

**REPORT FROM: CHIEF EXECUTIVE**

**TO: SPECIAL BUDGET POLICY AND RESOURCES  
COMMITTEE**

**DATE: 9<sup>th</sup> FEBRUARY, 2023**

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## **FOR INFORMATION**

### **SUSTAINABLE AND ACTIVE TRAVEL**

#### **PURPOSE OF REPORT**

To respond to a request from Council to provide more information on sustainable and active travel.

#### **ISSUE**

1. At the Council meeting on 8<sup>th</sup> December 2022 it was resolved that the highway authority, Lancashire County Council, be asked to provide comprehensive sustainable and active travel routes within and between communities within Pendle and that Pendle's MP be requested to lobby for resources to enable such provision. It was further resolved that the Chief Executive presents a report to the next Policy and Resources meeting to consider the provision of sustainable and active travel routes in Pendle.
2. Pendle Council officers are currently working on a number of travel initiatives and engaging with LCC to try and secure additional funding.

#### Cycling and Walking

3. LCC are currently producing Local Cycling and Walking Infrastructure Plans (LCWIPS) to cover the whole of Lancashire and our Engineering Team are engaging with them on the plan that covers East Lancashire.
4. The plans are at different stages and LCC are aiming to get all of them to the same stage across the whole of Lancashire before going out for final consultation. All the cycling routes which are in Pendle's Cycling Legacy Strategy 2016-21 have been put forward and there is still an opportunity for further routes to be put forward through the consultation mechanism.

The last consultations took place last year but they did not get a huge response. The final consultations should take place early in the next few weeks.

5. The Government has set aside funding for walking and cycling and the LCWIPS are important because they should unlock this funding. The routes that are prioritised in the LCWIPS will have to fit a certain criteria for this funding and so a lot of background work on need and demand has already been done. Economic benefit is the most important criteria for prioritisation with accessibility to places of work, education and linking new housing and residential areas to employment sites etc. etc. We could also argue that Leisure and Tourism routes are of economic benefit.
6. As part of the Lomeshaye Industrial Estate Extension Phase 1 we have received funding from ESIF and Growth Deal for 'green and blue infrastructure' which includes a new bridleway at Lomeshaye. The Accessible Nelson funding under Nelson Town Deal will help improve sustainable transport links between Nelson, Brierfield and Lomeshaye. There may also be some funding via the Levelling Up Fund (through LCC) for further routes in Nelson as well as Mobility Hubs for Nelson and Brierfield. The final details of these schemes have not been approved yet.

#### Bus

7. LCC has received funding for bus improvements across Lancashire (Lancashire and Blackburn between them have received £34.5m). This is a big reduction on what they bid for but within Pendle they have funding for bus improvements in Colne Town Centre and LCC are currently drawing up indicative plans. They are keen to make sure that their plans complement what we are doing as part of the Colne Levelling Up Scheme, in particular the Market Hall/Bus Station scheme and will engage with Pendle on the proposed scheme.

#### Rail

8. Pendle is keen to see the reinstatement of the Colne – Skipton railway line as a vital part of east-west connectivity and infrastructure which will bring economic, social and environmental benefits for generations to come. At its meeting on 8<sup>th</sup> December Council agreed that the Chief Executive write to Secretary of State for Transport, Right Honourable Mark Harper MP, to make a clear-cut decision about reopening the Colne/Skipton rail route. Council further resolved to ask that Pendle's MP supports this request.
9. The existing service, which terminates at Colne, is served by a single track route through Pendle which limits the frequency of the service. A Passing Loop on the existing line would allow an increased frequency of trains over and above the existing one per hour. We bid for funding in 2021 from the Restoring Your Railways Ideas Fund to produce a Strategic Outline Business Case on this to better understand the feasibility and costs of this proposal but were unsuccessful. The cost of this SOBC was estimated at £70k but there have not been any further opportunities to bid for similar funding since.

## **IMPLICATIONS**

**Policy:** None directly arising from this report

**Financial:** None directly arising from this report

**Legal:** None directly arising from this report

**Risk Management:** None directly arising from this report

**Health and Safety:** None directly arising from this report

**Sustainability:** None directly arising from this report

**Community Safety:** None directly arising from this report

**Equality and Diversity:** None directly arising from this report

## **APPENDICES**

None

## **LIST OF BACKGROUND PAPERS**

Pendle's Cycling Legacy Strategy (Approved by Executive 17<sup>th</sup> March 2016)