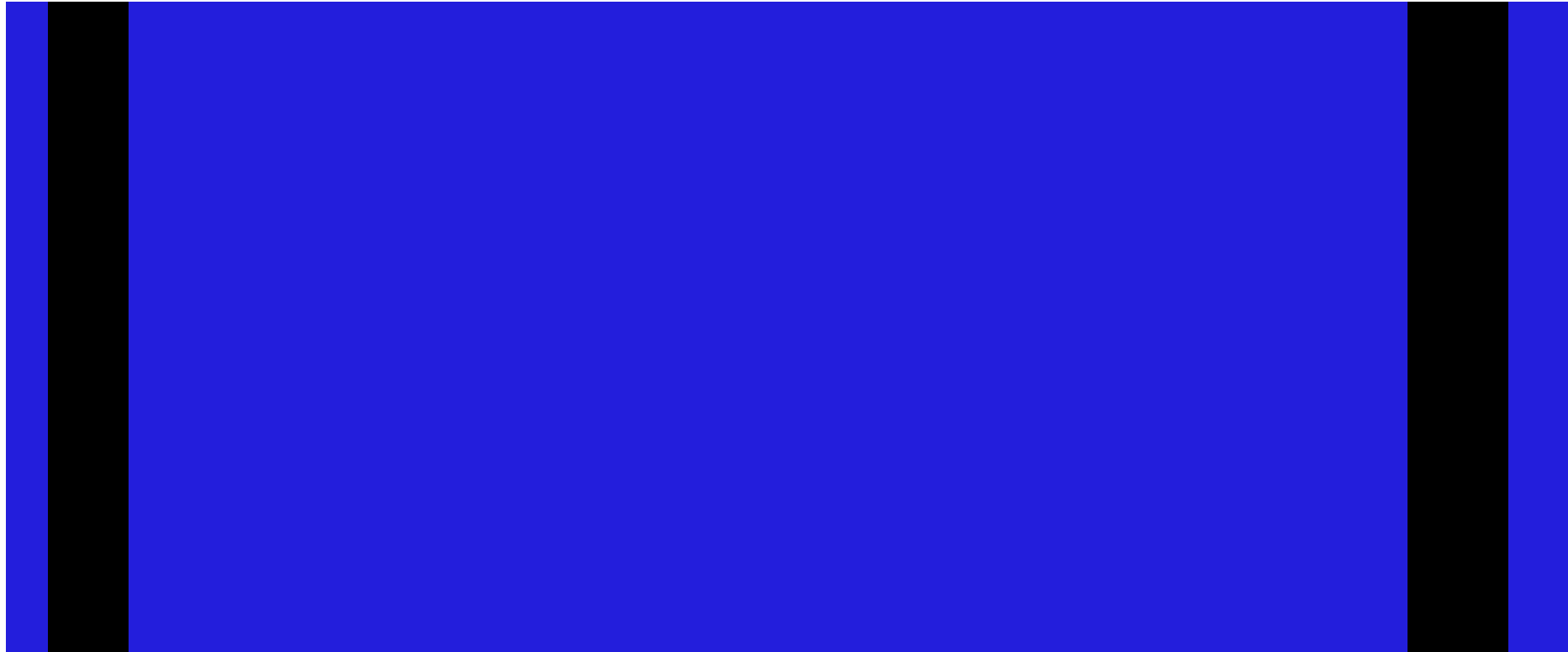


Ribble Valley Local Cycling & Walking Infrastructure Plan



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Ribble Valley Local Cycling & Walking Infrastructure Plan

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1. Determining the Scope (Stage 1)



1. Determining the Scope (Stage 1)

1.1 Background and Geographical Context

Lancashire County Council (LCC) has commissioned Jacobs and PJA to develop stages 1 to 4 of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Ribble Valley district. The geographical extent of this LCWIP is shown Figure 1-1 overleaf.

Following the publication of the Cycling and Walking Investment Strategy (CWIS) by the Department for Transport (DfT) in 2017, local authorities were encouraged to develop LCWIPs which provide a strategic approach to identifying improvements required to the walking and cycling network at a local level. The strategy states that whilst “the preparation of LCWIPs is non-mandatory, local authorities who have developed such plans will be well placed to make the case for future investment”.

An LCWIP is a strategic transport planning document, developed by local governments to plan and guide the development of pedestrian and cycling infrastructure within a community. The plan outlines the current state of walking and cycling infrastructure, identifies priority areas for improvement, and outlines strategies and implementation plans to achieve the objectives of promoting active travel and creating safe, accessible and sustainable infrastructure for pedestrians and cyclists. An LCWIP also serves as a tool for securing funding and collaboration with various stakeholders.

This LCWIP will consider the full extent of the area outlined in Figure 1-1 to develop a long-term plan to enhance walking and cycling infrastructure within the Ribble

Valley. The full extent of the district will be considered, including employment areas and development sites, and all other trip attractors and destinations to develop a network of routes.

The primary objective of the LCWIP is to increase the number of people walking and cycling in Ribble Valley, particularly for short journeys. The aims and objectives for this LCWIP also include:

- Encourage active travel such as walking and cycling, reducing dependency on private vehicles.
- Create safe and accessible infrastructure for pedestrians and cyclists.
- Promote sustainability, health, and quality of life in communities.
- Enhance connectivity, accessibility and mobility within the community.
- Reduce congestion and greenhouse gas emissions.
- Foster economic development and tourism.
- Promote community involvement and engagement in the planning process.

The main outputs for this initial stage of the LCWIP is a network plan for walking and cycling, identifying key walking and cycling corridors and routes.

To assist local authorities in the development of the LCWIP, the DfT published guidance¹ which outlines the core elements and tasks that should be considered. The guidance provides a methodological approach to planning the delivery of walking and cycling infrastructure which can be adapted to a given local authority's context, geographic scope, and resources. The study approach used for the Ribble Valley LCWIP reflects the DfT guidance.

¹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf



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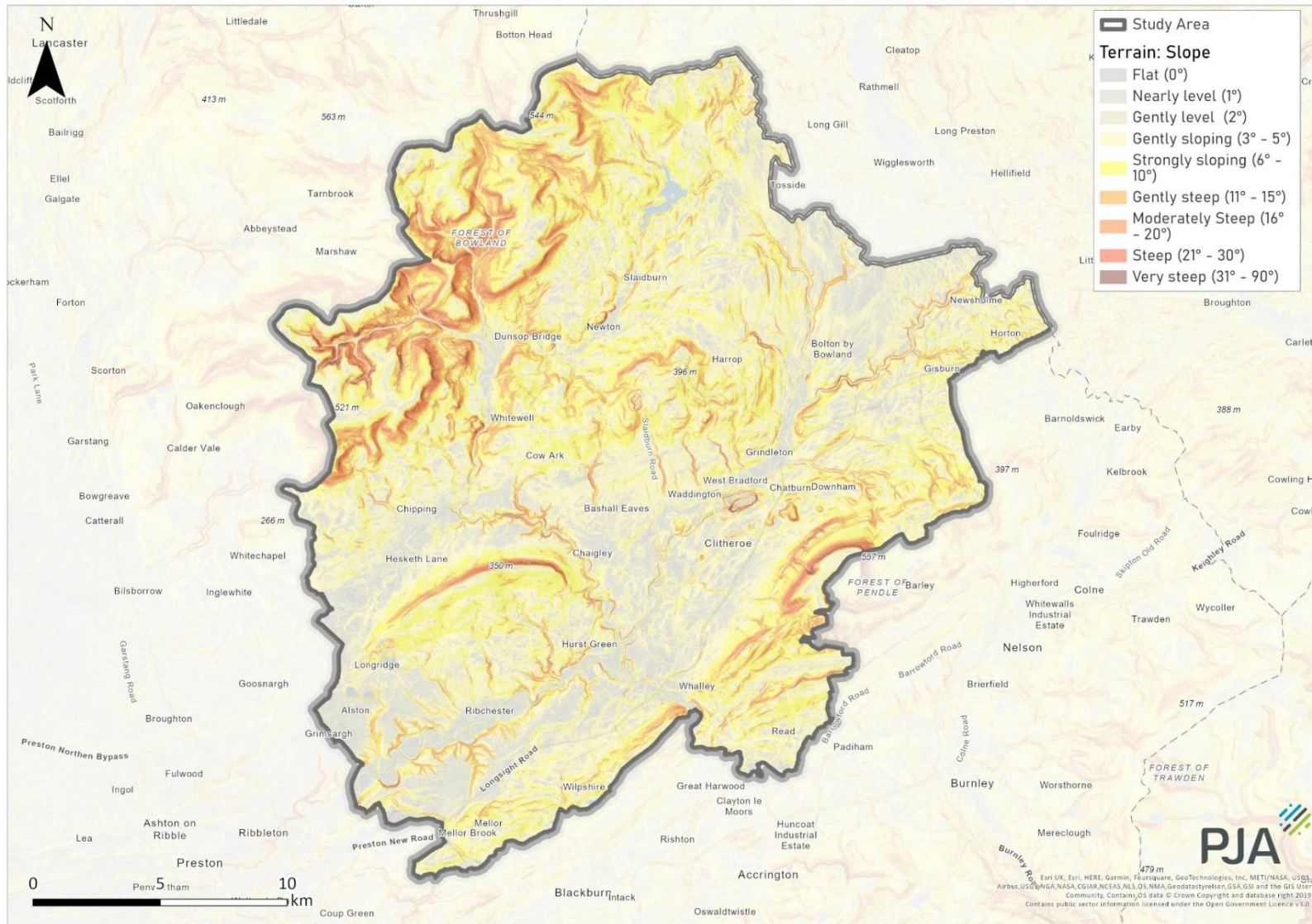


Figure 1-1: Study Area and Terrain

1.2 Stakeholder Engagement

Stakeholder engagement has been a crucial aspect of developing the LCWIP in the Ribble Valley. This has involved collaborating with individuals and groups who had an interest or stake in the development and implementation of cycling and walking infrastructure across the Ribble Valley. Engagement to date is further detailed below.

- **Steering Group** – to engage stakeholders in the development of cycling and walking infrastructure in Ribble Valley, it was important to adopt a collaborative and inclusive approach. As part of the LCWIP development, fortnightly calls with representatives from Ribble Valley Borough Council have taken place alongside Lancashire County Council and the Jacobs/PJA project team. This has enabled discussion, feedback and comments on the work whilst it has been progressing which has shaped the network proposals. Local knowledge shared has also been extremely important and has fed into the network proposals.
- **Workshop** – a virtual workshop on the draft walking and cycling networks took place on the 28th February 2023. A total of 18 people attended from various teams within LCC, Ribble Valley Borough Council, and Sustrans. The workshop started with a brief overview of the policy review and analysis of the evidence base which is presented in Section 2 of this report. Following this, the interactive session involved a description of the proposed walking and cycling routes, with attendees encouraged to raise thoughts and comments for discussion. Feedback from this session was taken into account before the routes were finalised.
- **Public Engagement** - In Spring 2022, LCC conducted a survey to gather feedback from the public about active travel concerns and desired improvements throughout the county. The survey featured an interactive online map that enabled respondents to pinpoint specific locations where they identified issues or had requests. In Autumn 2023, LCC conducted a second phase of public engagement, this comprised of a survey which allowed respondents to leave comments on the proposed routes as well as

allowing them to suggest new routes by drawing on the map. This feedback has been analysed in section 3.6 and has fed into the LCWIP networks in section 4.

1.3 Report Structure

The following sections of the report are reflective of stages 1-4 of the LCWIP guidance² which is outlined in Table 1-1 below.

Table 1-1: LCWIP process

| Stage | Name | Description |
|-------|------------------------------|---|
| 1 | Determining Scope | Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan. |
| 2 | Gathering Information | Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes. |
| 3 | Network Planning for Cycling | Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required. |
| 4 | Network Planning for Walking | Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required. |

²https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

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| Stage | Name | Description |
|------------------|------------------------------------|--|
| 5 (future stage) | <i>Prioritising Improvements</i> | <i>Prioritise improvements to develop a phased programme for future investment.</i> |
| 6 (future stage) | <i>Integration and Application</i> | <i>Integrate outputs into local planning and transport policies, strategies, and delivery plans.</i> |

Source: LCWIP Technical Guidance for Local Authorities

The report comprises:

- Section 2 **Policy and Previous Study Context (Stage 2)**: reviews relevant policies for Ribble Valley and the LCWIP.
- Section 3 **Gathering Information (Stage 2)**: identifies existing patterns of walking and cycling through a review of existing conditions and identifies barriers to cycling and walking.
- Section 4 **Network Planning for Cycling and Walking (Stage 3)**: converts desire lines from Section 3 into a network of walking and cycling routes and core walking zones and determine the types of interventions required.
- Section 5 **Next Steps**: summarises the next steps for the development of this LCWIP.

2. Policy & Previous Study Context (Stage 2)

2. Policy & Previous Study Context (Stage 2)

In developing an LCWIP, it is important that a strong evidence base is created by initially undertaking a thorough review of the existing local policy background. As such, a review of relevant documents has been undertaken to gather an understanding of the baseline conditions and existing walking and cycling infrastructure within the LCWIP study area.

The review covers the key strategies and policies which are of relevance to the LCWIP and how this coincides with a wide range of overlapping policies, including public health, environmental sustainability and improving access to life opportunities.

In order to understand the local context, in addition to the policy review, this section also includes reference to relevant studies and scheme proposals.

2.1 National Policy

2.1.1 Gear Change (2020)

Gear Change³ describes the governments vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- Better streets for cycling and people;
- Cycling and walking at the heart of decision-making;
- Empowering and encouraging local authorities;
- Enabling people to cycle and protecting them when they do.

Gear Change emphasises the potential benefits of walking and cycling investment including tackling the most challenging issues we face as a society, including:

- **Improving our air quality:** Meeting the targets to double cycling and increase walking would lead to savings of £567 million annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity.
- **Combatting climate change:** Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions.
- **Improving health and wellbeing:** Physical inactivity costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn. 20 minutes of exercise per day cuts risk of developing depression by 31% and increases productivity of workers.
- **Supporting the economy and local business:** Cycling contributes £5.4bn to the economy per year and supports 64,000 jobs. Well-planned improvements in the walking environment can increase shopping footfall by up to 40%.
- **Tackling congestion:** The new east-west and north-south cycle routes in London are moving 46% of the people in only 30% of the road space.

Gear Change also sets out the key design principles that should be followed to create safe, attractive and accessible walking and cycling infrastructure. These design principles will be incorporated into the development of the Ribble Valley LCWIP.

³https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf



Figure 2-1: Gear Change - Key design principles

2.1.2 Local Transport Note 1/20 (2020)

Alongside Gear Change, the Department for Transport (DfT) published Local Transport Note (LTN) 1/20⁴ in 2020. The LTN provides guidance to local authorities on delivering high quality cycle infrastructure.

LTN 1/20 recommends that the design of cycle networks and routes are based on five core design principles:

- **Coherent:** Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
- **Direct:** Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.
- **Safe:** Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.
- **Comfortable:** Comfortable conditions for cycling require routes with good quality, well maintained - smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.
- **Attractive:** Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

The LTN also highlights the importance of engraining accessibility and inclusivity through all the core design principles. LTN 1/20 will be integrated into the Ribble Valley LCWIP development and will guide the design of schemes identified as part of the LCWIP.

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

2.1.3 The Second Walking and Cycling Investment Strategy (CWIS2, 2022)⁵

The second cycling and walking investment strategy (CWIS2) outlines the government's ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040. The aims and targets in CWIS1, alongside the vision set out in Gear change (2020), have informed the governments revised set of objectives to:

- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
- Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

The development of the Ribble Valley LCWIP will support the ambitions of the CWIS2 by identifying the interventions required to improve cycle provision in the borough which will support the governments ambition to double levels of cycling.

The LCWIP will also identify enhancements to the pedestrian network, including the public realm to help encourage walking as the easiest option for short distance journeys.

⁵ <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2>

2.1.4 National Planning Policy Framework (2021)⁶

The National Planning Policy Framework (NPPF) sets out the government's policies for planning in England. The framework emphasises the development of high-quality infrastructure to promote active travel, reduce congestion, improve air quality, and enhance physical and mental well-being. It aims to create sustainable and healthy communities by integrating walking and cycling infrastructure with existing transport networks and improving access to key destinations.

The LCWIP for Ribble Valley will align with the NPPF by prioritising the development of safe and well-connected walking and cycling networks. By integrating the NPPF's policies, the LCWIP aims to create an environment that encourages active travel and seamless connections between different modes of transportation.

The Ribble Valley LCWIP will also support the NPPF's emphasis on improving access to key destinations and creating healthier communities. The LCWIP will identify areas for improvement within Ribble Valley's walking and cycling infrastructure, proposing targeted enhancements such as pedestrian-friendly crossings, dedicated cycle lanes, and traffic-calming measures. By addressing these deficiencies, the LCWIP supports the NPPF's objective of creating safer and more attractive environments for active travel, ultimately contributing to the development of a sustainable and healthy Ribble Valley.

2.1.5 Net Zero Strategy: Build Back Greener, UK Government (2021)

The UK Government published its Net Zero Strategy: Build Back Greener⁷ in October 2021. This strategy sets out a vision that every place in the UK will have its own net zero emission transport network before 2050 that serves the unique needs of its communities. It emphasises the importance of decarbonising transport to enable the UK to achieve its 2050 net zero carbon emission target.

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

⁷ <https://www.gov.uk/government/publications/net-zero-strategy>

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This strategy also highlights that the recovery from the pandemic should not be car-led and that there must be an increase in share of trips by public transport, walking and cycling to achieve the 2050 net zero carbon emission target. LCWIPs are central to achieving the ambition of net zero greenhouse gas emissions by 2050. The plan will deliver improvements to the walking and cycling network in the Ribble Valley which will help towards reducing congestion and carbon emissions from transport in the region.

2.1.6 Decarbonising Transport: A Better, Greener Britain, UK Government (2021)

The DfT published its Decarbonising Transport Plan⁸ in 2021, which sets out how decarbonising transport is fundamental to the UK's pledge to becoming net zero by 2050. It outlines the importance of increasing the share of trips taken by public transport, walking and cycling.

The plan establishes six key strategic priorities which are supported by commitments, actions and timescales to manage these priorities. Some of these reiterate many of the actions and commitments of the CWIS2 and Gear Change. Relating to active travel:

- Investing £2 billion on walking and cycling over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030;
- Delivering a world class cycling and walking network in England by 2040;
- The delivery of thousands of miles of safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic;
- Creating a new funding body and inspectorate "Active Travel England" to enforce the standards and raise performance generally. This will include becoming a statutory consultee on planning applications for developments above a certain threshold.

⁸https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

The LCWIP is central to achieving the governments ambitious transport decarbonisation targets. Enhancing walking and cycling routes at a local level will encourage more people to shift to active travel.

2.1.7 Introduction to the Green Infrastructure Framework - Principles and Standards for England⁹

Natural England launched its Green Infrastructure Framework in 2023. The Framework provides an evidence base to support local authorities in England target Green Infrastructure (GI) improvements. The framework identifies principles, standards and design guides to support the successful delivery of GI schemes. In relation to the LCWIP, one of the key focusses is accessibility, including the following guidance:

- Aim to strengthen access networks and reduce fragmentation of green and blue infrastructure;
- Contribute to access policy such as green transport and active travel strategies;
- Help achieve targeted individual access objectives for different users;
- Maintain and enhance non-motorised routes;
- Provide information which promotes wayfinding to destinations and longer routes.

The framework also promotes natural and attractive active travel routes to connect people to different communities, greenspaces and key services. The LCWIP closely aligns to the principles set out in the framework.

⁹ <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

2.2 Regional Policy

2.2.1 Transport for the North Strategic Transport Plan¹⁰

Transport for the North's (TfN) Strategic Transport Plan outlines the need for investment in transport across the North and identifies the priority areas for improved connectivity. The objectives of the Strategic Transport Plan are:

- Transforming economic performance;
- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all;
- Promoting and enhancing the built, historic, and natural environment.

The strategy recognises the need to decarbonise the transport network and encourage a shift towards a better connected, low carbon economy. The LCWIP will contribute towards enhancing transport schemes that encourage a modal shift towards walking and cycling and therefore, lower carbon emissions on the Ribble Valley road network.

2.2.2 Policy Position Statement: Active Travel¹¹

The Policy Position Statement outlines TfN's role in supporting partners in the development and implementation of walking and cycling schemes across the North of England. The document also sets out the challenges faced by transport authorities, the wider ambitions, and the key objectives that feature within the Strategic Transport Plan.

¹⁰ <https://transportforthenorth.com/wp-content/uploads/TfN-final-strategic-transport-plan-2019.pdf>

2.3 Local Policy

2.3.1 Local Transport Plan 3 2011–2021: A Strategy for Lancashire

The Local Transport Plan (LTP3)¹², prepared by LCC identifies the issues facing the current transport infrastructure in Lancashire and sets out a series of transport priorities and schemes for the county to address these issues:

- High reliance on private transport and average travel distances are longer than in more populous metropolitan areas;
- The poor quality of many public spaces makes walking, cycling and the use of public transport unattractive and compounds perceived fears about crime and safety;
- Public health in Lancashire is a substantial problem which has wide ranging consequences. The number of adults in the county classified as overweight or obese is significantly higher than the national average. Walking and cycling can make a particularly important contribution towards improving health;
- The rate of casualties from road accidents is above the national average and is a particular concern in more disadvantaged communities and around congested and centrally located areas. The number of child casualties in these areas remains a key issue.
- Deprivation exists in a number of areas, despite strong economic growth in the wider sub-region. The reasons for these problems are varied and complex. Poor levels of relevant skills and training and low self-esteem present barriers to gaining new employment opportunities, whilst crime, health and the poor standards of living compound problems.

¹¹ https://transportforthenorth.com/wp-content/uploads/TFN_PolicyPositionStatement_ActiveTravel.pdf

¹² https://www.lancashire.gov.uk/media/191267/LTP3_through_full_council.pdf

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- Air quality, particularly in congestion hotspots. In Ribble Valley, one Air Quality Management Area (AQMA) has been declared on Whalley Road between Mearley Street and Brownlow Street.

LTP3 sets out a series of priorities:

- Improve access into areas of economic growth and regeneration;
- Provide better access to education and employment;
- Improve people's quality of life and wellbeing;
- Improve the safety of our streets for our most vulnerable residents;
- Provide safe, reliable, convenient and affordable transport alternatives to the car;
- Maintain our assets;
- Reduce carbon emissions and their effects.

The LCWIP will identify walking and cycling routes along key corridors to connect residents with services, employment hubs and education in the Ribble Valley area. Better quality walking and cycling infrastructure, including providing segregated routes, will enhance safety for pedestrians and cyclists, encouraging more road users to shift to active travel modes. Particular attention will be given to congested sections of the network to tackle areas with poor air quality.

As the LTP3 horizon year has elapsed in 2021, a new LCC Local Transport Plan (LTP4) is in development.

2.3.2 The East Lancashire Highways and Transport Masterplan (2014)

The East Lancashire Highways and Transport Masterplan (2014)¹³ sets out how LCC plans to develop the future highways and transport strategy for Blackburn with

Darwen, Burnley, Hyndburn, Pendle, Ribble Valley and Rossendale to 2023 and beyond.

Specific to Ribble Valley, the rural nature of the district means it faces different issues to some of the more built-up metropolitan areas of East Lancashire. The key issues have been outlined in the Masterplan:

- High dependency on private vehicles which not only leads to local problems on the highways network, but makes life very difficult for those who, for whatever reason, do not have their own transport;
- Difficulty in accessing employment, education, key centres and medical appointments, particularly during times that don't coincide with the limited bus services;
- Current cycling network does not provide adequate access to visitors;
- The geography and weather in Ribble Valley, doesn't make cycling the obvious choice of transport.

LCC recognises the importance of providing high-quality, dependable transportation options for individuals, goods, and services. This includes options for travelling by foot, bicycle, bus, train, car, and for goods vehicles. Key priorities identified in the masterplan include:

- Sustainable travel to become the choice wherever possible, even in rural areas;
- People from all communities to be able to access the employment and education opportunities that are available both in East Lancashire and further afield;
- Active travel to be encouraged and supported, making walking and cycling safe and easy choices for local journeys;

¹³ <https://www.lancashire.gov.uk/media/292977/East-Lancs-Masterplan.pdf>

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- Public realm improvements that support both new development and existing communities and enhance the appearance and safety of sustainable travel routes;
- Visitors to find the area attractive and easy to travel around without a car.

The Ribble Valley LCWIP will target the issues presented in the Masterplan by identifying attractive new cycling and walking routes in order to connect people to key services in the Borough, encouraging residents and visitors to shift towards modes of active transport.

2.3.3 Lancashire Cycling and Walking Strategy (2016-2026)¹⁴

This strategy details LCC's ambitious vision between 2016-2026 to develop a walking and cycling offer over the next 10 years, building on an already strong base position. The strategy sets three principal targets:

- Doubling the number of people cycling by 2026;
- Increasing the number of people walking by 10% by 2026 with a focus on increasing the percentage of aged children 5 – 10 usually walking to school; and
- Bring levels of physical activity in all districts to at least the annual national average by 2026.

To meet these targets, a high-quality walking and cycling network is required to promote active travel and connect residents with key services and businesses. The LCWIP will be an opportunity to support the delivery on LCC's walking and cycling targets.

¹⁴ <https://lancasterdynamo.files.wordpress.com/2017/04/lancashire-cycling-and-walking-strategy-v1-3.pdf>

2.3.4 Lancashire Rights of Way Improvement Plan (2015-2025)

LCC published a Rights of Way Improvement plan in 2015¹⁵. The plan contains an assessment of the extent to which local rights of way meet the present and likely future needs of the public. As part of the assessment, the study found that many sites in Lancashire are not well connected to urban areas and, as such, their benefits are not being fully utilised.

In response to the issues highlighted by the assessment, LCC have produced a list of aims and actions that explore how the overall condition and connectivity of the wider access network for the benefit of all users can be improved. Some of the most notable aims and actions in relation to the development of the LCWIP are outlined in Table 2-1.

Table 2-1: Lancashire Rights of Way Improvement Plan key aims and objectives

| Aim | Objective |
|--|---|
| Improve the safety and connectivity of the network where there are road/railway crossings. | <p>Seek to reduce the number of surface crossings of railway lines. Look at ways of improving the network to divert crossings from across railways and major roads.</p> <p>How this links to the LCWIP: The LCWIP will aim to reduce barriers for pedestrians and cyclists in Ribble Valley. The proposed routes will prioritise active travel and, where possible, will separate transport modes to improve safety and attractiveness of the network.</p> |
| Connect green spaces better with communities and urban areas. | <p>Seek opportunities to improve links via the public rights of way network.</p> <p>How this links to the LCWIP: Active travel routes identified as part of the Ribble Valley LCWIP will encompass natural and</p> |

¹⁵ <https://consultation.lancashire.gov.uk/responses/response.asp?ID=268>

| Aim | Objective |
|--|---|
| | attractive infrastructure to connect people to different communities, greenspaces and key services. |
| Expand the number of good quality short walks in and from residential areas. | <p>Identify the potential for short easy access walks from where people live, particularly those communities experiencing health inequalities. Identify missing links or additional links to create new accessible walks.</p> <p>How this links to the LCWIP: The LCWIP will pay key attention to connecting current walking infrastructure and identifying new routes in Core Walking Zones in Ribble Valley.</p> |

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

Ribble Valley Borough Council adopted a Core Strategy in 2008¹⁶ 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 health, environmental and economic benefits of active travel and seeks to create a more pedestrian and cyclist-friendly environment.

“The Ribble Valley will be an area with an exceptional environment and quality of life for all, sustained by vital and vibrant market towns and villages acting as thriving service centres, meeting the needs of residents, businesses and visitors.”

To help achieve the vision set out in the Core Strategy, the LCWIP seeks to increase the number of people walking and cycling by encouraging safe and attractive infrastructure to connect services, businesses and residents. The LCWIP aims to promote a modal shift, tackling congestion and air quality to improve the quality of life of residents. The Core Strategy also identifies areas for potential new

¹⁶ <https://www.ribblevalley.gov.uk/downloads/file/1700/adopted-core-strategy>

¹⁷ https://lancashirelep.co.uk/wp-content/uploads/2019/02/4412-lancs-strat-transport_web-1.pdf

development, this will help inform the LCWIP in identifying active travel routes and areas of future demand.

The Core Strategy recognises rural isolation as a key issue in Ribble Valley and has subsequently highlighted improving accessibility and service delivery to address rural isolation as an important issue that should be given high priority. The Ribble Valley LCWIP will be an opportunity to address this issue by identifying attractive walking and cycling routes to connect rural areas of Ribble Valley to wider networks and key services in the district.

2.3.6 The Lancashire Strategic Transport Prospectus (2016)¹⁷

The prospectus identifies LCC's long-term strategic transport requirements and the opportunities and constraints on growth over the next twenty years, as well as the more immediate interventions needed to stimulate Lancashire's latent potential. The prospectus recognises the need for Lancashire's main centres for employment, education and training need to be served by reliable, accessible, and profitable bus services supported by safe, convenient and attractive walking and cycling networks to encourage people to participate in more active ways of travel.

The Ribble Valley LCWIP will support Lancashire's ambitions of providing a safe and convenient walking and cycle network to encourage active travel options both for short journeys and also for longer journeys to work and education and for leisure.

2.3.7 Lancashire County Council Highways and Transport Strategy (2023-2025)

LCC published the Highways and Transport Strategy¹⁸ in 2023 as a high-level view of how highways and transport responsibilities will be delivered over the next three years. The key focus of the strategy is towards developing better links, and improving journey times and reliability, between areas of economic opportunity and their workforce, with the provision of sustainable forms of travel a priority.

¹⁸ <https://www.lancashire.gov.uk/council/strategies-policies-plans/corporate/highways-and-transport-strategy-2023-2025/>

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As part of LCC's 2025 vision, walking and cycling will be at the forefront of local transport planning with a focus on developing footways and cycleways in areas with poorest provision and in areas with greatest footfall of vulnerable users, such as around schools, hospitals and other essential services. Particular consideration will be given to targeting the most deprived communities where there is typically a greater reliance on walking and cycling.

The LCWIP supports LCC's walking and cycling vision and will seek to create new links, as well as enhancing existing ones, in order to improve access for residents of Ribble Valley to key services and employment centres throughout the county.

2.3.8 Ribble Valley Borough Council Climate Change Strategy 2021-2030¹⁹

Ribble Valley Borough Council has shown its commitment to tackle climate change by agreeing a corporate objective of 'to aspire to be a carbon neutral borough by 2030'. The strategy identifies car ownership in Ribble Valley as the highest in Lancashire with vehicle emissions as the third highest contributor for CO² emissions in the district. 2011 census data shows that in Ribble Valley, 23% of journeys to work are under 2km and 34% are under 5km, however walking and cycling commute trips account for only 7.3% of trips. In line with the aims of the LCWIP, Ribble Valley's Climate Strategy recognises the potential to shift these trips to alternative sustainable transport modes.

2.4 Other Notable Strategies

- **Clean Air Strategy²⁰** - The Department for Food and Rural Affairs (DEFRA) published the Clean Air Strategy in 2019 which sets out how the Government will reduce emissions from transport, homes, farming and industrial sectors to improve air quality. This include supporting a move to lower emission road vehicles and more active forms of travel (walking and cycling).

¹⁹ <https://www.ribblevalley.gov.uk/downloads/file/2570/climate-change-strategy-2021-2030>

²⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

- **The Inclusive Transport Strategy²¹** - Sets out the Government's plans to make transport more inclusive, and to make travel easier for disabled people. While it is focused on the inclusion of disabled people, many of the improvements will also benefit other travellers.
- **Major Transport Schemes²²** - With more development planned to meet Lancashire's housing and employment needs and build on its strong economic performance, the existing network cannot be relied upon to absorb increases in the number of vehicle users. Even with a much greater investment in public transport, cycling and walking, the current infrastructure in Lancashire will not be able to cope. LCC has published a list of future transport scheme proposals which aim to address these issues.
- **Towards Zero Lancashire: Road Safety Strategy Towards Zero Lancashire 2016 - 2026** - The Towards Zero Road Safety Strategy for Lancashire sets out the vision to make people safe and feel safe on Lancashire's roads. The strategy outlines a commitment to delivering the following 4 aims:
 1. Reducing road traffic fatalities by user group and age
 2. Reduce severity and numbers of road traffic injuries by user group and age
 3. Improve outcomes of 'vulnerable' road users.
 4. Improve and change road safety attitudes and behaviours.

In line with the development of the LCWIP, the strategy recognises that cycling and walking should become safer, and, importantly, be perceived to be safe to encourage more active travel.

²¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728547/inclusive-transport-strategy.pdf

²² <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/major-transport-schemes/>

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- **Lancashire Economic Strategy (2023 – 2025)**²³ – LCC has published a three-year strategy to support economic growth and connectivity within the county. Consistent with the development of the LCWIP, the Economic Strategy highlights the economic significance of providing attractive transport links between key employment, housing and learning sites.
- **Active Design and Spatial Planning** Lancashire County Council's Active Design and Spatial Planning note²⁴ provides guidance on integrating physical activity considerations into local planning policies. By incorporating the principles outlined in the Active Design and Spatial Planning note, the LCWIP can effectively develop infrastructure that encourages and enables active travel, creating well-connected networks and safe routes within Ribble Valley.
- **Lancashire Health and Wellbeing Strategy (2016)**²⁵ – The strategy was developed to support the delivery of improvements and address the inequalities in the health and wellbeing of the citizens and communities in Lancashire. Enhancements to the active travel network identified as part of the LCWIP will encourage more residents to take up walking and cycling and will boost health and wellbeing across Lancashire.
- **Active Lancashire: A Decade of Movement (2021)** – A Decade of Movement²⁶ outlines Active Lancashire's 10-year vision to establish and embed a culture of health and wellbeing for all individuals in Lancashire. The strategy emphasises the right of every person to lead an active lifestyle and highlights the benefits of physical activity for personal wellbeing, the economy, and the health service. The key objectives of the vision include engaging partners, empowering communities, enabling individuals, and promoting collaboration to ensure that every person in Lancashire has access to a physically active lifestyle.

Aligning with Active Lancashire's vision, the LCWIP aims to address inequalities and promote inclusivity, ensuring that active travel infrastructure is accessible and caters to people of all abilities, ages, and backgrounds. Understanding the

needs of diverse communities within Ribble Valley through stakeholder engagement is key to successfully promote and enhance active travel opportunities in the region.

- **Lancashire Green Infrastructure Strategy** – The Green Infrastructure Strategy²⁷ was published by Lancashire Economic Partnership in 2009. The strategy emphasises planning approaches that focus on the environment, the economy, tourism and health and well-being. The Green Infrastructure Strategy lists an increase in footpaths, cycle paths and bridleways as one of the key measures for success.
- **Lancashire Net Zero Pathways Options** – The Lancashire Net Zero Pathways Option²⁸ provides an evidence-based assessment of Lancashire's current carbon footprint at territorial level and generates a robust and realistic carbon reduction pathway that would put the region on track to achieve the national target of net zero by 2050.

The report advocates an increase in active travel/micro mobility use through measures to improve the range and quality of provision for walking, cycling and wheeling and measures to encourage behaviour change, with the aim of achieving a 300% increase in cycling relative to reference levels by 2030. The report also promotes the 20-minute neighbourhood strategy whereby most residents' daily needs can be accessed within a 20-minute walk or cycle ride. Key features include local shopping and health facilities, education, green spaces, public transport, and employment.

- **20mph Zones**²⁹ – LCC have increased the number of roads with 20mph speed limits in residential to combat high accident rates involving pedestrians and cyclists in some parts of Lancashire. As well as improving safety, the new 20mph limits in Lancashire aim to improve people's quality of life and make our streets safer places for walking and cycling.

²³ <https://www.lancashire.gov.uk/media/940760/economic-strategy.pdf>

²⁴ <https://www.lancashire.gov.uk/media/937926/active-design-advisory-note.pdf>

²⁵ <https://www.lancashire.gov.uk/media/907203/lancashire-health-and-wellbeing-strategy.pdf>

²⁶ <https://www.activelancashire.org.uk/assets/uploads/downloads/AL-digital%20only.pdf>

²⁷ http://www.lancastergreenspaces.org.uk/uploads/8/1/1/9/8119213/lancashire_green_infrastructure_strategy.pdf

²⁸ <https://www.lancashire.gov.uk/media/933543/lancashire-net-zero-pathways-report.pdf>

²⁹ <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/20mph-areas/>

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- **Transport Asset Management Plan** - The Lancashire Transport Asset Management Plan (TAMP) recognises maintaining and managing the condition of footways and cycleways as a priority so that maintenance can be carried out in a planned rather than reactive manner.

2.5 Other Schemes or Aspirational Routes

There are a number of other schemes and aspirational routes for walking and cycling that are not captured within the above policy review but are important to be aware of which are listed below.

