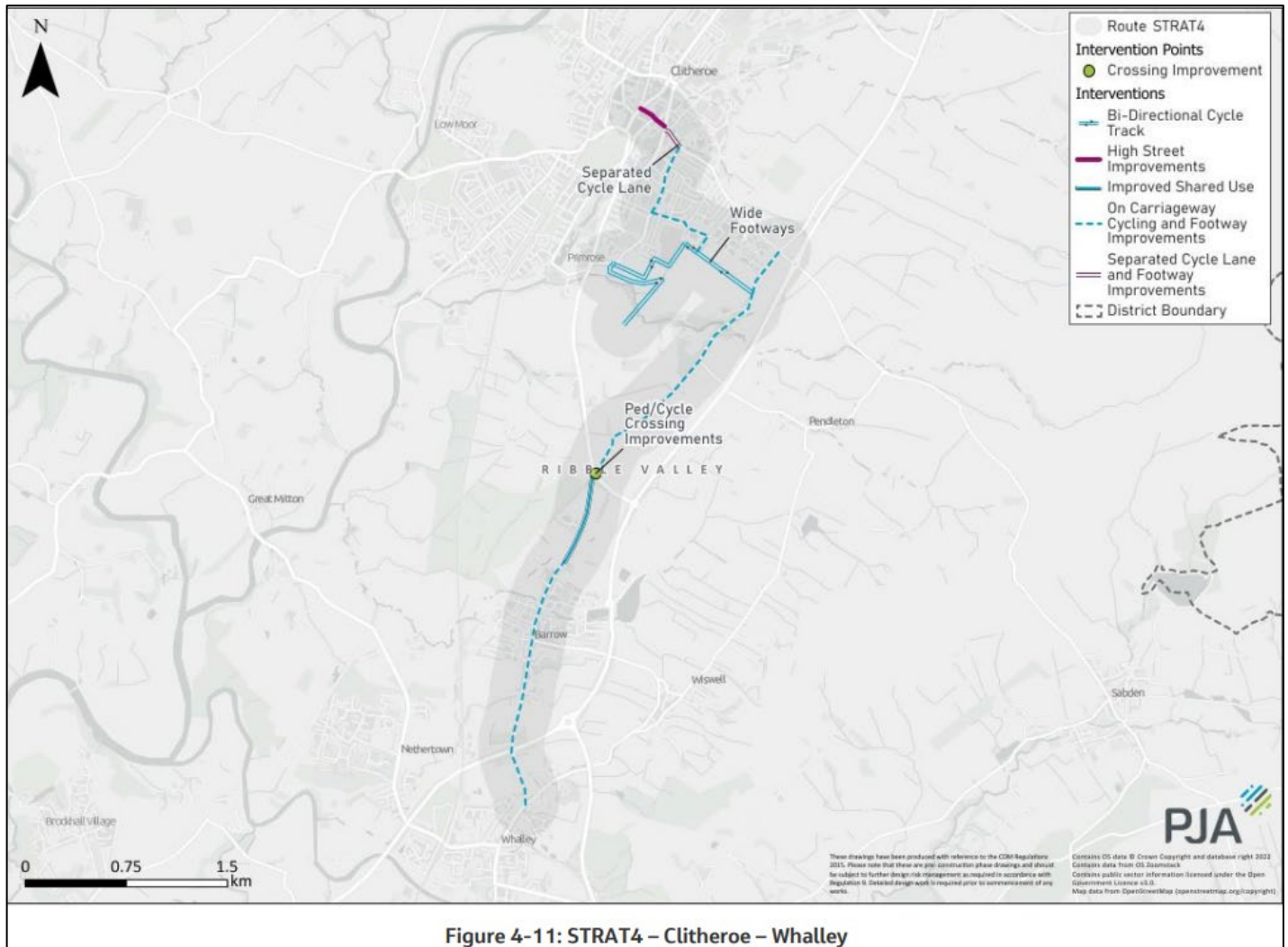
- 2.11 Ribble Valley Borough Council adopted a Core Strategy in 2008 which sets out the strategic visions and objectives for the borough. As part of the Core Strategy, Ribble Valley have set out a vision for the district which forms the basis of the Local Plan. The plan recognises the importance of new housing in and around Clitheroe.
- 2.12 In general the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to serve the development and the extent to which development can be accommodated within the local area.

