

Lancashire Local Transport Plan

ISA Appendices | August 2025

Appendix A ISA Scoping Consultation Responses

ISA Scoping Consultation Responses

Consultation Body	Response	How it is addressed in ISA
Historic Environment	<p><u>Context and baseline information</u></p> <p>Baseline information should describe the current and future state of the historic environment, providing the basis for identifying sustainability issues, predicting and monitoring effects and alternative ways of dealing with them. It can use both quantitative and qualitative information and should be kept up to date. It is important that meaningful conclusions can be drawn from the baseline information; what it means for the Plan and how the historic environment is to be dealt with.</p> <p>The baseline information in the scoping report on the historic environment should include all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. This not only involves undesignated (or local heritage assets) but the potential for unrecorded archaeology, and historic landscape character areas for example. It is also important that reference is made to setting, as this is an important part of the significance of an asset.</p> <p>The NPPF recognises the importance of undesignated heritage assets and therefore this should be included within the baseline data. The source of this information is included within the scoping report; references is made to them and the Plan should recognise the opportunities for their enhancement and contribution to other aspects of the Plan area. The importance of local character and identity including the landscape and townscape of an area is an important consideration.</p>	<p>The plans and policy review and the review of baseline is intended principally to inform the development of the ISA Framework. It is not intended to be exhaustive.</p> <p>The ISA should be proportionate to the level of detail in the Plan and it is to be recognised that the LTP does not, at this stage, include a Delivery Plan or attempt to set out individual schemes. The ISA then provides an assessment of LTP policy only.</p> <p>A series of Appropriate Assessment aid questions have nevertheless been included to ensure such issues are recognised in assessment (Section 7.2 of the ISA report). It is also</p>

		recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.
Historic Environment	<p><u>Context and baseline information</u></p> <p>Appendix B contains the baseline information and we have the following comments to make:</p> <p><i>B5 Historic Environment Baseline</i></p> <ul style="list-style-type: none"> • The report seems to put a lot of emphasis on national information rather than focusing on the plan area and what might be affected. • There is no need for a big section on WHS at a national level as this is not relevant to the LTP area and can be confusing. • Listed buildings and conservation areas are separate matters and should not be in the same section. • Future trends do not match that of other sections of the scoping report. It does not provide anything unique to the Plan area. • Future trends seems to reiterate national policy rather than focusing on the LTP area. <p>This and other areas seems to focus on the impact of housing development – what about all the other matters mentioned in the document? What about other matters that the LTP proposes? The document mentions other risks but here the focus seems to be on housing development.</p>	<p>The plans and policy review and the review of baseline is intended principally to inform the development of the ISA Framework. It is not intended to be exhaustive.</p> <p>The ISA should be proportionate to the level of detail in the Plan and it is to be recognised that the LTP does not, at this stage, include a Delivery Plan or attempt to set out individual schemes. The ISA then provides an assessment of LTP policy only.</p> <p>A series of Appropriate Assessment aid questions have nevertheless been included to ensure such</p>

		<p>issues are recognised in assessment (Section 7.2 of the ISA report). It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.</p>
<p>Historic Environment</p>	<p><u>Context and baseline information</u> <i>B6 Landscapes Baseline</i></p> <ul style="list-style-type: none"> • The same comments as above. • It doesn't appear to include any townscape. 	<p>The plans and policy review and the review of baseline is intended principally to inform the development of the ISA Framework.</p> <p>The ISA should be proportionate to the level of detail in the Plan and it is to be recognised that the LTP does not, at this stage, include a Delivery Plan or attempt to set out individual schemes. The ISA then provides an assessment of LTP policy only.</p> <p>A series of Appropriate Assessment aid questions</p>

		have nevertheless been included to ensure such issues are recognised in assessment (Section 7.2 of the ISA report). It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.
Historic Environment	<p><u>Relevant Plans, Programmes and Policies</u></p> <p>In terms of the plans and policies identified, this needs to cover all those relevant at an international, national and local level that would have a direct bearing for the historic environment. Our guidance referred to above will help support you on this.</p>	<p>The plans and policy review and the review of baseline is intended principally to inform the development of the ISA Framework. It is not intended to be exhaustive.</p> <p>The ISA should be proportionate to the level of detail in the Plan and it is to be recognised that the LTP does not, at this stage, include a Delivery Plan or attempt to set out individual schemes. The ISA then</p>