- Martholme Greenway - This is a county priority that would impact three districts (Hyndburn, Ribble Valley and Burnley) and would link Great Harwood with Padiham, and also serve an industrial site in Simonstone. Whilst this route isn't solely with LCC ownership, there is political support for this greenway.
- Ribble Valley School Cycleway - district ambitions for a cycleway linking Wilpshire to Sawley tracking the A59. Potential to link eleven schools along this route. Potential for bridleway improvement from Pendleton to Worston to provide an alternative to the A59.
- Local ambitions for Whalley include improving footpath from Whalley Viaduct on the east side of Calderstones Hospital and upgrade to bridleway for cyclists. Improve footpath alongside Whalley Viaduct to Billington for cycling.
- Neighbouring LCWIPs – LCWIPs are being drafted for neighbouring districts including Burnley and Pendle, Hyndburn and Rossendale, Lancaster and a refreshed Central Lancashire LCWIP is being developed in tandem with this LCWIP. Cross boundary links, for example with Blackburn, will be considered where appropriate whilst developing this LCWIP.

3. Gathering Information (Stage 2)

3. Gathering Information (Stage 2)

3.1 Introduction

To aid the development of the Ribble Valley LCWIP, a variety of existing spatial data was gathered and analysed. This data helped to gain insight into current and potential demand, obstacles, opportunities, and barriers for active travel. Where relevant, the data was overlaid and mapped to combine different sources of information. This background data was used to identify cycling corridors and core walking zones, which are detailed in subsequent sections.

The analysis included the following data sets:

- **Population and demographics**
 - Population density
 - Workplace population density
 - Car ownership
 - Indices of multiple deprivation
- **Development**
 - Areas of development (residential and employment)
 - Air quality
- **Walking and cycling isochrones, key destinations and severance**
- **Transport network and movement**
 - Collision data
 - Method of travel to work
 - Distance travelled to work
 - Cycle count data
 - Existing transport facilities and infrastructure
- **Stage 1 engagement survey**
- **Understanding desire lines**
 - Propensity to Cycle Tool (PCT)
 - 'Everyday trips' walking and cycling desire lines
 - Strava Metro data for cycling and walking

residents in the Borough. Improving infrastructure for pedestrians and cyclists in Ribble Valley is essential to ensure the safety of those who currently walk and cycle in the area. The current infrastructure poses a significant risk to those using these modes of transport. By investing in better infrastructure, we can encourage more people to choose active transportation, reducing traffic congestion and improving air quality in the process. The data shows that in Lancashire, 65% of the adult population are overweight or obese and 28% are completely inactive. This indicates that there is a role for active travel to help improve the health of residents.

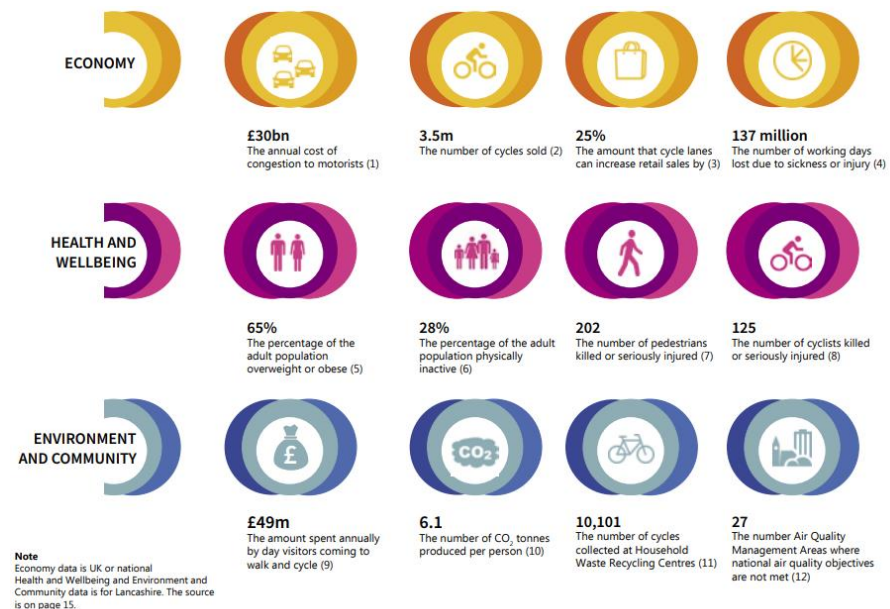


Figure 3-1: Actively moving forward, A ten year strategy for Cycling and Walking (Lancashire County Council, 2022)

To set the context of the characteristics of the area, Figure 3-1 has been included which is an extract from the 'Actively moving forward – A ten-year strategy for cycling and walking' report by Lancashire County Council. The figure shows some key statistics surrounding health, population and age for

3.2 Population and Demographics

Ribble Valley has a population of approximately 61,500 people (Office for National Statistics, 2021). The district covers an area of approximately 600 square kilometres and includes the towns of Clitheroe, Longridge, and Whalley, as well as several smaller villages. In terms of demographics, ONS (2021) data shows that 3.3% of the Ribble Valley population is from an ethnic minority background. Also, the district has a relatively high proportion of older residents, with over a third of the population aged 50 and above. However, there are also significant numbers of young families and children. Further information is provided below:

- **Age:** According to the census data from 2021, the population of Ribble Valley had a median age of 48 years, which is higher than the national median of 39.3 years. Additionally, around 34% of the population was aged 50 and above. The median age of Ribble Valley was 44 years at the last census in 2011.
- **Health:** According to the Ribble Valley Health Profile (2021), the district has relatively good health outcomes compared to other areas of Lancashire and the North West of England. However, there are still some areas for improvement. For example, excess weight in adults is higher in Ribble Valley than the national average.
- **Life expectancy:** The life expectancy in Ribble Valley is relatively high compared to the national average. According to the latest figures from the Office for National Statistics, the average life expectancy for both men and women in Ribble Valley is around 82 years, compared to the national average of 80 years.

3.2.1 Population Density

Figure 3-2 illustrates how the population is distributed across the Ribble Valley region, providing insight into the potential demand for walking and cycling trips. The key settlements in Ribble Valley include: Clitheroe, Longridge, Whalley, Ribchester, Chatburn, Hurst Green, Waddington, Grindleton, Bolton-by-Bowland and Sawley.

These settlements are located throughout Ribble Valley and provide a range of services and amenities for local residents and visitors. Clitheroe is the largest town in the area and serves as a hub for retail, leisure, and cultural activities. Other

settlements, such as Whalley and Ribchester, are known for their historic landmarks and heritage sites, while Longridge is a popular destination for outdoor activities and sports.

The population density in Ribble Valley is relatively low in the northern and central areas where the Forest of Bowland is located, and increases towards the key settlement areas such as Clitheroe and Whalley in the south. The key settlements in Ribble Valley are relatively compact and well-connected. Since a considerable number of trips start or end at home, higher population densities suggest a greater likelihood of walking or cycling trips. The most heavily populated areas are in the Clitheroe and Whalley regions in the south and towards Longridge in the west of the study area, as depicted in the figure.

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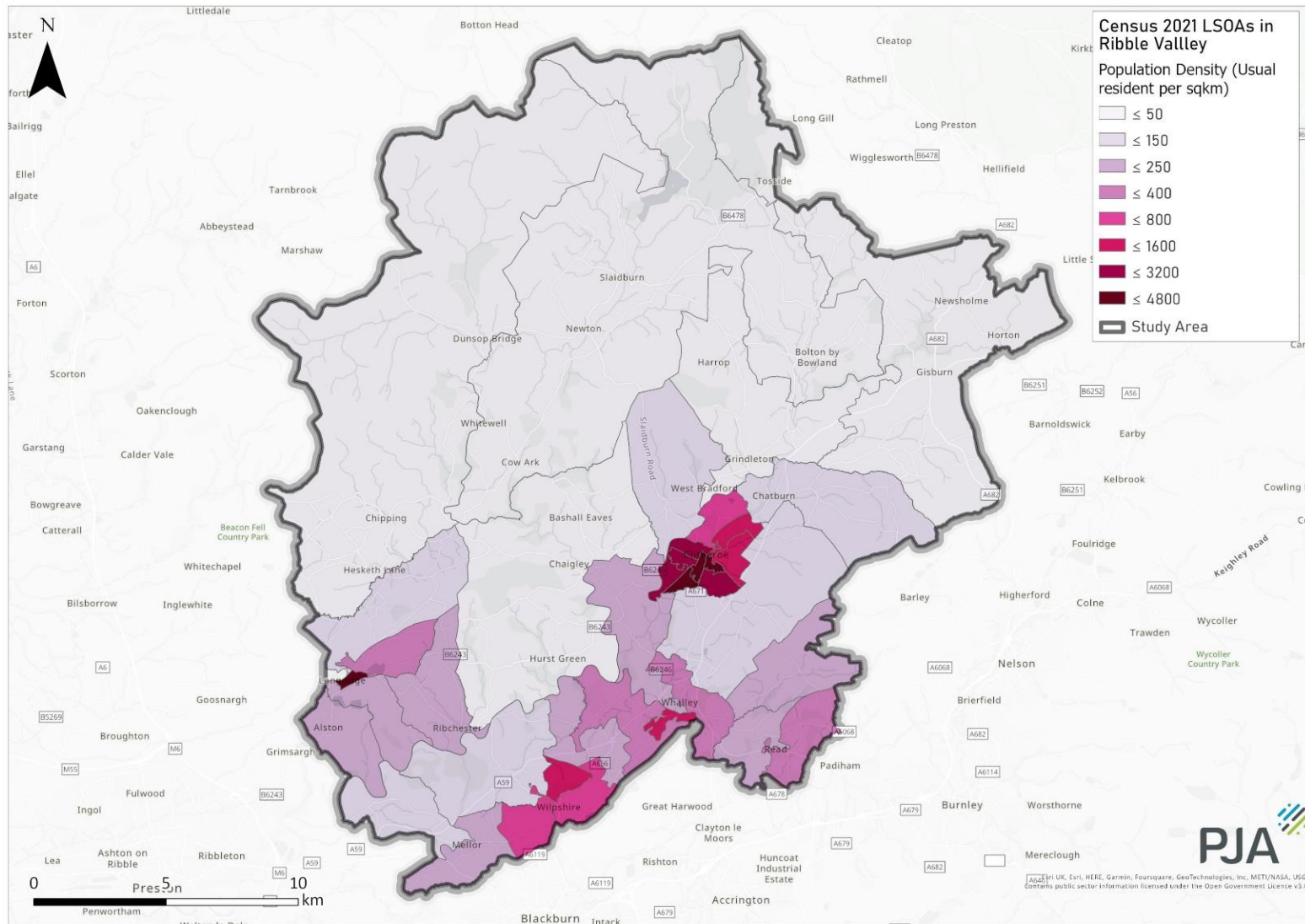


Figure 3-2: Ribble Valley Population Density

3.2.2 Workplace Population Density

Figure 3-3 displays the density of the workplace population in the Ribble Valley area, providing an indication of job density and important destinations for commuting. These areas are prime candidates for improved access through active travel in the LCWIP network development. Similar to the pattern of population density, workplace zones with higher density are concentrated in the southern area of the district, including Clitheroe, Whalley, Wilpshire, and Longridge.

In contrast, the central and northern parts of the district have significantly lower densities, reflecting the rural nature of these areas. As a result, most commuter trips in the study area would occur within the southern region of the district. The majority of locations with higher are adjacent to transportation links such as the railway network and are well-connected to A and B roads, such as the A59, which is a critical east-west link in the southern part of the district.

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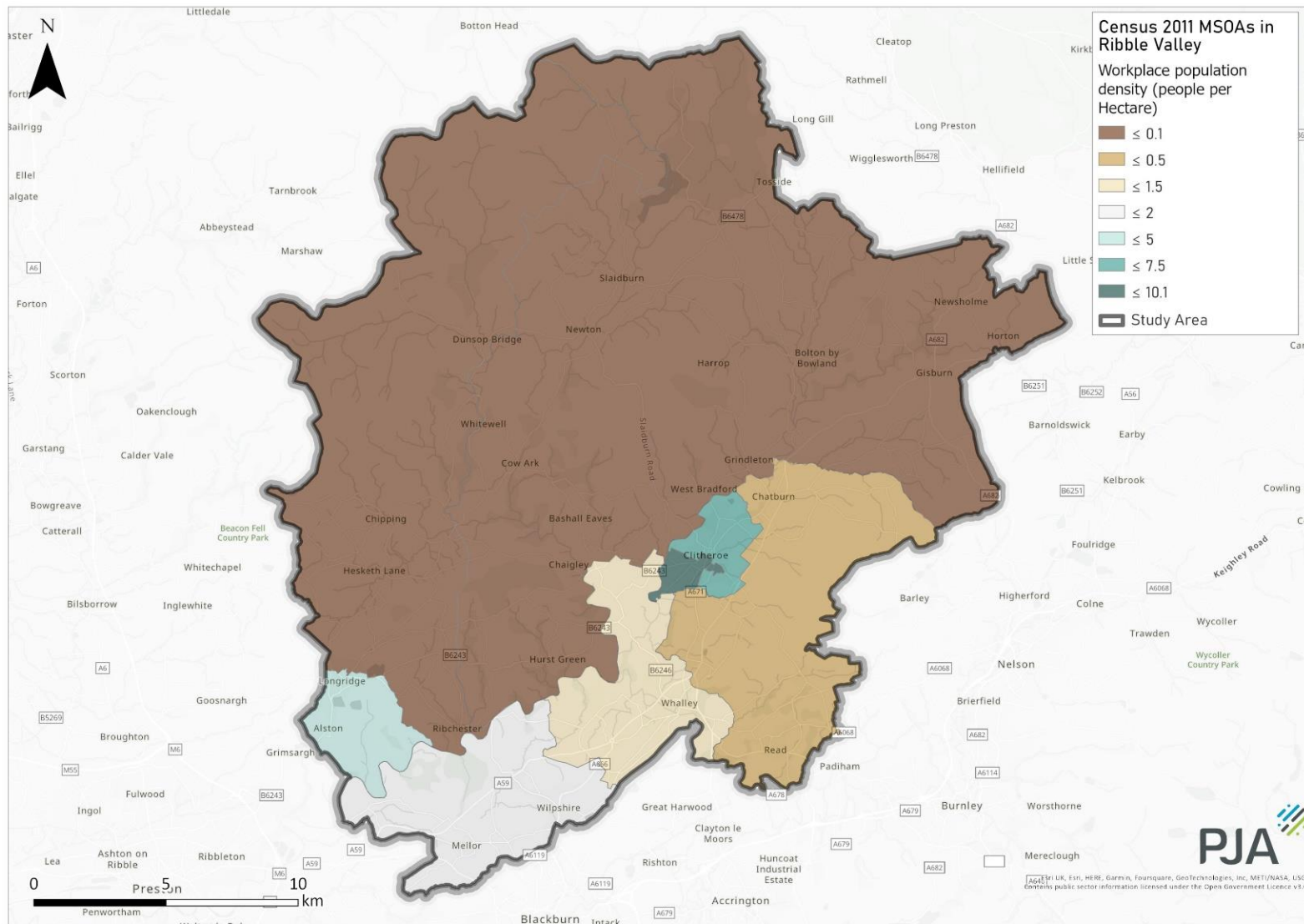


Figure 3-3: Ribble Valley Workplace Density

3.2.3 Car Ownership

Figure 3-4 shows car ownership based on the 2021 Census. The data provides a snapshot of travel patterns in the region, showing the proportion of households in the Ribble Valley area with no access to a car. In these areas it is noted that there may be a greater reliance on walking, cycling or public transport use for everyday trips.

In general across the Ribble Valley car ownership is high, however there are certain areas where ownership is much lower. The Census data shows that an average of 11.4% of households across the district have no access to a car or van. This is significantly lower than the national average (25%), however, in Clitheroe and Longridge, between 25-36% of the population have no access to a car.

In some instances, the areas with a lower car ownership indicate where there are good links for public transport network such as the railway links at Clitheroe and Whalley, however there are no rail links in Longridge where ownership is also lower. It also highlights that these areas are important in terms of providing a good walking and cycling network for those without alternative means of travel.

Comparing this dataset to population and workplace densities, we can see that areas with a higher population and workplace density tends to have lower car ownership.

Ribble Valley Local Cycling & Walking Infrastructure Plan

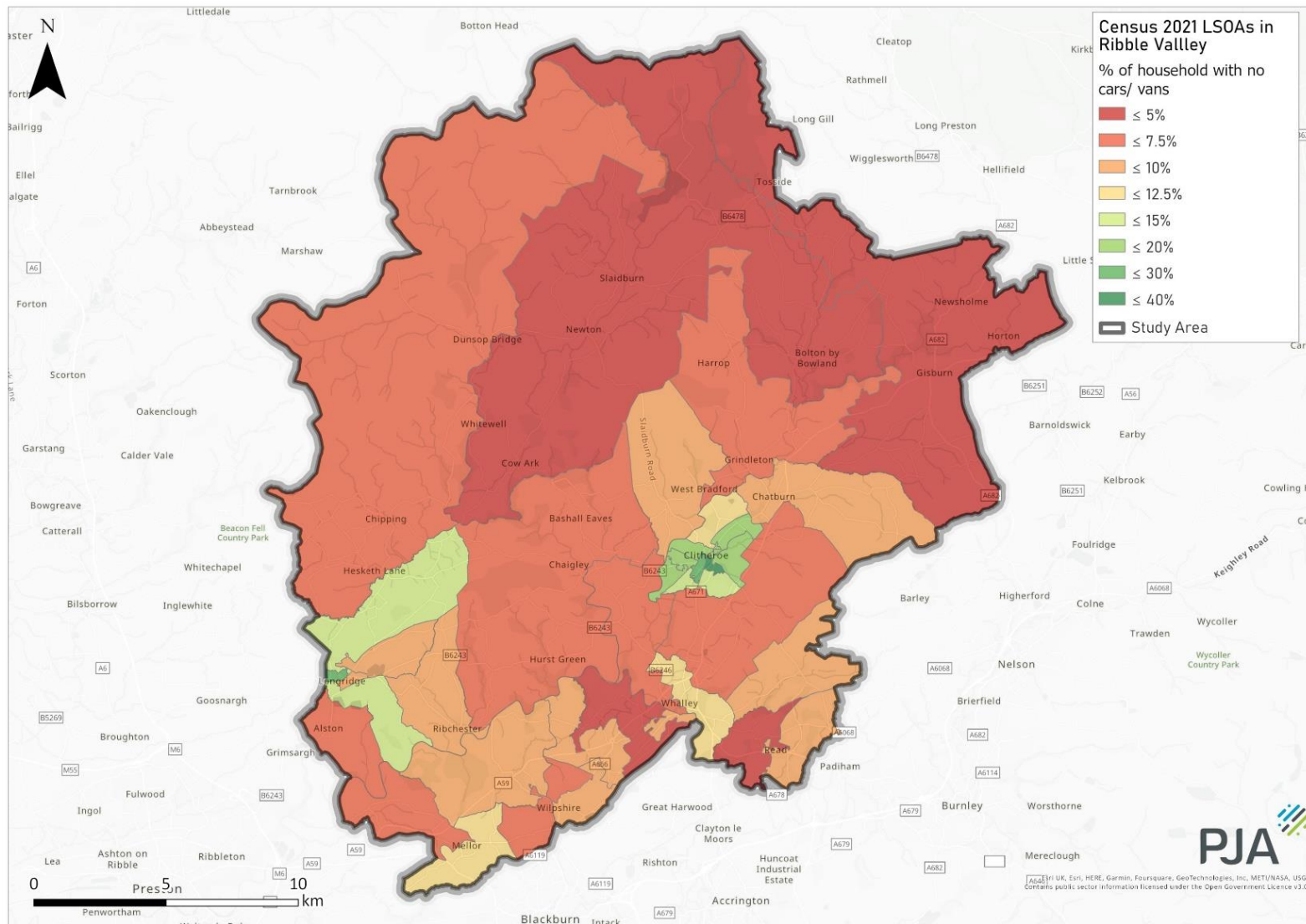


Figure 3-4: Ribble Valley Car Ownership (No Car Access)

3.2.4 Indices of Multiple Deprivation

Figure 3-5 illustrates the 2019 indices of multiple deprivation (IMD) - a measure of relative deprivation for small areas or neighbourhoods in England, identified by the Lower Super Output Area (LSOA) census boundaries. The IMD assesses multiple factors such as income, employment, health, education, crime, living environment, and barriers to housing and services. The first decile represents the most deprived areas, and the 10th decile represents the least deprived areas (the most affluent areas). For the purposes of this study, the IMD has been used to determine which areas could benefit the most from improvements in walking and cycling networks.

Compared to the surrounding areas such as Preston and Blackburn, there are relatively low levels of deprivation within the Ribble Valley district, with a majority of areas falling within the most affluent deciles

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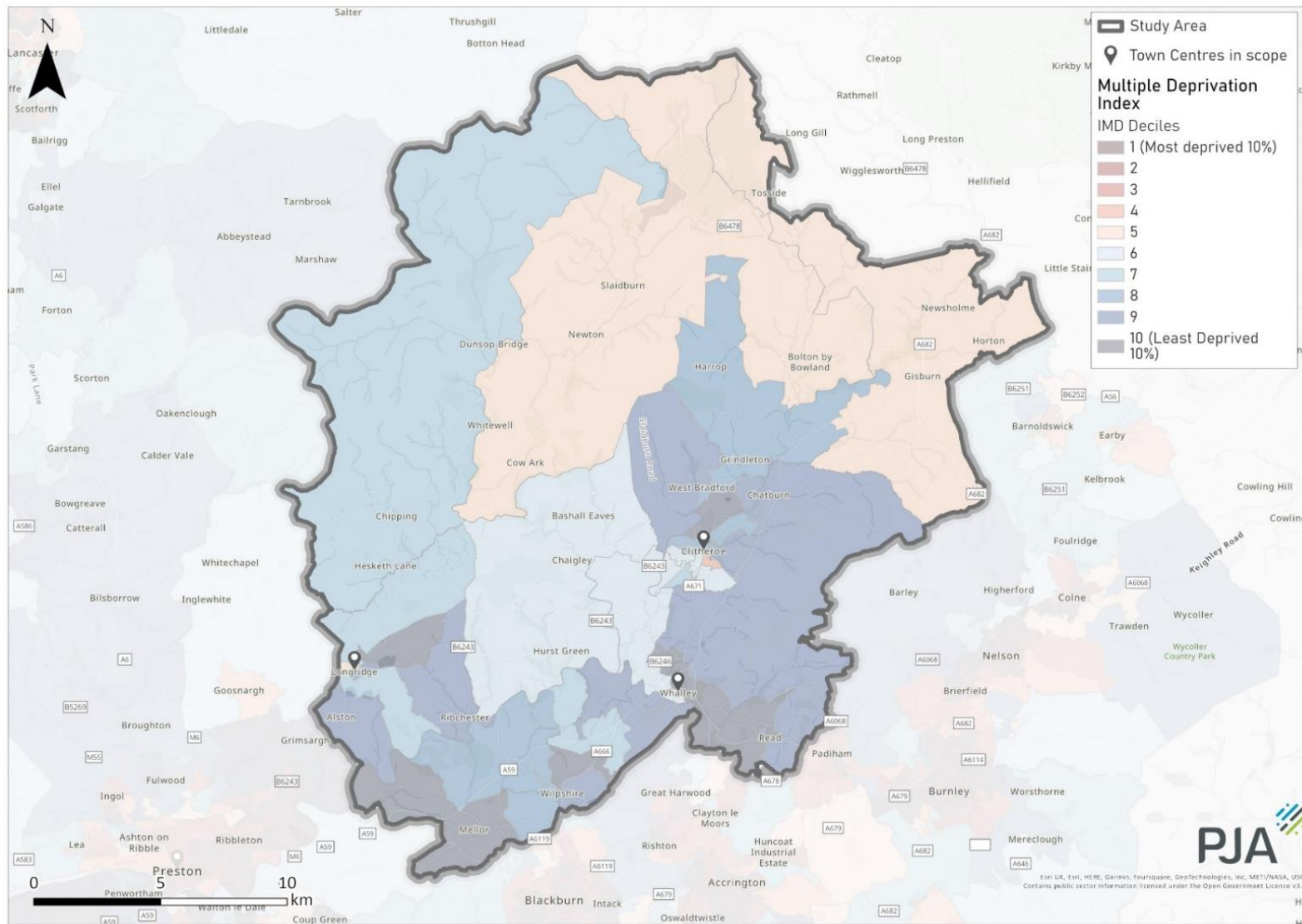


Figure 3-5: Lancashire IMD (Indices of Multiple Deprivation)

3.3 Development

Figure 3-6 provides information regarding employment and housing allocations from the Core Strategy 2008 – 2028. This information 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.

Development in the study area is primarily residential and concentrated across the three urban centres of Clitheroe, Whalley and Longridge. This has resulted in the widening of the footprint of the towns, however for most of these sites, the primary centres of the towns are still walkable. Several sites across the Ribble Valley have already been built out to date.

One of the main developments in the area that is not yet built 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 3,000 dwellings and creating at least 4,000 jobs.³⁰ A planning application submitted in 2020 states the development would consist of six phases including office and industrial space. The proposal also includes plans for a new roundabout on the A59 to improve access to the site. This development will be an important consideration for this LCWIP.

In addition to development, this map also shows the one Air Quality Management Area (AQMA) within the Ribble Valley. This is located on Whalley Road near to Greenacre Street, towards the south of Clitheroe.

³⁰https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/398861/19_Lancashire_Growth_Deal.pdf

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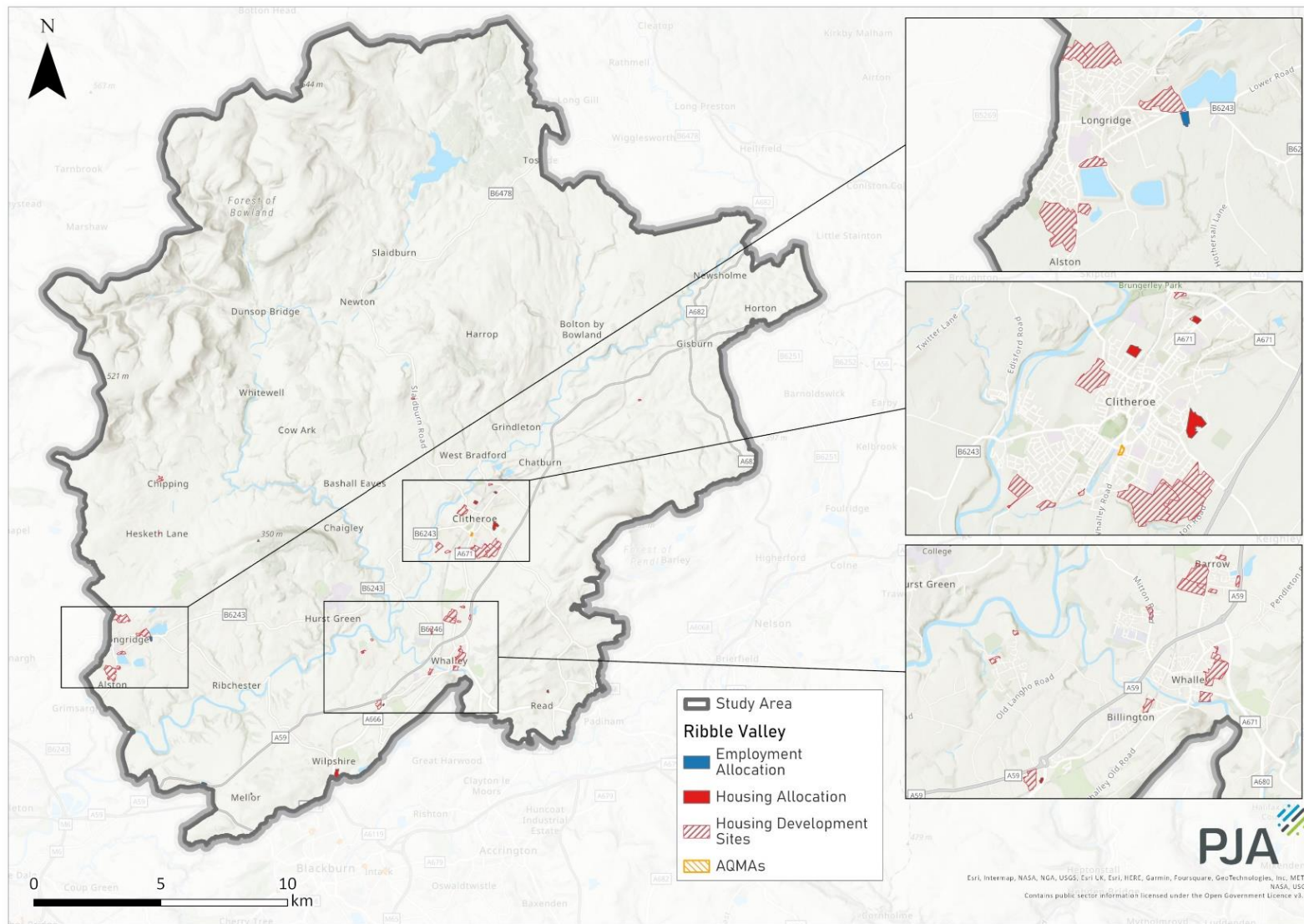


Figure 3-6: Ribble Valley Local Plan Development and AQMAs

3.4 Walking and Cycling Isochrones, Key Destinations and Severance

The maps within this section illustrate the settlement catchments of the three principal urban areas within the Ribble Valley (Longridge, Whalley and Clitheroe). Walking and cycling isochrones have been added to show areas that can be reached within a given walking or cycling typical journey time from a central starting point in each settlement.

The maps also highlight severance in relation to walking and cycling. This refers to the physical barriers or obstacles that can make it difficult for pedestrians and cyclists to travel through the area. The key aspects of severance in Ribble Valley were found to be a lack of crossings where rivers and railway lines are located. In addition, there are concerns of high-speed traffic, making it difficult for cyclists to navigate through areas potentially discouraging them from this mode of transport.

The isochrone maps illustrate the areas that can be reached within 10 and 20 minutes by walking and cycling. The isochrone maps illustrate that most amenities in each urban area can be reached within a 10-minute walk and neighbouring villages can be reached within a 10-minute cycle. These isochrone maps can be used to prioritise improvements to active travel infrastructure, such as adding bike lanes and improving crossings which in turn will help reduce severance and make it easier and safer for people to choose active transport modes.

In addition, key destinations have been mapped (see Figure 3-7, Figure 3-8, and Figure 3-9) to display clusters of services and key trip attractors, indicating a higher possibility for active travel and aiding the identification of possible routes that could be developed as part of the LCWIP. The three principal urban areas mapped in the following diagrams are Longridge, Whalley, and Clitheroe and the types of key destinations captured include:

- Educational facilities (primary schools, secondary schools and higher education facilities)
- Hospitals, Dentist, Doctors surgeries, Pharmacies and Opticians
- Supermarkets
- Museums
- Train Stations, Emergency Services, Community Centres and Village Halls

Longridge

In terms of active travel accessibility, Longridge is well-situated in that it is located in a relatively rural area with a network of quiet country lanes and off-road paths that provide opportunities for walking and cycling. The town also has several local amenities, including shops, schools, and healthcare facilities, that are easily accessible on foot or by bike. As shown in Figure 3-7, Longridge is more isolated compared to Whalley and Clitheroe, as it has fewer villages surrounding it. The River Ribble to the south cannot be crossed at present, causing difficulties in accessing locations close to the A59, such as Samlesbury or Mellor, on foot or by cycle. In addition, there are limited quality active travel links to Preston. Knowle Green, Mill Lane and Ribchester are all within 20 minute cycle distances from Longridge centre with Preston being slightly more than 20 minutes away.

Like many settlements, Longridge faces some challenges in terms of active travel accessibility. For example, the town is located on a steep hill, which can make walking and cycling more difficult for some people, and some areas of the town lack adequate pedestrian and cycling infrastructure, which can make it more dangerous for people to travel on foot or by bike.

Whalley

Whalley is relatively well-situated as it is located in a flat area with a network of quiet country lanes and off-road paths that provide opportunities for walking and cycling to key destination and for leisure.

In Figure 3-8, the small town of Whalley illustrates a more dispersed settlement as shown by the isochrones map, which shows the walking and cycling times to the centre of Whalley.

Some of the settlements surrounding Whalley include Great Harwood, Billington, Sabden, and Langho, all of which are between three and ten kilometres away. These areas are all within a reasonable cycle distance, and provision of good quality cycling and walking facilities would make this more achievable.

In comparison to Clitheroe, there are fewer facilities available in the town centre, therefore travelling to surrounding areas, such as Clitheroe to the north or the Blackburn and Hyndburn areas to the south may be required to access certain amenities.

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While there are a few convenience stores and small grocery shops in Whalley, there are no large supermarkets. The nearest large supermarkets are in Clitheroe or Great Harwood. While there is a small medical centre in Whalley, the nearest hospitals are in Blackburn or Burnley.

Clitheroe

In Clitheroe, key destinations tend to be concentrated around the more densely populated centre. This can be seen in Figure 3-9.

The surrounding settlements that could be reached from Clitheroe by cycling in 20 minutes include Barrow, Whalley, Waddington and Sawley, demonstrating the strong potential for mode shift to cycling for trips that currently may be undertaken by car if a quality cycle network was in place.

The settlement in Clitheroe is relatively compact with many facilities concentrated in the town centre that can be accessed by walking and cycling. There are some surrounding settlements that could access Clitheroe with better cycling infrastructure, and surrounding villages such as Chatburn and Waddington which are within a slightly longer walking distance.

The A59, River Ribble and the railway line cause some degree of severance in Clitheroe as they are difficult to cross in places and can impact the accessibility of the area as shown on the map.