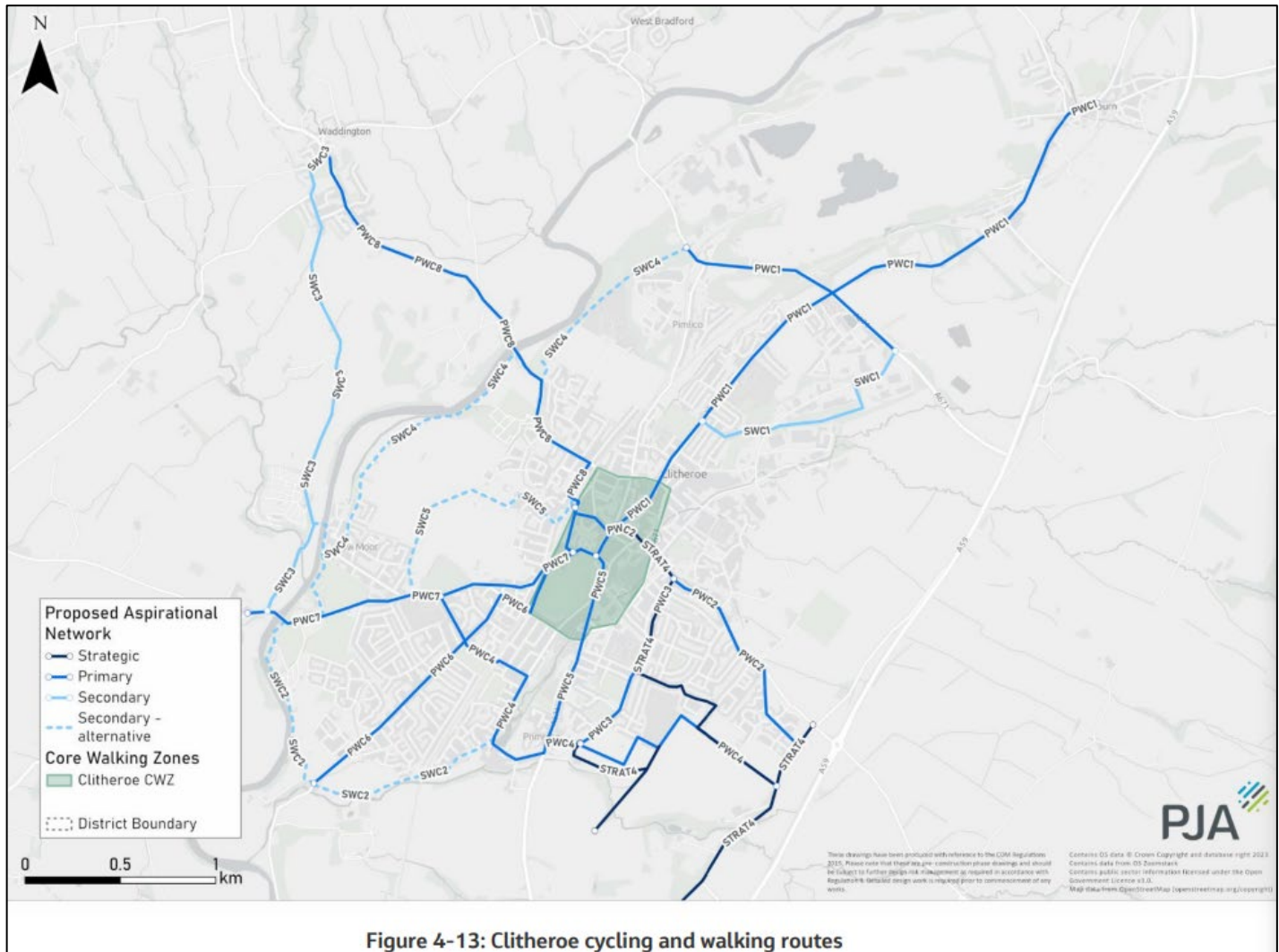
Ribble Valley LCWIP

- 2.13 The Ribble Valley Local Cycling and Walking Infrastructure Plan was released March 2024. The LCWIP aims to pinpoint regions of anticipated expansion and possible upcoming need for infrastructure that accommodates cycling and walking, in order to establish connections between expanding residential zones and important destinations.
- 2.14 One of the main developments in the area is the Standen Strategic Site which is a proposed development in Clitheroe, on land adjacent to the A59. This development includes a mix of commercial and residential properties with around 1,000 dwellings in total. Phase 1 is built and occupied, with Phases 2, 3 and 4 currently being built out (with some of those phases occupied). Phase 5 and 6 are yet to receive reserved matters planning consent.
- 2.15 This development will be an important consideration for this LCWIP. As the proposed development site is directly opposite the Standen Strategic Site, the considerations and active travel put in place will be well utilised by both sites.
- 2.16 The following cycle routes proposed in the LCWIP are relevant to this site:
- Strategic Cycle Route 4 – Clitheroe to Whalley proposes connecting Clitheroe town centre to the developments to the southeast of Clitheroe before following rural roads to Whalley via Barrow.
 - Primary Walking and Cycling Route 2 – Pendle Road, Clitheroe will provide a designated connection the proposed site to Clitheroe town centre for active travellers. A separated cycle lane has been suggested for the section of this route running along Pendle Road
 - Primary Walking and Cycling Route 3 – Littlemoor Walking and Cycling Route provides on-street cycling and footway improvements between Shawbridge Street down to Littlemoor Road servicing Ribblesdale High School and the Ribblesdale Wanderers Bowling and Cricket Club
 - Primary Walking and Cycling Route 4 – Standen to Edisford Road route connects the Standen site to the northwest side of Clitheroe. A bi-directional cycle track is suggested just south of Phase 1 of the Standen site connecting to the A671 Whalley Road before continuing on carriageway up to the B6243 via Woone Lane.

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- 2.17 Contributions to the LCWIP routes running by our development site can be made to ensure that sustainable travel is supported in the area surrounding the site.

Travel Plan Aims

- 2.18 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car, this effectively requires identifying and implementing a set of interconnected measures and initiatives which reduce the environmental impact of travel associated with a development, particularly through a switch to use development of public transport, walking, cycling and also increased home working.
- 2.19 Generally, a Travel Plan should incorporate the following:
- A site audit to identify all existing transport links to the site and any initiatives that are already in place;

- Identification of the primary objectives of the plan, through which the scope of the plan can be developed and against which the performance of the plan can be measured;
- Identification of measures and initiatives that achieve these objectives;
- A methodology for formulating the plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and
- A monitoring programme, entailing an assessment of the aims and objectives, measures, targets, and communication strategy.

Travel Plan Objectives

2.20 The primary objectives of the plan for the proposed developments are as follows:

- To reduce the reliance on the private car and to minimise the number of single occupancy car traffic movements to/from the site;
- To encourage the use of sustainable modes of travel particularly walking and cycling to nearby destinations;
- To encourage car sharing between residents of the site by raising awareness of its benefits;
- To minimise, where possible, the impact of the site on the local area.

Methodology for Formulating a Travel Plan

2.21 The implementation process for the Travel Plan is likely to be as follows:

- Appoint a Travel Plan Co-ordinator (TPC);
- Implement initial measures/initiatives; and
- Derive potential travel patterns to/from the site and investigate incentives for residents to use more sustainable modes of travel.

3.0 Sustainable Travel

Walking Distance Guidance

- 3.1 Walking and cycling provide important alternatives to single-occupancy car travel and should also be encouraged to form part of longer trips via public transport. This is also recognised within all national, regional, and local policies set out in **Section 2.0**.
- 3.2 The Institution of Highways and Transportation (IHT) (now Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' provides advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in **Table 5**.