		<p>provides an assessment of LTP policy only.</p> <p>A series of Appropriate Assessment aid questions have nevertheless been included to ensure such issues are recognised in assessment (Section 7.2 of the ISA report). It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.</p>
Historic Environment	<p><u>Key environmental themes</u></p> <p>This details the common themes in terms of their objectives relating to sustainability within the context of the LTP, taken from the baseline. Historic England have the following comments to make:</p> <p><i>Cultural heritage (page 21)</i></p> <p>Bullet 1</p> <ul style="list-style-type: none"> • There is confusion – as it makes reference to those of ‘cultural note’ including architecture and historic landscapes. What is a cultural note? Are they heritage assets? 	<p>Reference to ‘of cultural note’ removed.</p> <p>The ISA Objective is as follows: <i>Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and</i></p>

	<ul style="list-style-type: none"> • The setting of a heritage asset is very important and part of its significance, but it appears to be written as an afterthought. • It only seeks to ‘conserve and protect’ not enhance. • Given it is about cultural heritage. Would it not be better to make reference to the historic environment as well, as this would cover everything? • What about cultural (heritage) assets? 	<p><i>archaeological remains and their settings.</i></p> <p>Reference should also be made to Assessment aid questions which address the issues raised.</p>
Historic Environment	<p><u>Key environmental themes</u></p> <p><i>Cultural heritage (page 21)</i></p> <p>Bullet 2</p> <ul style="list-style-type: none"> • Given it is a LTP and a lot of proposals will be non-building related, it would be better to make reference to the historic environment rather than heritage assets. • It also seems to mention buildings and landscapes especially, but that scheduled monuments are not as important and they should be. • It should be about improving access to the historic environment and those of cultural heritage value including museums. 	<p>The ISA Objective is as follows: <i>Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.</i></p> <p>Reference should also be made to Assessment aid questions which address the issues raised.</p>
Historic Environment	<p><u>Key environmental themes</u></p> <p><i>Cultural heritage (page 21)</i></p> <p>Bullet 3</p> <ul style="list-style-type: none"> • This should focus on good design which reflects local character and enhances sense of place rather than suggesting sympathetic design and 	<p>The ISA Objective is as follows: <i>Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings,</i></p>

	<p>vernacular architecture is the preferred solution: ‘Good design which reflects local character and enhances the sense of place’.</p> <ul style="list-style-type: none"> Townscapes is mentioned here but appears in other sections of the report under landscaping – it needs clarity and amendments. 	<p><i>structures, landscapes, townscapes and archaeological remains and their settings.</i></p> <p>Reference should also be made to Assessment aid questions which address the issues raised.</p>
Historic Environment	<p><u>Key environmental themes</u> <i>Landscapes and Townscapes (page 21)</i></p> <p>Bullet 1</p> <ul style="list-style-type: none"> It is confusing as to what “landscapes of importance” means? This needs clarification and to avoid confusion with other sections. What is the definition of townscape and local distinctiveness? Is this different from Bullet 3 in the section on cultural heritage? This appears in different areas of the plan and needs amending. 	<p>It is important to recognise that themes identified are in many cases overlapping across ISA topics. Reference removed to avoid confusion.</p>
Historic Environment	<p><u>Key environmental themes</u> <i>Landscapes and Townscapes (page 21)</i></p> <p>Bullet 2</p> <ul style="list-style-type: none"> This seems admirable but doesn’t noise and light pollution apply to all impacts of transport schemes not just in the achievement of tranquillity. 	<p>It is important to recognise that themes identified are in many cases overlapping across ISA topics. Reference should be made to ‘Cross cutting’ themes.</p>
Historic Environment	<p><u>Key sustainability issues and opportunities</u> It is important that the role the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural,</p>	<p>A series of Appropriate Assessment aid questions have been included to ensure</p>