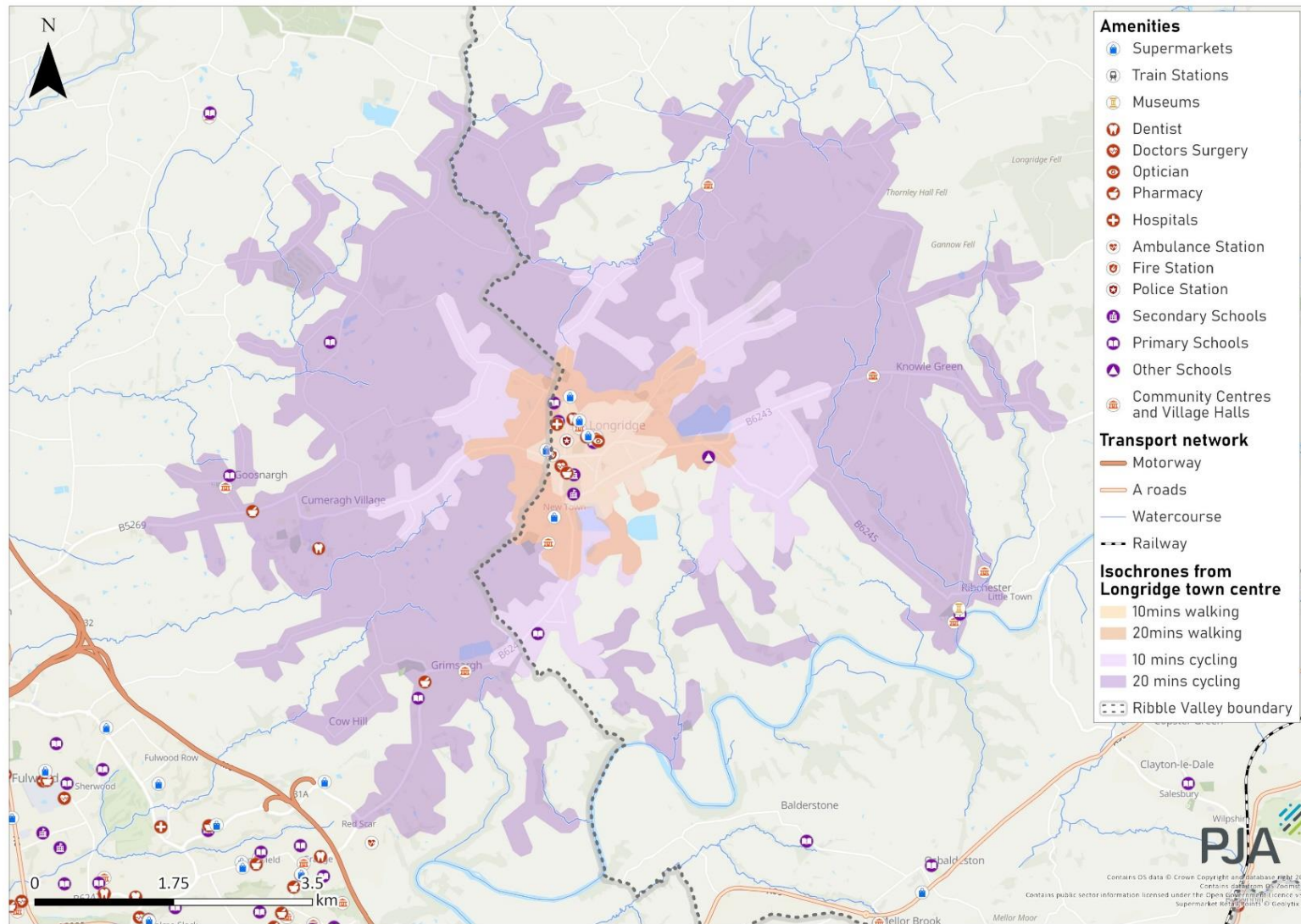


Figure 3-7: Longridge Amenities and Walking & Cycling

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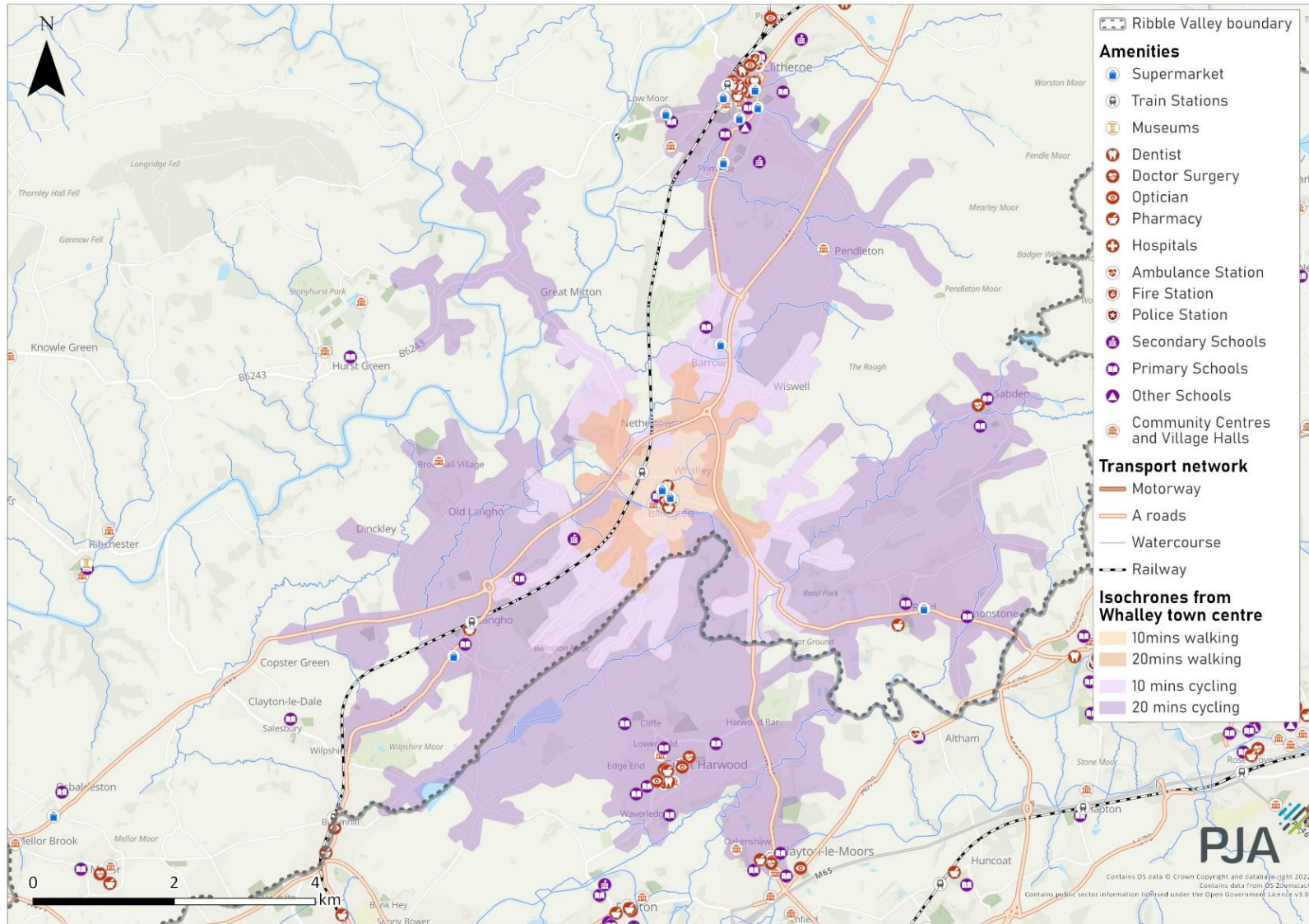


Figure 3-8: Whalley Amenities and Walking & Cycling Isochrones

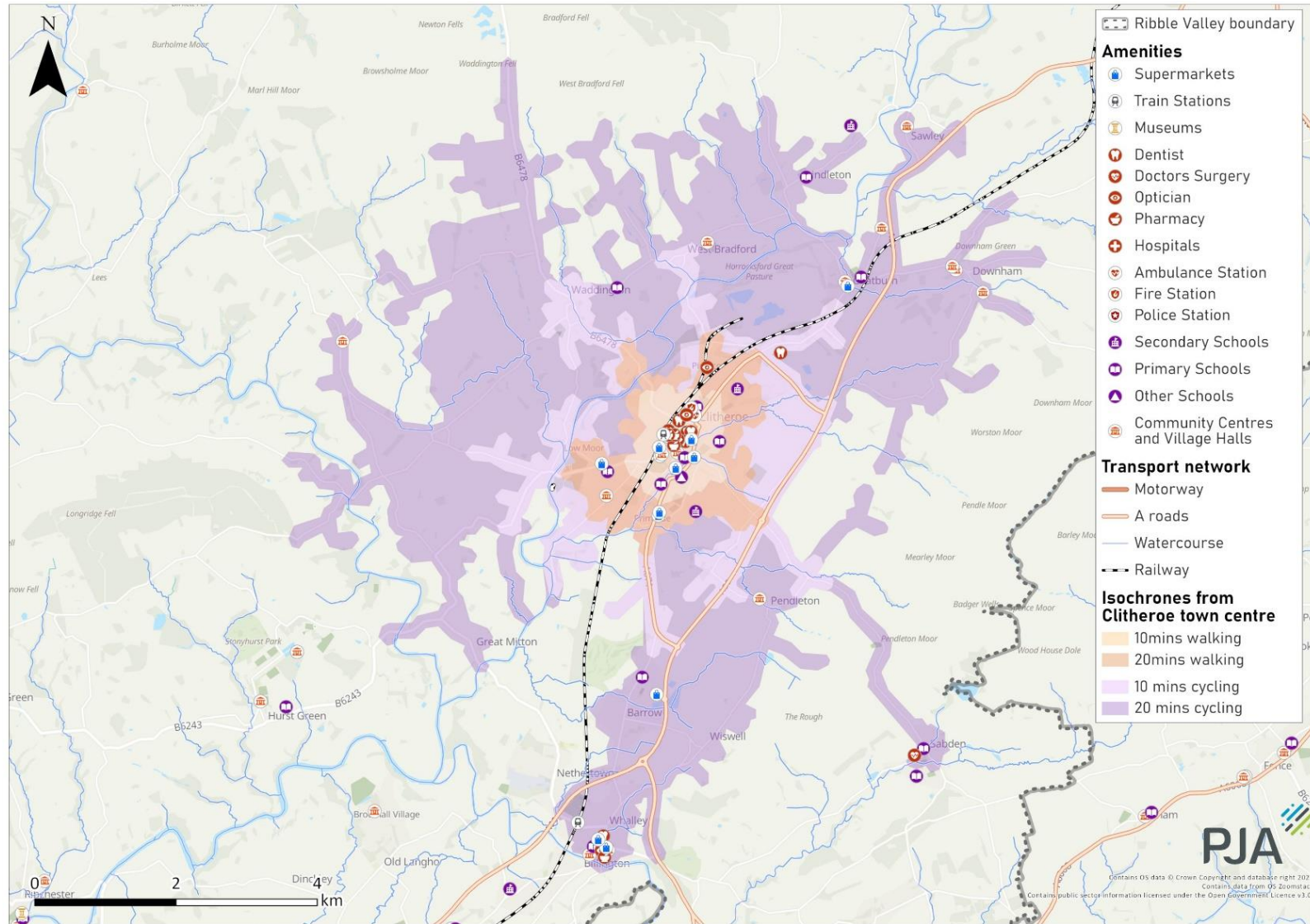


Figure 3-9: Clitheroe Amenities and Walking & Cycling Isochrones

3.5 Transport Network and Movement

Figure 3-10 shows the existing transport network in the Ribble Valley, including railway lines, railway stations, the road network as well as watercourses. Ribble Valley has a public transport network that serves the area through bus and train services. Public transport is focused in the southern areas where the majority of the population resides. There are limited facilities in the Forest of Bowland to the centre and north of the district.

Buses are operated by several companies, including Ribble Valley Borough Transport, Blackburn Bus Company and Lancashire United. These services connect the three towns and surrounding areas with each other, as well as the nearby city of Preston. Most bus services in the area operate between 6am until midnight.

Within the Ribble Valley, trains operate on the Ribble Valley railway lines, connecting to Manchester Victoria to the south and Hellifield in the north via an hourly Northern Rail service. There are four railway stations that serve parts of Ribble Valley: Clitheroe railway station, Langho railway station, Whalley railway station and Ramsgreave and Wilpshire railway station.

The range of destinations that can be reached using public transport from Ribble Valley depends on the specific service, but generally nearby towns and cities such as Blackburn, Preston, and Manchester are reachable using a combination of buses and trains.

Figure 3-11 shows the existing cycle network in Ribble Valley, the area contains several small sections of cycleway, with the majority of it located on the A59 near Clitheroe. Additionally, Ribble Valley is also home to several off-road cycling routes, including the Gisburn Forest mountain bike trails. These routes provide a network of cycle paths and quiet country lanes that allow cyclists to explore Ribble Valley and its surrounding areas. They also offer links to nearby towns and cities and provide opportunities for longer distance cycling trips. Within this LCWIP, there is an opportunity to enhance the existing network, and well as plan for additional routes.

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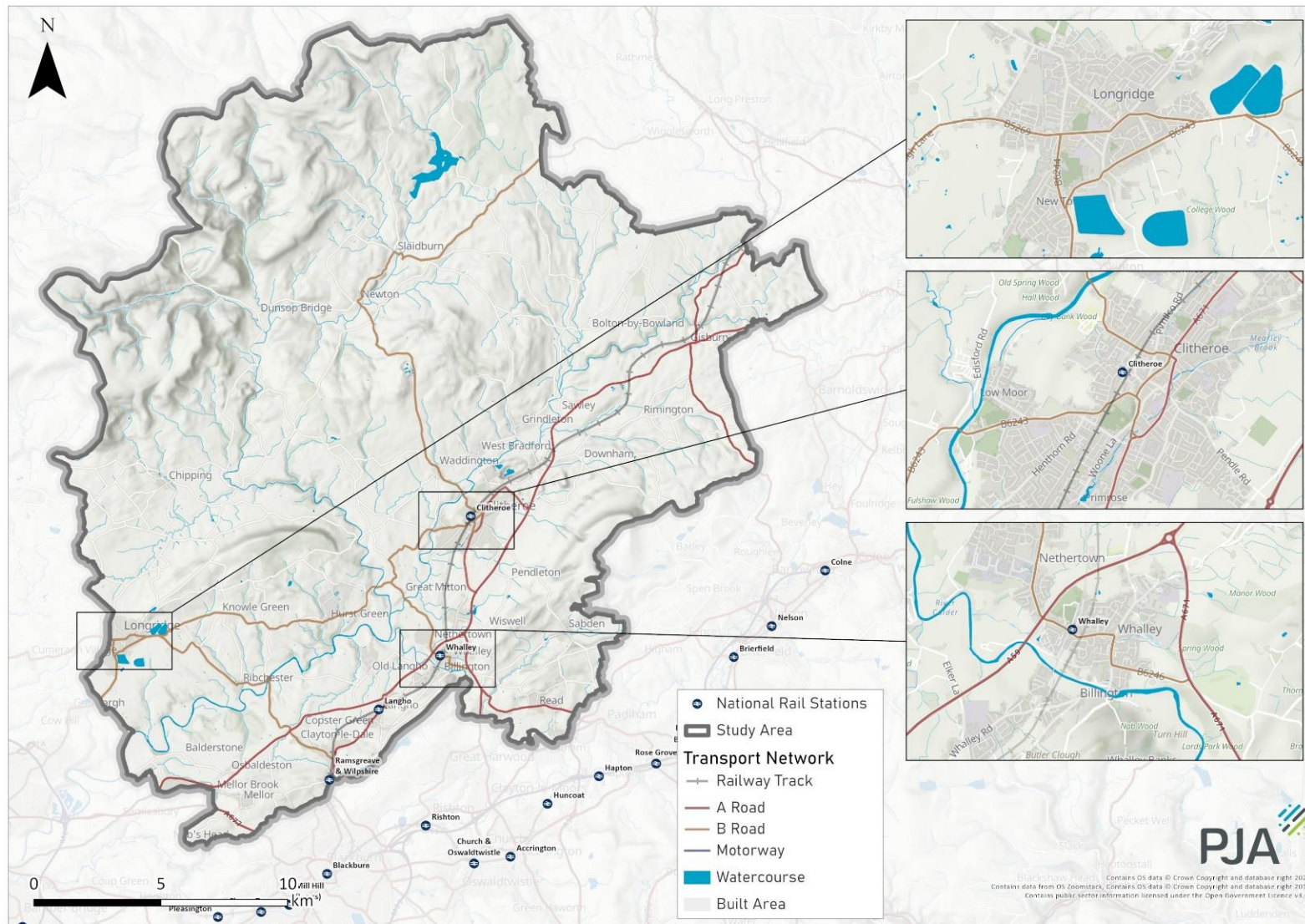


Figure 3-10: Ribble Valley Transport Network

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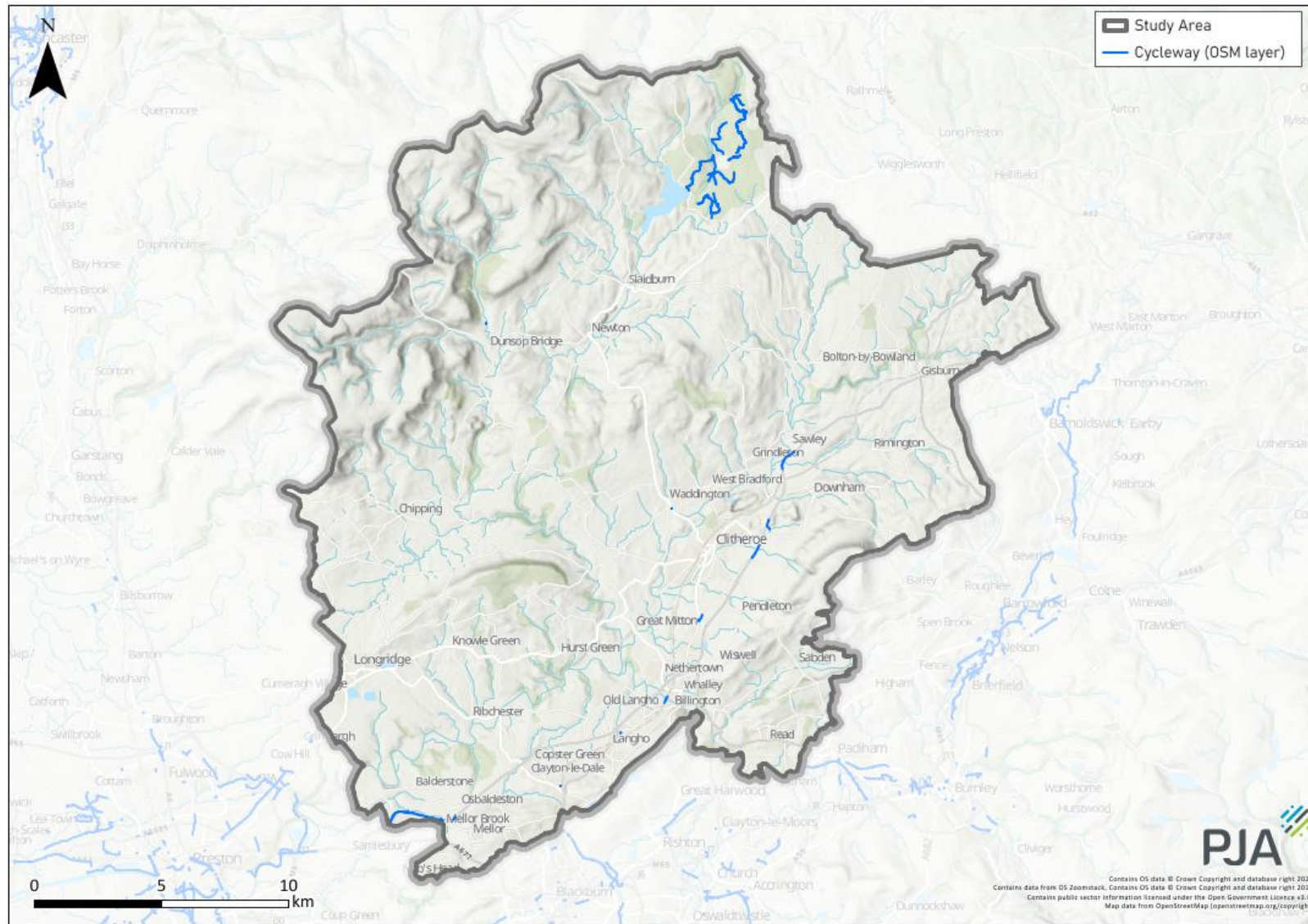


Figure 3-11: Ribble Valley Existing Cycle Network

3.5.1 Collision Data

Figure 3-12 shows pedestrian and cycling collisions between January 2017 to July 2021. This data has helped the project team to gain insight into the locations where incidents are taking place and to identify routes that could benefit from active travel improvements as part of the LCWIP to improve pedestrian and cyclist safety.

According to the statistics from the Department for Transport (DfT), there were seven reported accidents involving pedestrians and 18 reported accidents involving cyclists in the Ribble Valley between 2017-2021.

The map shows that there has been several serious pedestrian collisions and one serious cycling collision in the central Clitheroe area, suggesting safety needs to be improved within the town from a walking and cycling perspective. Another area to note is in Billington, where four collisions have taken place. Unfortunately there have been three fatal collisions within the Ribble Valley, however, these are not clustered within a specific area.

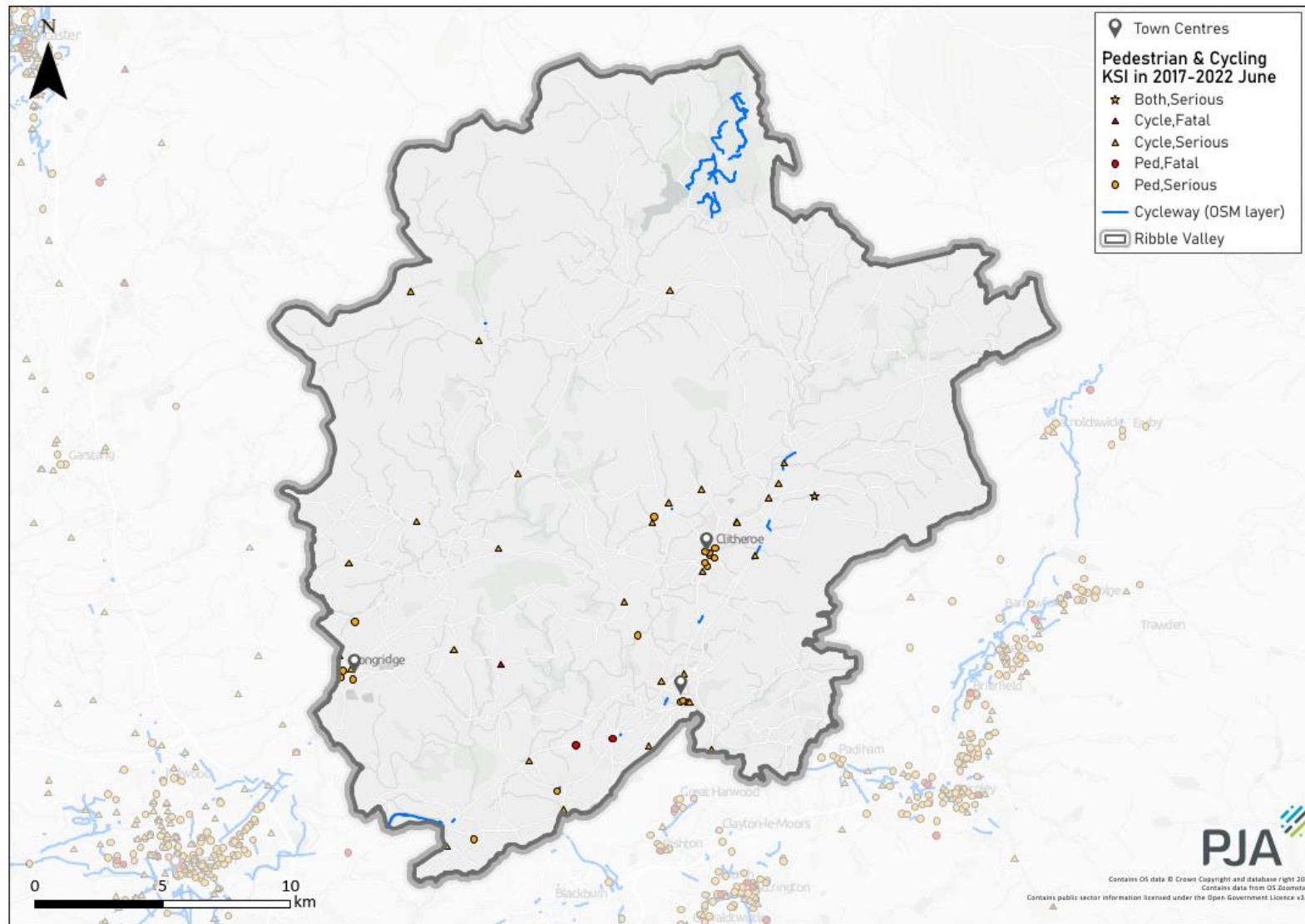


Figure 3-12: Ribble Valley Pedestrian and Cycle Collisions

3.5.2 Travel Patterns

Figure 3-13 shows method of travel to work from the 2011 Census. While the data is now ten years old, it still provides an overview of travel patterns in the region. As the 2021 Census data was carried out during the Covid-19 pandemic, it does not provide an accurate representation of travel to work patterns due to restrictions and working from home flexibility.

Of those in employment, driving a private car remains the primary mode of transport to work across the region. Within towns such as Clitheroe, the split is slightly different. For example, in Clitheroe, private car use represents approximately two thirds of all commuter trips, with the remaining third made up of journeys by other modes.

The map also shows average journey to work distances from the 2021 Census. Trip distances indicate the potential for growth in walking and cycling as viable modes of travel, especially for shorter distances. As shown, across the rural area, the average distance varies significantly.

The distance in kilometres is significantly higher in the rural areas than in the urban areas where travel distances are shorter. The shorter trips have the most potential to convert to walking trips as they are achievable on foot. The distance travelled to work ranges between 12km and 19.5km. Some of these trips could potentially be cycled with improved infrastructure.

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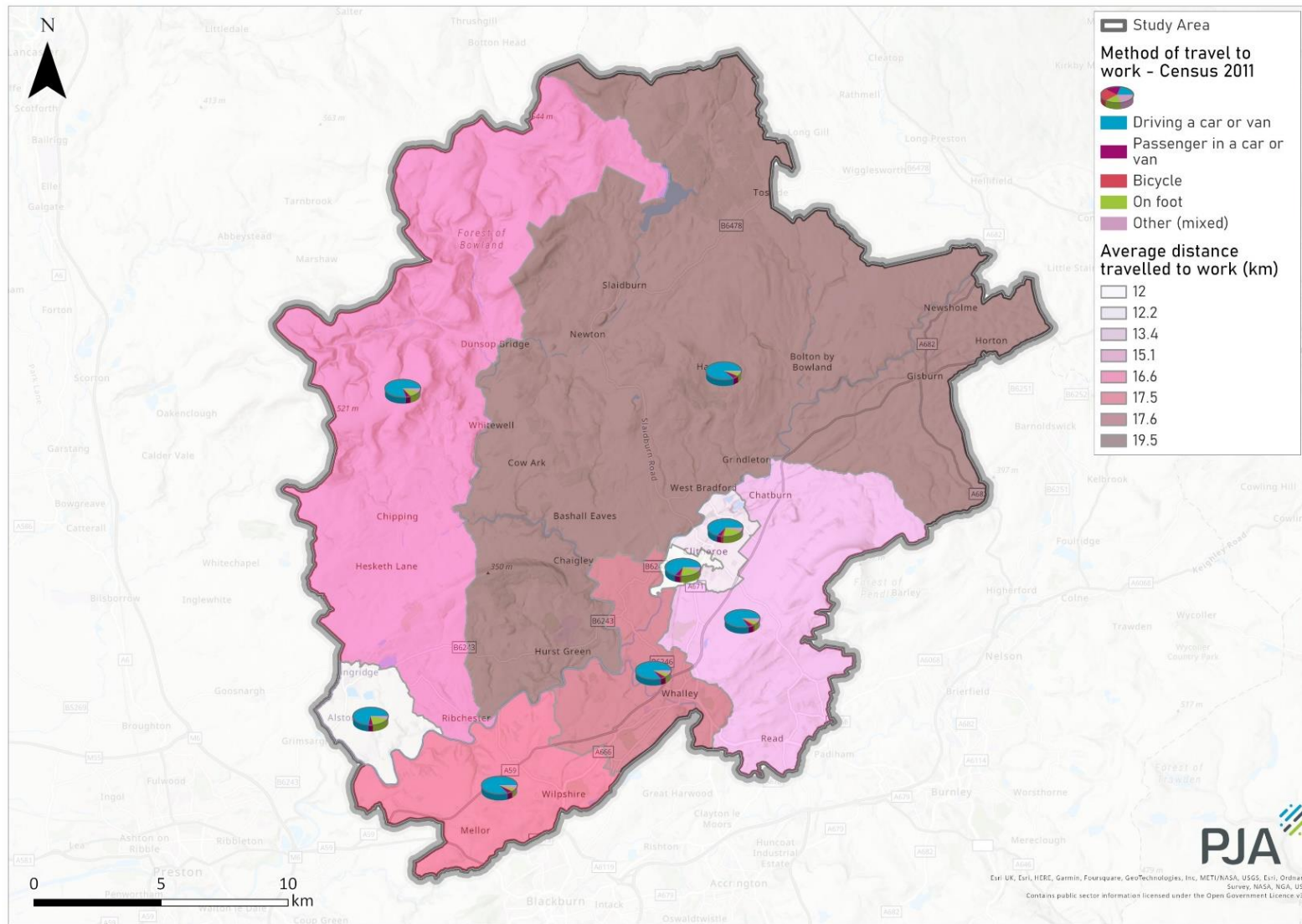


Figure 3-13: Ribble Valley Commute Travel Patterns

3.5.3 Cycle Count Data

Figure 3-14 shows annual average daily pedal cycle counts at locations across the Ribble Valley. This data has been sourced from the DfT's Road Traffic Statistics data portal³¹.

The highest cycle flows were found to be on the A671 Accrington Road, south of Whalley, with an annual average daily cycle count of 127 despite there being no cycle facilities in this location. This suggests an existing demand for cycling between Whalley and the wider Ribble Valley area to settlements to the south such as Simonstone and Great Harwood.

There were also found to be moderate cycle flows (between 61-120) in numerous locations such as in Clitheroe, in rural areas to the north west of Longridge, between Clitheroe and Whalley, and near Langho and Brownhill (suburb of Blackburn).

These cycle flows suggest that there is existing cycle demand within Clitheroe, between Clitheroe and Whalley, and between Langho and Blackburn, indicating areas that could benefit from improved cycle infrastructure.

³¹ <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>

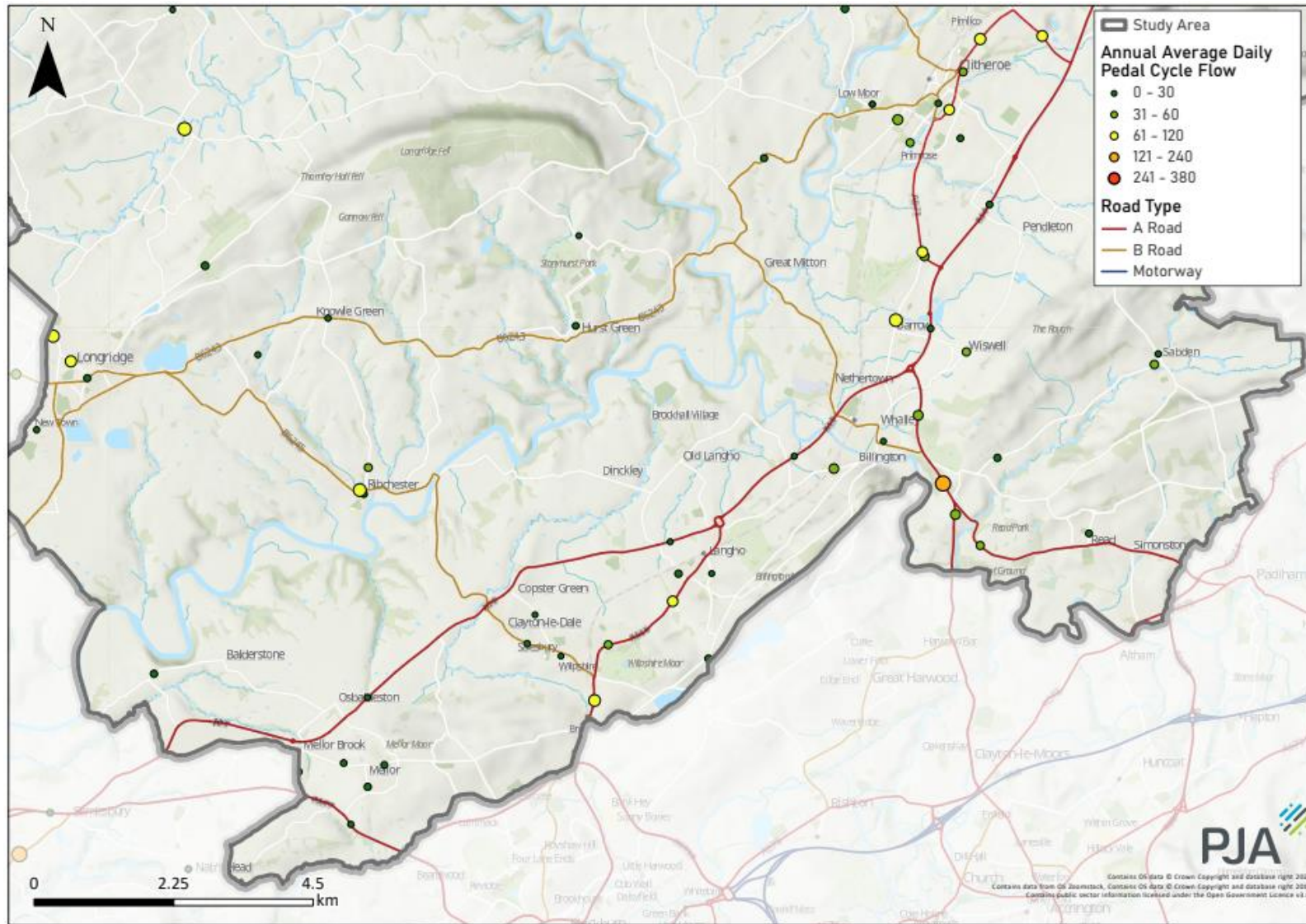


Figure 3-14: Ribble Valley Cycle Traffic Counts

3.6 Engagement

3.6.1 Stage 1 Engagement Survey

In Spring 2022, LCC conducted a survey to gather feedback from the public about active travel concerns and desired improvements throughout the county. The survey featured an interactive online map that enabled respondents to pinpoint specific locations where they identified issues or had requests. Within the Lancashire study area, responses or 'pins' were recorded. Figure 3-15, Figure 3-16 and Figure 3-17 show the locations of the comments in the Longridge, Whalley and Clitheroe area respectively.

To summarise, some of the main themes from the engagement exercise are summarised below:

- Longridge – There are lots of new housing developments in the area, there is also potential for links to Preston via the disused railway line.
- A59 corridor from Mellor Brook to Langho – This a major employment site (BAE) near Mellor, which has few options for access other than car.
- A666 corridor from Ramsgreave to Langho – There are concerns about speeding along this corridor that also serves two rail stations (Ramsgreave and Wilpshire and Langho).
- Sabden High School – There is a cluster of concerns around speeding and dangerous junctions.
- A59 Whalley to Clitheroe – This is a major gateway into Clitheroe and has a mix of comments and concerns along this route.
- Clitheroe – There is very high public support for improvements in the town.
- A59 Chatburn – This is another key gateway into Clitheroe with the major roads serving as a barrier to active travel.

Figure 3-15: Longridge Engagement Results pinpoints the themes and locations these relate to from the engagement undertaken for Longridge and surrounding

areas. There are numerous cycle route concerns mainly due to lack of off-road cycle routes (not including bridleways), as most cyclists have no option to cycle on the road, often alongside high speed limits. Similar to all other districts, road and path surface condition is a recurring theme.

Figure 3-16: Whalley Engagement Results relates to the engagement undertaken for Whalley and surrounding areas. Compared to Longridge and Clitheroe, there were fewer comments in this area. Local ambitions for Whalley include improving the footpath from Whalley Viaduct on the east side of Calderstones Hospital and upgrades to the bridleway for cyclists. There is also potential to improve the footpath alongside Whalley Viaduct to Billington for cycling. Speeding was also highlighted as a key issue on some of the rural roads around Langho, and on Ramsgreave Road, as shown the by the cluster of red circles towards the south of the map.

Figure 3-17: Clitheroe Engagement Results illustrates the themes from the engagement undertaken for Clitheroe and surrounding areas. Cycle routes is the main topics of concern in the Clitheroe area and therefore, a high public support for improvements in the town.