Table 5 – Suggested Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 3.3 In addition to this guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which may be accessed comfortably on foot.
- 3.4 MfS also states that the 800m walking distance is not an upper limit and references the former Planning Policy Guidance Note 13: Transport (PPG13) guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.5 Table NTS0303 from the 2024 National Travel Survey (released August 2025) indicates that the national average walk trip distance in 2024 was 0.7 miles or 1.12km.
- 3.6 The 2024 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 78% of trips under one mile (1.6km) being completed by foot in 2024, which is very similar to 2023 (82%) and 2022 (83%).

Cycling Distance Guidance

- 3.7 There is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 3.8 The CIHT Planning for Cycling document (2014) states that *"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (Department for Transport (DfT), 2014a)."*
- 3.9 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of five miles (or 8km), stating that *"two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."*

- 3.10 The second cycling and walking investment strategy published by DfT in 2022 does not specifically reference the statement above, however one of the main objectives is to increase the percentage of short journeys (i.e. those under five miles) in towns and cities that are walked or cycled from 41% in 2018/2019 to 46% in 2025.
- 3.11 The 2024 National Travel Survey also shows that the average cycle trip distance (for all purposes) was 3.3 miles or 5.3km. Therefore, when also considering the commuting data, it is reasonable to consider cycling as a viable mode of travel for trips up to 8km.
- 3.12 The following sections consider the opportunities for sustainable travel in the vicinity of the proposed development.

Local Facilities

- 3.13 Key local facilities are listed in **Table 6** and presented in **Figure 3.1**. Distances are measured based on the existing road network.

Table 6 – Distance to Local Facilities

Local Facility (Figure Reference)	Distance (Approximate)
Community Facilities	
St James Church (C1)	1.3km
Clitheroe Library (C2)	1.4km
Clitheroe Post Office (C3)	1.5km
The United Reformed Church (C4)	1.5km
St Michael and St John's Catholic Church (C5)	1.5km
St Mary Magdalene Church (C6)	1.5km
Clitheroe Police Station (C7)	1.6km
Clitheroe Fire Station (C8)	1.8km
Trinity Methodist Church (C9)	1.8km
Clitheroe Community Church (C10)	2.2km
St Paul's Church (C11)	2.5km
Education	
Ribblesdale Primary School (E1)	700m
Ribblesdale High School (E2)	1.2km
Clitheroe St. James' Church of England Primary School (E3)	1.5km
St Michael and St John's Roman Catholic Church (E4)	1.5km
Clitheroe Royal Grammar School Sixth Form Centre (E5)	1.6km
Clitheroe Pendle Primary School (E6)	1.8km
Clitheroe Royal Grammar School (E7)	2.3km
Moorland School (E8)	2.8km
Employment	
Salthill Industrial Estate (EMP1)	1.8km
Accrington (N/A)	14.7km
Blackburn (N/A)	17.6km

Local Facility (Figure Reference)	Distance (Approximate)
Burnley (N/A)	18.7km
Healthcare	
The Clitheroe Pharmacy (H1)	760m
Peter Buckley Pharmacy (H2)	970m
Clitheroe Health Centre (H3)	970m
Clitheroe Community Hospital (H4)	1.3km
Leisure	
Clitheroe Wolves Home Ground (L1)	700m
Clitheroe Football Club (L2)	1.1km
Clitheroe Rugby Club (L3)	1.4km
Ribblesdale Wanderers Cricket and Bowling Club (L4)	1.4km
The Grand Venue (L5)	1.5km
Everyman Cinema (L6)	1.6km
Clitheroe Castle and Museum (L7)	1.6km
Clitheroe Skatepark (L8)	1.7km
Clitheroe Cricket, Bowling and Tennis Club (L9)	1.9km
Edisford Sports Complex (L10)	2.8km
Roefield Leisure (L11)	3.0km
Retail	
Lidl (R1)	1.1km
Tesco (R2)	1.4km
Clitheroe Town Centre (R3)	1.5km
Esso (R4)	1.6km
Sainsbury's (R5)	1.6km
Shell (R6)	1.7km
Aldi (R7)	1.8km

- 3.14 **Table 6** demonstrates that the majority of local facilities are between 1 and 2km from the site, with almost all facilities within the 2.0km upper limit of walking distance for residents at the proposed development.

Pedestrian Accessibility

- 3.15 There is currently a footway of varying widths on the southern side of Pendle Road which currently connects the ongoing Half Penny Meadows development to the centre of Clitheroe. Pendle Road is 40mph directly outside of the site access and 90m to the west, but beyond this point it is a 30mph road. Approximately 550m northwest of the site opposite Goosebutts Lane, a footway is also provided on the northern side of Pendle Road.
- 3.16 The site is located approximately 1.5km from the centre of Clitheroe which provides an extensive number of local facilities that are accessible and are likely to be used on a day-to-day basis by local residents as shown in **Figure 3.1**.
- 3.17 A plan showing 800m, 1.2km and 2.0km walk distances from the centre of site using existing pedestrian routes as outlined above, can be seen in **Figure 3.2**.

Cycling Accessibility

- 3.18 The site is located within the 5.0km and 8.0km cycling distance of the entirety of Clitheroe and other smaller settlements such as Whalley, West Bradford and Chatburn, enabling access to further services and facilities.
- 3.19 The 5.0km and 8.0km cycle distances from the site are presented on **Figure 3.3**.

Bus Accessibility

- 3.20 The nearest bus stops are situated within walking distance directly adjacent to the site, on Pendle Road, c.100m either side of the existing roundabout. There are several bus stops along Pendle Road but the closest stop to the site access is the Peel Park stop. This stop serves the 5, 15, 25, 64, 623, 860, and 890 buses, with three of these bus services providing transportation for students travelling to local schools. The three closest stops to the site are all marked by a pole stop.
- 3.21 A summary of the frequency and destinations of the above services can be seen in **Table 7**.