	<p>economic and environmental benefits is recognised. The historic environment underpins sustainable development and therefore, it may warrant including in other objectives.</p> <p>It is important to consider the area's culture and how the Local Transport Plan will deal with this. Also, the Government's agenda on good design means that there should be reference to it also. The scoping report should be amended to incorporate this.</p>	<p>such issues are recognised in assessment (Section 7.2 of the ISA report). It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.</p>
Historic Environment	<p><u>Key sustainability issues and opportunities</u></p> <p>Historic England have the following comments to make on this section:</p> <p>Cultural Heritage (page 34)</p> <p><i>Key Sustainability Issues</i></p> <ul style="list-style-type: none"> • There is no need to reference the WHS in the NW which are not part of the LTP area and don't seem to be affected by it due to their location. • The section on historic and cultural heritage features, only lists designated assets. • "Features" is not the right terminology when referring to a heritage asset. • The paragraph needs to be amended and expanded to detail the regional assets not make reference to 'of course a wide range' which seems an afterthought. • The 'wide range' is not detailed. 	<p>The plans and policy review and the review of baseline is intended principally to inform the development of the ISA Framework. It is not intended to be exhaustive.</p> <p>The ISA should be proportionate to the level of detail in the Plan and it is to be recognised that the LTP does not, at this stage, include a Delivery Plan or attempt to set out individual schemes. The ISA then provides an assessment of LTP policy only.</p>

	<ul style="list-style-type: none"> • Is there any cultural assets that this scoping report should refer to – museums, art galleries etc. • There appears no mention of conservation areas. • When referring to Heritage at Risk – reference should be made to entries rather than listed buildings. • Setting needs to be mentioned. • It does not link in with the rest of the scoping report in terms of issues etc highlighted. • The scoping report does not outline all the issues affecting the historic environment. 	A series of Appropriate Assessment aid questions have nevertheless been included to ensure such issues are recognised in assessment (Section 7.2 of the ISA report). It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.
Historic Environment	<p><u>Key sustainability issues and opportunities</u></p> <p>Cultural Heritage (page 34)</p> <p><i>Likely evolution of the baseline:</i></p> <ul style="list-style-type: none"> • Risk is not just from uncoordinated or piecemeal development. It is also from proposals (Including that from the LTP) that harms significance. • What is ‘erosion of the quantum and integrity of the region’s cultural heritage resource’? 	Section has been re-worded to avoid confusion.
Historic Environment	<p><u>Key sustainability issues and opportunities</u></p> <p>Cultural Heritage (page 34)</p> <p><i>Implications/opportunities for the LTP</i></p>	The relevant ISA Objective is set out as follows

	<ul style="list-style-type: none"> The scoping report only seeks to ‘protect and preserve’ heritage assets and does not include enhance. It should include reference to enhance and also include the historic environment as the LTP will affect more than individual assets. A suggested amendment could be “Conserve and enhance the historic environment, heritage assets and their setting’. What is the ‘context’ of a heritage asset? Do you mean setting? Document refers to transport related developments which should include reference to the historic environment but here it is only about existing character. Be consistent with terminology. What is quality in terms of sympathetic design? Should it not be about good design that enhances context, locally specific etc. Better access to the historic environment is supported but this needs to appear previously to provide an anchor for this statement 	<p><i>Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.</i></p> <p><i>Note this is also supported by a range of assessment aid questions in Section 7.2 of the ISA Report which address the issues raised.</i></p>
Historic Environment	<p><u>Key sustainability issues and opportunities</u></p> <p>Cultural Heritage (page 34)</p> <p><i>ISA Objective</i></p> <ul style="list-style-type: none"> This does not reflect the implications or opportunities in the report. Keep it simple. Example mentions townscapes/landscapes which seems to clash with the key sustainability issue on landscape/townscape. Suggested text could be ‘Protect and enhance cultural heritage assets and their settings, including reflecting local character and identity’. NB there is different suggestions throughout this letter, each recommendation reflects 	<p>The relevant ISA Objective is set out as follows</p> <p><i>Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.</i></p>

the text it is responding to. It is recommended that all references are consistent.