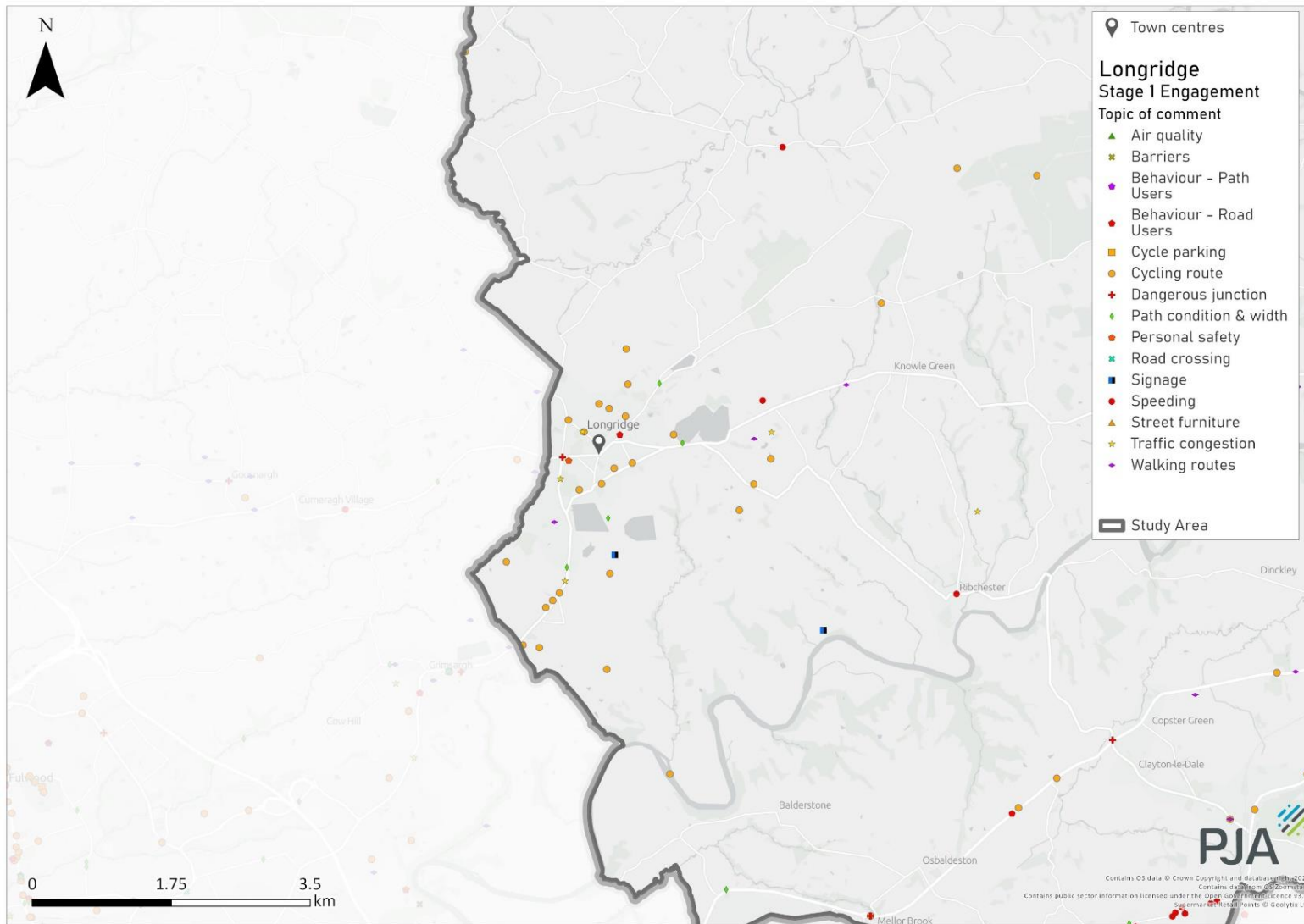


Figure 3-15: Longridge Engagement Results

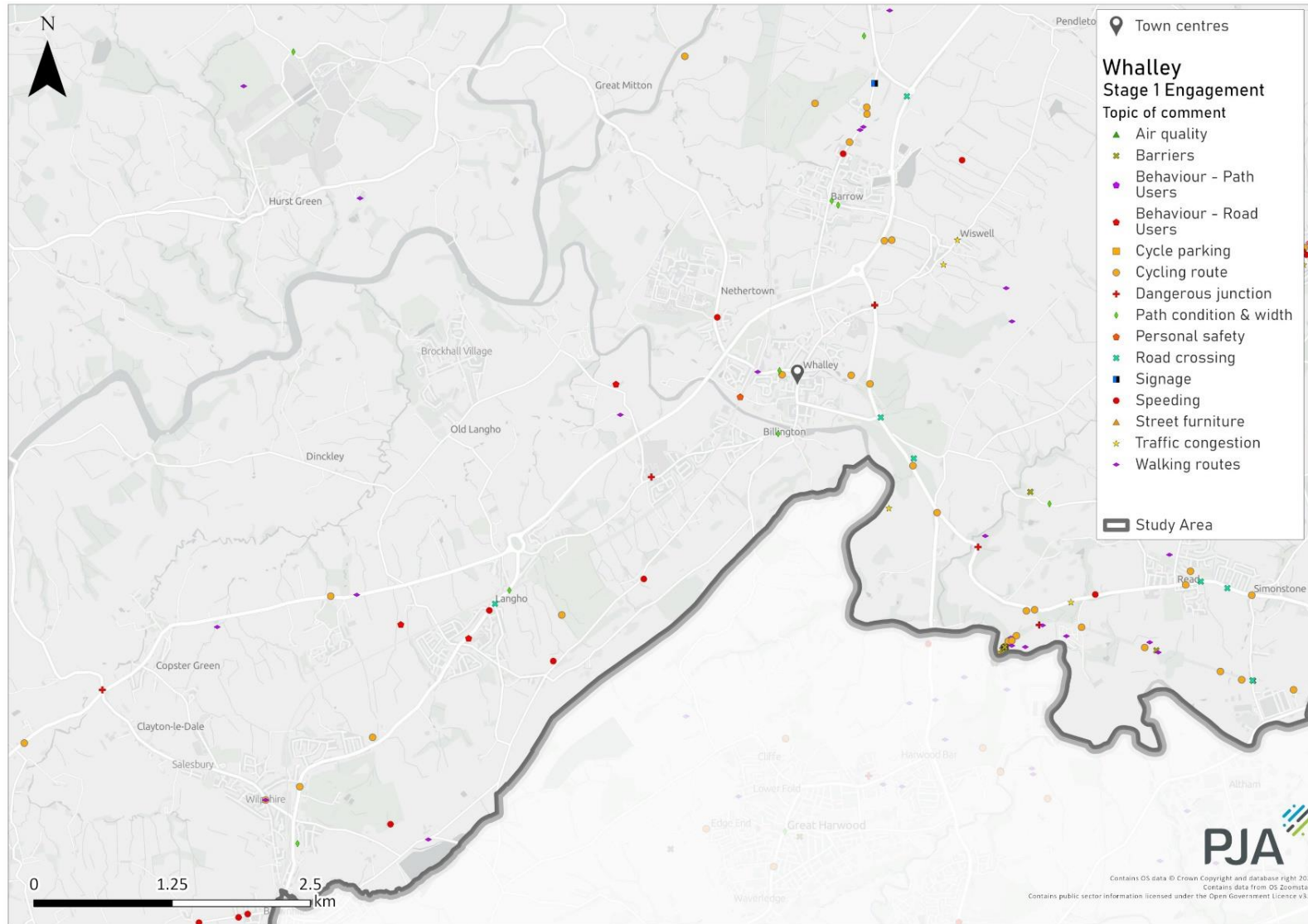


Figure 3-16: Whalley Engagement Results

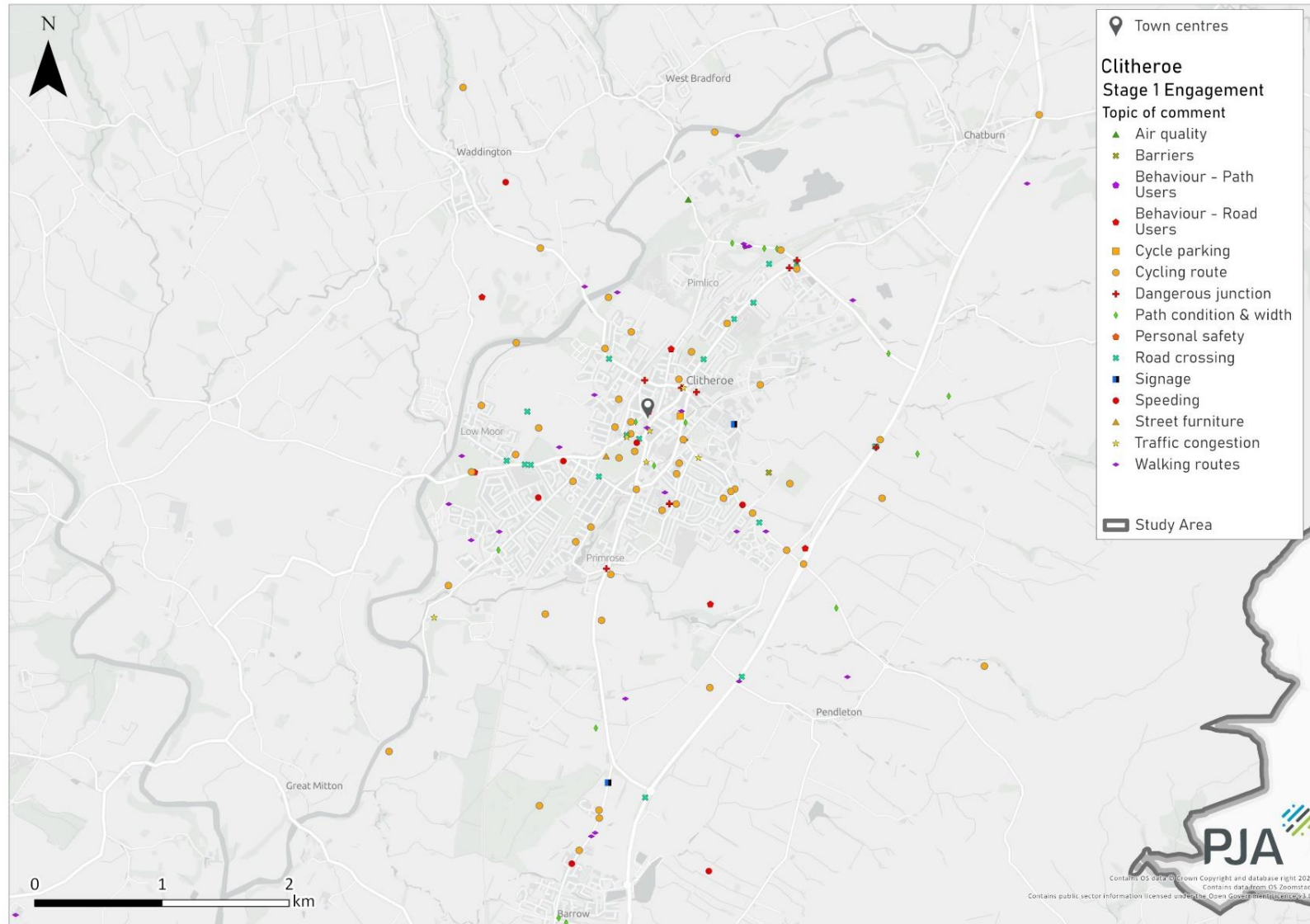


Figure 3-17: Clitheroe Engagement Results

3.6.2 Stage 2 Engagement Survey

Between 12th September and 24th October 2023, LCC conducted a survey to gather feedback from the public about the proposed LCWIP network in the Ribble Valley. The survey included the proposed routes and allowed respondents to comment on them, as well as suggest new routes by drawing on the online map. Figure 3-18 shows an overview of the feedback and drawn routes at a Ribble Valley level, and Figure 3-19, Figure 3-20 and Figure 3-21 focus in on the Whalley, Longridge and Clitheroe areas. The figures show the net value of responses for the proposed routes. This was calculated by subtracting the negative responses from the positive responses. An analysis of each figure follows below.

Figure 3-18 shows an overview of the engagement results for the whole of the Ribble Valley. As shown, the strategic route into Longridge from Preston was very positively responded to, as was the Martholme Greenway strategic route towards south of Read and Simonstone in the southeast of the Ribble Valley. Some of the less positively responded to proposed routes can be found in the Clitheroe area.

Figure 3-19 shows the engagement results for the Whalley, Wilpshire and Read area. As mentioned above, the Martholme Greenway strategic route south of Read and Simonstone received a high number of positive responses. Positive responses included how it would improve connections into Padiham Greenway and Read and how people would welcome the opportunity to be able to cycle the route as it would provide a safer route compared to the current situation. Other routes into Whalley received fewer but mostly positive responses. The secondary route north of Whalley Road received a net positive response between 6-10 and the strategic route to the west connecting Whalley to Wilpshire received a net positive response of between 1-5. Similarly, the strategic route north of Whalley connecting to Clitheroe received a net score of between 1-5. A section of the route into Wilpshire along Whalley Road received a net negative response. Regarding suggested routes drawn by the

public, some of the routes looked to connect Whalley into Clitheroe along the River Ribble or parallel to the railway line as alternatives. Other routes to the southwest look to connect towards Preston via the River Ribble.

Figure 3-20 shows the engagement results for Longridge and Mellor. The map shows the strategic route into Longridge from Preston had the highest net positive responses of between 21-96. Justification for the positive responses included that it would provide a safe off-road route for cyclists for leisure and utility purposes to Preston via the Guild Wheel. The primary routes within Longridge scored less highly, however these each have a net positive response of between 1-5. The route which connects to the South Ribble district along the A59 and A677 also scored between 1-5. Regarding new suggested routes, these included a cluster of routes connecting north into the Forest of Bowland along Longridge Road and routes into Clitheroe along B643 Clitheroe Road and the River Ribble.

Figure 3-21 shows the engagement results for Clitheroe. Generally, these routes were less positively received than routes within other areas of the Ribble Valley. The primary route from Clitheroe to Waddington received a net positive response of between 1-5, as did the secondary route to Waddington, the primary route northeast linking to Chatburn along Chatburn Road and Clitheroe Road and the primary route on Pimlico Link Road. Some routes had a net negative response between -4 and -1. This includes the primary route along Edisford Road, the route north of Clitheroe on Pimlico Road and the route into Clitheroe centre on Lincoln Way. Regarding new suggested routes, there were multiple routes suggested north of Chatburn towards Gisburn and Forest Beck. There are also suggestions to link Waddington to Chatburn and Chatburn to Whalley via Mearley Brook Lane.

This feedback from the consultation has been analysed and the LCWIP network has been updated where appropriate.

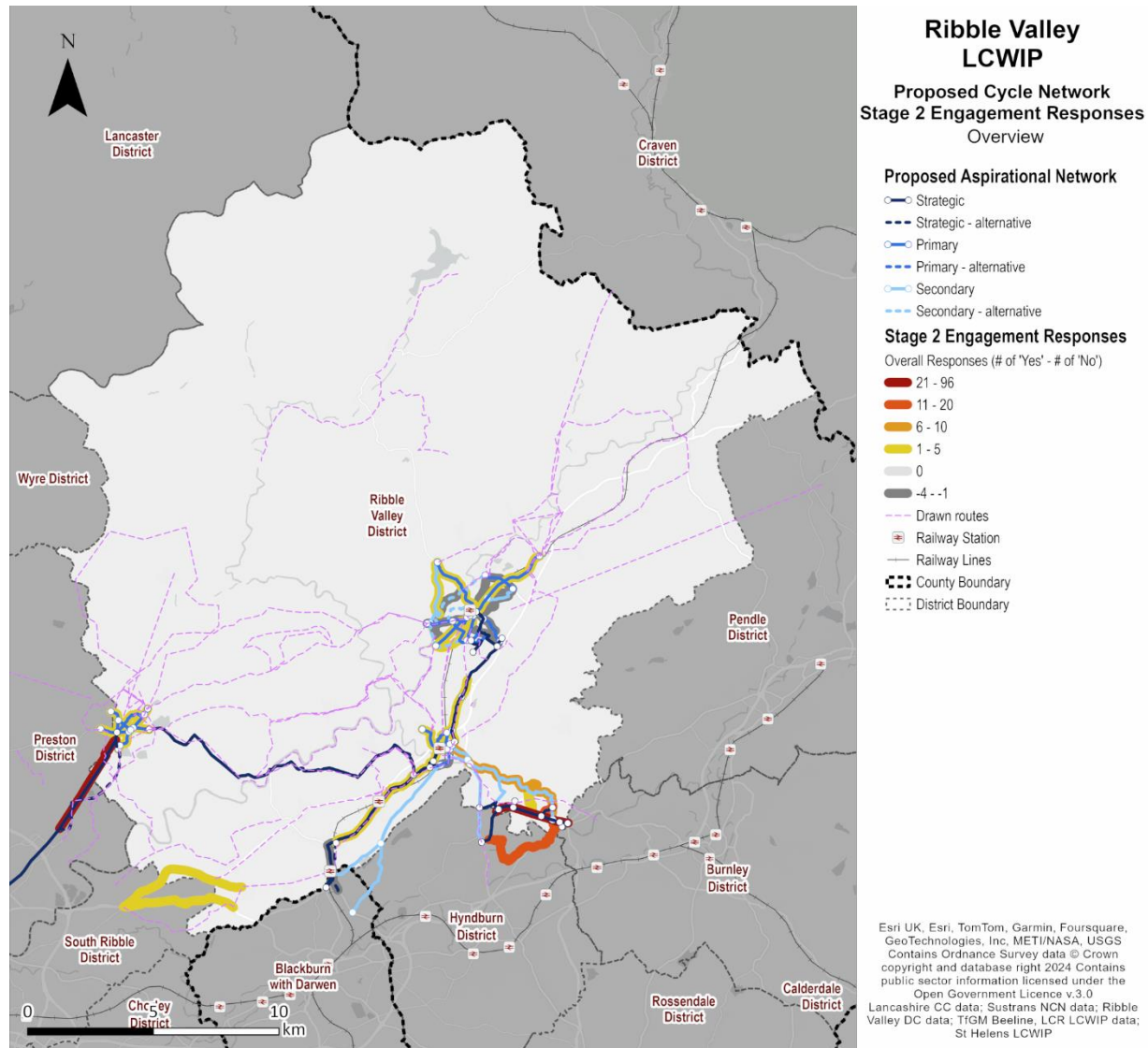


Figure 3-18: Overview of Engagement Results

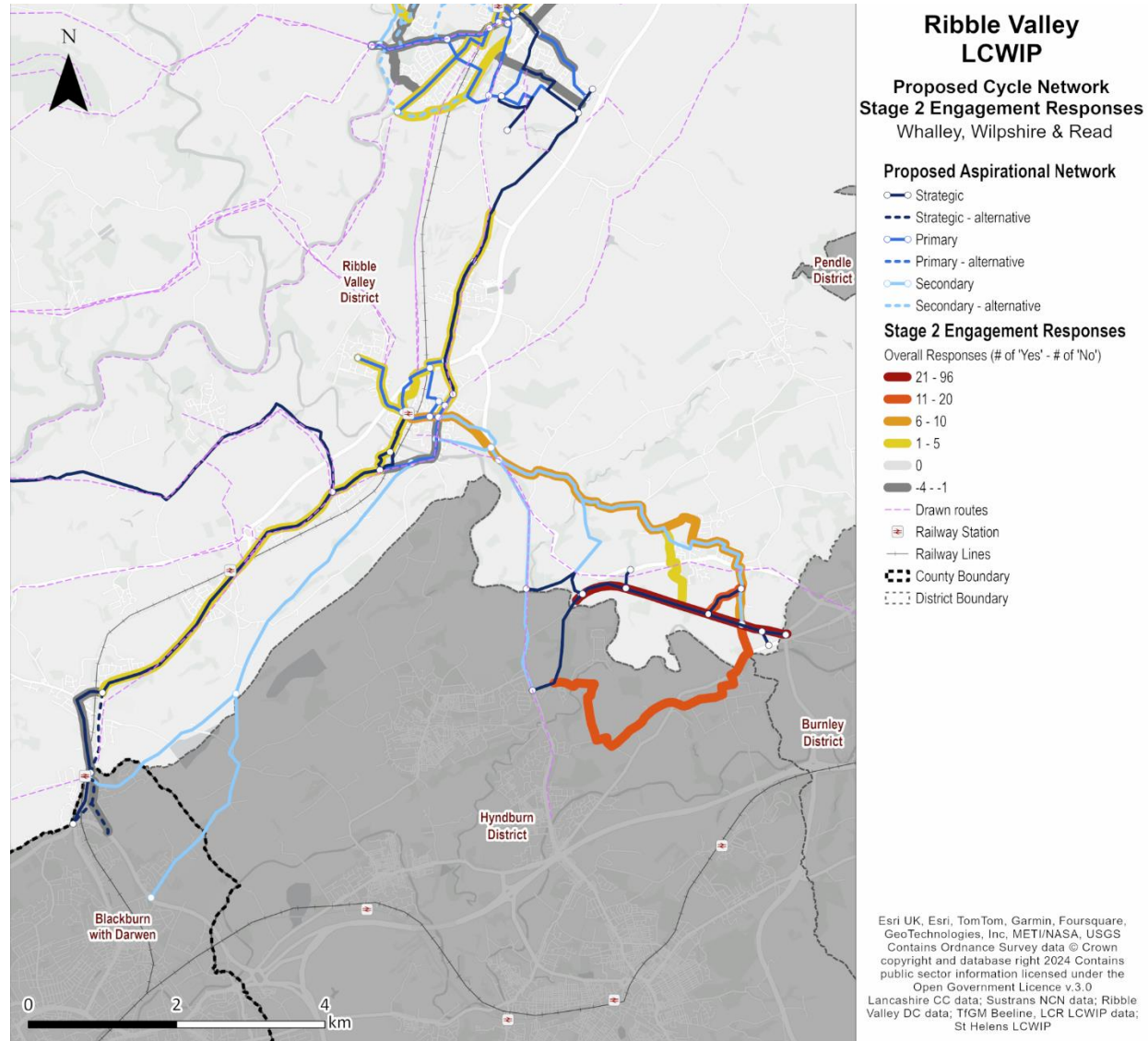


Figure 3-19: Whalley, Wilpshire and Read Engagement Results

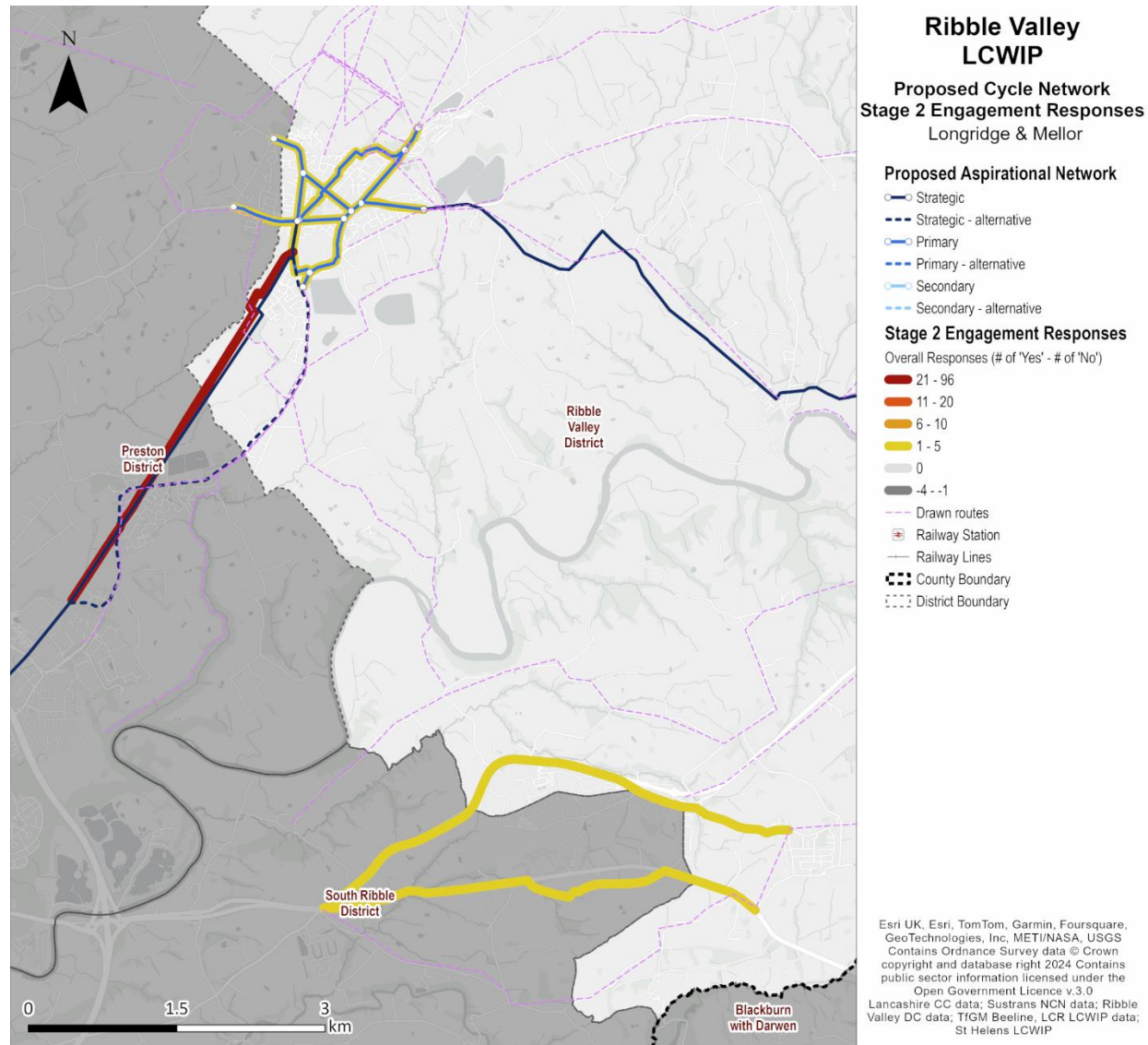


Figure 3-20: Longridge and Mellor Engagement Results

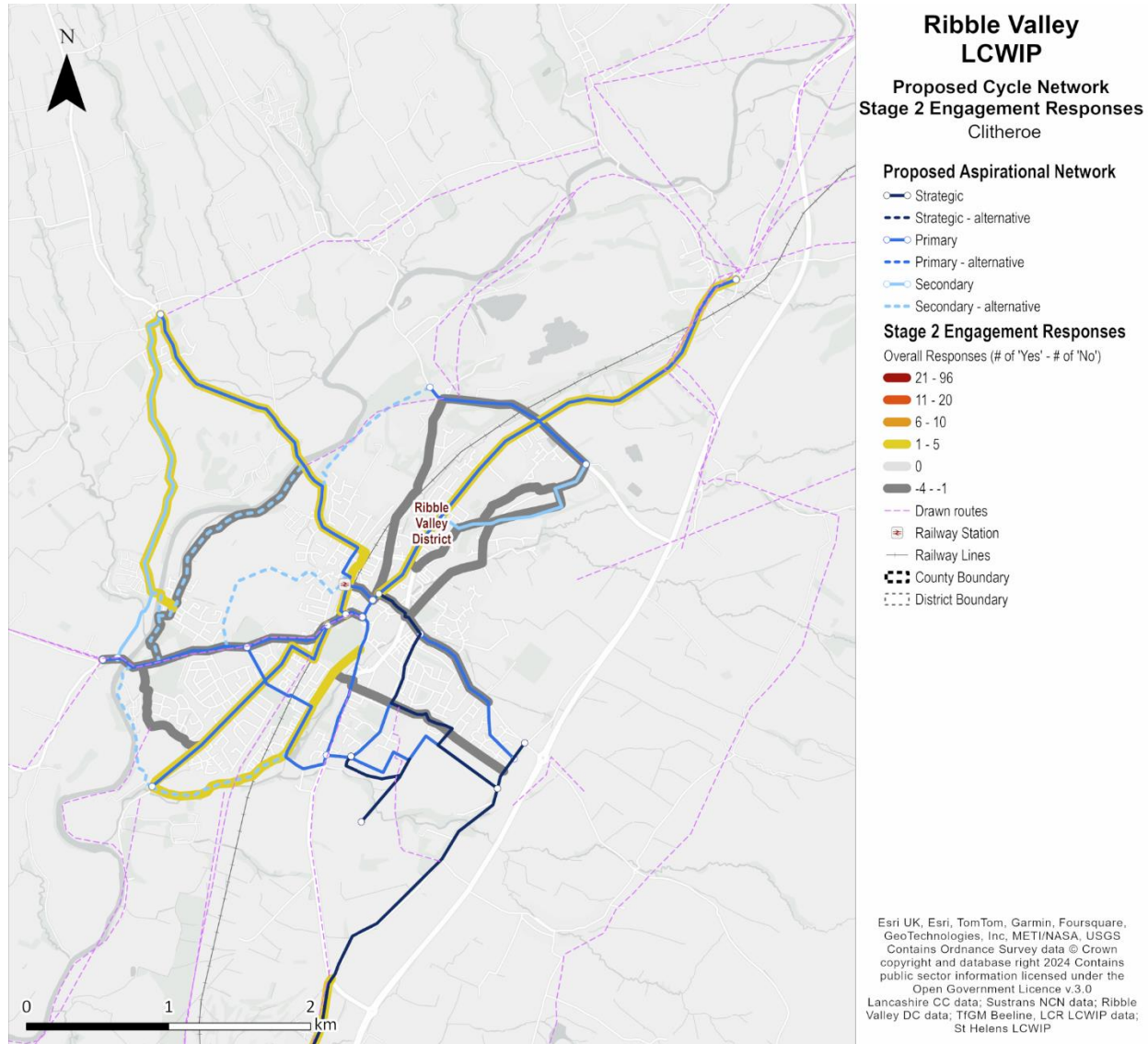


Figure 3-21: Clitheroe Engagement Results

3.7 Understanding Desire Lines

3.7.1 Propensity to Cycle Tool (PCT)

The Propensity to Cycle Tool (PCT) has been utilised to analyse travel to work trips between key origins and destinations in the area.

The PCT is a web-based mapping tool that uses geographic and demographic data to estimate the number of cycle trips that could be made in a given area. The PCT allows users to explore different scenarios for cycling by changing factors such as investment in cycling infrastructure, changes in land use patterns, and demographic shifts. It also provides estimates of the health, environmental, and economic benefits that could be achieved by increasing cycling in a particular area.

The PCT analysis originally used the 2011 Census data. As the data was over ten years old, the trips have been modified in Figure 3-22 using 2021 Census population data. The tool indicates where the demand for cycle commuter trips could be and is based on commuting trips using an e-bike scenario. The map shows Clitheroe and Longridge in particular as areas with a high propensity to cycle.

As the PCT E-bike scenario has been used, the map shows origins and destinations that can be reached over longer distances and hillier terrains than under other scenarios.

Figure 3-23 shows the PCT straight-line desire lines between origins and destinations to illustrate demand. This map gives a reasonable indication of where the origin and destinations are for some of the commuter trips. This map clearly shows that demand is highest around Longridge, Clitheroe, Whalley and to a lesser extent, Mellor and Langho. It also shows that links are important between Longridge and Preston, and movements from the south of Ribble Valley to Hyndburn and Blackburn.

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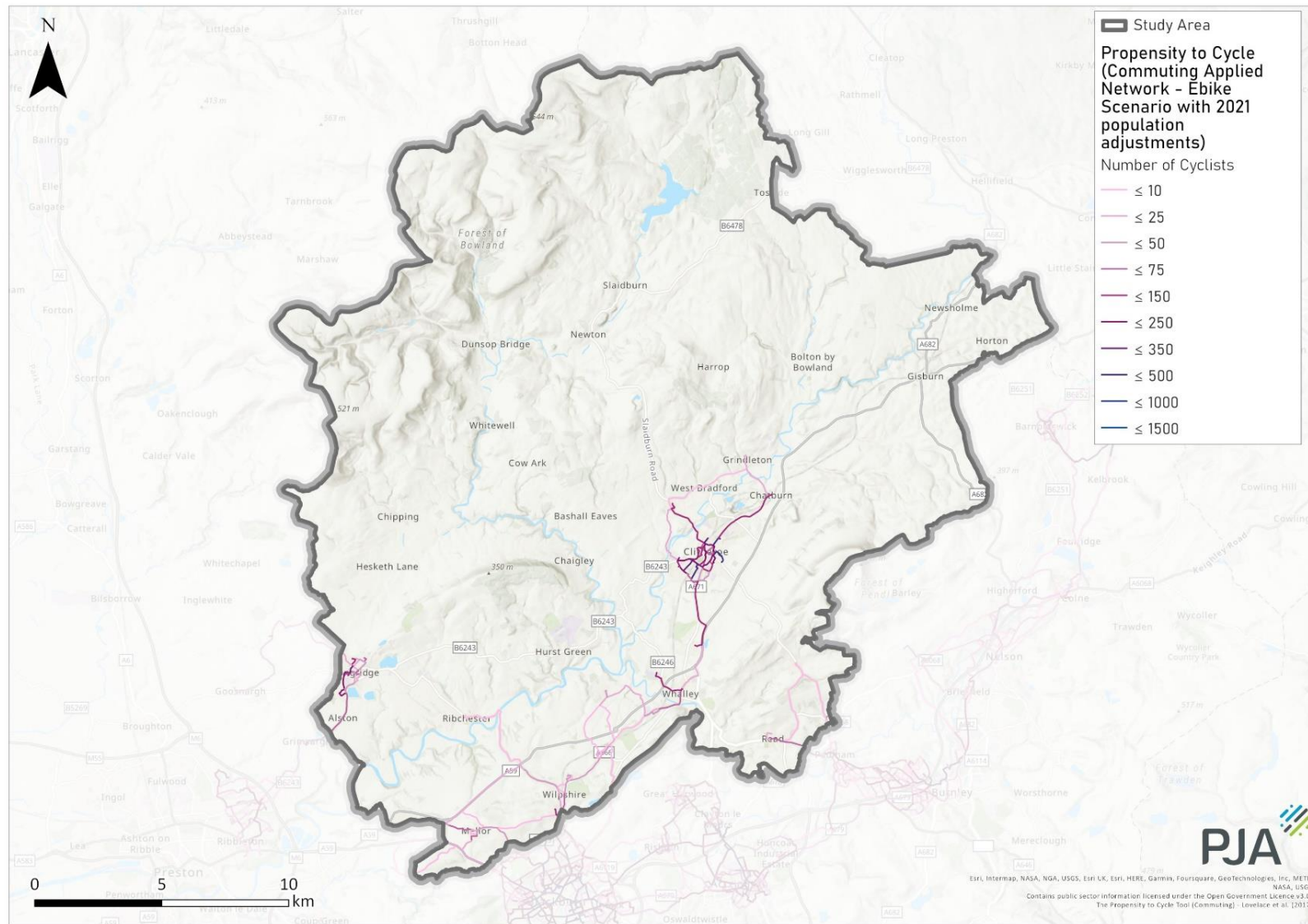


Figure 3-22: Ribble Valley PCT Analysis

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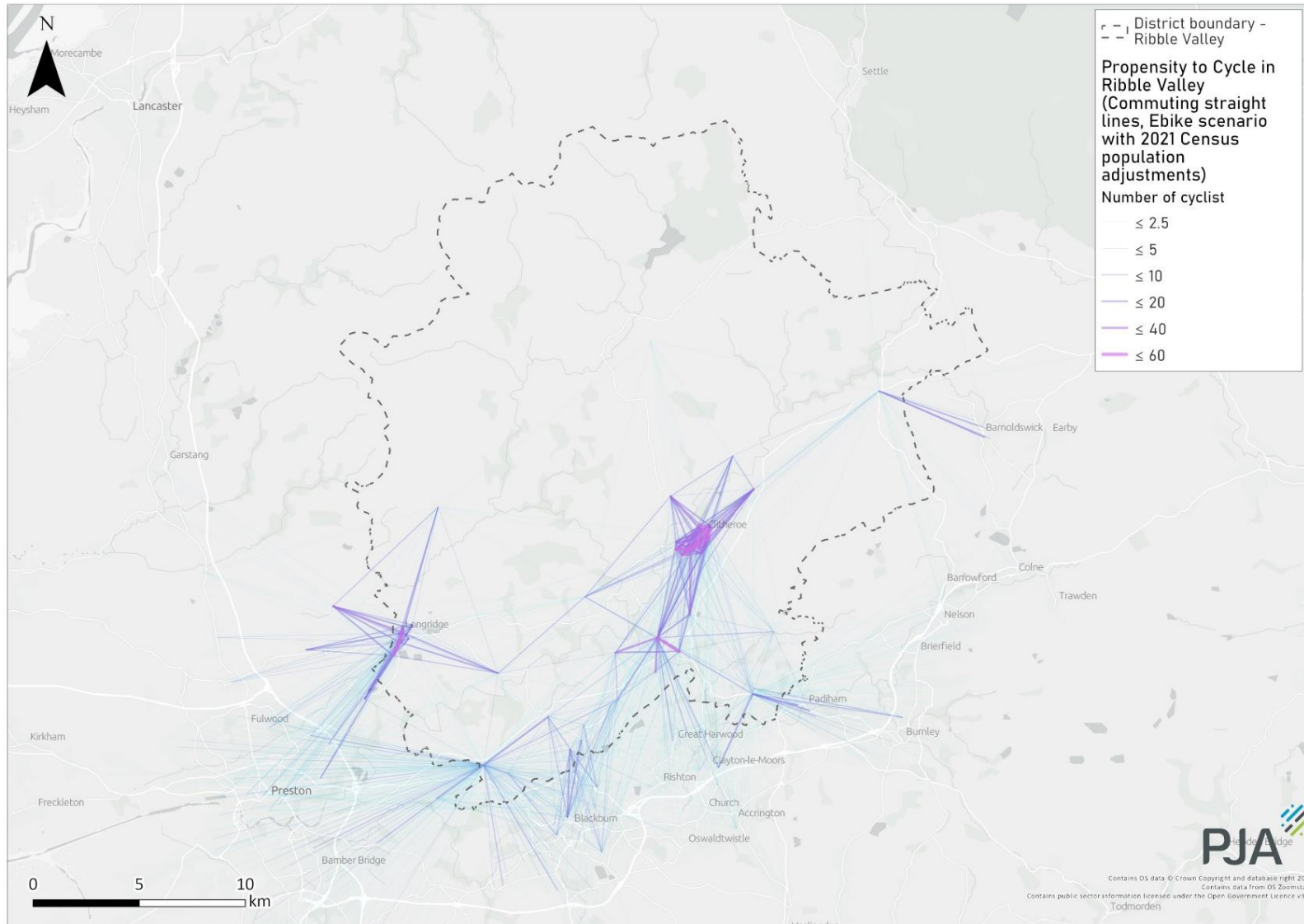


Figure 3-23: Ribble Valley Cycling Desire Lines PCT



3.7.2 Everyday Trips Analysis

The PCT draws on commuting data, but lacks detail on 'everyday' trips that typically account for around two thirds of short journeys - including shopping, personal business and leisure trips. The 'Everyday Trips' analysis therefore provides an estimate of the potential for these types of short trips. The analysis uses a grid system to identify 'origin' clusters of LSOA population centroids, and future housing development clusters.

Potential trip destinations are identified, with two classes:

- Class 1: key employment sites, local, town and village centres
- Class 2: education (primary and secondary schools), healthcare facilities (hospitals, GP practices, dentists, pharmacies), community centres, leisure facilities, supermarkets etc.

"Crow-fly" desire lines are drawn between each origin point, and the nearest class 2 destination, and between the origin points and all class 1 destinations up to 8km away. This approach assumes that people tend to use their most local facilities but will also travel to more major centres within reach.

Clustering analysis shows clusters of highest demand, and the most likely desire lines for these everyday trips.

All trip distances are considered including shorter walking trips under 2km and cycling trips up to 8km. Cross-boundary trip potential has also been considered in the process as the majority of trips in Ribble Valley are close to the border with Blackburn and Burnley.