Table 7 – Bus Destinations and Frequency

Service No.	Stop Direction	Operator	Destinations	Frequency (Approx..)		
				Mon – Fri	Sat	Sun
5	(Westbound)	Vision Bus	Clitheroe – Chipping	Hourly between 06:27 and 19:30	Hourly between 06:27 and 19:30	Two-hourly between 09:30 and 17:30
	(Eastbound)	Vision Bus	Chipping – Clitheroe	Hourly between 07:15 and 20:10	Hourly between 07:15 and 20:10	Two-hourly between 09:20 and 17:20
15	(Southbound)	Vision Bus	Clitheroe – Accrington	Hourly between 06:17 and 19:57	Hourly between 07:17 and 19:57	Two-hourly between 09:17 and 17:17
	(Northbound)	Vision Bus	Accrington – Clitheroe	Hourly between 07:53 and 20:31	Hourly between 07:58 and 20:31	Two-hourly between 08:58 and 18:58
25	(Southbound)	Vision Bus	Clitheroe – Blackburn	Two-hourly between 09:22 and 18:47	Two-hourly between 09:22 and 18:47	None
	(Northbound)	Vision Bus	Blackburn – Clitheroe	Two-hourly between 08:14 and 18:34	Two-hourly between 08:14 and 18:34	None
64	(Southbound)	Vision Bus	Clitheroe – Burnley	Hourly between 06:37 and 19:22	Hourly between 06:47 and 19:22	Two-hourly between 08:30 and 18:30
	(Northbound)	Vision Bus	Burnley – Clitheroe	Hourly between 07:24 and 20:16	Hourly between 07:34 and 20:06	Two-hourly between 10:21 and 18:21
623	(Northbound)	Pilkington Bus	Mellor – Clitheroe Royal Grammar School	Once in morning: 08:3	None	None
	(Southbound)	Pilkington Bus	Clitheroe Royal Grammar School – Mellor	Once in afternoon: 14:43	None	None
860	(Southbound)	Moving People	Blackburn – Clitheroe Royal Grammar School	Once in afternoon: 14:43	None	None
890	(Southbound)	Moving People	Clitheroe Royal Grammar School – Bowland High School	Once in afternoon: 16:07	None	None

- 3.22 The nearby bus stops provide a reasonable level of coverage and high level of access to major towns nearby across the day from Monday to Saturday.
- 3.23 The current £3 cap on single fares also makes buses very competitive with other modes of transport. Alongside this, it is also possible to obtain a NoW card for Older/Disabled People which entitles holders to free travel between 9.30am and 11:00pm and on Saturday, Sunday and Bank Holidays.

Rail Accessibility

- 3.24 The nearest railway station is Clitheroe and is c. 2.1km to the northwest of the site. It can be accessed within a 22-minute walk, or a 6-minute cycle ride. It is also accessible via car with a 5-minute journey, facilitating multi-modal journeys over longer distances.
- 3.25 Clitheroe railway station has storage for 5 bikes to be stored in lockers on Platform 1. Car parking is not available at the station, but if required there is a nearby long-stay car park with 113 pay and display spaces, 6 disabled spaces and 10 EV charging points.
- 3.26 Services from Clitheroe run as follows:
- Hourly services southbound to Rochdale via Manchester Victoria, Blackburn and Bolton
- 3.27 These services are operated by Northern and run from early in the morning to late in the evening, as well as weekends.
- 3.28 Services from Clitheroe are summarised in **Table 8**.

Table 8 – Railway Services from Clitheroe

Destination	Approx. Frequency	First and Last Services					
		Monday to Friday		Saturday		Sunday	
		Departures	Arrivals	Departures	Arrivals	Departures	Arrivals
Rochdale (via Manchester Victoria, Blackburn and Bolton)	Hourly	First service: 06:19 Last service: 22:37	First service: 07:56 Last service: 23:30	First service: 06:19 Last service: 22:37	First service: 07:56 Last service: 23:30	Bus Replacement between Blackburn and Clitheroe, only goes between Manchester Victoria and Clitheroe First service: 07:50 Last service: 22:09	Bus Replacement between Blackburn and Clitheroe, only goes between Manchester Victoria and Clitheroe First service: 09:22 Last service: 23:33

- 3.29 The rail services at Clitheroe provide access to key employment, leisure, and retail areas in Manchester, as well as smaller cities such as Blackburn, Bolton and Rochdale.
- 3.30 Journey times for new residents travelling by train to the following key destinations are:
- Blackburn – 26 minutes;
 - Bolton – 55 minutes;

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Land North of Pendle Road, Clitheroe

- Manchester – 1 hr 19 minutes; and
- Rochdale – 1 hr 42 minutes.

3.31 Therefore, it can be considered that future residents will have a realistic option to travel by train to other regional hubs and national destinations for work, leisure and/or education purposes, particularly as part of a multi-modal trip.

Summary of Baseline Conditions

3.32 This review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that residents will have suitable alternatives for travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Travel Plan Targets

- 4.1 A key measure of success of the Travel Plan will be respect to the level of reduction in single occupancy car journeys in favour of other sustainable modes of transport.
- 4.2 Targets will be used to assess the effectiveness of the Travel Plan initiatives and measures which are outlined in **Section 5.0**, with the overall goal of meeting the Travel Plan aims and objectives which are stated in **Section 2.0**.
- 4.3 The modal split for travel to/from the site has been derived from local census data and has been used to set the baseline mode share against which initial targets have been set. However, these baseline targets will be replaced once resident surveys have been completed following occupation of the site.
- 4.4 Journey to Work (JTW) data from the 2011 Census provides a baseline modal split for JTW trips from the 2011 super output area, middle layer – Ribble Valley 002. This can be found in **Appendix A**.
- Car or van driver = 65%
 - Walk = 23%
 - Car or van passenger = 5%
 - Train = 1%
 - Bicycle = 3%
 - Bus, minibus or coach = 2%
 - Motorcycle, scooter or moped = 1%
 - Taxi = 0%

