LANCASHIRE
COMBINED COUNTY
AUTHORITY

Lancashire Local Transport Plan Core Strategy (2025-2045) Appendices

Delivering a stronger, fairer, sustainable future

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Appendix A Glossary

	Term	Definition
A	Accessibility	In transport terms, the degree to which services and opportunities (such as health services and shops) and transport services, can be reached by all members of society at a reasonable cost and in a reasonable time scale. This includes access for those with disabilities, health conditions and other needs.
	Active travel	Making journeys in a physically active way, e.g. walking, travelling by wheelchair, using a scooter, pushing a pram, cycling and horse riding.
	Air Quality Management Areas (AQMAs)	Air Quality Management Areas (AQMAs) are locations where recorded levels of air pollution show that the national air quality objectives are not likely to be achieved. This area could consist of just one or two streets, or it could be much larger.
	Autonomous vehicle	A vehicle that can operate itself and perform necessary functions without human intervention by sensing their surroundings (also known as self-driving or driverless vehicles).
B	Bus Service Improvement Plan (BSIP)	Local Transport Authorities, working closely with their local bus operators and local communities, develop a BSIP to address improvements to the local transport bus system – by setting out a vision for delivering the step-change in bus services.
	Blue infrastructure	Water-based areas like rivers, lakes, wetlands, canals, ponds, and sustainable drainage systems that help manage water, prevent flooding, and support wildlife.
C	Car club	A pool of cars that people and businesses can pay to use on a per trip basis.
	Cargo bike	A cycle that is specially designed to carry loads such as groceries, children, deliveries or heavy equipment.
	Circular economy	Designing products and systems so that materials are reused, repaired, or recycled instead of being thrown away. It helps reduce waste, save

	Term	Definition
		resources, and protect the environment by keeping things in use for as long as possible.
	Combined County Authority (CCA)	A combined county authority is where a group of upper-tier councils work together across a larger area. Approved by the Government, combined county authorities are granted some funding and decision-making powers from Westminster for their regions.
	Community transport	A local transport service that helps people who can't easily use regular public transport – like older adults, people with disabilities, or those in rural areas – get to important places like hospitals, shops, or social events.
	Connectivity	In relation to transport, this means the effectiveness of the transport network in getting people and goods from one location to another.
	Consolidation centre/hub	A place where many suppliers can have goods delivered and combined into a single fuller load on one vehicle, often smaller, for the last leg of the journey e.g. into the town centre.
D	Decarbonisation	Removing or reducing the carbon dioxide produced by human activities such as transport.
	Demand Responsive Transport (DRT)	A flexible form of shared, on-demand transport where people book journeys on identified routes, and vehicles alter their routes based on where the people travelling at that time wish to go, rather than fully following a fixed route or timetable.
	Deprivation	When people lack basic requirements e.g. access to healthy food or jobs.
	Digital connectivity	The ability to access services or activities through internet or mobile phone connections, e.g. working from home or online doctor's appointments.
E	E-bike	A cycle with an electric battery to assist pedalling.
	Electric vehicle (EV)	EVs are vehicles that are either partially or fully powered on electric power. This includes battery-powered electric vehicles (also known as Zero Emission Vehicles), and plug-in hybrid electric vehicles.
	Electric Vehicle Infrastructure (EVI)	There are several components that make up EVI. The term 'Devices' is used for each physical charge