Figure 3-24 illustrates walking trips up to 2km. The red lines represent the 'Everyday' walking desire lines, and the blue lines represent the clusters which are created to show where the stronger links are. The map shows the concentrated demand in the three large urban areas (Longridge, Whalley and Clitheroe) illustrating where the demand is coming to and from.

Analysing the everyday trips in Clitheroe, the data shows that there are strong links from the east around to the south-west indicating the least severance is from the railway and where the walking desire lines are expected for the shorter trips. In Whalley, the results are more dispersed due to the outlying villages and schools in

Billington and the residential development out towards the south-west hence creating stronger desire lines. In Longridge, the area is compact and isolated as most of the trips are within the footprint of Longridge.

Figure 3-25 illustrates slightly longer non-work trips between 2-5km which could potentially be made by cycle. The key desire lines are along the valley, linking Clitheroe, Whalley and surrounding settlements. There are potential cross-border links to the south from Longridge towards Preston, from Wilpshire to Blackburn and from Read to Padiham.

Figure 3-26 shows the "Everyday" trips between 5-8km which could potentially be made by bicycle. Trips between Longridge and Preston can be seen on the map showing the potential for longer trips between two of the major settlements.

There is a desire line heading southeast from Longridge across the River Ribble towards Samlesbury and Mellor, however, as mentioned previously this is challenging due to the lack of river crossings.

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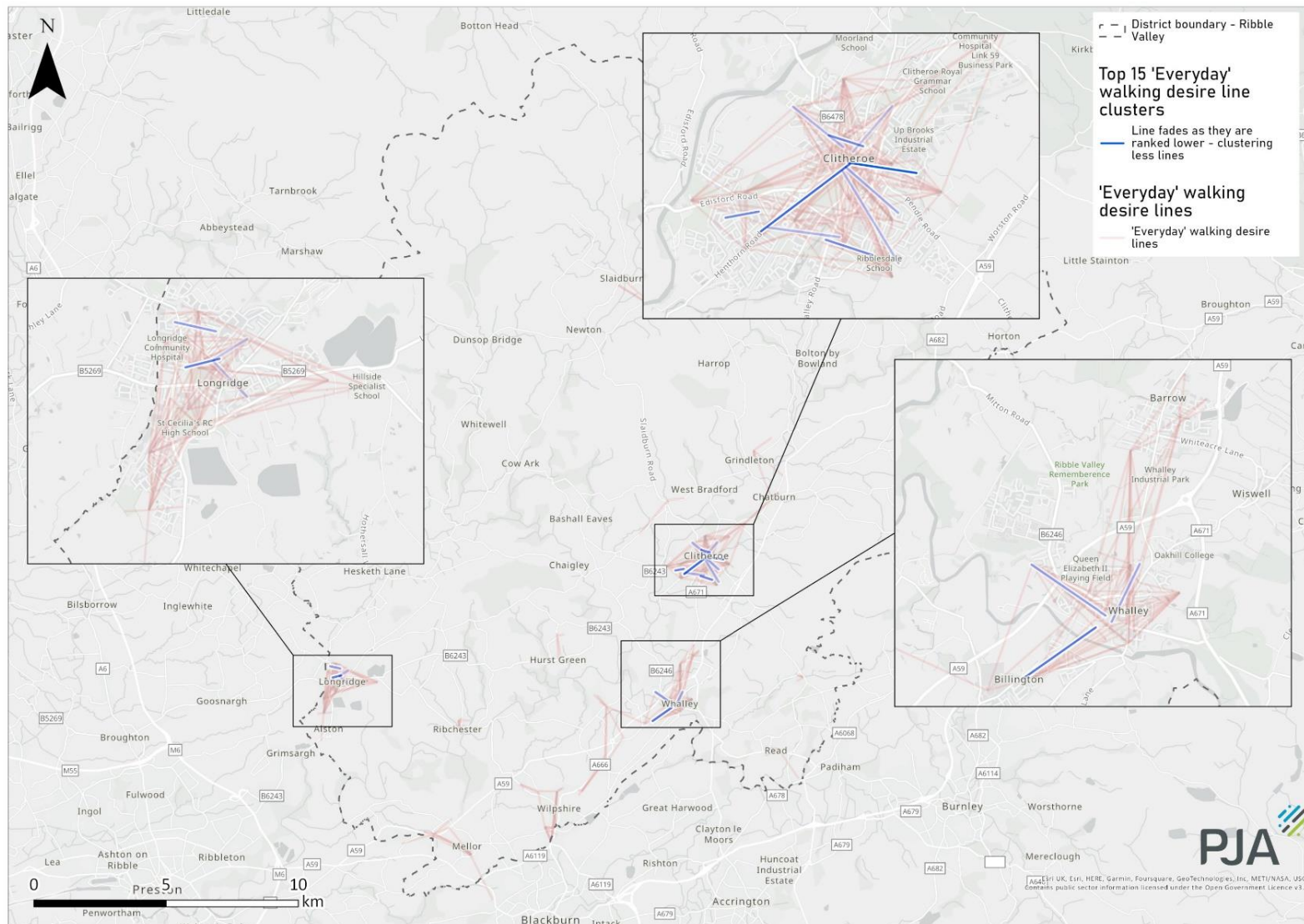


Figure 3-24: Ribble Valley 'Everyday' Walking Desire Lines (0-2km)

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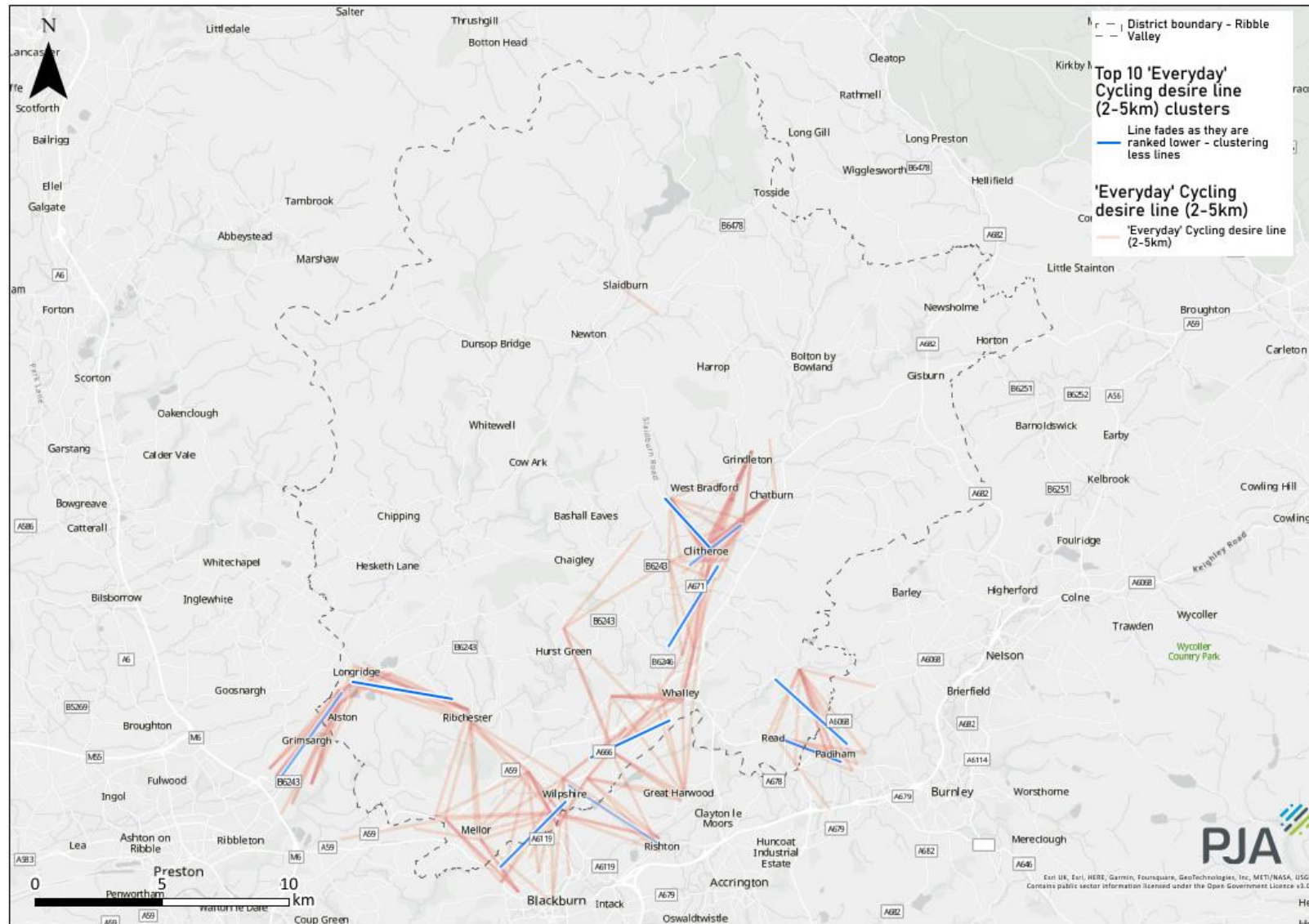


Figure 3-25: Ribble Valley 'Everyday' Cycling Desire Lines (2-5km)

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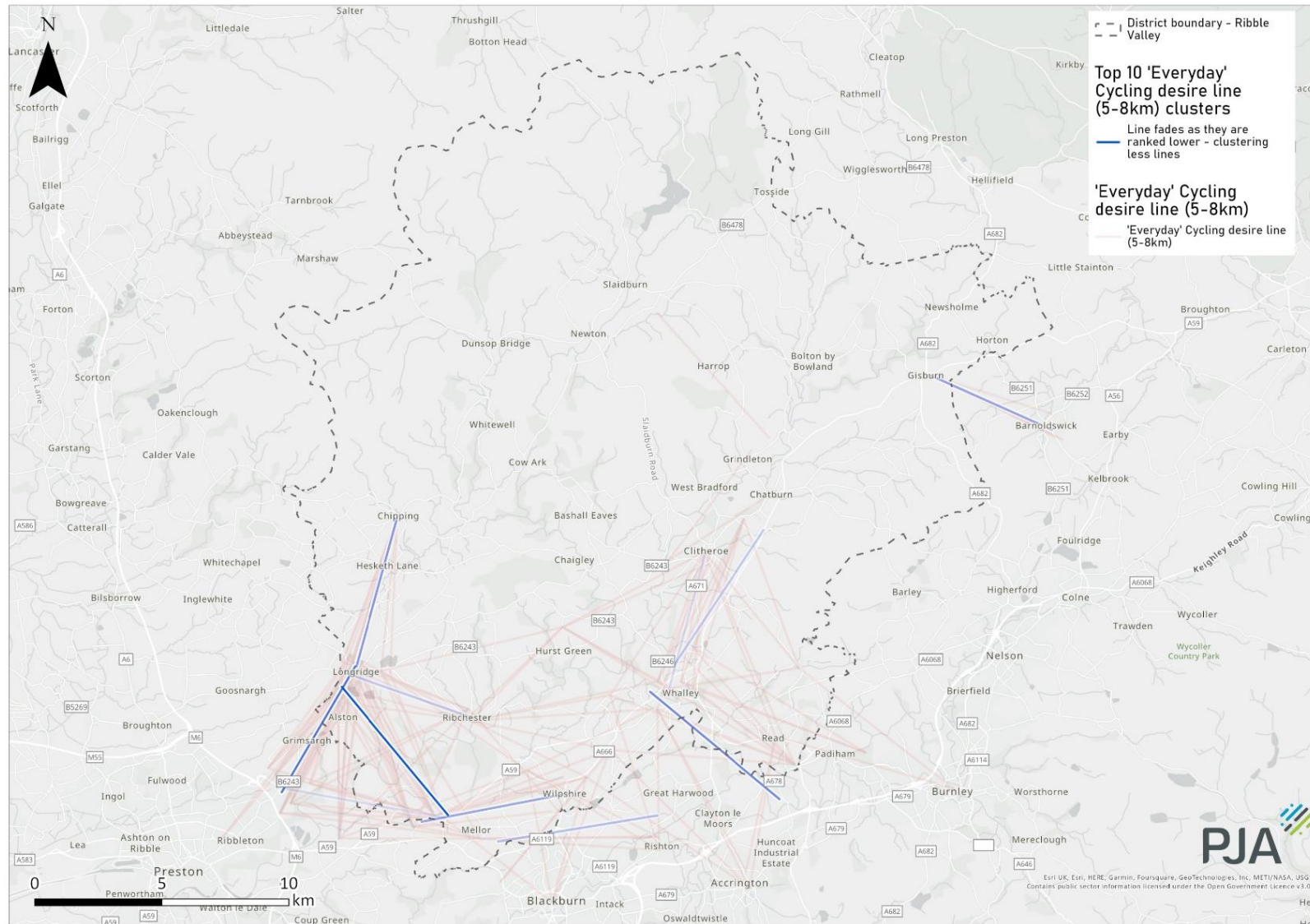


Figure 3-26: Ribble Valley 'Everyday' Cycling Desire Lines (5-8km)

3.7.3 Strava Metro Data

Strava Metro data for 2022 has been plotted to show walking and cycling trips recorded by users of Strava's app.

The data is heavily skewed towards leisure and recreational trips, but offers a snapshot of where people are currently travelling via walking and cycling and the routes taken. It helps when considered alongside the commuter trip analysis undertaken using PCT.

Figure 3-27 displays Strava data for walking trips in Ribble Valley. The majority of walking trips occur in the three central areas of Longridge, Whalley and Clitheroe. There are strong links between Clitheroe and Whalley.

Figure 3-29 shows Strava Metro data for cycle trips in 2022. The most popular trips are identified by the dark purple lines which particularly cover the rural area and Forest of Bowland where people will be travelling for leisure and to visit areas for mountain biking in the Ribble Valley.

Conversely, other routes in the study area are not as popular. Nevertheless, the data also shows some usage on routes through rural central sections, hinting at the possibility of longer-distance trips that include:

- The Forest of Bowland
- The Ribble Valley Loop
- The Hodder Valley
- The Longridge Fell
- The Nick O'Pendle

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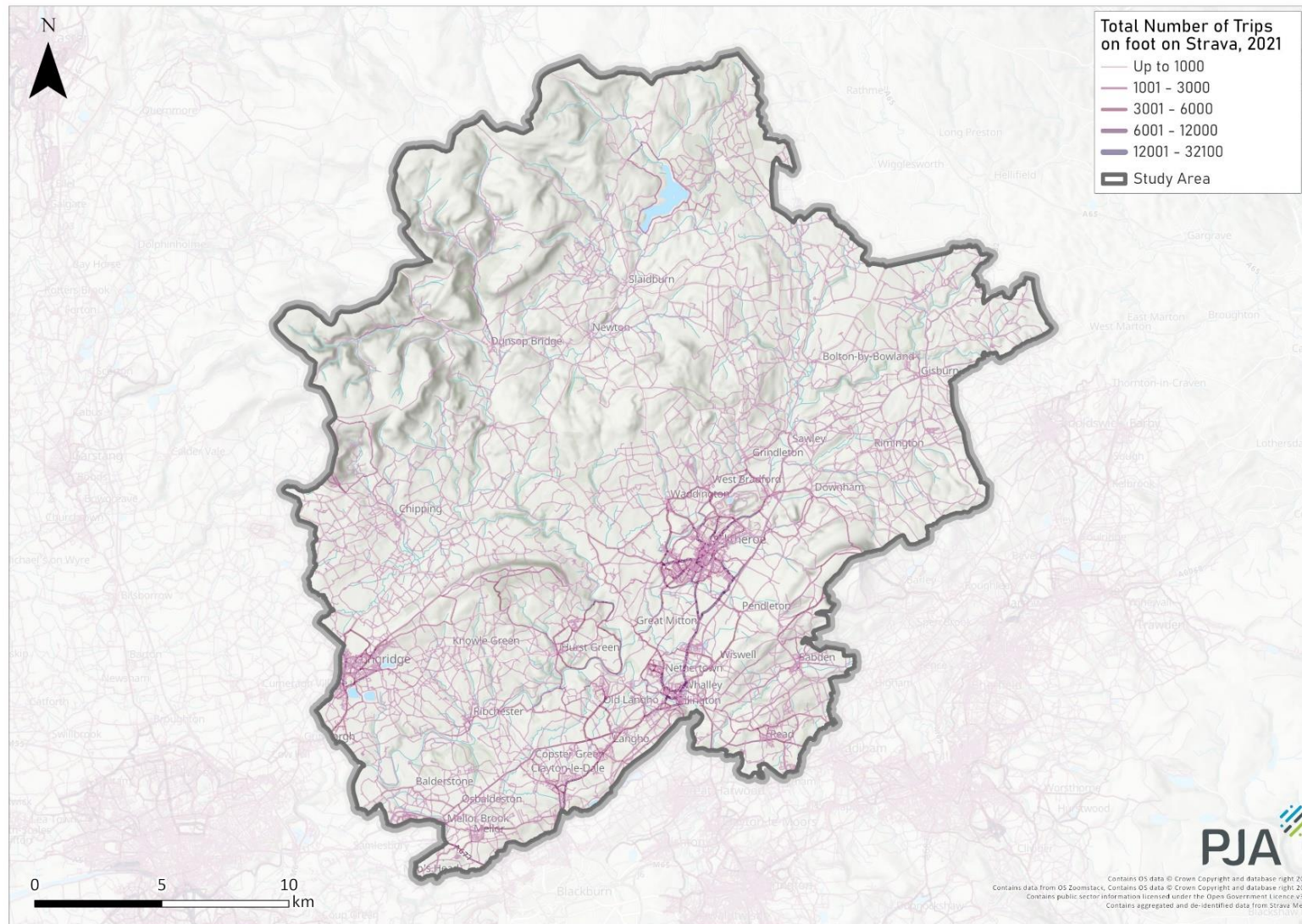


Figure 3-27: Ribble Valley Strava Walking Trips

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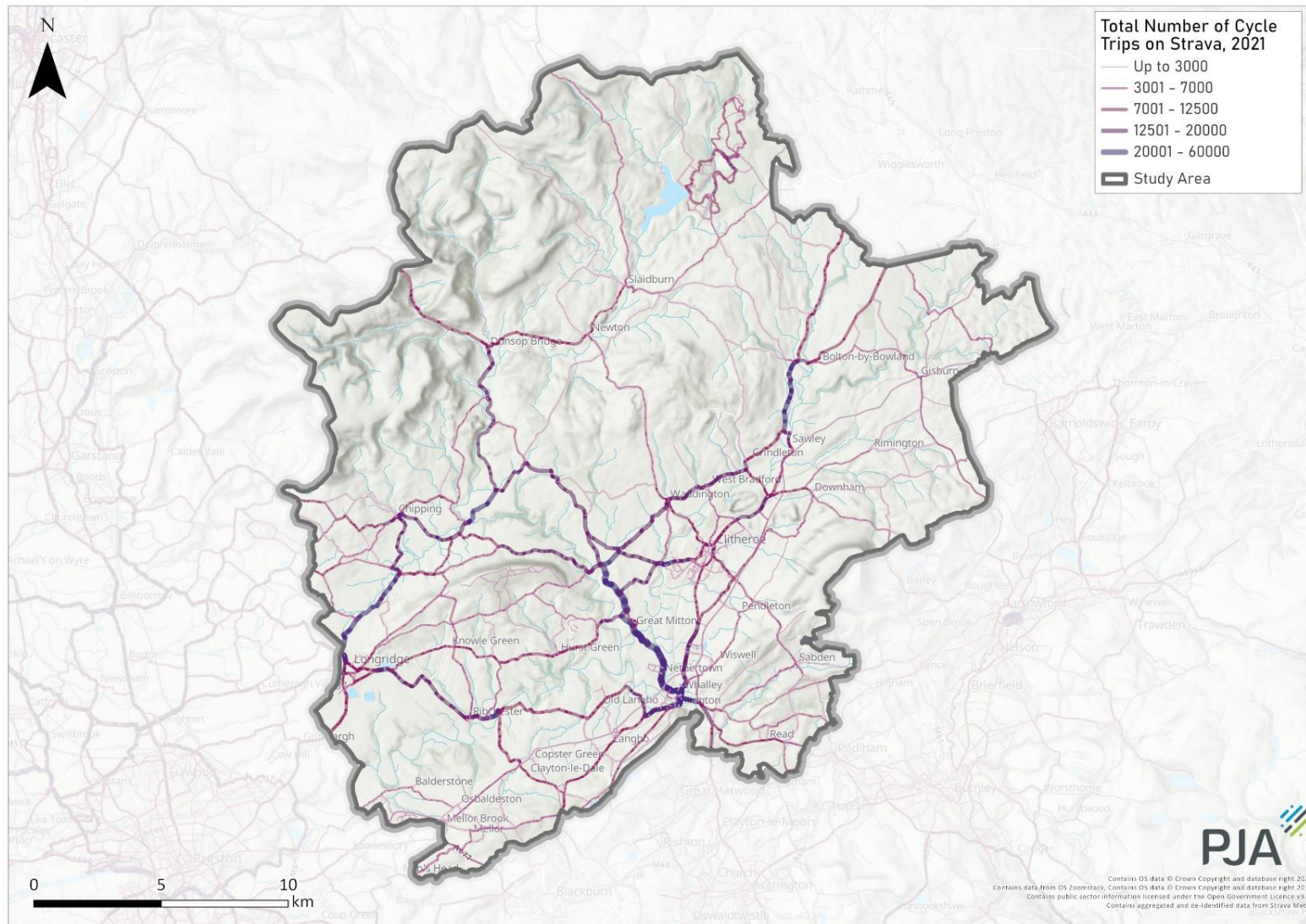


Figure 3-29: Ribble Valley Strava Cycling Trips

3.8 Summary of Analysis

From this information gathering section, a vast amount of data and insight regarding walking and cycling has been captured. This information was utilised to identify significant cycling routes and pedestrian areas and revealed various significant themes, which included:

Settlement / Population Patterns

Settlement patterns are located throughout Ribble Valley but are particularly concentrated in the south. Clitheroe is the largest town in the area and serves as a hub for retail, leisure, and cultural activities. Other settlements, such as Whalley and Ribchester, are known for their historic landmarks and heritage sites, while Longridge is a popular destination for outdoor activities and sports.

The population density in Ribble Valley is relatively low in the northern and central areas. The population density increases towards the key settlement areas such as Clitheroe and Whalley. The key settlements in Ribble Valley are relatively compact, making it easy to get around on foot or by bike, in particular if quality infrastructure is in place. The most heavily populated areas are in the Clitheroe and Whalley regions in the south and towards Longridge in the west of the study area.

Type and Nature of Trips

There are a variety of trip types made within Ribble Valley that extend beyond commuting to work, these include trip to: educational facilities, Health & Well-being, Supermarkets, Museums, Train Stations, Emergency Services, Community Centres and Village Halls.

information, it becomes apparent which issues and priorities are perceived as important by the general public in the local area. The key themes from this engagement were lack of cycle routes and speeding.

Severance Issues Identified

The town of Longridge is located on a steep hill, which can make walking and cycling more difficult for some people and some areas of the town lack adequate pedestrian and cycling infrastructure, which can make it more dangerous for people to travel on foot or by bike. The A59, River Ribble and the railway line cause some degree of severance in Clitheroe as they are difficult to cross in places and can impact the accessibility of the area.

Trends in Collision Data Found

Data gathered from collision history indicate that the most collisions occurred in the north-east and south, which reflects with the settlement patterns towards Clitheroe and Whalley.

Key Themes from Engagement

The initial phase of online public engagement gathered feedback and suggestions from the community regarding active travel matters. By mapping out this information, it becomes apparent which issues and priorities are perceived as important by the general public in the local area. The key themes from this engagement were lack of cycle routes and speeding.

Key Themes from Desire Line Analysis

PCT analysis shows that demand is highest around Longridge, Clitheroe, Whalley and to a lesser extent, Mellor and Langho. It also shows that links are important between Longridge and Preston, and movements from the south of Ribble Valley to Hyndburn and Blackburn. The 'Everyday Trips' analysis shows that there is a high potential for movements into neighbouring areas and districts such as south from Longridge towards Preston, from Wilpshire to Blackburn and from Read to Padiham. This analysis also shows demand within the three aim urban areas (Longridge, Whalley and Clitheroe).

4. Network Planning for Walking and Cycling (Stage 3)

4. Network Planning for Walking and Cycling (Stage 3)

4.1 Introduction

This section summarises how the information gathered in the previous sections has been used to develop the cycle network for the Ribble Valley LCWIP. The key focus of the proposed cycle network is to identify strategic routes to link communities both to each other and to key destinations (e.g. employment hubs, town centres, schools, hospitals, public transport, etc.).

To encourage more people to shift towards sustainable travel, the chosen routes aim to reduce severance, improve safety and reduce travel times on the cycle network in the Ribble Valley. Areas for improvement have also been identified where appropriate within the existing cycle network to connect strategic corridors to each other and to residential areas and key destinations to enhance the connectivity of the network.

This section of the report firstly sets out how the cycle and walking networks have been developed. Following this, the proposed walking and cycling network is set out, followed by sub-sections for Clitheroe, Whalley and Longridge, further detailing the primary routes and Core Walking Zones (CWZ).

4.2 Cycle Network Development

The LCWIP cycle network has been developed in conjunction with the analysis of the information gathered in Section 3. Preferred cycle routes have been identified based on the areas with the strongest collections of desire lines analysed in section 3.7. Clitheroe, Longridge and their surrounding communities exhibited the greatest propensity for cycling. Strong clusters of desire lines across Ribble Valley's south and west borders show there is a high inclination for cross border cycle trips in the south and the west of the district towards Hyndburn, Blackburn and Preston. The desire line analysis considered clusters of short, medium and long distances; this has been reflected in the development of the LCWIP cycle routes. In addition, as set out within Section 1.2, this process has been collaborative alongside LCC and the Ribble Valley Borough Council, and includes aspirational routes in addition to routes suggested by the data.

Alongside the PCT data, population and demographics analysis in section 3.2 has identified the key residential settlements and employment hubs in the Ribble Valley. Clitheroe, Longridge and Whalley generate the highest number of trip origins and destinations. Isochrone plots in section 3.4 highlight the locations where cycle routing might be impeded by severance such as railway lines and rivers in the district. In some cases, routing options with a low degree of severance have been selected in favour of more direct, high severance options which would be considerably less feasible to implement.

In line with DfT's LCWIP Technical Guidance, the existing transport network has also been assessed and, where suitable, has been incorporated into the development of the LCWIP cycle routes with enhancements suggested, where necessary. Several of the aspirational routes and local ambitions have also been incorporated into the cycle network design including the proposals for a cycle route along the disused Longridge - Preston railway line.

Whilst only high level interventions have been considered at this stage, the interventions suggested have the core design outcomes - coherent, direct, safe, comfortable and attractive - in mind. This is in accordance with the design guidance set out in DfT's LCWIP Technical Guidance Document shown in Figure 4-1. The interventions suggested at this stage are based on knowledge gained throughout development of this LCWIP and from site visits. It is recommended that these are revisited in subsequent phases of work and informed by route audits and future consultation outcomes.

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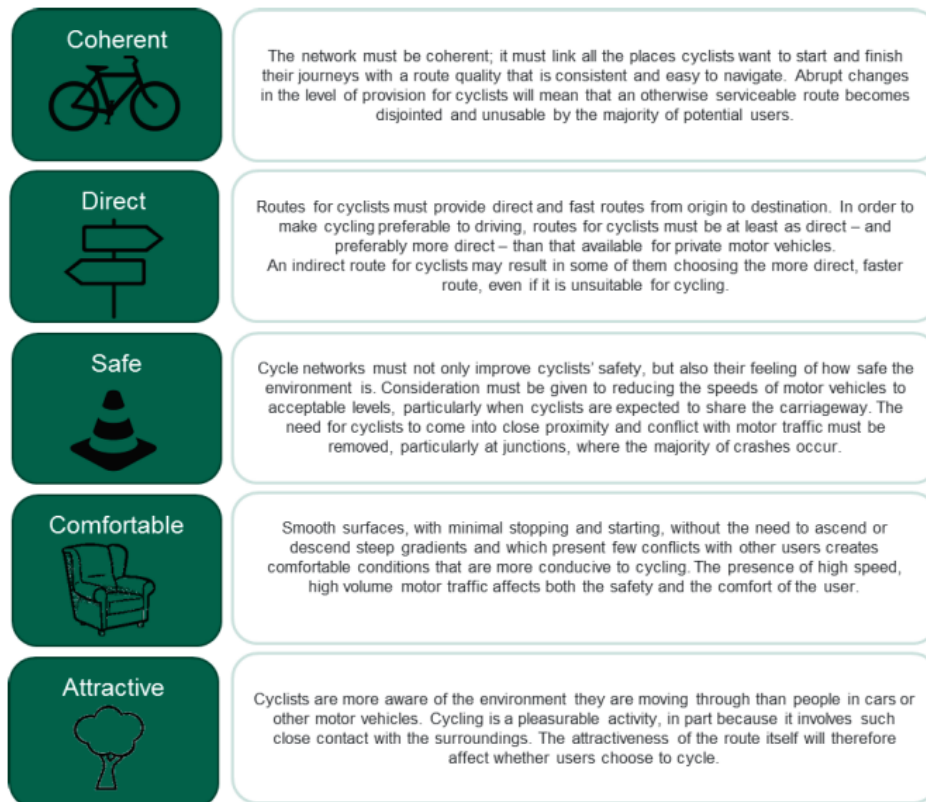


Figure 4-1: Core Design Outcomes for Cycling

Cycling routes identified as part of the LCWIP are classified as either strategic, primary or secondary routes based on their purpose, location and flow volume.

- **Strategic Routes:** Typically connect key origins and destinations in the most direct and convenient way.
- **Primary Routes:** Often feeding into the strategic routes, these routes are likely to have a high forecast demand for cycling as represented by the desire lines in Section 3.7. These routes often run alongside primary and

classified roads which may have higher volumes and speeds of traffic. In these cases, Local Transport Note 1/20 recommends that the cycle routes should be physically separated from motor vehicles and pedestrians using kerbs or bollards. Fully segregated cycle corridors protect users from motor vehicles. Where the width of the carriageway permits, the LCWIP routes will follow this principle.

- **Secondary Routes:** These routes comprise a wide variety of road types from quiet rural roads, canal towpaths and paths to busy main roads. Secondary routes often link primary routes to one another and can also provide connections to local centres. Typically, secondary routes offer less direct alternatives to primary routes and are therefore likely to attract lower flow volumes than primary routes. Strava data analysed in section 3.7.3 provide a useful insight into the most popular routing choices for less direct corridors and has supported the identification of secondary cycle routes in the LCWIP.

4.3 Walking Network Development

The walking network for Ribble Valley has been developed based on the analysis undertaken in the Gathering Information section above and focuses on Core Walking Zones (CWZs) and walking routes as per DFT's LCWIP technical guidance, as shown in Figure 4-2. Consideration has been given to routes that could cater for both walking and cycling, due to the relatively condensed nature of the key settlements within the Ribble Valley. These key walking/cycling routes have been classified as Primary and Secondary Routes as defined above.

Section 3.2 Population and Demographics identified the key settlements in Ribble Valley, based on factors such as population and workplace density. The main local centres were identified as Clitheroe, Longridge and Whalley. Other smaller settlements such as Ribchester, Chatburn, Hurst Green, Waddington, Grindleton, Bolton-by-Bowland and Sawley were also identified.

Section 3.4 Walking and Cycling Isochrones, Key Destinations and Severance identified the key trip attractors and the extent to which the key local centres are walkable and cyclable. The walking isochrones were used as the basis for creating the core walking zones boundaries which according to the LCWIP

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guidance should be a minimum of 400m diameter or approximately five minutes' walk.

The development of the walking network also takes into consideration the local aspirations in terms of routes, which were outlined in Section 2.5. The interventions on the routes proposed are high level and should be explored further in future stages. Improvements should be considered across all links within the CWZ areas to make walking easier, and the natural choice for users.

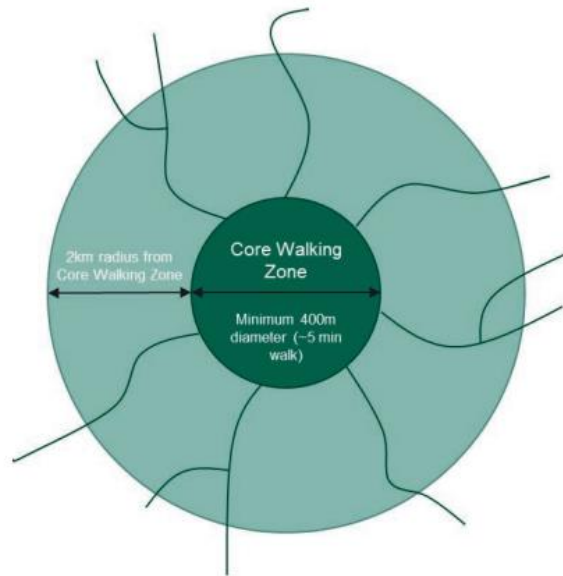


Figure 4-2: CWZ Diagram

4.4 Proposed Walking and Cycling Network

Figure 4-3 below shows the proposed walking and cycling network for the Ribble Valley.

The proposed walking and cycling network is made up of 32 routes in total. Some have been classified as alternatives where they pass through private land. The walking and cycling network consists of:

- 5 strategic routes
- 5 secondary cycling routes;
- 16 primary cycling and walking routes;
- 6 secondary cycling and walking routes; and
- 3 core walking zones.

Further detail on the primary walking and cycling routes within each key settlement is shown in the following sections. At this stage of the LCWIP, routes have been identified for further development. High-level interventions for further exploration have also been proposed in line with LTN 1/20 design guidance. These should be explored further in future stages of the LCWIP.

Ribble Valley Local Cycling & Walking Infrastructure Plan

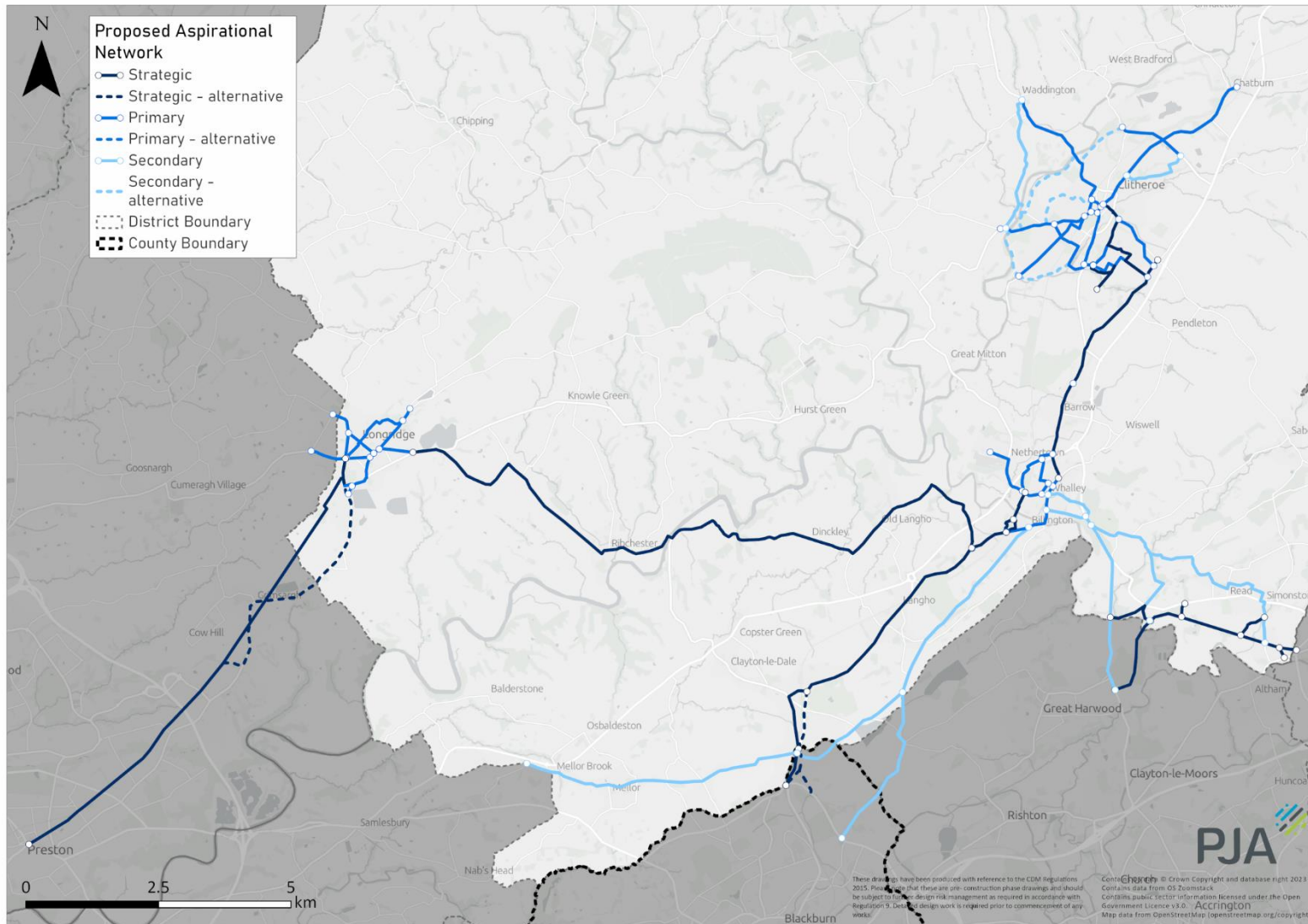


Figure 4-3: Ribble Valley Walking and Cycling Route Network

4.4.1 Strategic and Secondary Cycling Routes

The table below provides route descriptions for the proposed strategic routes within the Ribble Valley.