Targets

- 4.5 To ensure that the targets are realistic and achievable, the targets will be reviewed following the first set of mode share travel surveys on the site after occupation.
- 4.6 Due to the availability of alternative sustainable modes of travel, a 10% reduction in single-occupancy car use within five years of site occupation is a realistic target, i.e. down to 58% from 65% by seeking to transfer trips to other modes such as car-share, cycling, walking, or bus.
- 4.7 It is important to also factor in the importance of homeworking which has become more embedded into the work/life culture because of the COVID-19 pandemic. Increased homeworking will also result in significant reductions in vehicle trips on the network at peak hours, with the associated improvement in air quality as a result.
- 4.8 The baseline modal split for the site will be obtained through an initial traffic survey after occupation.
- 4.9 Further details regarding the nature of the travel surveys will be provided later in this report.

5.0 Travel Plan Measures and Initiatives

Introduction

- 5.1 Travel Plans provide a package of measures to encourage site users to choose alternative, sustainable travel options in preference to single occupancy car use.
- 5.2 There are also further equally important reasons, for promoting sustainable travel including health and environmental benefits.

Promotion of Sustainable Modes of Travel

- 5.3 Residents will be encouraged to travel via sustainable modes, particularly walking and cycling, to minimise traffic impacts of the site on the local area; this will be done through the following sustainable travel measures and initiatives:
- Encouraging cycling to/from the site by:
 - Providing secure on-plot storage that is conveniently located, safe to use, secure, weatherproof and well-integrated into the site;
 - Providing maps of designated cycle routes including facilities;
 - Promoting the financial & economic, health and wellbeing benefits of cycling;
 - Promoting cycling information websites;
 - Promoting 'Bike 2 Work' schemes which gives employees the opportunity to hire/purchase a bike at a reduced cost (<https://www.bike2workscheme.co.uk>);
 - Promoting the Bikeability cycle training for children here: <https://www.bikeability.org.uk/>
 - Consider access to shared mobility such as e-bikes and e-scooters; and
 - Promoting adult cycle training here: <https://www.lancashire.gov.uk/leisure-and-culture/cycling/cycle-training/>
 - Promoting walking to/from the site by:
 - Providing maps of local walking routes and Public Rights of Way (PRoW) from the site to key local facilities through Travel Packs;
 - Promote walking information websites;
 - Promote the health benefits of walking; and
 - Promoting walking groups.
 - Encouraging the use of public transport by:
 - Promote accessibility to bus services; a map detailing the walking route to the closest stop.
 - Providing detailed public transport information, including timetables and fares, in Travel Packs provided to residents on occupation;
 - Providing information for those who are eligible for concessionary bus passes (older person's bus pass or disabled person's bus pass); and

- Promote free school transport for students for journeys above 2 miles for under 8s and 3 miles or more between the ages of 8 and 16.
- Encouraging sustainable car journeys by:
 - Residents and the Travel Plan Coordinator (TPC) could consider setting up an electric vehicle (EV) car club and EV car club memberships; set up parking bays dedicated to car club vehicles;
 - Consider implementing EV charging points;
 - Making residents aware of car club and car share schemes, such as <https://liftshare.com/uk>; and
 - Raising awareness of car ownership costs through the Travel Packs.

5.4 The above will be set out on the proposed development's website for purchasers and a Travel Pack will be issued to every household with their homeowners pack at occupation.

Cycling and Walking Mitigation

- 5.5 As noted in Section 2.0, the Ribble Valley LCWIP includes four proposed routes across Clitheroe which are accessible by the proposed development site.
- 5.6 One of these is a Strategic Cycle Route connecting Clitheroe to Whalley, and the other three are Primary Walking and Cycling Routes which provide enhanced connectivity throughout the town.
- 5.7 The Strategic Cycle Route links to the Standen site opposite and according to the LCWIP should connect to Pendle Road via Worston road just southeast of the Higher Standen Drive/Pendle Road roundabout. By contributing to this route, residents would be able to travel far easier by bike between the site, Clitheroe town centre and Whalley.
- 5.8 The three Primary Walking and Cycling Routes connect residents to the Clitheroe High Street, the northeast of Clitheroe, and to the various amenities on Hayhurst Street/Littlemoor Road.
- 5.9 In order to deliver a vision led development site, it is considered reasonable to provide a contribution to the completion of the above routes.
- 5.10 As such, further discussion will be undertaken with the highway authority to establish how these routes can be delivered in due course.

6.0 Travel Plan Implementation and Monitoring

Travel Packs

- 6.1 A key aspect in achieving the Travel Plan measures and initiatives will be distribution of travel information to residents once the development is completed.
- 6.2 Each household will be provided with a Travel Pack which will contain information about modes of transport which are available for journeys to and from the site. The information packs will include public transport and sustainable travel information about services and routes within the local area.
- 6.3 The packs will make residents aware of transport provision which is available to the nearest towns, local shops, schools, health and leisure facilities, bus stops, rail station and nearby employment areas for those applicable.
- 6.4 The packs will also include maps giving details of safe pedestrian and cycle routes to/from the site, together with fare, contact and timetable information for public transport services.
- 6.5 A simple statement outlining the benefits of sustainable transport versus the use of the private car will also be set out in the information pack, as well as aims of the Travel Plan. This and all the information contained within the pack will be researched and published prior to occupation and will be reviewed annually and updated, as necessary.

Travel Plan Co-Ordinator

- 6.6 A fundamental aspect of any Travel Plan is identification and appointing of a Travel Plan Coordinator (TPC) for the site.
- 6.7 The TPC will have a sound knowledge of the local transport in the area and will have a strong understanding of and commitment to the strategy.
- 6.8 It is envisaged that the TPC will be responsible for the Travel Plan promotion and awareness, including information campaigns throughout the site.
- 6.9 The TPC will, as the site develops, communicate on a regular basis with the local authority and they will ensure that information about sustainable modes of transport is freely available for residents.
- 6.10 Following site occupation, the developer and TPC will ensure that residents are aware of the aims and objectives of the Travel Plan by publishing information on the developers; and/or occupiers' website at an early stage.
- 6.11 The TPC will be responsible for the monitoring of the Travel Plan and to continue to help promote sustainable modes of travel.