Note this is also supported by a range of assessment aid questions in Section 7.2 of the ISA Report which address the issues raised.

Historic Environment

Key sustainability issues and opportunities

Landscapes and Townscapes (page 35)

The main text focuses on landscape designations and there doesn't seem to be anything on townscape other than mentioning a range of settlements.

Likely evolution of baseline

- The document is not clear on what a 'protected landscape' is.
- How is 'modern design/landscaping principles and interested parties' expectations' evolving the baseline?
- The quality of the scheme design is always important. Are all interested parties' expectations positive for the historic environment?
- What about the impact of climate change, costs, different transport requirements etc on this?

The plans and policy review and the review of baseline is intended principally to inform the development of the ISA Framework. It is not intended to be exhaustive.

The ISA should be proportionate to the level of detail in the Plan and it is to be recognised that the LTP does not, at this stage, include a Delivery Plan or attempt to set out individual schemes. The ISA then provides an assessment of LTP policy only.

A series of Appropriate Assessment aid questions have nevertheless been included to ensure such issues are recognised in

		assessment (Section 7.2 of the ISA report). It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.
Historic Environment	<p><u>Key sustainability issues and opportunities</u></p> <p>Landscapes and Townscapes (page 35)</p> <p><i>Implications and opportunities for the LTP</i></p> <ul style="list-style-type: none"> • What are the Greater Lancashire Areas? • The document needs to define and detail townscape. • Might be confusion where the document refers to ‘natural open space is not lost’ but in the first half of the paragraph it refers to townscape. Is this not at odds with each other? • There seems to be a clash between landscape, townscapes and cultural heritage in the document. • Can the LTP ‘avoid’ proposals that affect the landscape or townscape. Is it not better to ensure good design which is appropriate to its context and enhances a sense of place and character. 	<p>Reference to Greater Lancashire Areas has been updated.</p> <p>Text is considered to be aligned with the mitigation hierarchy. This is not intended to detract from a requirement to ensure good design for proposals which affect landscape or townscape</p>

- A conservation area is not a landscape/townscape issue it is a historic designation. A conservation area appraisal and management plan are normally undertaken for the area.
- Reference to townscape and urban character appraisal is separate to this evidence. While its production and use is supported, the document needs to make sure it is clear on this.

Historic
Environment

Sustainability Objectives

Section 7 contains the ISA framework for the historic environment and other matters. We welcome the inclusion of the 'heritage' with an Objective. To ensure the documents effectiveness it needs to ensure consistency in its approach which includes, references, issues and opportunities. Recommendations on text changes have been made. Particularly, objective related. These may be different as it is responding to the particular area of the scoping report. It is recommended that one objective be used for consistency. Page 71 has the ISA framework for the historic environment and landscape and visual.

Comments noted. The relevant ISA Objective is set out as follows

Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.

Note this is also supported by a range of assessment aid questions in Section 7.2 of the ISA Report which address the issues raised.

Historic Environment	<p><u>Sustainability Objectives</u></p> <p>Historic England have the following comments to make:</p> <p>Historic Environment</p> <ul style="list-style-type: none"> • Reference should be made to our other comments and changes mentioned in this letter. • The objective should be simple and ensure all elements of the historic environment are covered. For example, it could read: ‘Conserve and enhance the historic environment, cultural heritage assets and their setting’. • Sometimes it is called cultural heritage and other times historic environment or heritage assets. Needs to be consistent. 	<p>The relevant ISA Objective is set out as follows</p> <p><i>Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.</i></p> <p><i>Note this is also supported by a range of assessment aid questions in Section 7.2 of the ISA Report which address the issues raised.</i></p>
Historic Environment	<p><u>Sustainability Objectives</u></p> <p>Historic Environment</p> <p><i>Assessment aid questions</i></p> <ul style="list-style-type: none"> • Bullet 1: Reference to WHS deleted as per previous comment. • Bullet 2: Integrity and effect should be replaced with harm to significance. You don’t need the list of asset types here. Conservation area should have its own 	<p>Comments have been addressed, where appropriate. Note that the LTP does not include schemes and as such the assessment is of LTP policy. It is also recognised that, as individual schemes are brought forward, they will be</p>