Table 4-1: Ribble Valley Strategic Routes

| Route ID/Name | Approximate length (km) | Approximate cycle time (minutes) | Route Description |
|-------------------------------|-------------------------|----------------------------------|---|
| STRAT1 – Whalley to Langho | 8 | 24 | This corridor connects Whalley to Langho, Wilpshire and through to Brownhill on the north edge of Blackburn along Whalley Road. The route provides good access to Whalley train station and town centre. The route extends past both Langho and Ramsgreave and Wilpshire train stations as well as past several churches and schools including Saint Augustine's Roman Catholic High School, St Leonards Church and Primary School and St Mary's Roman Catholic Church and Primary School. For a large portion of the route, separated cycle lane and footway improvements are proposed with some additional enhancements to the crossings and shared use carriageways close to Whalley centre. Towards Wilpshire and Brownhill, alternative alignments have been included consisting of on carriageway improvements along Somerset Avenue and Knowsley Road. The preferred alignment goes through Wilpshire town centre with lower traffic volumes and a 20mph speed limit. It is also more intuitive for the route to run east of Whalley New Road and south of Parsonage Road. |
| STRAT2 – Longridge to Preston | 9.5 | 30 | This route connects Preston City Centre to Longridge via the former Preston and Longridge Railway Line. Between Preston and Red Scar, the greenway is currently accessible for pedestrians and cyclists. As part of the LCWIP, the route is proposed to be extended to Longridge via Grimsargh. The route serves several schools including Longridge High School and Grimsargh St Michael's Primary School and provides access to business parks in Shay Lane and in Red Scar. A slightly longer alternative route which tracks through Alston along the B6243 has also been proposed. This route features on carriageway cycle improvements and separated cycle lane improvements on the road between Red Scar and Longridge. |
| STRAT3 – Martholme Greenway | 4 | 12 | This route provides cycle access to Padiham across the Ribble Valley district boundary along the Marholme Greenway. The route can be reached from Whalley via the proposed route S4 or from Whalley Road in Great Harwood, where the greenway comes to an end. The proposed route plans to extend the existing Martholme Greenway which currently runs along the route of the former railway line from Great Harwood to the end of the Martholme Viaduct. The greenway runs to the south of Simonstone, which can be reached via a short cycle along Simonstone Lane. The route extends to the A6068, a short ride from the Padiham Town Centre. Shuttleworth Mead and Altham Business Parks can also be accessed via a short cycle along the A6068. For this route to be developed, two bridges would need to be constructed to pass Simonstone Brook and Dean Brook. |
| STRAT4 – Clitheroe to Whalley | 6.5 | 20 | This primary cycle corridor starts in Clitheroe Town Centre and runs through Barrow, ending at Clitheroe Road in the north of Whalley close to Oakhill School and Oakhill Leisure Centre. In Clitheroe, the route extends to Market Street where the town centre and several other proposed key cycling and walking routes can be accessed. From Market Street, Clitheroe train station is reachable via the proposed PWC2 route. The corridor runs alongside Ribblesdale High School before following rural roads to the south of Clitheroe, through the Standen development and residential areas. The primary alignment extends through Barrow along Whalley Road, supporting the significant housing growth projected in Barrow as depicted in Ribble Valley's Local Plan (Figure 3-6). Whalley town centre and train station can be accessed at the end of the route via a short cycle along proposed walking and cycling route PWC9. Suggested interventions include a mix of on |

| Route ID/Name | Approximate length (km) | Approximate cycle time (minutes) | Route Description |
|-------------------------------|-------------------------|----------------------------------|---|
| | | | carriageway cycle and footway improvements, improving existing shared use and widening footways. Bi-directional cycle track interventions have also been suggested at the Standen development site to provide access to the wider network. |
| STRAT5 – Longridge to Whalley | 13 | 45 | The route connects Whalley to Old Langho onto Dinckley and Ribchester and through to Longridge. Via a short cycle, the route provides access towards Whalley train station and town centre as well as the village of Billington, and at the other end of the route, access to Longridge town centre. Along the route there are multiple camping and caravan sites and cafes, restaurants, and pubs. Approximately half of the proposed route would be along rural quiet lanes of Old Langho Road and Salesbury Hall Road. There are two small sections where on carriageway cycling and footway improvements have been proposed, and the rest of the proposed route is proposed shared use footway from Ribchester to Longridge along Ribchester Road and Blackburn Road. Four junction improvements have been proposed as well as two crossing improvements. |

In addition to the above strategic routes, five secondary cycle routes have been identified as shown in Figure 4-3:

- S1 – Martholme Alternative
- S2 – Blackburn – Whalley
- S3 – Whalley – Martholme Greenway
- S4 – Whalley – Great Harwood
- S5 – Mellor – Ramsgrave and Wilpshire Railway Station

The maps of the following pages show each strategic route plan, along with high-level suggested interventions. The inventory of interventions covers a range of categories, including:

High street - Includes measure to reduces vehicle dominance in the public realm and prioritise people walking and cycling. Improvements may include restrictions to motor vehicle access, physical barriers/markings to allocate space for different user groups or speed limit reductions.

Shared use - Provides an off carriageway path shared between pedestrians and cyclists, while segregated from motor vehicles as shown in Figure 4-4. Shared use

interventions have been proposed on routes where cycling/pedestrian flows are limited and carriageway space is constrained.



Figure 4-4: Shared Use Path

On carriageway cycling and footway - A cycle lane or footway forming part of the highway or running alongside it. Proposed improvements may include path widening, removal of cycle lane or footway obstructions, speed limit reductions, lighting improvements or path resurfacing.

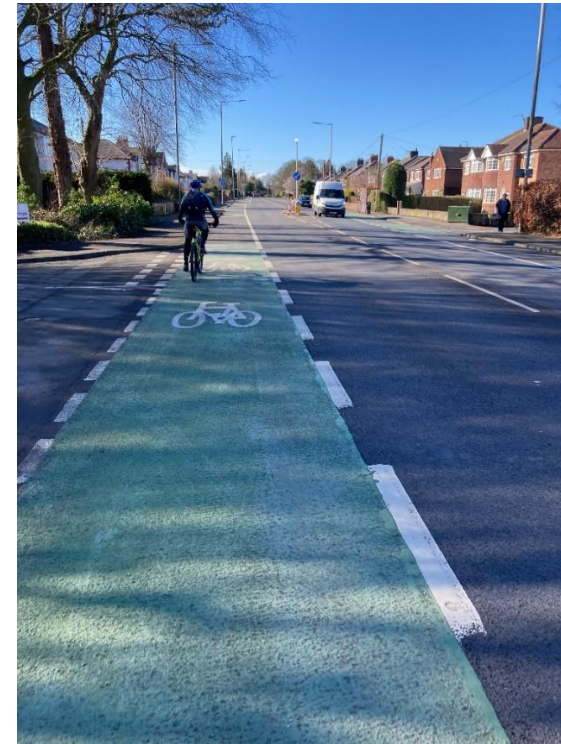


Figure 4-5: On Carriageway Cycle Lane

Separated cycle lane and footway - A cycle lane or footway separated from motor vehicles by a physical barrier. Separated active travel provisions deliver a safe and more attractive choice for cyclists and pedestrians. Types of separation include kerbs, bollards and planters.



Figure 4-6: Separated Cycle Lane and Footway

Bi-directional cycle track - A two-way cycling only track providing a separated space away from both pedestrians and motor vehicles, typically divided by lane markings.



Figure 4-7: Bi-directional Cycle Lane

Greenway - A corridor of undeveloped land that is reserved for environmental protection or recreational use.

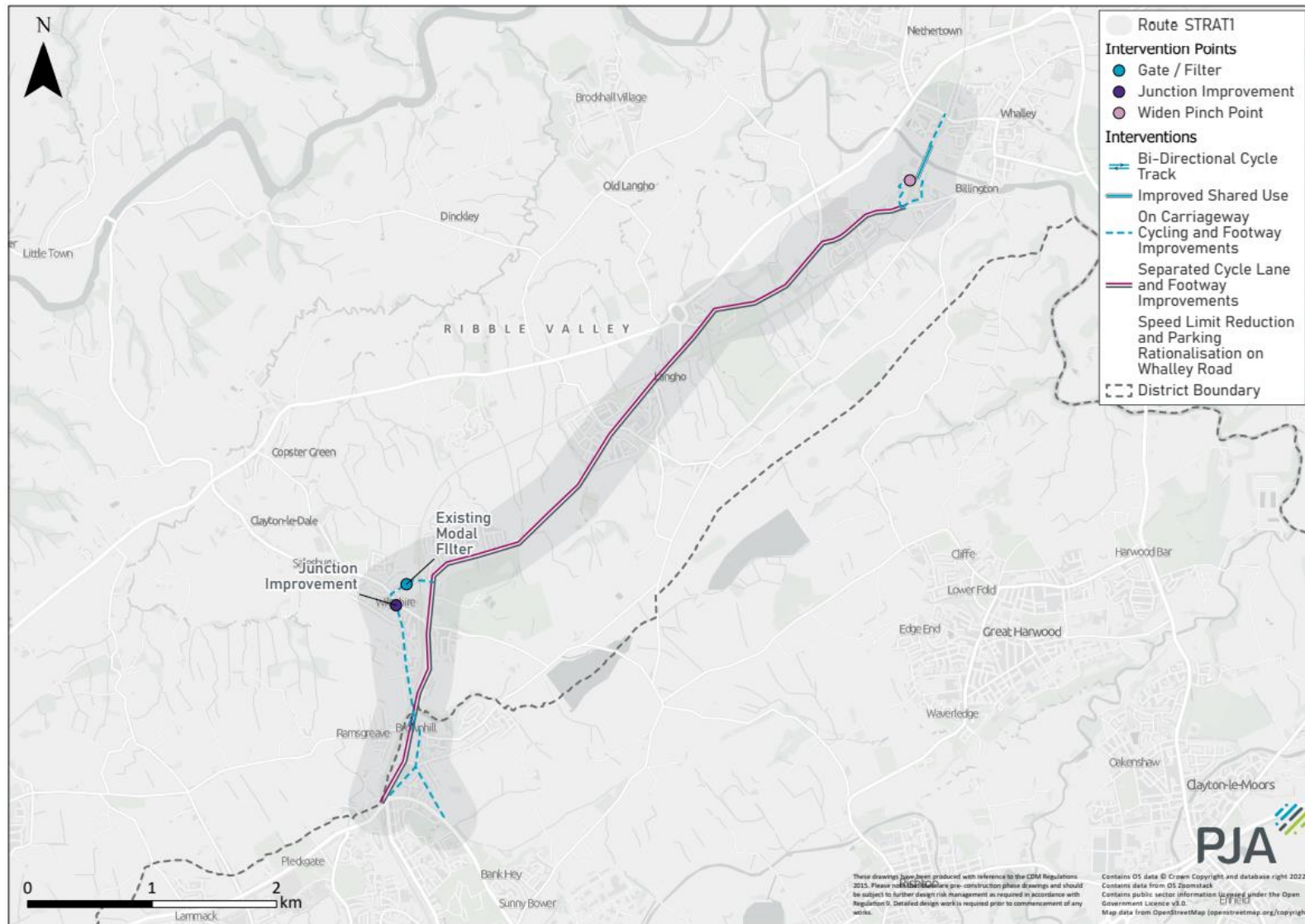


Figure 4-8: STRAT1 – Whalley - Langho

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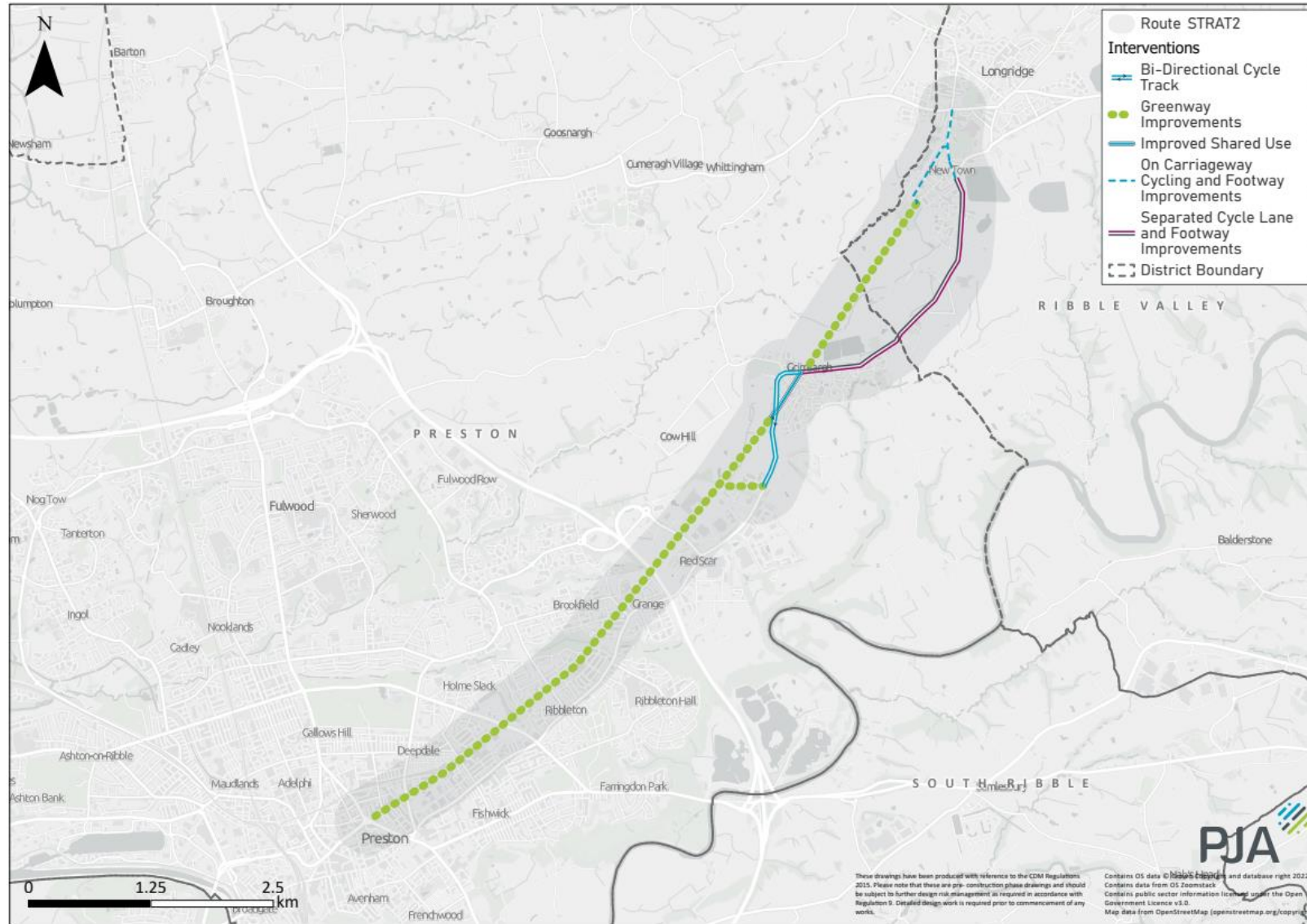


Figure 4-9: STRAT2 – Longridge – Preston

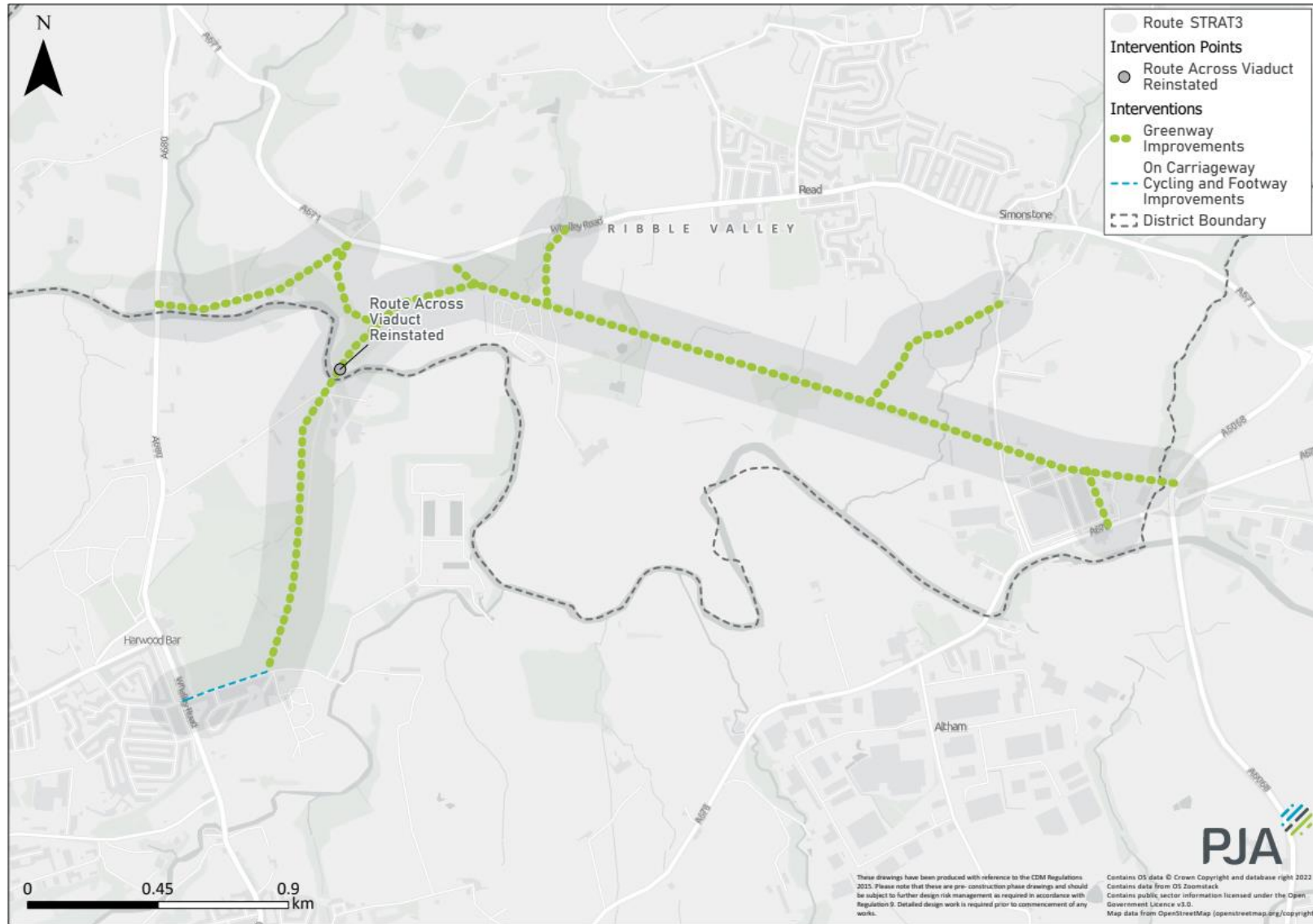


Figure 4-10: STRAT3 – Whalley – Martholme Greenway

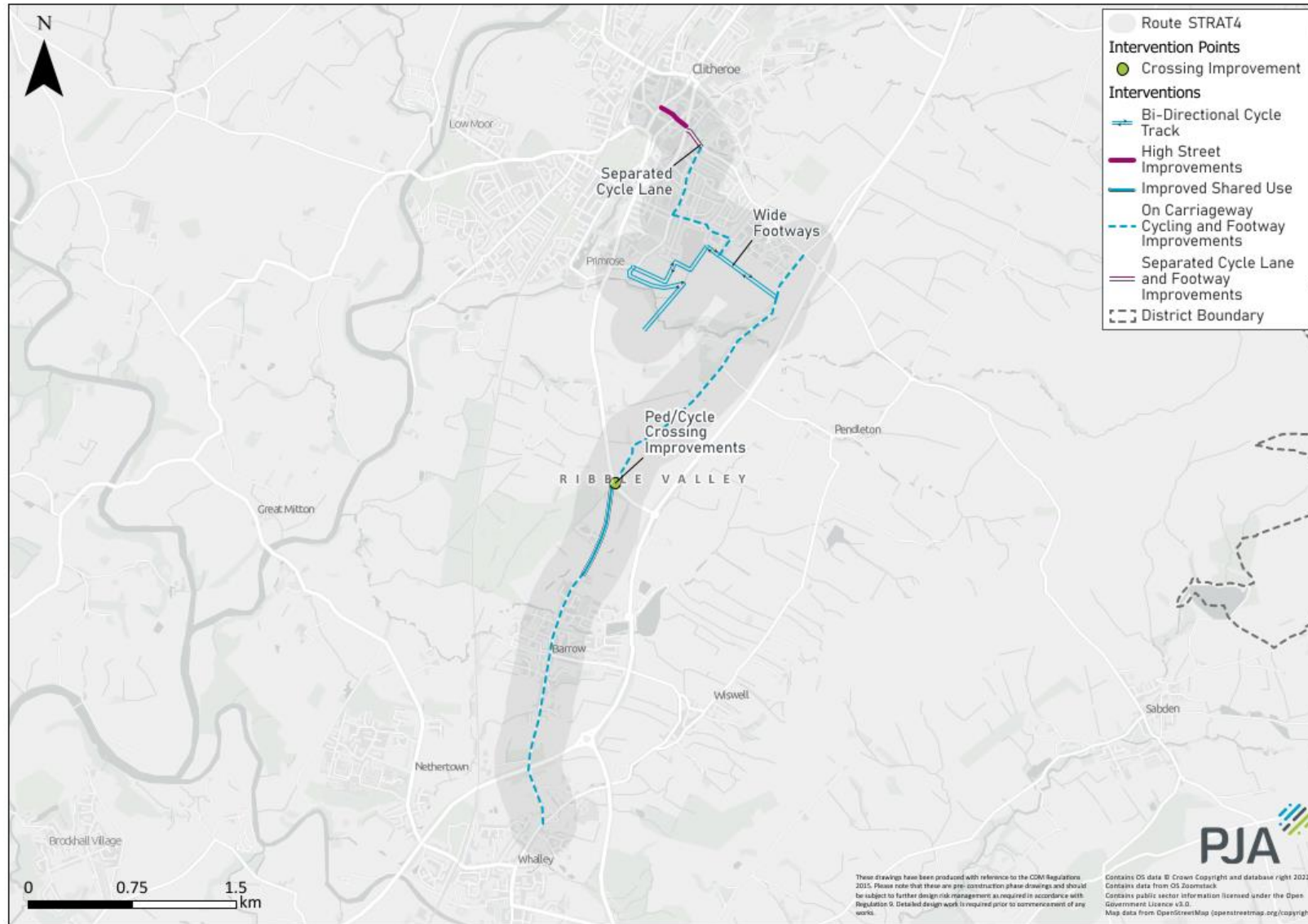


Figure 4-11: STRAT4 – Clitheroe – Whalley

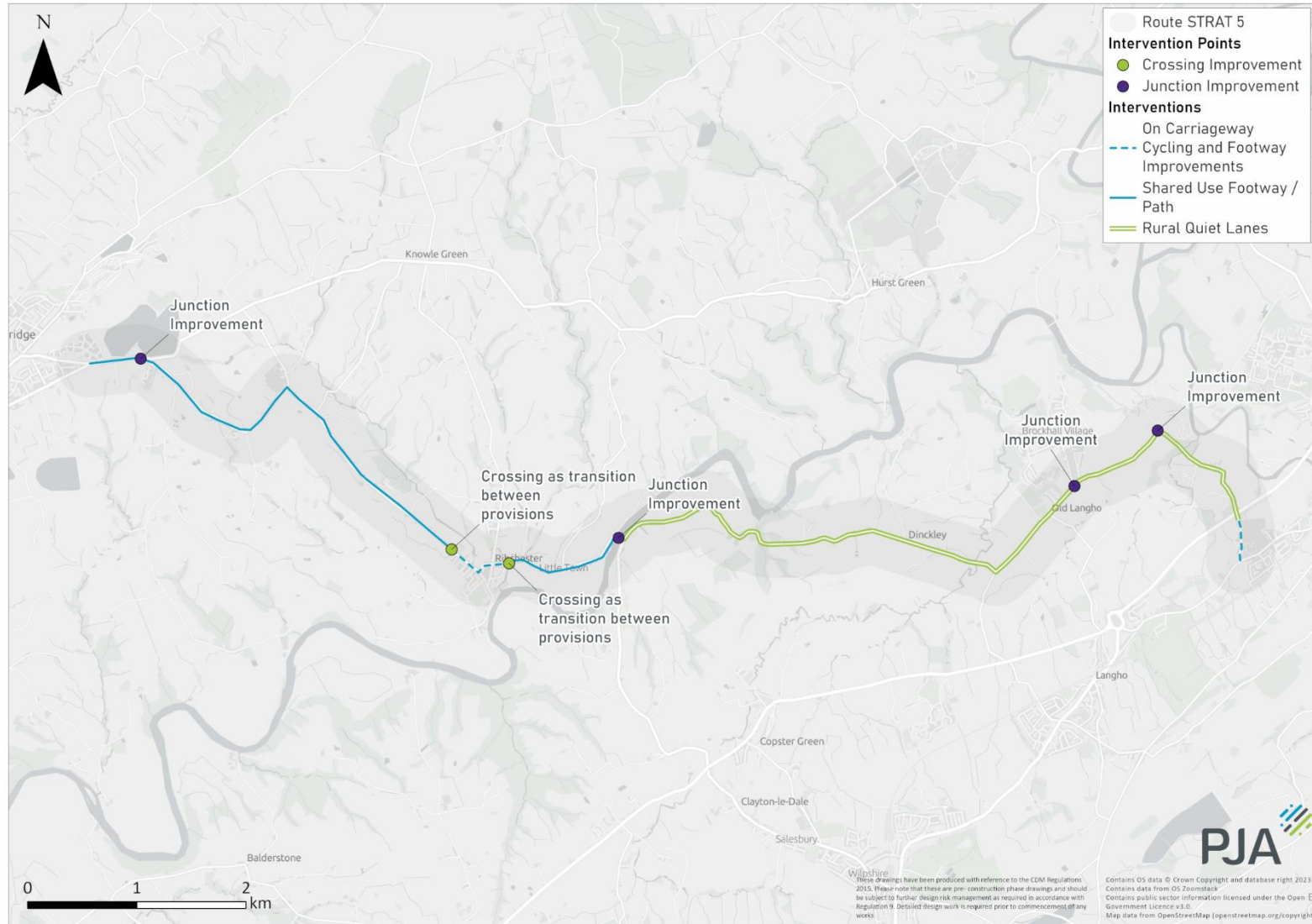


Figure 4-12: STRAT5 – Longridge – Whalley

4.4.2 Primary and Secondary Walking and Cycling Routes

The following three sub-sections for Clitheroe, Whalley and Longridge set out the combined walking and cycling routes for the three towns as well as the proposed core walking zones. The tables within each sub-section provide a route description for the primary walking and cycling routes.

4.4.2.1 Clitheroe

Figure 4-13 overleaf shows the network of walking and cycling routes within Clitheroe. Within Clitheroe, there are:

- 8 primary walking and cycling routes;
- 5 secondary walking and cycling routes;
- 1 core walking zone; and
- 1 strategic cycle route (as described within Section 4.4.1).

Detailed route descriptions can be found in

Table 4-2 for the primary routes and CWZ.

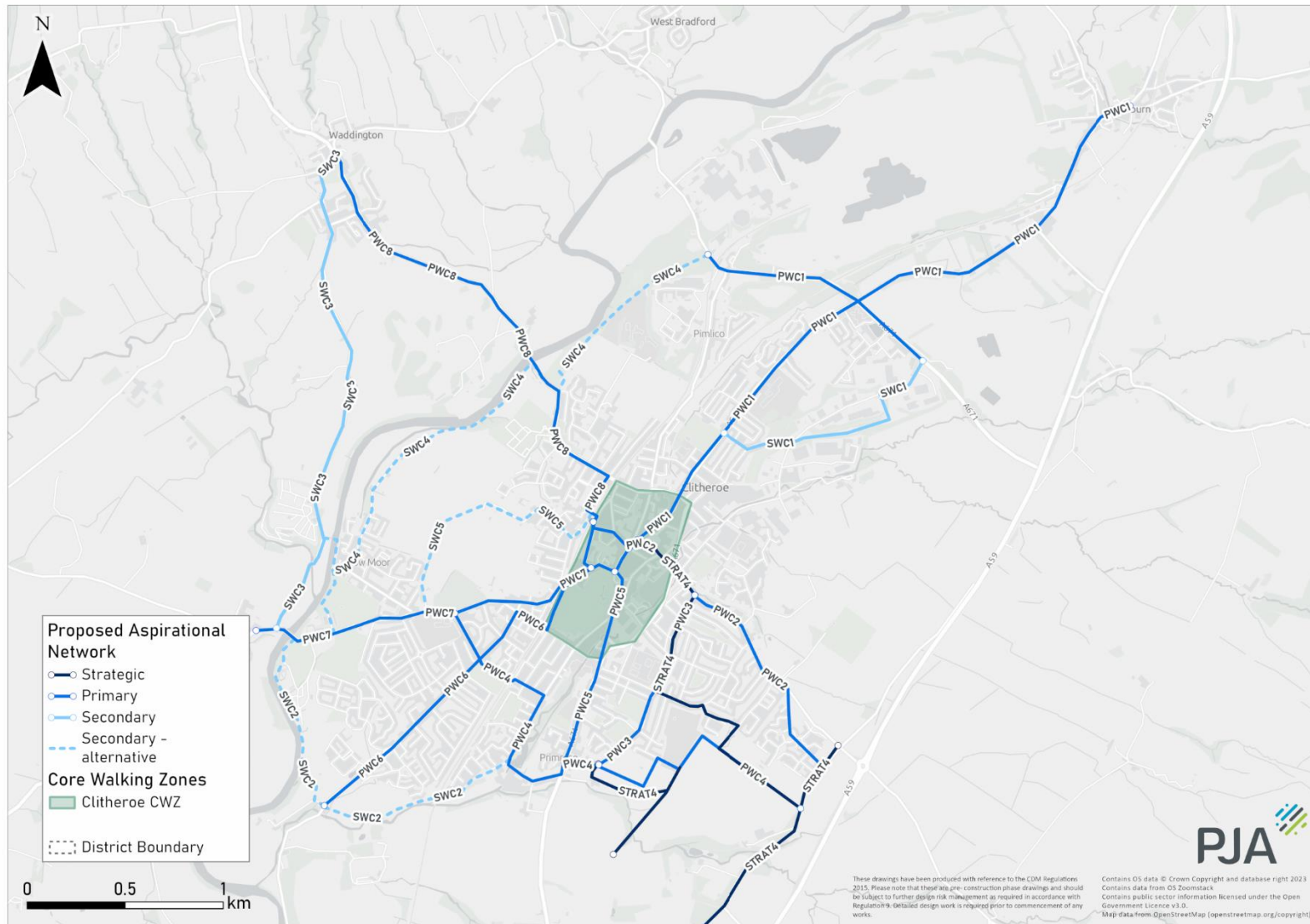


Figure 4-13: Clitheroe cycling and walking routes

Table 4-2: Clitheroe Walking and Cycling Routes

| Route ID/Name | Approximate length (km) | Approximate walking time (minutes) | Route Description |
|---|-------------------------|------------------------------------|---|
| PWC1 – Chatburn to Clitheroe | 2.4 | 30 | This route links Clitheroe to Chatburn via the A671. As well as providing a connection for cyclists and pedestrians between the two settlements, the corridor also serves several key attractors including Clitheroe Royal Grammar School, Clitheroe Cricket Club and many local businesses and shops towards Castle Street. This route joins links with proposed route PWC2 at Market Place to provide access to Clitheroe train station. The route consists mostly of separated cycle lane and footways with some carriageway improvements proposed at both ends of the route. This proposal also features the development of a new footway on Pimlico Link Road to connect the corridor to PWC8 via SWC4 as well as to several key residential areas and employment sites. |
| PWC2 – Pendle Road, Clitheroe | 1.9 | 23 | This corridor begins at Clitheroe Train Station and travels through the town centre via King Street and Wellgate, serving many important local businesses on including bars, cafés and restaurants. The route then passes Clitheroe Football Club before travelling past residential areas on Pendle Road. The proposals feature separated cycle land and footway improvements on Pendle Road along with improvements to the high street in Clitheroe Town Centre. |
| PWC3 – Littlemoor Walking and Cycling Route | 1.0 | 11 | This route begins at Shawbridge Street, joining PWC2, and runs south along Hayhurst Street and Littlemoor Road to connect to PWC4 in the south of Clitheroe. The road is primarily residential, with Ribblesdale High School and Ribblesdale Wanderers Cricket and Bowling Club also services along the route. On carriageway cycling and footway improvements have been proposed for the full length of the route. |
| PWC4 – Standen to Edisford Road | 2.4 | 30 | This route starts from Clitheroe Edisford Primary School and runs west to east through several residential streets before reaching Whalley Road and Littlemoor Road where it connects to PWC5 and PWC3. The route becomes a cycle only bi-directional track running alongside Pendleton Brook before joining proposed cycling route P1. The route also intersects PWC6 and PWC7 which provide direct access to Clitheroe Town Centre. |
| PWC5 – Whalley Road | 1.3 | 17 | This proposed cycling and walking corridor begins at Castle Street in Clitheroe Town Centre and continues south onto Whalley Road before connecting to PWC4. Key points of interest include Clitheroe Castle Museum, and several key retail hubs comprising supermarkets, restaurants and a cinema. The proposed route enhancements consist of improvements to the high street on Castle Gate and Castle Street as well as a segregated cycle lane and footway on Moor Lane and Whalley Road. |
| PWC6 – Henthorn Road | 2.1 | 25 | The route starts from the rear grounds of the Trinity Methodist Church and Clitheroe Castle Labyrinth and continues past several key residential areas along Henthorn Road to join PWC7 towards Clitheroe Town Centre. The proposed |

| Route ID/Name | Approximate length (km) | Approximate walking time (minutes) | Route Description |
|--------------------------------|-------------------------|------------------------------------|--|
| | | | route suggests mostly on carriageway improvements as well as the additional of a pedestrian/cycle crossing to provide safe access to Henthorn Park. |
| PWC7 – Edisford Road | 1.9 | 26 | This route runs from Clitheroe Town Centre along Edisford Road to connect to the residential and commercial areas in the south-west of Clitheroe. Stating at Parson Lane, the route continues along Edisford Road, with the exception of Edisford Primary School, this section is predominantly residential before the route connects to Edisford Sports Complex close the River Ribble. The route connects with several key proposed primary and secondary routes providing access to Waddington, Lower Standen and Clitheroe Train Station. Suggested route enhancements include improvements to the high street on Parson Lane and separated cycle lane and footway improvements along Edisford Road followed by on carriageway cycling and footway improvements and a reduction in the speed limit across Edisford Bridge. |
| PWC8 – Waddington to Clitheroe | 3.2 | 37 | This corridor links Clitheroe to Waddington via the B6478. The majority of the route consists of single-lane rural roads between the two settlements whereby, route proposals include a mix of shared use and on carriageway cycling and footway improvements with reductions to the speed limit in Waddington and on the B6478 south of the River Ribble. Towards Clitheroe Train Station and Town Centre, the route mainly consists of residential housing. High Street improvements have been proposed along Station Road before the route connects to PWC7. |
| Clitheroe Core Walking Zone | N/A | N/A | Clitheroe core walking zone is highlighted on the map by the area within the boundaries of Waddington Road in the north, the A671 to the east, Greenacre Street in the south and the railway line to the west. This area covers the key walking trip generators within Clitheroe, encompassing a majority of local shops and businesses. All of the cycling and walking routes identified link into this CWZ. However, improvements should be considered across all links within this area to make walking easier, and the natural choice for users. |

In addition to the above primary routes, five secondary and secondary alternative walking and cycling routes have been identified as shown in Figure 4-13:

- SWC1 – Salthill Quarry Leisure Route
- SWC2 – Pendleton Brook Leisure Route
- SWC3 – Waddington - Edisford Bridge
- SWC4 – Low Moor – Brungerley Park Leisure Route
- SWC5 – NW Clitheroe Link

The maps of the following pages show each primary route plan, along with high-level suggested interventions.