Table 10 – Action Plan

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Walking	Provision of maps detailing routes to key facilities and local centres	At occupation	TPC	
	Promoting the health benefits of walking	At occupation	TPC	
	Promoting walking information websites	At occupation	TPC	
Cycling	Providing details of local cycle routes to key facilities	At occupation	TPC	
	Promoting cycling information websites	At occupation	TPC	
	Providing a £150 Sustainable Travel Voucher to encourage bike ownership	At occupation	TPC	
	Promoting the health benefits of cycling	At occupation	TPC	
Public Transport	Providing detailed public transport information to residents, including timetables and fares	At occupation	TPC	Public transport providers
	Investigate the possibility of providing vouchers towards public transport taster passes;	At occupation	TPC	Public transport providers
Sustainable Car Journeys	Making residents aware of car share schemes	At occupation	TPC	
	Promoting the benefits of car sharing to residents	At occupation	TPC	
Promoting the Travel Plan	Publicising the Travel Plan on the development website	Prior to occupation	TPC	
	Provide each dwelling with a Welcome Travel Pack encouraging residents to utilise the sustainable travel options	At occupation	TPC	

Travel Surveys

- 6.12 At this stage, it would be expected that the baseline mode share travel surveys for the development are undertaken within 12 months of first site occupation of any dwelling and annually thereafter, for a period of five years. The surveys will avoid school holiday periods.
- 6.13 The travel surveys will derive the initial modal shift and thus facilitate the setting of realistic targets.
- 6.14 The Travel Plan and its objectives will be reviewed by the TPC on an annual basis, the survey results summarised and then discussed with the LHA.

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Figures



Legend

- Site Location
- 🚌 Bus Stop

Figure 1.1 - Site Location

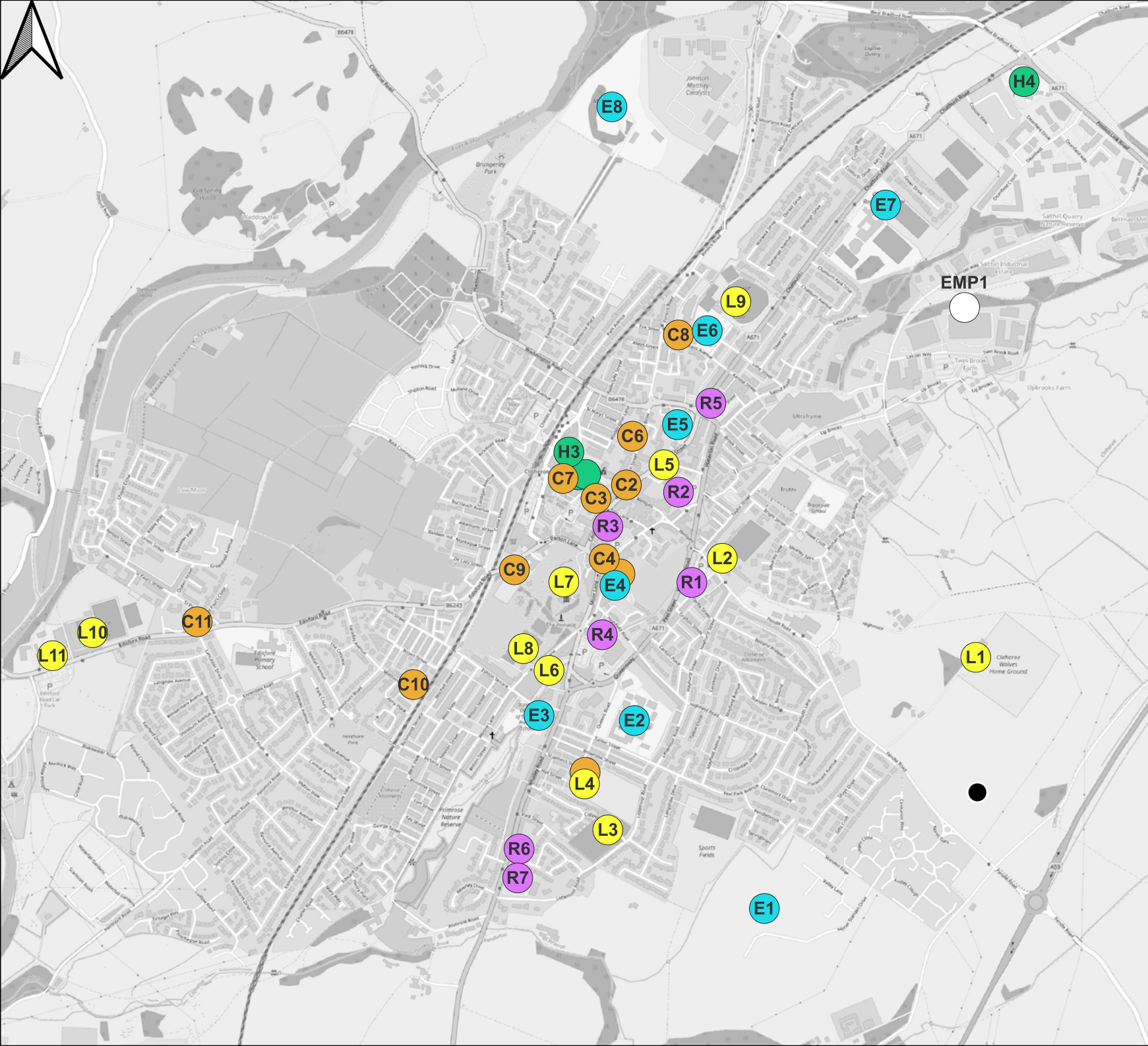
 Richborough


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0 100 200 m





Legend

- Site Location
- Community
- Education
- Employment
- Healthcare
- Leisure
- Retail