	Term	Definition
		point device, and the term 'Sockets' states the number of users able to access each device at a given time (usually also correlates with 'bays').
	Embodied carbon	The carbon produced during the lifecycle of a material or product. It considers the amount of carbon released throughout the entire supply chain and sometimes up until the end of its lifecycle. For instance, the embodied carbon of a road would include the carbon associated with making and transporting asphalt.
	Enhanced Partnership	A formal agreement between a local transport authority and bus operators to work together to improve local bus services. The authority can set certain standards that bus operators must follow.
	Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society and replaces previous anti-discrimination laws with a single Act.
F	First / last mile	The first or last leg of a journey, either for a person or goods being delivered (e.g. the walk to a bus stop, or the journey from a local distribution centre to a home).
G	Greenhouse gases	Gases such as carbon dioxide (CO_2), methane and nitrogen oxides (NOx) which contribute to global warming (the gradual increase in the overall temperature of the earth's atmosphere, caused by increased levels of greenhouse gases).
	Green infrastructure	Nature-based spaces like parks, green roofs, street trees, woodlands, and green corridors that help clean the air, manage rainwater, and make places nicer to live.
	Gross Value Added (GVA)	A measure of total output in a local economy, based on the value generated by any unit engaged in the production of goods and services.
H	HGV	A Heavy Goods Vehicle (HGV) is a vehicle with a gross weight of over 3500kg.
	Hybrid vehicle	Uses both a petrol or diesel engine and an electric motor to power the car. Plug-in hybrid vehicles can be charged using an external power source, like a home or public charging point. For non-plug-in

	Term	Definition
		hybrids, the battery is charged automatically while driving, so they don't need to be plugged in.
I	Integrated Sustainability Appraisal (ISA)	The LTP Core Strategy has been subjected to a series of assessments that cover the topics of Sustainability and Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). Taken together these various assessments are described as an ISA.
L	LGV	A Light Goods Vehicle (LGV) is a vehicle with a gross weight of less than 3500kg, such as vans and pick-up trucks.
	Local Cycling and Walking Infrastructure Plan (LCWIP)	A long-term approach to developing local cycling and walking networks over a ten-year period, which forms a vital part of the Government's strategy to increase the number of cycling journeys made and increase walking activity substantially.
	Local Plan	A legally required document prepared by a local planning authority that sets out policies and proposals for land use, development, and infrastructure in a specific area, guiding decisions on planning applications over a specified period. Local Plans are subject to public consultation and independent examination to ensure it meets national planning standards.
	Local Transport Plan (LTP)	A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed.
M	Micro-mobility	Refers to a range of small, lightweight, and usually single-person vehicles. Examples include bikes, e-bikes, and electric scooters.
	Mobility	The action of people and goods moving around.
	Multi-modal	Involving more than one mode (type) of travelling e.g. both bus and train.
N	National Landscape	A designated area of exceptional landscape with a distinctive character and natural beauty that needs to be safeguarded in the national interest. Formally

	Term	Definition
		known as Area of Outstanding National Beauty (AONB).
	Network management	Running the highway network so that it operates smoothly and efficiently. Management involves measures like responding to incidents and congestion build up.
	NOx	In atmospheric chemistry, NOx is a generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO2).
P	Productivity	Productivity is a measure of how efficiently goods and services are produced, usually expressed as the total value of goods and services produced (Gross Value Added) per worker. Higher productivity translates into higher wages, more spending power, and more prosperity for our residents
	Productivity gap	The difference between the productivity in Lancashire compared to the country as a whole.
	Public transport	Transport that charges a fare, runs on fixed routes, and is available for use by the public e.g. bus, train, tram and coach.
S	Safe System Approach	The Safe System is an approach to road safety which puts the human being at its centre, and which stems from the belief that every road death or serious injury is preventable. The Safe System approach is built upon two basic facts about people, that (1) people make mistakes, and will make mistakes when on the roads, and (2) people are vulnerable to being killed or seriously injured, if they are involved in a crash.
	School streets	A proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A school street scheme will enable a healthier lifestyle and active travel to school for families and lead to a better environment for everyone. It normally involves a traffic management order to be applied to a street around a school, temporarily restricting access to motorised vehicles.