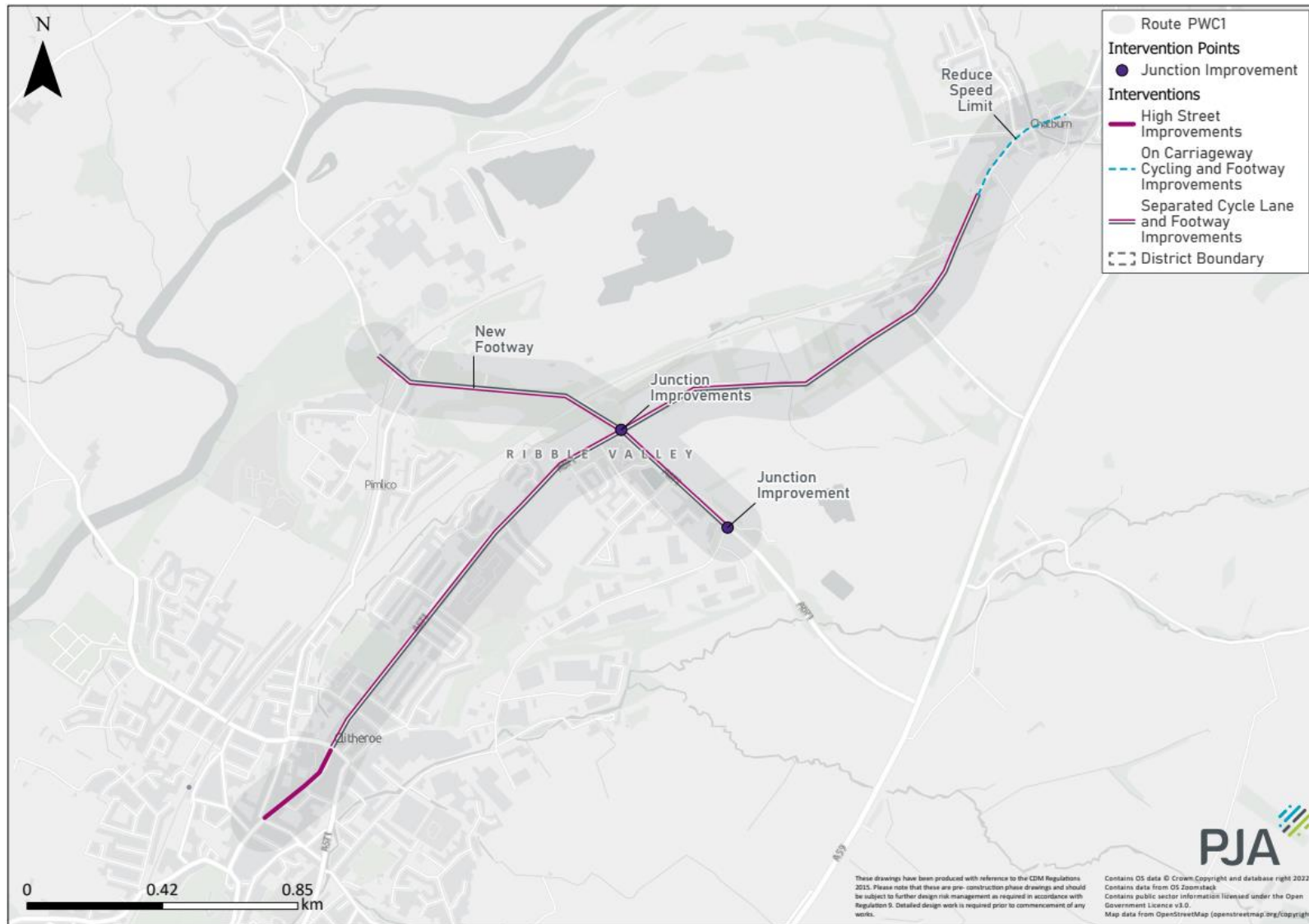


Figure 4-14: PWC1 – Chatburn - Clitheroe

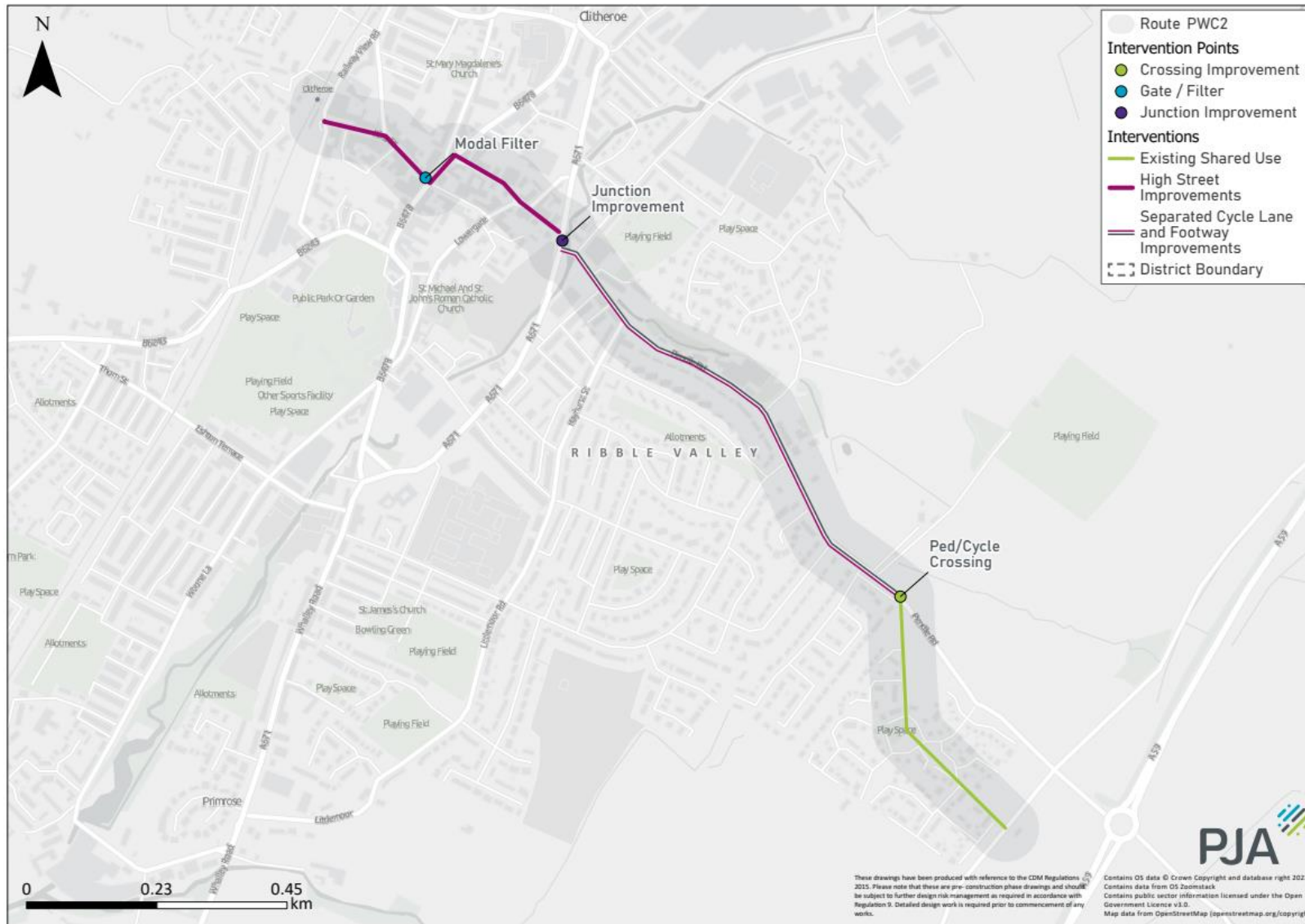


Figure 4-15: PWC2 – Pendle Rd - Clitheroe

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Figure 4-16: PWC3 – Littlemoor Walking and Cycling Route

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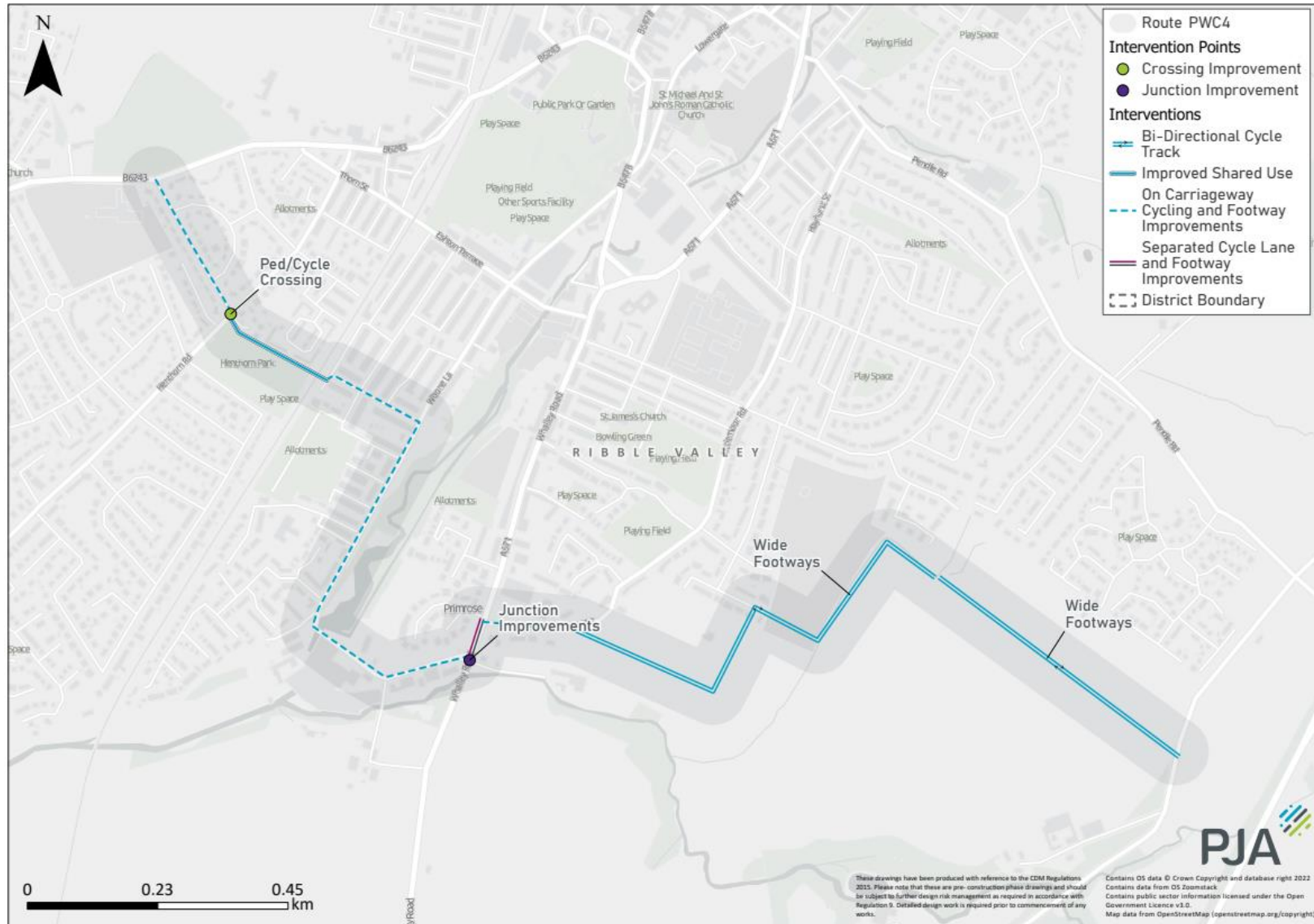


Figure 4-17: PWC4 – Standen – Edisford Rd

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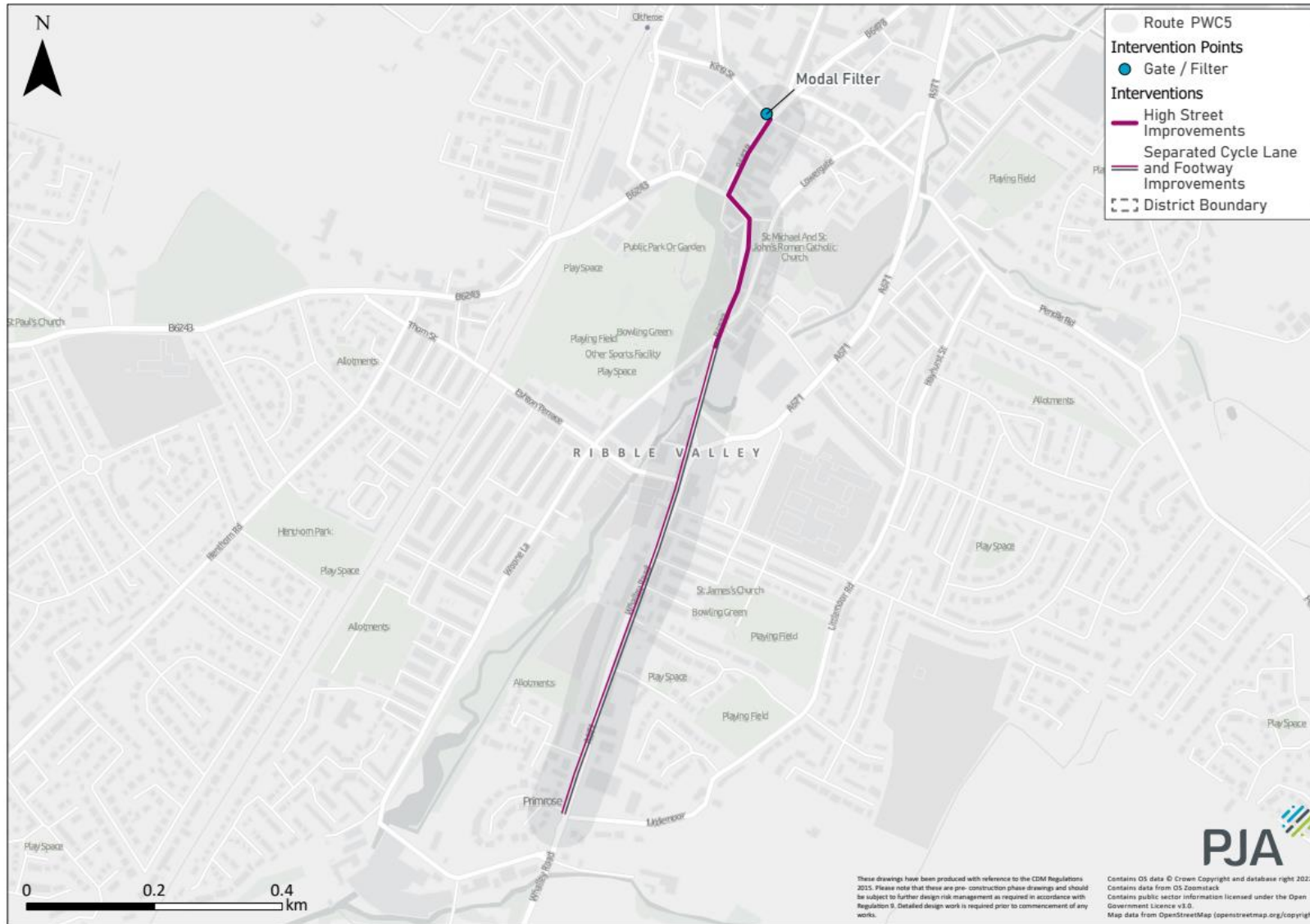


Figure 4-18: PWC5 – Whalley Rd

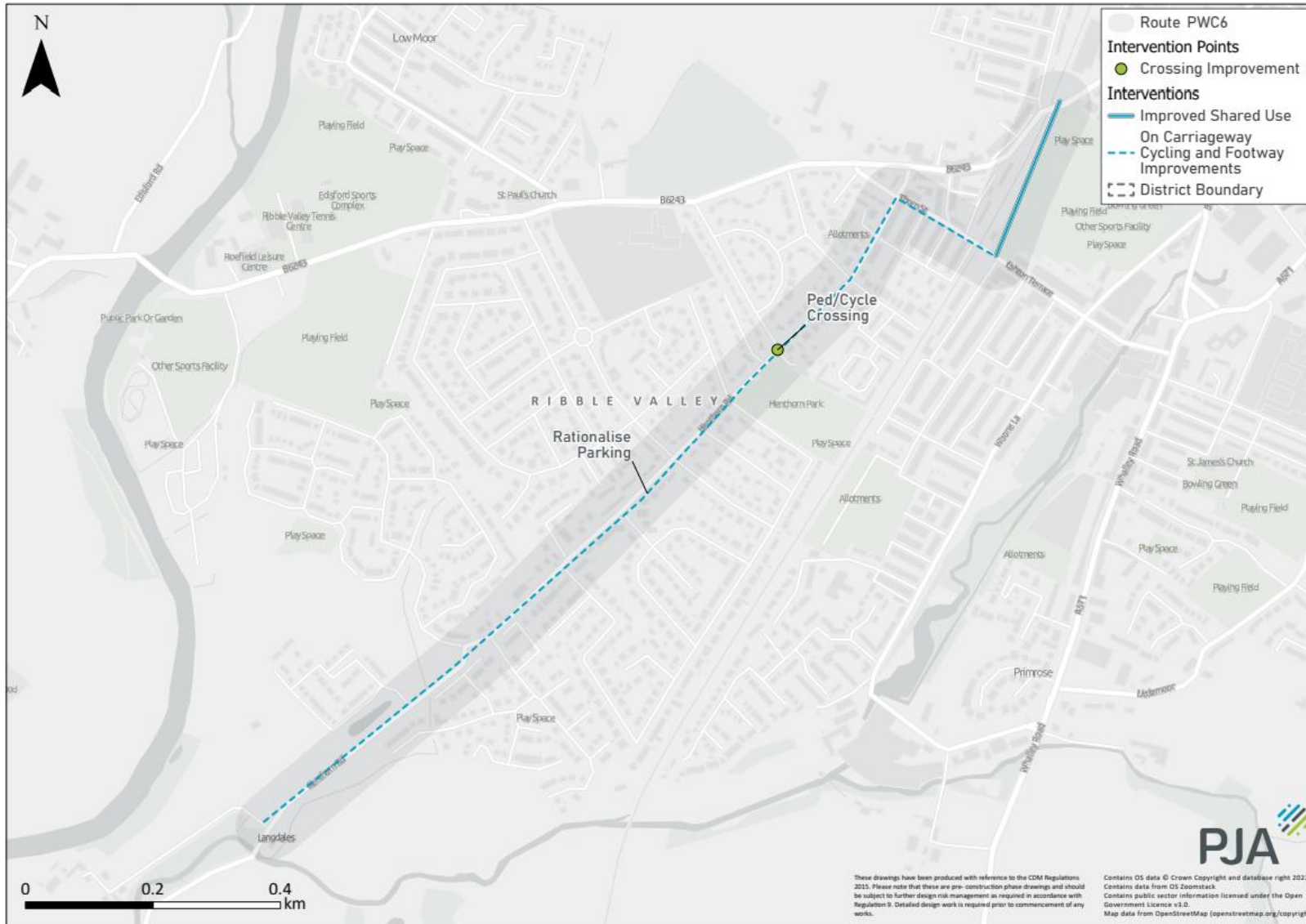


Figure 4-19: PWC6 – Henthorn Rd

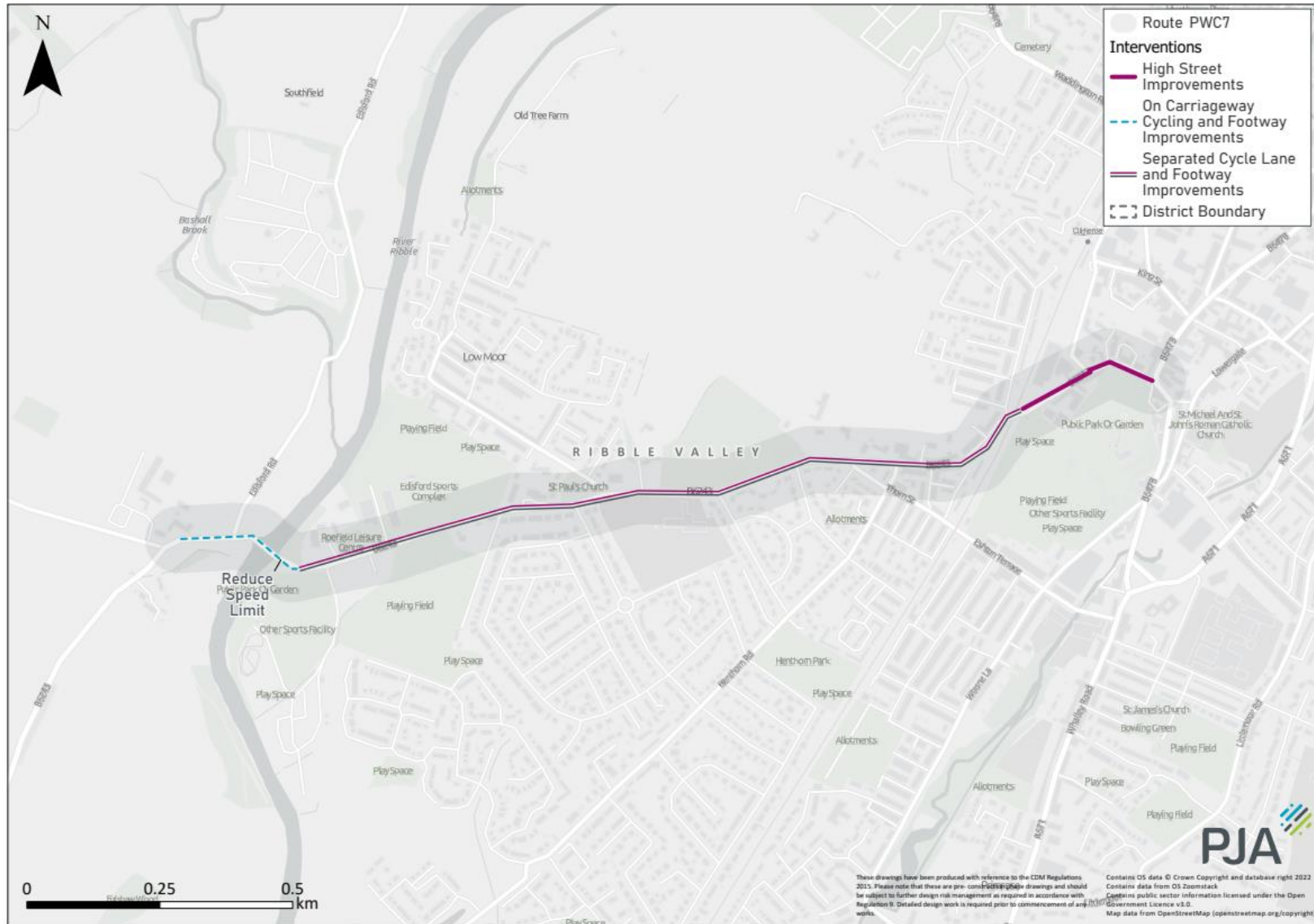


Figure 4-20: PWC7 – Edisford Rd

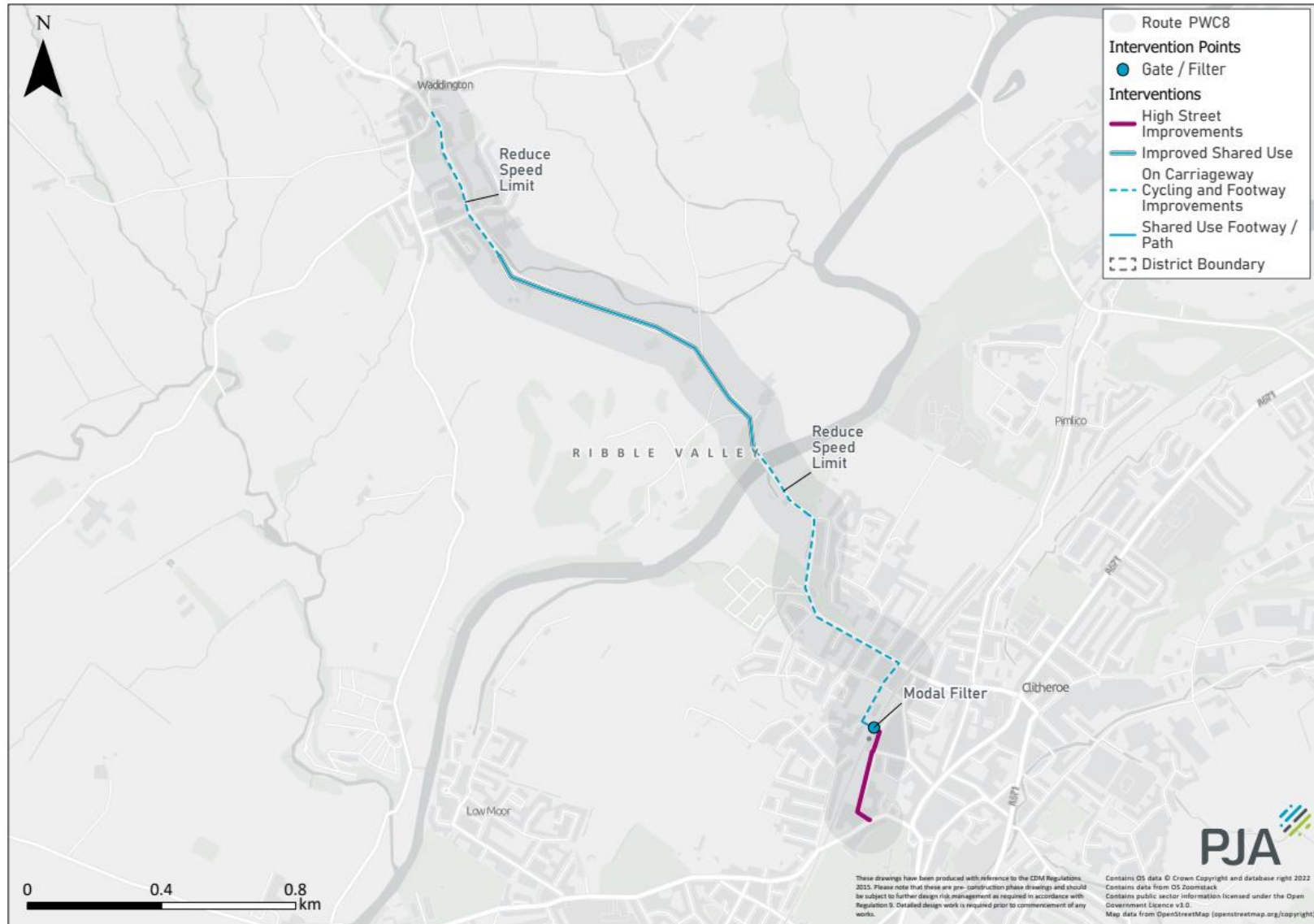


Figure 4-21: PWC8 – Waddington - Clitheroe

4.4.2.2 Whalley

Figure 4-22 overleaf shows the network of walking and cycling routes within Whalley. Within Whalley, there are:

- 3 primary walking and cycling routes;
- 1 secondary walking and cycling route;
- 5 secondary cycle routes;
- 1 core walking zone; and
- 2 strategic routes (as described within Section 4.4.1).

Detailed route descriptions can be found in Table 4-3 for the primary routes and CWZ.

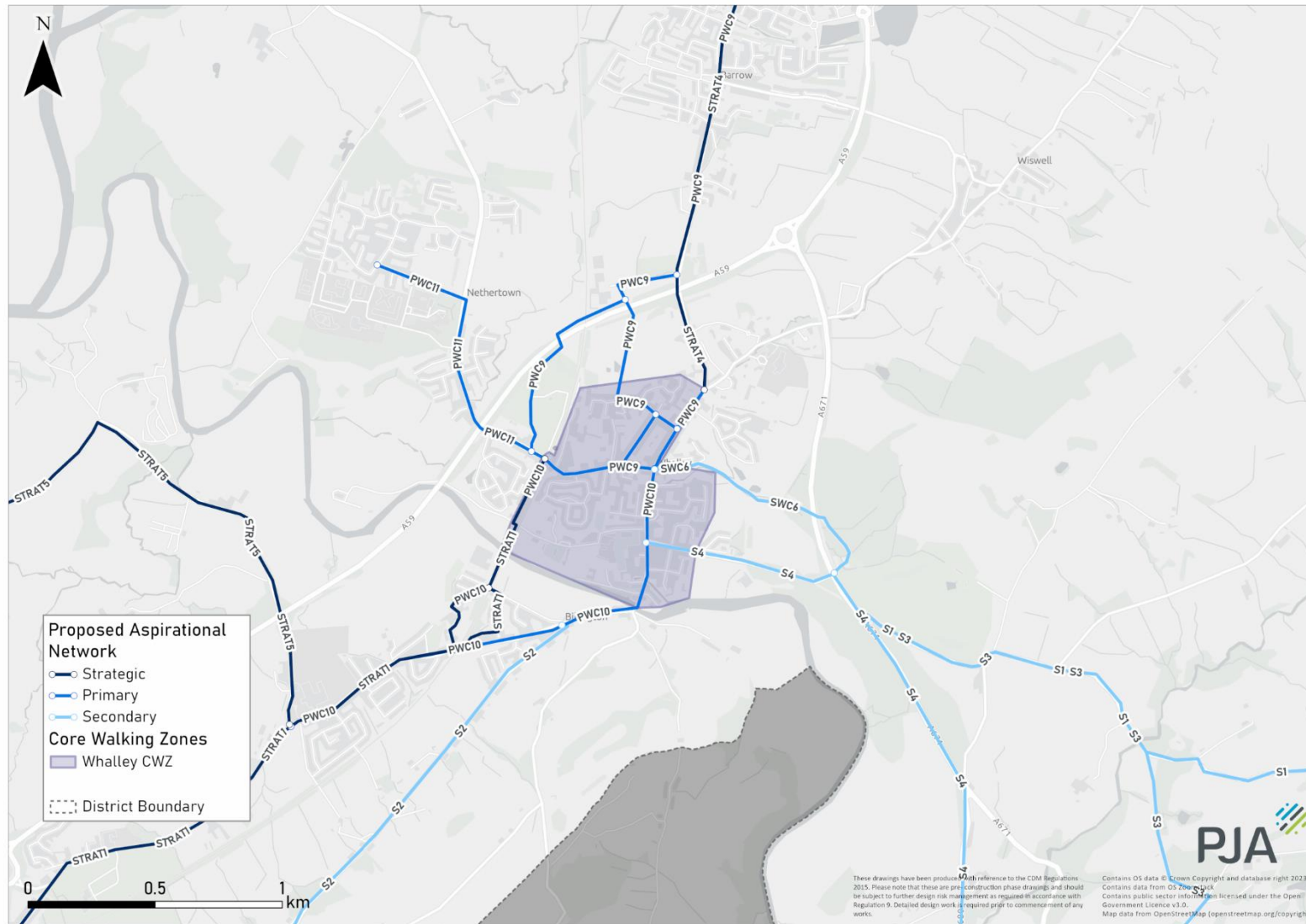


Figure 4-22: Whalley walking and cycling routes

Table 4-3: Whalley Cycling and Walking Routes

| Route ID/Name | Approximate length (km) | Approximate walking time (minutes) | Route Description |
|---------------------------------|-------------------------|------------------------------------|--|
| PWC9 – Barrow to Whalley | 1.9 | 26 | This corridor provides a north south link between Whalley and Barrow via Clitheroe Road. As well as serving as a connection for cyclists and pedestrians between the two settlements, the corridor routes past several key attractors including Whalley Train Station, Oakhill School and Oakhill Leisure Centre. The route begins on Whalley Road in Barrow, near to several key Local Plan development sites and the Barrow Brook Trade Park before following Clitheroe Road towards Whalley. Three variations of the route have been proposed to provide access to a greater span of residential areas and commercial sites in the north of Whalley. Suggested interventions consist of speed limit reductions on Clitheroe Road and carriageway cycling and footway improvements. Two shared use paths have also been proposed to provide access to Whalley Town Centre. |
| PWC10 – Billington to Whalley | 1.9 | 23 | PCW10 routes south through Whalley to connect to Billington along Whalley Road. The route comprises two separate starting locations in Whalley. The first corridor extends to Whalley Train Station via Broad Lane past several residential areas. Suggested interventions consist of improvements to shared use paths and on carriageway cycling and footway improvements. The second route connects to PWC9 at Clitheroe Road and follows Kings Street southwards to The River Calder. High Street improvements have been proposed for this largely commercial section of road. On the section between The River Calder and Billington, the proposed route consists of separated cycle lanes with a 20mph speed limit and rationalised parking reaching Saint Augustine's Roman Catholic School in Billington. |
| PWC11 – Whalley to Queen Mary's | 1.3 | 14 | This corridor provides an east west link connecting Whalley Train Station to Queen Mary's Military Hospital and a number of key residential areas just outside of the town. Suggested interventions include on carriageway cycling and footway improvements on Calderstones Drive and on Mitton Road after the route passes the A59 on the town centre side. Along the remaining section of Mitton Road, separated cycle lane and footway improvements have been proposed. |
| Whalley Core Walking Zone | N/A | N/A | Whalley core walking zone is shown on the map by the area within the boundaries of Hayhurst Road and Barley Close in the north, Woodlands Park to the east, The River Calder in the south and the railway line to the west. This area covers the key walking trip generators within Whalley, encompassing a majority of local shops and businesses. All of the cycling and walking routes identified link into this CWZ. However, improvements should be considered across all links within this area to make walking easier, and the natural choice for users. |

In addition to the above primary routes, five secondary cycling routes have been identified, and one walking and cycling route as shown in Figure 4-22:

- S1 – Martholme Alternative
- S2 – Blackburn – Whalley
- S3 – Whalley – Martholme Greenway
- S4 – Whalley – Great Harwood
- S5 – Mellor – Ramsgreave and Wilpshire Railway Station

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- SWC6 – Spring Wood – Whalley

The maps of the following pages show each primary route plan, along with high-level suggested interventions.