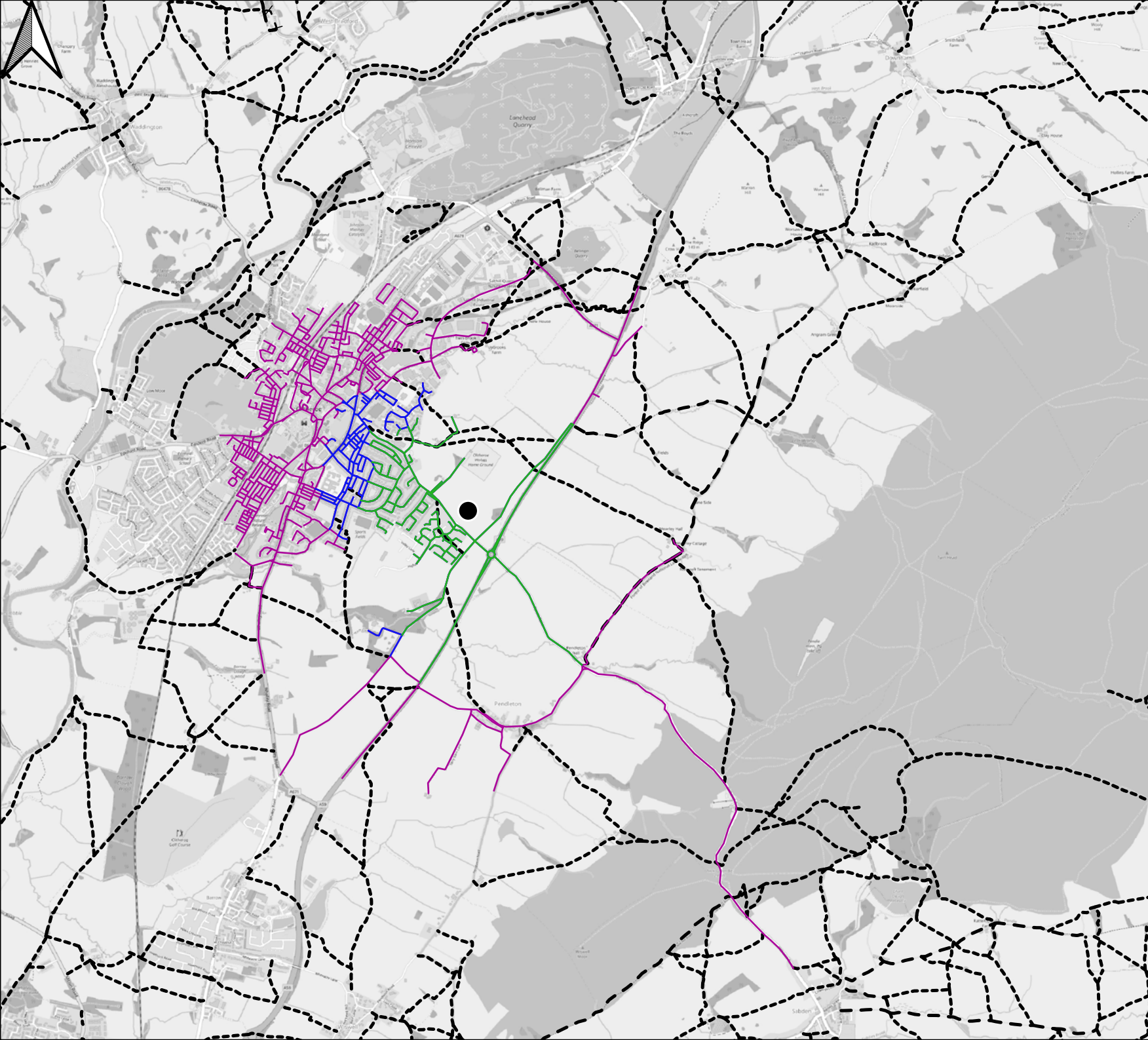
Figure 3.1 - Local Facilities

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0 250 500 m



Legend

- Site Location
- 800m
- 1.2km
- 2km
- - Public Bridleway
- - - Public Footpath
- + + Byway Open to all Traffic
- - - - Public Path Order Application