	Term	Definition
	Segregated cycle lanes	A path for cyclists that is separate to motor traffic and pedestrians.
	Shared transport	Forms of transport that are shared between users, e.g. cycles, cars, scooters. They could be shared between people at the same time (lift sharing in a car) or at separate times (car club hire).
	Site of Special Scientific Interest (SSSI)	A formal conservation designation. Usually, it describes an area that is of particular interest to science due to the rare species of fauna or flora it contains or important geological or physiological features that may lie in its boundaries.
	Special Areas of Conservation (SAC)	Areas of land designated under Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora.
	Special Protection Area (SPA)	Special sites designated under the EU Birds Directive to protect rare, vulnerable and migratory birds.
	Sub-national Transport Body (STBs)	Pan-regional partnerships that exist to co-ordinate activity with their member local authorities and Government. There are seven sub-national (or regional) transport bodies in England, and Transport for the North is the only statutory STB.
	Sustainable transport	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, car sharing and public transport.
T	Transport for the North (TfN)	Transport for the North is the first statutory Sub-national Transport Body. It brings together local transport authorities and business leaders together with Network Rail, National Highways and HS2 Ltd. TfN provides one united voice for the North of England on the transport investment needed to drive transformational growth across the region.
	Traffic Regulation Order (TRO)	A legal document produced by a local authority to manage traffic movement and parking on public roads. It allows councils to restrict or prohibit certain types of traffic (e.g. one-way streets, speed limits), control parking (e.g. permit zones, double yellow lines), and designate pedestrian zones or cycle lanes. TROs are essential

	Term	Definition
		for enforcing traffic rules and ensuring road safety and accessibility.
	Transport related social exclusion (TRSE)	This means being unable to access opportunities, key services, and community life as much as needed, and facing major obstacles in everyday life through the wider impacts of having to travel. TfN has developed a dataset to quantify TRSE across the country based on a combination of factors, related to access to key destinations and the vulnerability of the population to social exclusion.
U	Ultra-Low Emissions Vehicles (ULEVs)	Ultra-low emission vehicles (ULEVs) refer to all vehicles that use low carbon technologies and emit less than 75g of CO_2/km from the tailpipe and/or is capable of producing zero tailpipe emissions for at least ten miles. ULEVs include Electric Vehicles (BEVs and PHEVs) as well as other hybrid and range extender vehicles.
V	Vision-Led	An approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').
	Vision Zero	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
Z	Zero emission vehicle (ZEV)	A vehicle which has the potential to produce no direct tailpipe emissions. The term mainly relates to buses and freight and includes Battery Electric Vehicles or vehicles using fuel cell hydrogen.

Appendix B Sustainable design principles

B.1 Overview

Environmental and sustainability considerations have been fundamental in developing the LTP Core Strategy and will play a key role in everything we deliver as part of it. Our design principles, as set out in the following section, will ensure that LTP delivery is underpinned by a holistic approach to sustainability. Our LTP vision and goals also have sustainability considerations at their core, including recognising the need to prepare for future societal and environmental changes, and to support the decarbonisation of the transport sector.

B.2 Sustainable design principles

Implementation of the LTP policies and measures will require maintenance and operation of the existing transport network and may require construction or enhancement of infrastructure. As such, they have the potential to impact the environment, local communities and visitors to the affected area.

We will work closely with partner organisations to ensure that consideration of sustainability, including health and equality, is made at the earliest possible planning stage for schemes. We will also work in partnership with external stakeholders, including government bodies, to improve transport in Lancashire for all. We will identify the types of assessment that are appropriate for the scale and nature of the scheme at each stage of development and which organisation has responsibility for the assessment process. This will allow for full consideration of requirements in development plan documents and required statutory processes, as necessary.

Dependent on the scheme, assessment will include, as required, Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Habitats Regulations Assessment (HRA) and Environmental Impact Assessment (EIA). Where these statutory assessments are undertaken, they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance where relevant (or equivalents prevailing at the time) throughout the life of LTP.

Further information on our approach to sustainability can be found in the Integrated Sustainability Assessment (ISA).

B.3 Health and equality impacts

As outlined in Policy SV5, the implementation of our policies and measures could have both beneficial and negative impacts on local communities, or visitors to the surrounding area.

The impacts could be experienced in different ways by different individuals, particularly those who may be considered vulnerable due to such differentials as age, health, ethnicity, sex or income, or who have protected characteristics under the Equality Act 2010.

As our LTP policies and measures progress, we will proactively consider health and equalities issues from the earliest stages. HIA and/or EqIA assessments will be conducted as needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process. We will use the latest inclusive design standards, including DfT guidance, to mitigate adverse effects and maximize beneficial ones, ensuring fair and equitable access to services, facilities, and amenities for all members of society.