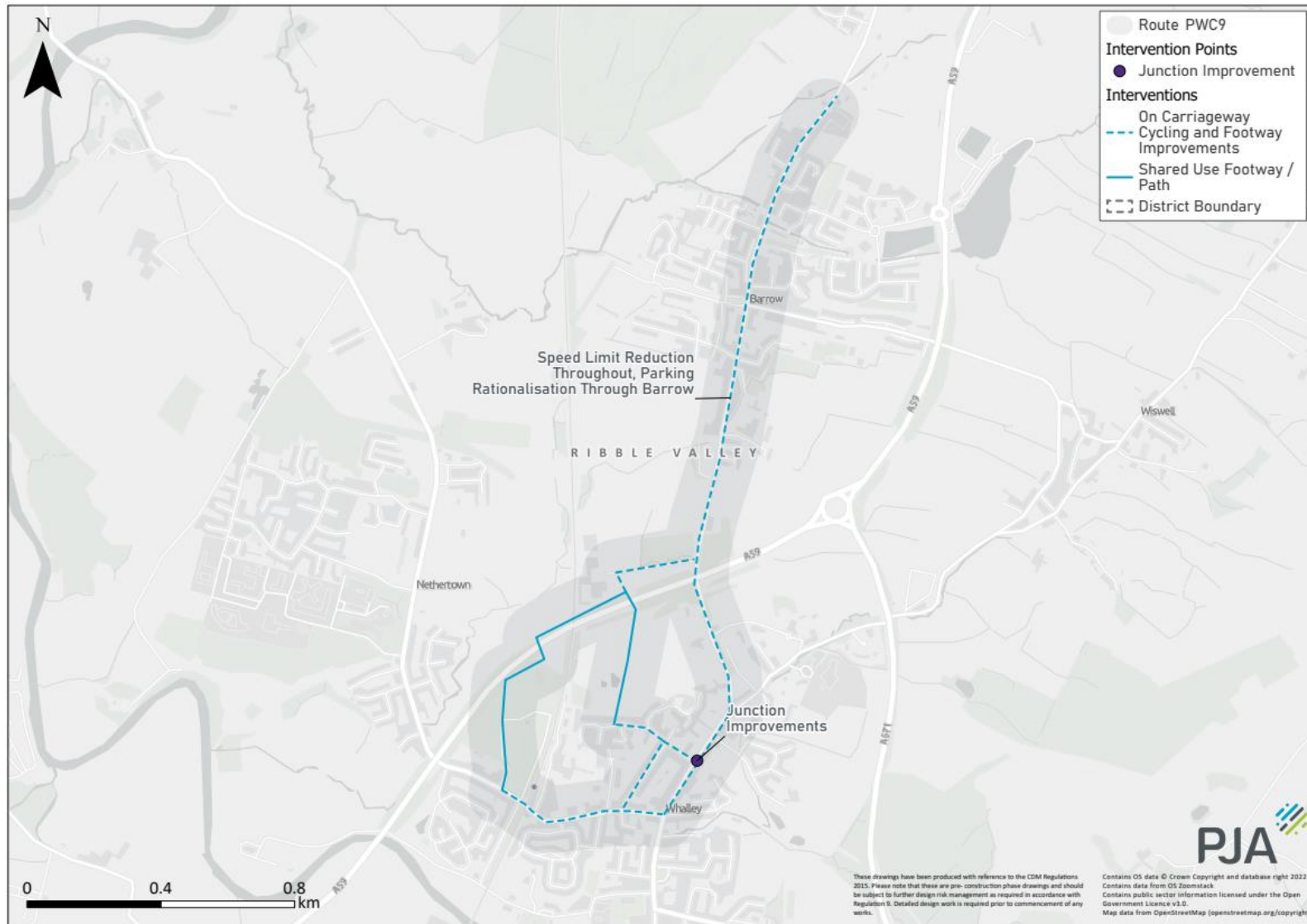


Figure 4-23: PWC9 – Barrow - Whalley

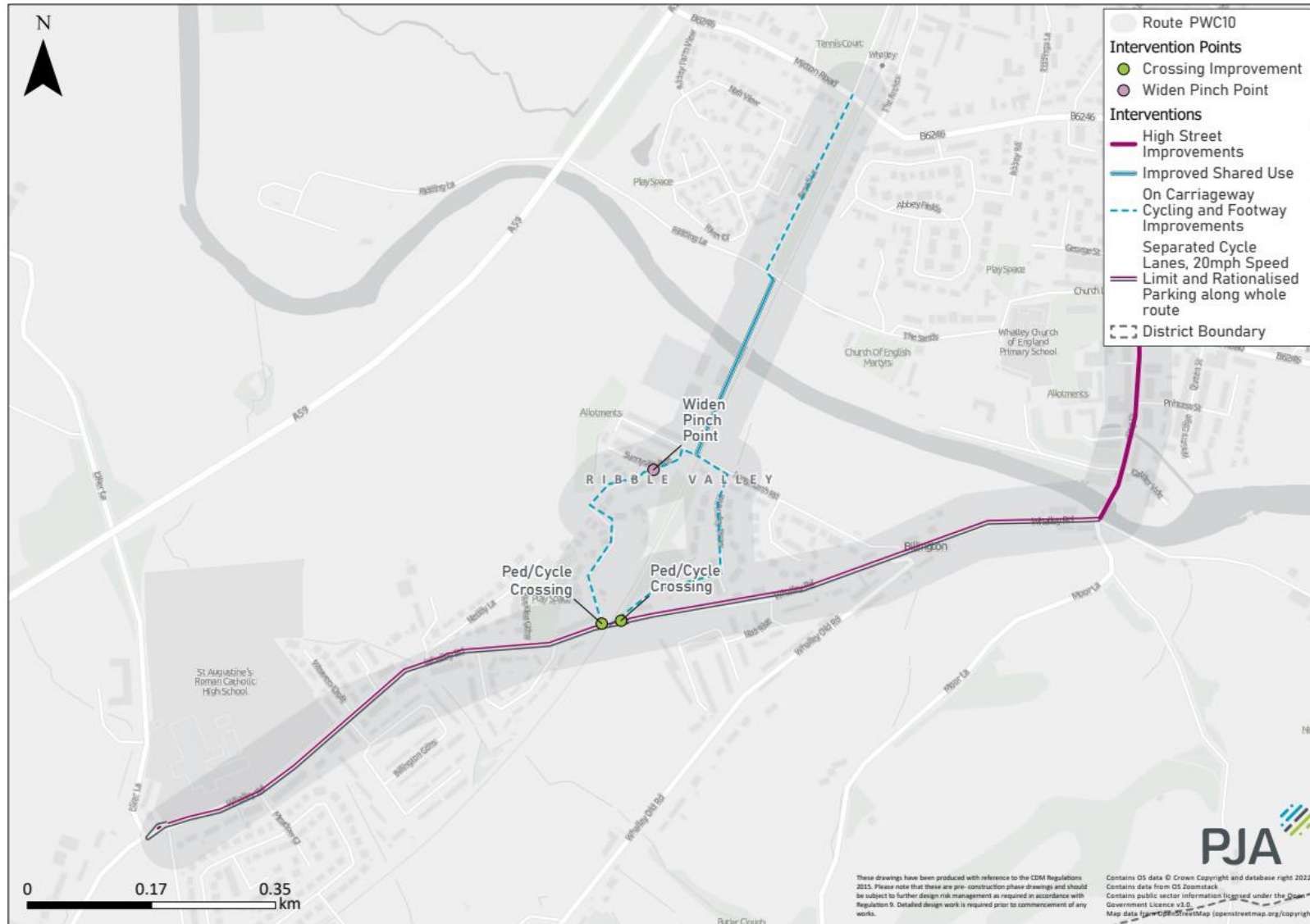


Figure 4-24: PWC10 – Billington - Whalley

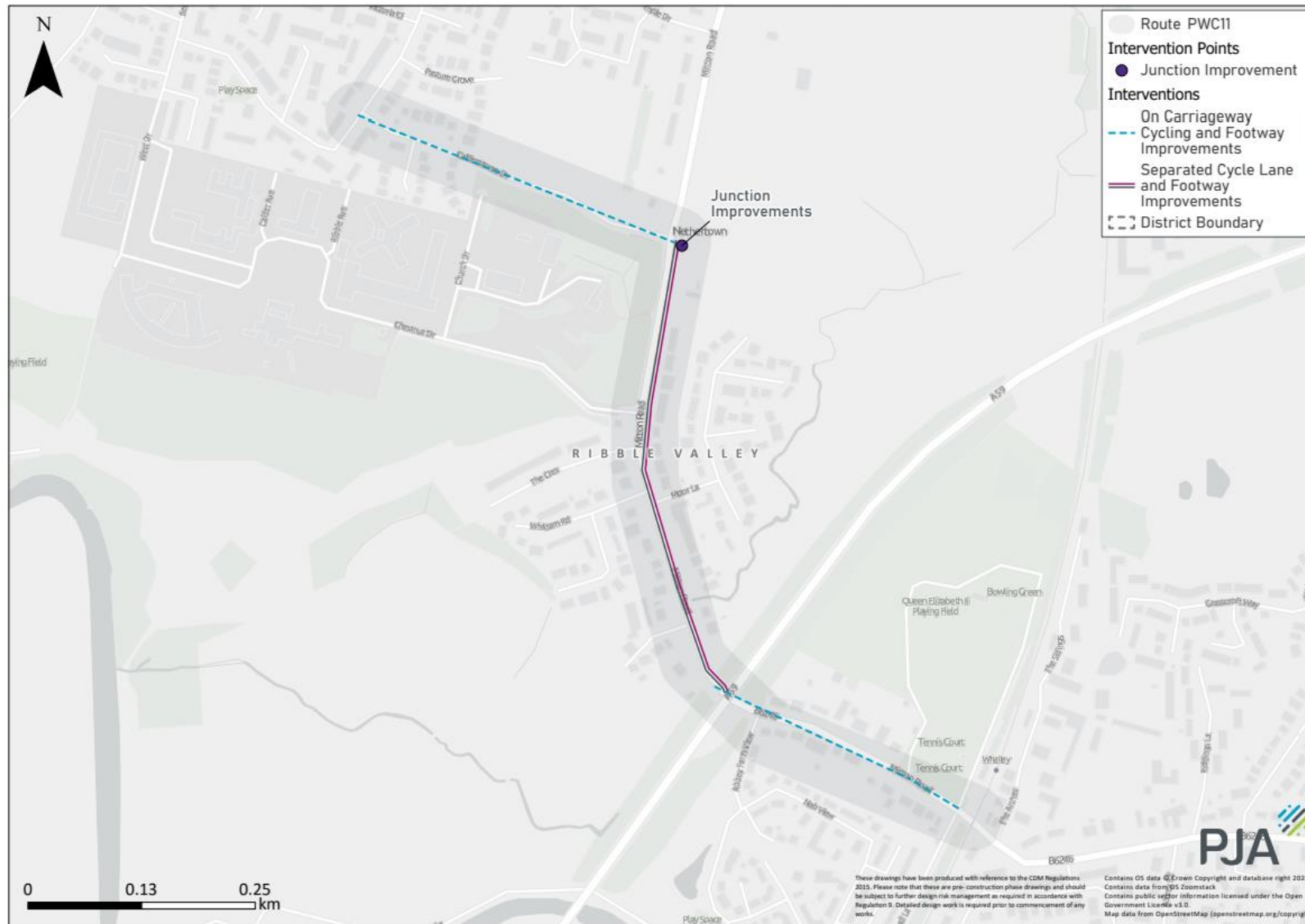


Figure 4-25: PWC11 – Whalley – Queen Mary's

4.4.2.3 Longridge

Figure 4-26 overleaf shows the network of walking and cycling routes within Longridge. Within Longridge, there are:

- 1 strategic route (as described within Section 4.4.1);
- 5 primary walking and cycling routes; and
- 1 core walking zone.

Detailed route descriptions can be found in Table 4-4.

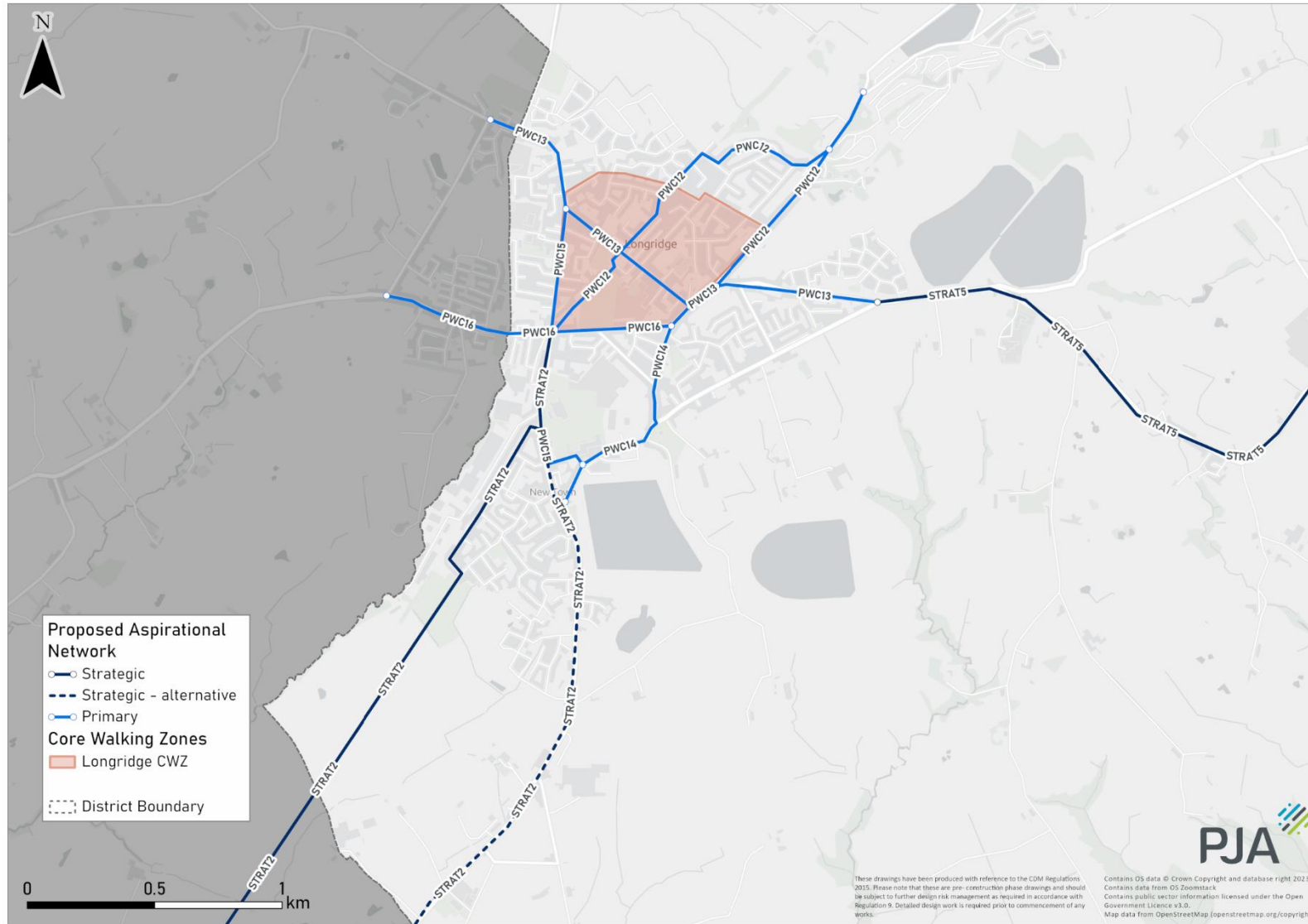


Figure 4-26: Longridge Cycling and Walking Routes

Table 4-4: Longridge Cycling and Walking Routes

| Route ID/Name | Approximate length (km) | Approximate walking time (minutes) | Route Description |
|------------------------------------|-------------------------|------------------------------------|---|
| PWC12 – Longridge Higher Road | 1.0 | 11 | This route connects into Longridge from the north east along Willows Park Lane, before connecting with PWC13, PWC15, PWC16 and STRAT2. The route interventions consist mostly of on carriageway improvements to the residential roads between Higher Road and Longridge Town Centre. Greenway improvements have also been proposed for the existing footpath that runs alongside Longridge Recreational Ground to link the route to the primary and strategic routes to the south. Alternative routing along Higher Road has also been suggested. This street is largely residential, with Longridge Nursery and Longridge Local (a convenience store) also located on the route. Beacon Fell View Holiday Park is located at the end of this route, which may attract some trips into Longridge. |
| PWC13 – Longridge Berry Lane | 1.9 | 25 | This route connects from north west to the east of Longridge along Inglewhite Road, Berry Lane, B5269 and Dilworth Lane. This route links into PWC12 to the north east, PWC15 to the south of Inglewhite Road and PWC14 to the south along Fell Brow. A majority of Longridge's shops and local businesses can be found on Berry Lane such as barbers, opticians, local convenience stores, the Flooring Company, Post Office, Medical Centre, a petrol station, Caf  s, butchers, and restaurants. The route ends in the west adjacent to Longridge Town Football Club, and in the east where Dilworth Lane meets Blackburn Road. Suggested improvements include separated cycle lane and footway improvements along Inglewhite Road following by on carriageway cycling and footway improvements, high street improvements on Berry Lane, and on carriageway improvements on Dilworth Lane. |
| PWC14 – Longridge Chapel Hill | 0.8 | 10 | PCW14 is a route connecting north to south to the east side of Longridge. To the north, the route starts at Fell Brow, where PCW12 and PWC13 are located. This section is mainly residential housing. The route then follows Chapel Hill before ending at the mini roundabout with Preston Road. This section is also primarily residential, with St. Cecilia's RC High School also located here. On carriageway cycling and walking improvements are suggested along the entire route. |
| PWC15 – Longridge Preston Road | 1.1 | 15 | This route connects north to south to the west side of Longridge and links to multiple other proposed routes including PWC13, PWC16 and PWC14. The route follows Derby Road, B6244 Preston Road, with a short link along Doctors Row and an off-road section towards Chapel Hill. Preston Road is mostly residential with some local shops and Longridge High School is also located here. Derby Road is similar but with a higher proportion of businesses including Longridge Police Station, a butchers, estate agents and other local shops. The interventions suggested here mostly involve on carriageway cycling and footway improvements, with shared use improvements to the off road section. |
| PWC16 – Longridge Whittingham Road | 1.3 | 18 | PWC16 connections into Longridge from the west along B5269 Whittingham Road and Kestor Lane, before ending at Market Pl at the junction with Berry Lane, connecting into other routes identified. These roads are mostly residential, but with some businesses including a Longridge Fire Station, an Aldi supermarket, and petrol station. The Ridings housing development that is |

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| Route ID/Name | Approximate length (km) | Approximate walking time (minutes) | Route Description |
|-----------------------------|-------------------------|------------------------------------|---|
| | | | under construction is also located off this route. The mini roundabout with Kestor Lane / B6244 is suggested for improvement, and for the remainder of the route on carriageway cycling and footway improvements are suggested. |
| Longridge Core Walking Zone | N/A | N/A | Longridge core walking zone is shown on the map by the area within the boundaries of Derby Road to the west, Crumpax Avenue and Green Lane to the north, Higher Road and Market Place to the east, and Kestor Lane to the south. This area covers the key walking trip generators within Longridge, encompassing a majority of local shops and businesses. All of the cycling and walking routes identified link into this CWZ. However improvements should be considered across all links within this area to make walking easier, and the natural choice for users. |

The maps of the following pages show each primary route plan, along with high-level suggested interventions.

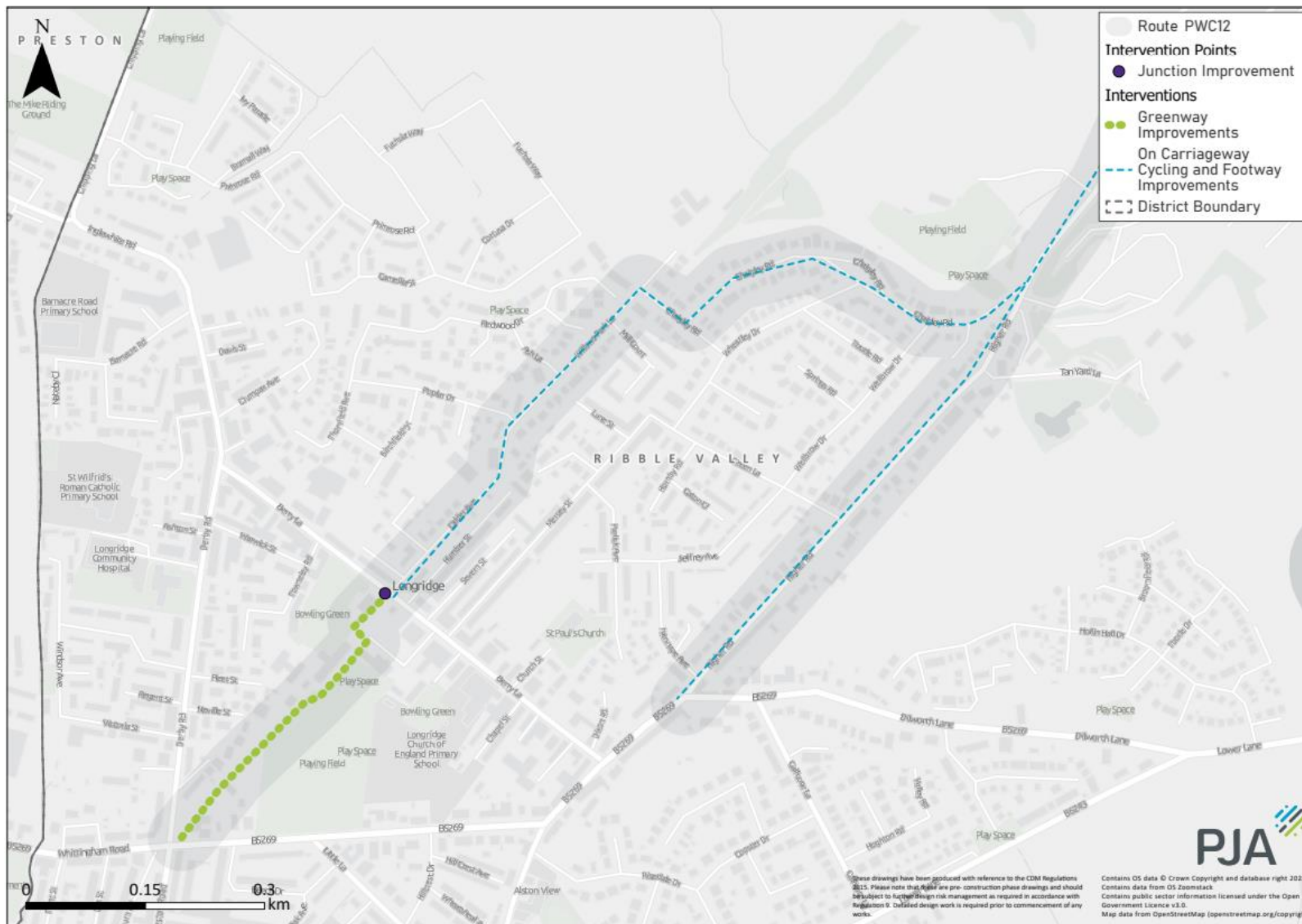
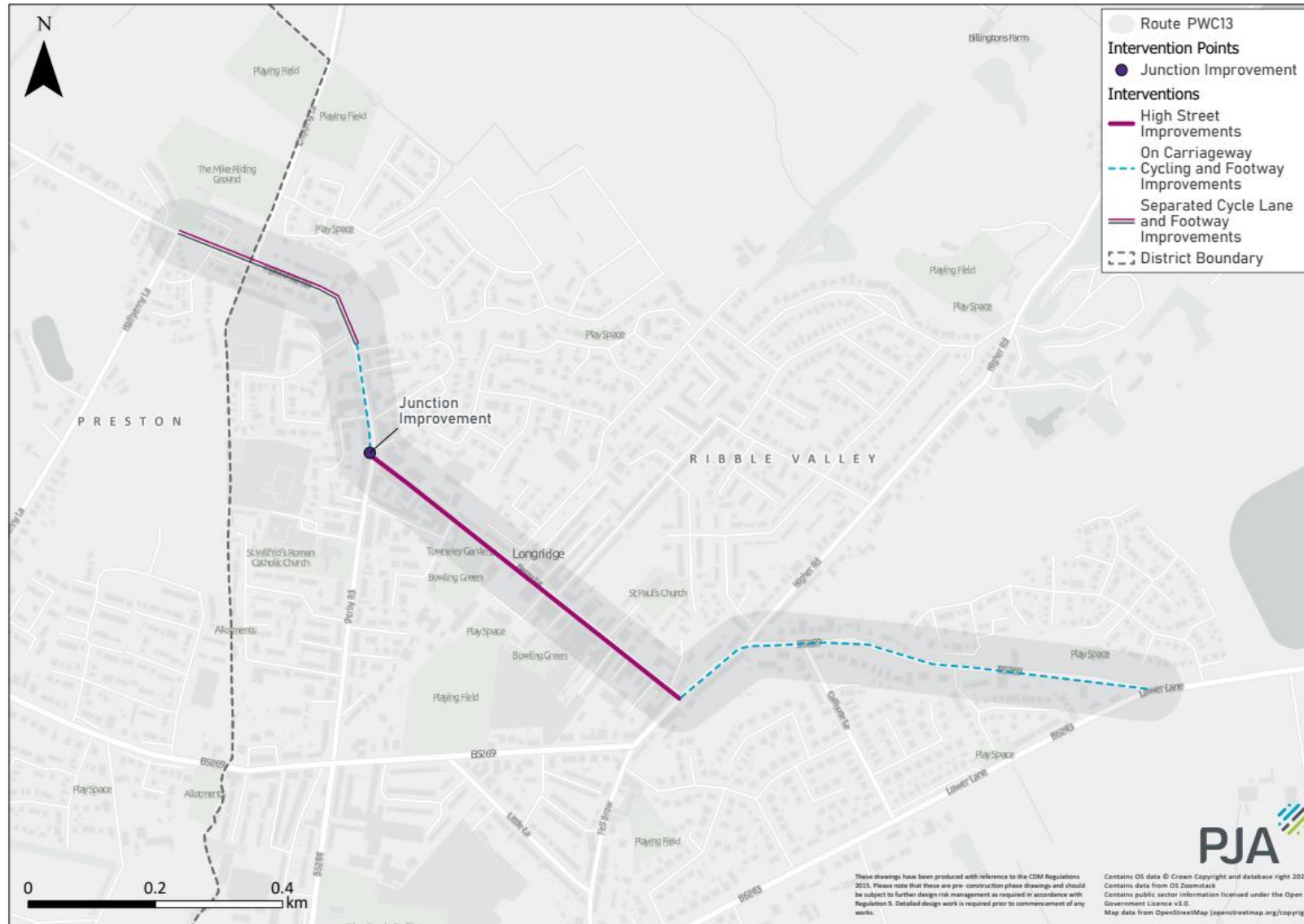


Figure 4-27: PWC12 – Longridge Higher Rd



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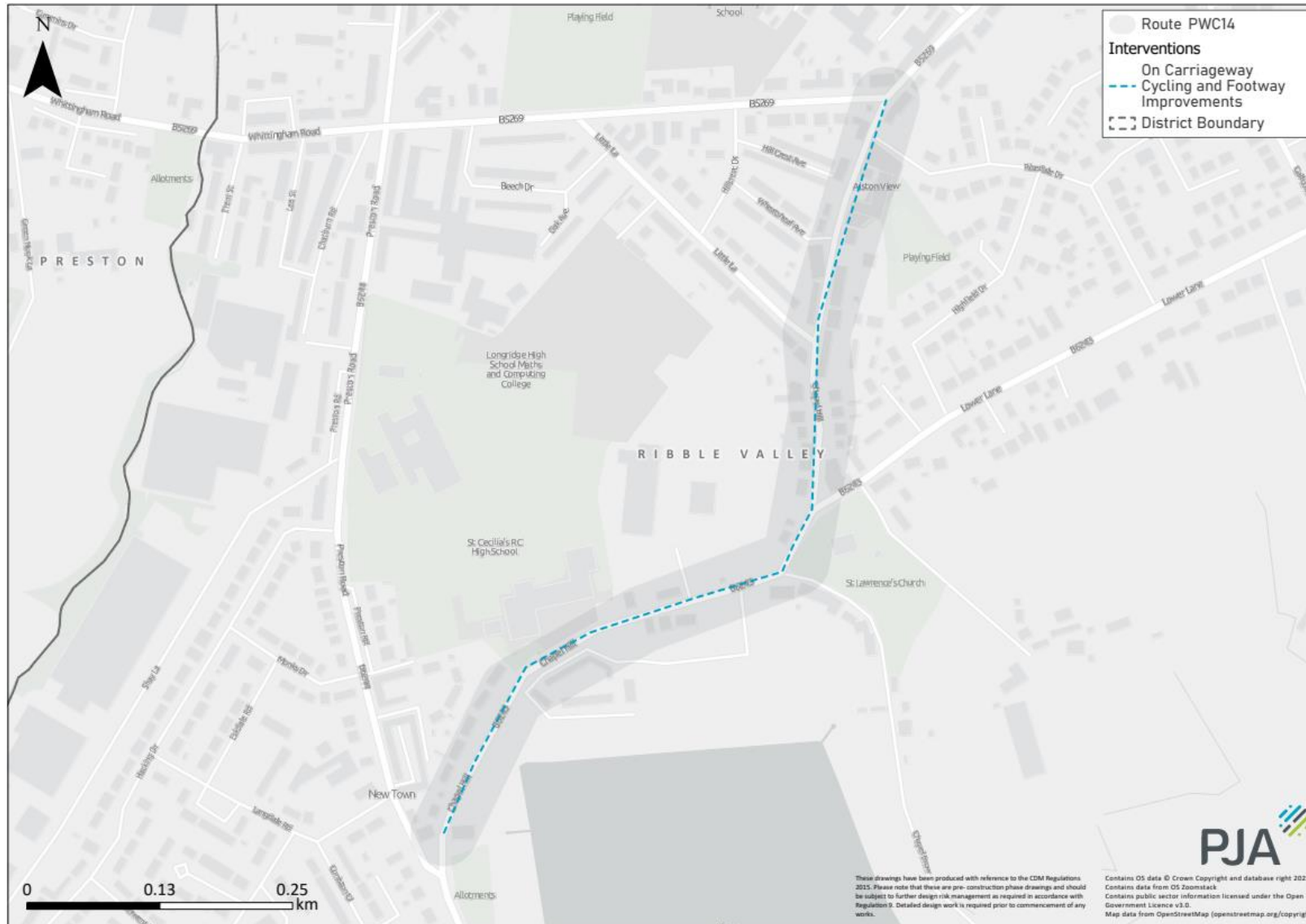


Figure 4-29: PWC14 – Longridge Chapel Hill

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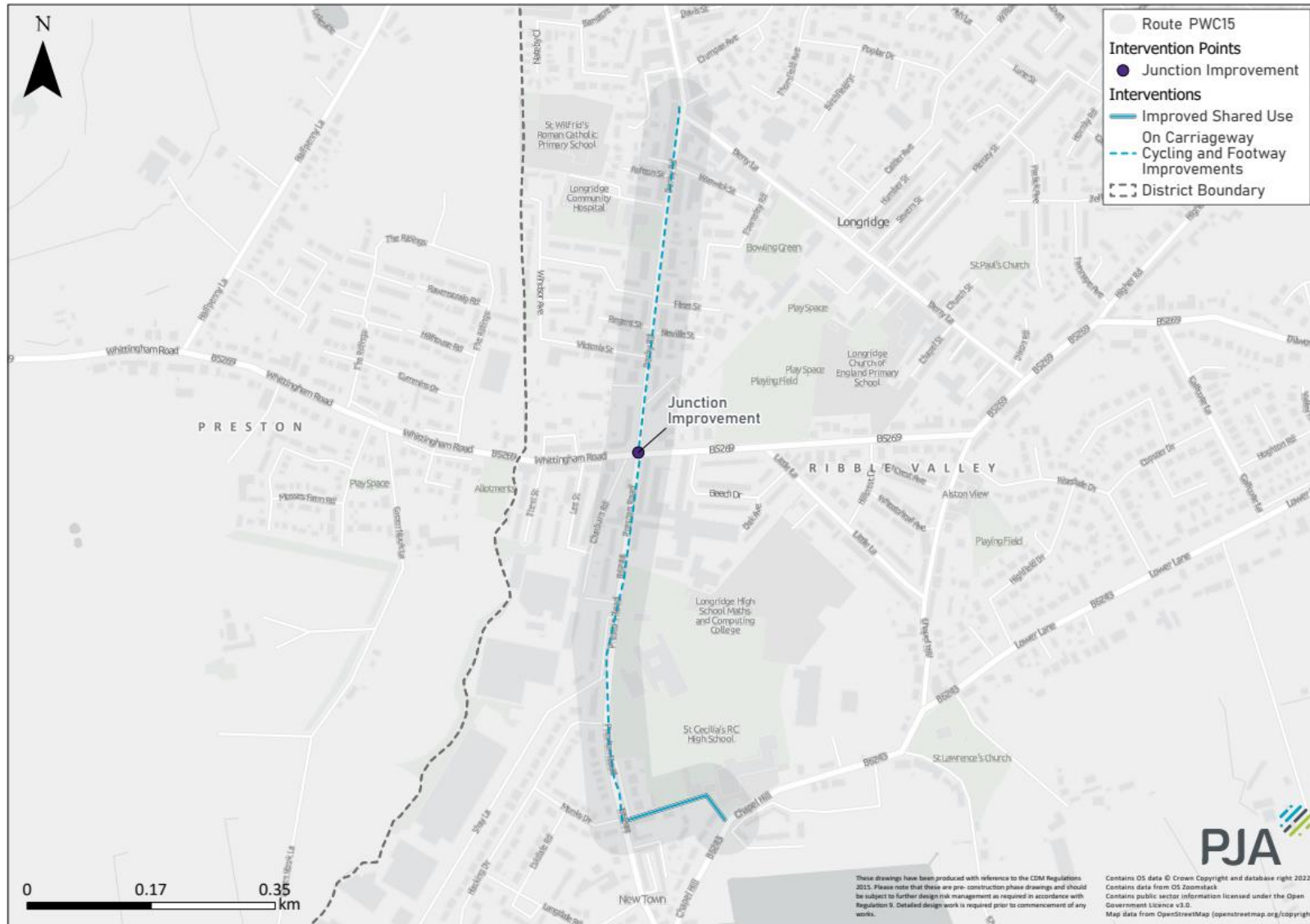


Figure 4-30: PWC15 – Longridge Preston Rd

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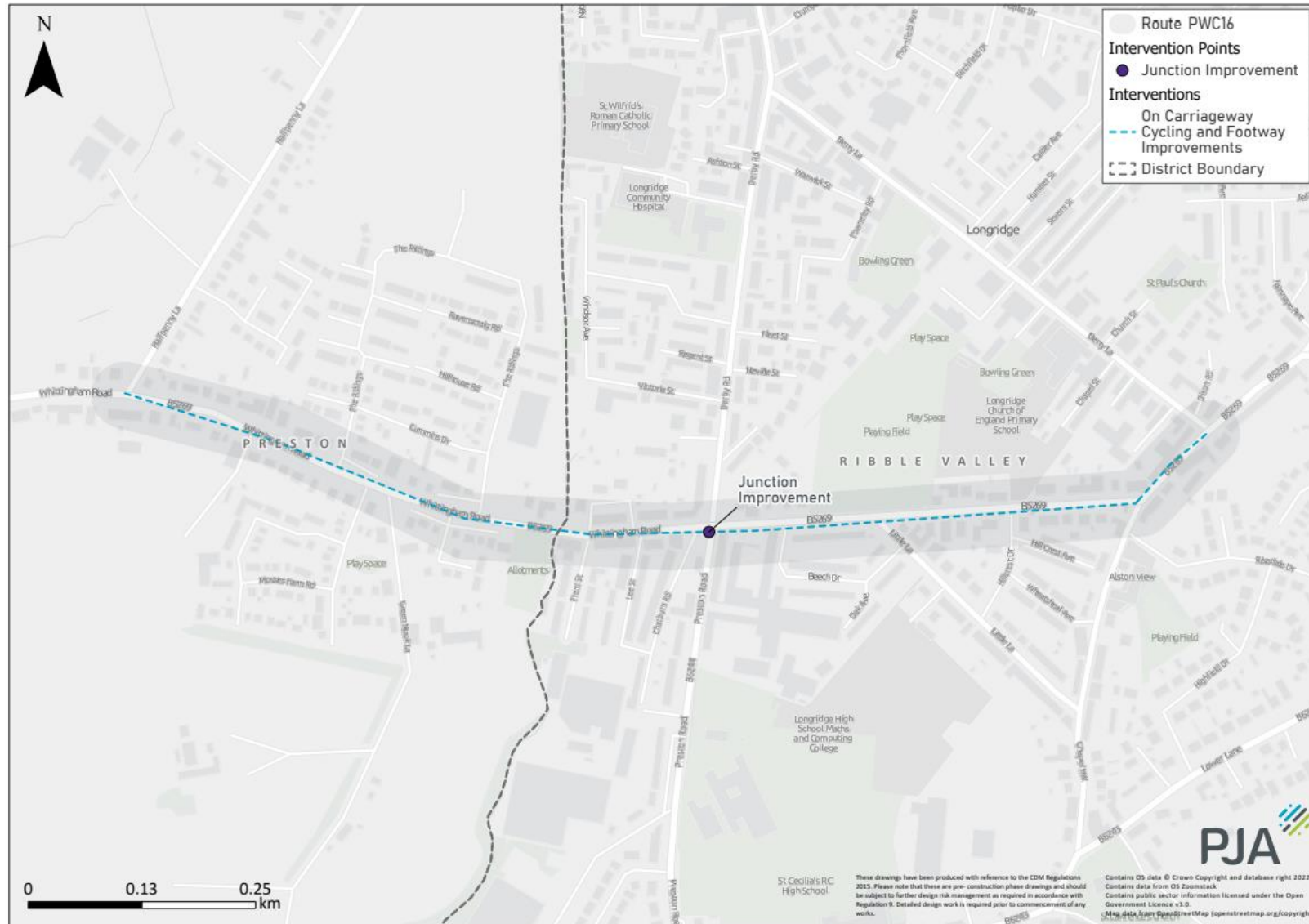


Figure 4-31: PWC16 – Longridge Whittingham Rd

5. Next Steps

5. Next Steps

This LCWIP has detailed a review of policy, data and existing transport conditions in the Ribble Valley. The LCWIP network presented in this report is a long term strategy of potential walking and cycling routes to invest in within the Ribble Valley over the next ten years. Having a developed network of routes across the Ribble Valley will help take a step towards increasing the modal share of active modes, encouraging shifts away from private vehicle.

This report has set out the approach taken and methodology followed for stages 1-4 of the LCWIP process, with stages 5 (prioritising improvements) and 6 (integration and application) to be completed in future. The next steps to in furthering the development of the Ribble Valley LCWIP are:

- **Route audits** – route audits should be undertaken on the final networks to better understand existing conditions, constraints and opportunities. This comprises of an auditing methodology which is focused around the five core design outcomes – cohesion, directness, safety, comfort and attractiveness.
- **Route interventions** – Interventions suggested in this report should be explored in more detail, this should take into account outcomes of the route audits.
- **Prioritising improvements (stage 5)** – it is recommended that routes are sifted and prioritised following a multi-criteria assessment to develop a phased programme for future investment. DfT's LCWIP guidance recommends that priority should typically be given to

schemes that are likely to have the greatest impact on levels of walking and cycling. It is however important to have flexibility with regard to the funding sources available.

- **Integration and application (stage 6)** – it is advised that the LCWIP is integrated into other policy documents. It is beneficial at this stage to also have an understanding of current funding opportunities which may be appropriate for future funding bids with the ambition to support delivery of the LCWIP when possible.

Following this, ongoing tasks for consideration should be:

- Keeping this LCWIP up to date as a live document;
- Developing scheme designs and feasibility of schemes when opportunities arise;
- Working with developing management colleagues to secure improvements through the planning process;
- Further engaging with Sustrans regarding funding for improvements to the NCN;
- Preparing bids to external funding opportunities; and
- Align ambitions and embed within local strategies and policies.