Figure 3.2 - Walking Distances



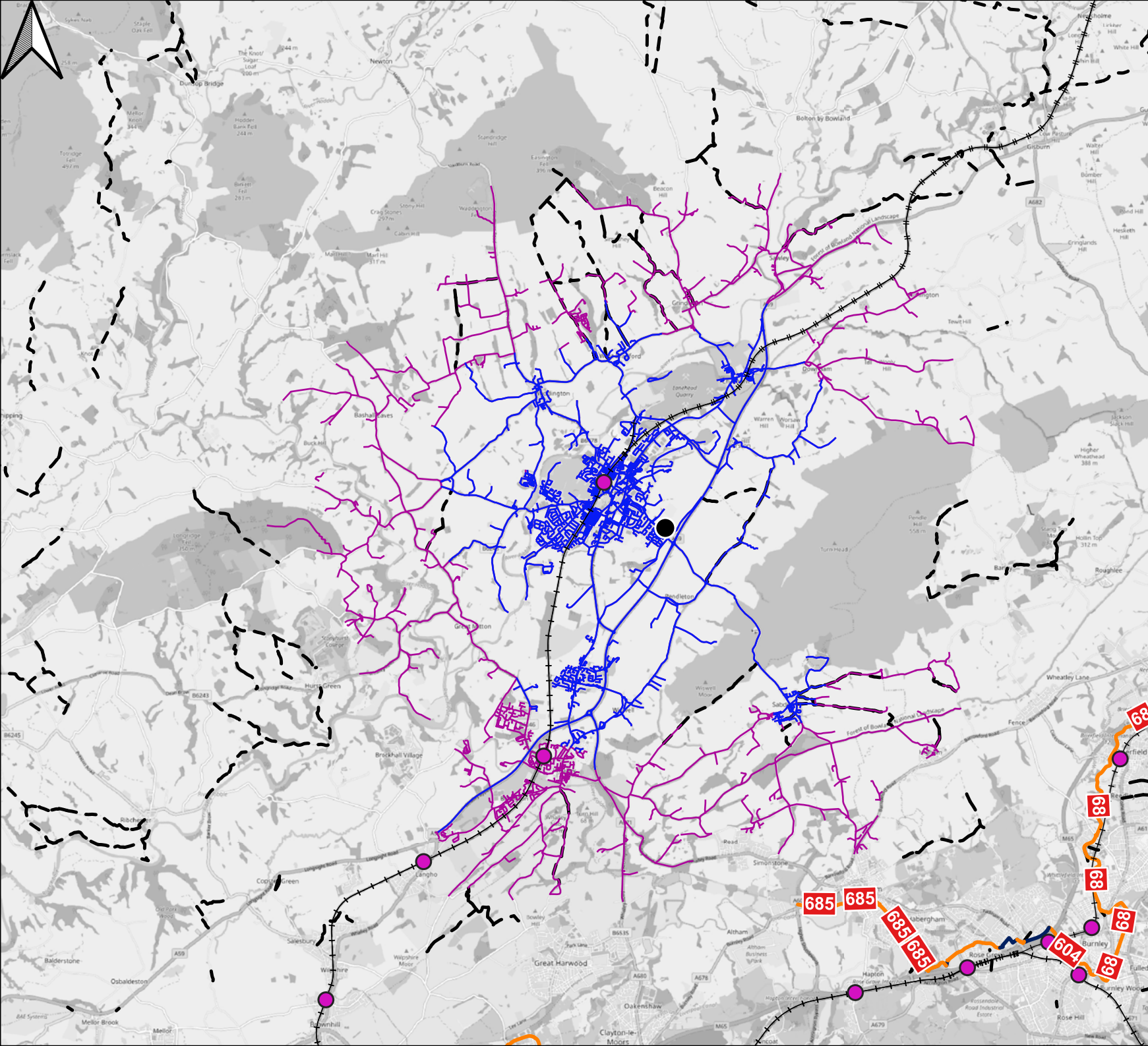


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0 0.75 1.5 km





Legend

- Site Location
- 5km
- 8km
- On-Road Route on NCN
- Traffic-Free Route on NCN
- - Public Bridleway
- Railway Station
- +— Railway Network

Figure 3.3 - Cycling Distances

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hub
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0 2.5 5 km



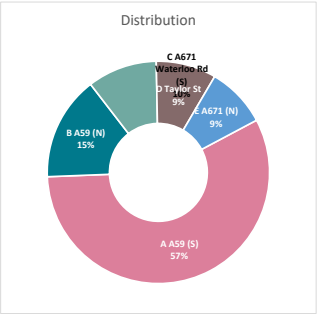
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Appendix A

2011 Census Journey to Work Data – Ribble Valley 002

Distribution



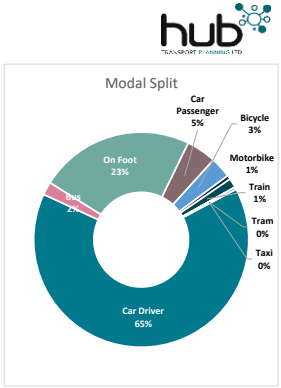
Route	Description	Ribble Valley	%
A	A59 (S)	959	47.9%
B	A59 (N)	255	12.7%
C	A671 Waterloo Rd (S)	170	8.5%
D	Taylor St	147	7.4%
E	A671 (N)	147	7.4%
F	Clitheroe Road	323	16.2%
Total		2,000	100.0%

Driving a car or van

MSOA	Ribble Valley 002	%	Route
Ribble Valley	952	47.6%	Breakdown
Blackburn with Darwen	260	13.0%	A
Hyndburn	167	8.4%	A
Burnley	152	7.6%	F
Preston	92	4.6%	A
Pendle	81	4.1%	F
South Ribble	34	1.7%	A
Craven	33	1.7%	B
Chorley	22	1.1%	A
Rossendale	22	1.1%	F
Manchester	21	1.1%	F
Lancaster	20	1.0%	A
Salford	19	1.0%	F
Fylde	17	0.9%	A
Bradford	16	0.8%	B
Bolton	14	0.7%	A
Bury	11	0.6%	F
Warrington	10	0.5%	A
Blackpool	10	0.5%	A
Wyre	9	0.5%	A
Wigan	9	0.5%	A
Rochdale	8	0.4%	F
Cheshire East	6	0.3%	A
St. Helens	6	0.3%	A
Trafford	5	0.3%	F
Stockport	4	0.2%	F
Total	2,000	100.0%	

Modal Split

Mode	Ribble Valley 002	%
Car Driver	2,000	64.7%
Bus	61	2.0%
On Foot	721	23.3%
Car Passenger	139	4.5%
Bicycle	97	3.1%
Motorbike	19	0.6%
Train	43	1.4%
Tram	1	0.0%
Taxi	10	0%
Total	3,091	100.0%



MSOA	Ribble Valley 002	%	Route
E02005271 : Ribble Valley 002	147	7.4%	D
E02005271 : Ribble Valley 002	147	7.4%	B
E02005271 : Ribble Valley 002	147	7.4%	E
E02005272 : Ribble Valley 003	148	7.4%	C
E02005274 : Ribble Valley 005	59	2.9%	B
E02005274 : Ribble Valley 005	59	2.9%	A
E02005276 : Ribble Valley 007	99	5.0%	A
E02005270 : Ribble Valley 001	97	4.9%	A
E02005277 : Ribble Valley 008	28	1.4%	A
E02005275 : Ribble Valley 006	16	0.8%	C
E02005273 : Ribble Valley 004	6	0.3%	C
Total	952		