B.4 Environmental impacts

The implementation of our LTP polices and measures could also impact many aspects of Lancashire's unique natural, built and historic environments. In developing the policies and measures, we will work with partners to make net improvements to the local environment wherever possible and, as a minimum, will always follow the policies set out in this LTP to take every opportunity to protect and enhance the environment. Assessments such as a HRA and EIA may be required to assess environmental impacts and inform the LTP measures, where required by relevant legislation. These assessments may also be required for LTP measures that require planning permission. For any measures that could potentially affect sites that are designated for nature conservation or for other reasons, we will appropriately assess any potential direct or indirect impact that may arise over the life span of LTP. We will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation.

Where possible, opportunities will be identified to enhance our designated sites through, for example, planting of species that will improve the quality and coverage key habitats for biodiversity, or through measures to reduce air pollution and therefore reduce deposits of pollutants on these areas.

Environmental Management Plans (EMPs) will be prepared and implemented for all construction, refurbishment and maintenance contracts and will include the findings and suggested mitigation from any assessment made. The EMPs will consider material resource use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed. Scheme design will proactively consider environmental protection from the earliest stage, and will ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to:

Reduce air pollution from transport by:

- Being reflective of appropriate legislation and considering ecological receptors alongside human receptors when dealing with air quality.
- Developing and promoting sustainable modes of transport, encouraging uptake of EVs, and managing our networks effectively.
- Designing infrastructure to minimise embedded carbon.
- Ensuring that new transport interventions maximise the opportunity for increasing tree / vegetation cover (using native species), where practical.

Build in resilience to extreme weather by:

- Working with partners to build resilience to flooding, including measures such as introducing green and blue infrastructure and Natural Flood Management or Sustainable Drainage Systems (SuDS) which will improve water quality.
- Avoiding sites in areas of known flood risk when possible.
- Ensuring appropriate compensatory measures are implemented when there is no other option to avoid land take from areas of flood plain.
- Building in capacity to withstand temperature extremes, with adequate heating or cooling systems on transport vehicles and in stations.
- Introducing new planting to help ameliorate the impacts of climate change, for instance by providing shade or acting as wind breaks.
- Ensuring that appropriate low carbon materials are used wherever possible.

Avoid and protect areas that are recognised at the highest levels for their importance to nature conservation and biodiversity by:

- Avoiding sensitive areas and through the adoption of best practice wildlife friendly designs into transport interventions; mitigation and compensation for any losses.
- Consideration of protected and priority species and their habitats, and sites designated for their geodiversity.
- Exploring opportunities for new habitat creation and enhancement associated with transport developments.

- Recognising the need for cohesive habitat networks to help habitats and species adapt to the consequences of changing weather patterns.
- Enhancement of the green infrastructure through, for example, footpaths, cycle lanes and other Public Rights of Way.

Protect Lancashire's ecology, landscape and townscape by:

- Ensuring that transport interventions avoid sensitive areas and respect particular landscape or townscape settings, with consideration made of design quality in both an urban and rural setting.
- Developing designs that note the local vernacular architecture when possible.
- Exploring opportunities for landscape enhancement.
- Following appropriate guidance and advice where a scheme would involve physical development within either of the two National Landscapes or a Conservation Area.

Protect the historic environment by:

- Developing designs which are sympathetic to its existing character and quality, examining opportunities for improving settings.
- Designs and site selections should be informed by early investigation of the potential archaeological interest of the affected land, where previously undiscovered archaeological assets could be affected.

Protect the water environment by:

- Preventing pollution of water bodies (including groundwater) both during the construction and operation of any transport intervention.
- Considering risk to all types of water bodies (not just main rivers) during any scheme design.
- Identifying opportunities to help meet the objectives of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Considering green-blue infrastructure in this context as well as other wider, benefits and objectives.

Protect natural resources and promote circular economy principles by:

- Promote a circular economy by promoting re-use, recycling, resource efficiency and minimising waste.
- Reduce the consumption of fuel by promoting a shift to more sustainable forms of transport.
- Undertaking appropriate management and maintenance of transport infrastructure to meet waste and resource goals.