

Report Title	Local Transport Plan (2025-2045) – Proposed Consultation Response
Meeting	Executive
Meeting Date	20 th November 2025
Report Author	Neil Watson
Directorate	Place
Lead Executive Member(s)	Strategic and Local Planning and infrastructure Cllr Lola Whipp
Wards Affected	All Wards
Public. Part Exempt, or Fully Exempt	Public
Appendices (if any)	<p>LTP consultation documents Pendle Draft Response Lancashire Local Transport Plan 2025 to 2045 Lancashire Combined County Authority</p> <p>Supporting documents Lancashire Local Transport Plan 2025 to 2045 Lancashire Combined County Authority</p> <ul style="list-style-type: none"> • Overview • Executive Summary • Glossary and Design Principles • Green paper (evidence base) • Carbon assessments • Sustainability appraisal and appendices • Habitats regulation assessment

1. Executive Summary

- 1.1 The report sets out the proposed methodology and content of the revision of the Lancashire Local Transport Plan (“LTP”) and makes recommendations on the proposed comments to support Pendle in the development of the Plan.
- 1.2 The LTP is underpinned by an evidence base consisting of a carbon emissions assessment and an integrated sustainability appraisal. The Plan suggests 4 workstreams to underpin transport planning up to 2045. These are: Connecting Lancashire, Transforming Travel Choices, having Safe and Vibrant Communities, and having Future Ready Networks.
- 1.3 The LTP at this stage is an overarching document that contains broad areas for the development of transport related matters up to 2045. The Plan sets out

a balanced approach to having investment in new infrastructure to support growth whilst investing in areas such as EV charging points and looking at innovative ways of providing public transport.

- 1.4 What the LTP does not do is to prioritise a list of short, medium and long term schemes in an Implementation Plan. This will be the crux of whether it will be successful with the need to find ways of funding what is an important but extensive agenda. It will be critical that Pendle participates and shapes the content of the Implementation Plan.

2. Recommendations

For the reasons set out in this report, the Executive is recommended to:

- 2.1 Agree that the Council respond to the consultation as set out at Appendix 1.
- 2.2 Agree that Pendle actively engages in the development of the Implementation Plan(s) that will come forward subsequent to the adoption of the Transport Plan.

3. Information: the Rationale & Evidence for the Recommendations

- 3.1 The Lancashire Local Transport Plan 3 2011-2021 (“LTP 3”) was adopted in May 2011. It is now outdated and a new Local Transport Plan is being consulted on which is proposed to run from 2025 to 2045. The Lancashire Combined County Authority is responsible for the Plan.
- 3.2 LTP 3 had with it an Implementation Plan which was regularly updated when new schemes came forward and when funding became available. That Implementation Plan included, for example, upgrades to Junctions 12 and 13 on the M65 to facilitate growth on Phase 1 of Lomeshaye Industrial Estate, the redevelopment of Northlight, the growth of Pendle’s strategic housing site at Trough Laith and the upper section of Lomeshaye located along the by-pass at Fence.
- 3.3 The development of Local Transport Plan 4 (“LTP 4”) is following the same format. LTP 4 sets out the case for investment across a range of cross cutting themes. There is a need to facilitate an ambitious growth programme which requires transport improvements to facilitate it. The role of Local Plans and Local Economic Growth Strategies is recognised and transport investment is seen as a key element in supporting those local growth objectives.
- 3.4 LTP 4 recognises the important role having an affordable and accessible transport network plays in improving social deprivation and improving health outputs by allowing access to walking and cycling routes. Growth needs to include determinants of health which include facilitating access to outdoor recreation.
- 3.5 LTP4 also recognises the importance of developing new technologies to reducing pollution and transitioning to a carbon neutral future.

- 3.6 The importance of both east-west and north-south transport corridors are seen as key elements for sustainable growth. The key diagram at page 22 of the draft however seems to miss Pendle out when considering the transport routes to the east. This may be unintentional but improving transport to the east of the Country must include and be centred around Pendle so the diagram needs to be referred to in the Council's response.
- 3.7 Having set out the overarching aims 4 workstreams are set out:
- i. Connecting Lancashire – looking at connecting residents with jobs.
 - ii. Transforming Travel Choices – “revolutionising” travel options.
 - iii. Safe and Vibrant Communities – addressing root causes of deprivation, poor health and social isolation
 - iv. Future Ready Networks – an area fit for the future using new technologies.
- 3.8 The workstreams encapsulate the key elements of an integrated transport plan at a strategic level. Growth is the first workstream and is key to improving gross value added (GVA) – the accepted measure of growth - in Lancashire by connecting places and people to businesses which in turn will lead to less deprivation. Strategic growth sites are seen as key elements in this and Lomeshaye is identified as being one of those.
- 3.9 The Plan recognises the need to focus on areas of deprivation in the second workstream, and providing travel choices to those in deprived areas to allow access to better economic opportunities without having the barrier of expensive transport options which can prevent entry into better employment.
- 3.10 Public safety and confidence in safe places is the third workstream. This is seen as revolving arounds place making and providing high quality places centred around urban centres and transport hubs.
- 3.11 The final workstream is having future ready networks. This is not only around transport capacity but building in infrastructure for example to support the move to electric vehicles and having more automatic traffic management control that will actively respond to manage traffic in the most effective way. Having networks for example of charging points will facilitate a future where carbon emissions are minimised and where residents will benefit from longer term sustainable and affordable transport choices.
- 3.12 The work areas and principles in LTP 4 are cohesive and generally sit well together. It is an ambitious Plan overall and if it could be delivered it would be a significant boost to the economy and long-term prosperity of Lancashire. What the Plan does not however is assess how effective it could be in delivering on the agenda set against what may be limited resources for public services.
- 3.13 The Implementation Plan will be key to the delivery of LTP 4. Areas of low land value such as Pendle do not generate capital receipts through for example the Community Infrastructure Levy and it has been the case that

investment choices have in the past revolved around value for money for investments made. Social value must be a component of how future investment decisions are made.

4. Link to Council Plan Priorities: (Providing High Quality Services and Facilities, Proud and Connected Communities and Places, Good Growth and Housing and Healthy Communities)

4.1 LTP 4 will cut across all of the 4 priorities. It would help provide transport facilities and services through public transport improvements and transport hubs. It is key to physically connecting communities and places. Good growth will be facilitated by improved transport links as well as improving workforce access to those jobs. With improved access to jobs and housing economic performance would improve and that is normally correlated to improvements in health.

5. Implications

5.1 Financial Implications:

None resulting directly from this report. The outcome of the LTP 4 process will however direct how investment will take place across the Lancashire area and it will be important for Pendle to fully participate in the preparation of the Investment Plan.

5.2 Legal and Governance Implications

None arising directly from this report.

5.3 Climate and Biodiversity Implications

LTP 4 will be important in reducing the carbon footprint of the county. There will be limited impact on biodiversity.

5.5 Human Resources Implications

None.

5.6 Equality and Diversity Implications

None arising from the consultation. The LTP will however be important to ensure that there is fair access to modes of transport and to giving access to job markets to disadvantaged people and areas.

6. Consultation

6.1 This is a consultation document. No other parties have been consulted

7. Alternative Options Considered

None as this is an external consultation.

8. Statutory Officer Sign off (please put an x in the relevant box below)

Section 151 Officer	X
Monitoring Officer	X

9. Background Documents

[Supporting documents | Lancashire Local Transport Plan 2025 to 2045 | Lancashire Combined County Authority](#)

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Contact Officers

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