	<p>bullet point, which should read for example: ‘harms the character and appearance of a conservation area and its setting’.</p> <ul style="list-style-type: none"> • Bullet 3: should read ‘harm’ not ‘affect’. • Bullet 4: It is unclear how ‘lead’ to harm is justified – a proposal either does or doesn’t harm the significance of a heritage asset. • Bullet 5: Reference should be made to the historic environment, as schemes affect these and it will ensure all elements are covered, rather than individual assets. • Bullet 6: Congestion does not feature in the scoping report as affecting the historic environment, so appears as a new issue here. It is relevant for the historic environment and should be included. Does the document need to define place size for its effect – would proposals have the potential to affect all rather than some? • Bullet 7: Refers to interpretation, understanding and appreciation of heritage assets. Whilst this is also relevant, this does not appear in the document as a risk/issue. It is not clear what ‘allow opportunities’ is and how this will be achieved. Should it be more about positively improving the interpretation, understanding and appreciation of the historic environment? 	<p>subject to appropriate project level consultation and assessment including through the EIA process, where required.</p>
Historic Environment	<p><u>Sustainability Objectives</u></p> <p>Landscape and Visual</p> <ul style="list-style-type: none"> • What is visual and it seems to be a new item here. • It has previously been referred to as ‘Landscape and townscapes’. Needs to be consistent. 	<p>Comments have been addressed, where appropriate. Note that the LTP does not include schemes and as such the assessment is of LTP policy. It is also recognised that, as</p>

	<ul style="list-style-type: none"> • Townscape is in the ISA objective but not in the title here. • Is it the quality that is seeking to be protected or the appearance? The LTP may affect appearance but how would you determine affecting its quality? 	individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.
Historic Environment	<p><u>Sustainability Objectives</u></p> <p>Landscape and Visual</p> <p><i>Assessment Aid Questions</i></p> <ul style="list-style-type: none"> • Bullet 1: First time seascapes has been mentioned in the document. • Locally designated and nationally designated assets should be treated separately. • Townscapes not defined. Cross over with the historic environment that needs to be thought about. • Bullet 2: Dark Sky reference but the document does not appear to show this as a risk. • Bullet 3: Reference to tranquillity needs to be throughout the document and defined. • Bullet 4: Clarity needed on why the document specifically mentions that it supports the purposes and duty of the Yorkshire Dales National Park. • Bullet 5: This seems like a new issue that has not been addressed previously. • Bullet 6: This conflicts with other ones like YDNP. Would you be looking at conserve and enhance areas designated for their landscape value such as 	Note that the LTP does not include schemes and as such the assessment is of LTP policy. It is also recognised that, as individual schemes are brought forward, they will be subject to appropriate project level consultation and assessment including through the EIA process, where required.

national parks and national landscapes and then be in accordance with their management plan?

- Bullet 7: PROW should also be enhanced as well.
- Bullet 8: This seems to be two issues – ecosystems and benefits – so maybe separate this.
- Bullet 9: Reference here is made to residential amenity which appears to be a new issue. Clarification on whether this is for the LTP or planning. Further work is needed.
- Bullet 10: Reference is made to preventing development in greenfield land. This seems more of a Local Plan issue rather than a LTP one.

Historic Environment	<p><u>Applying the ISA Framework.</u></p> <p>This matter is covered within section 7.3 (Page 81) of the report. Table 7-5 presents the scoring system to be used in the main report. This seems to group together impacts on significance and as a result the outcome can be confusing. It infers that something which has a ‘slight adverse affect’ is not significant. This does not accord with the NPPF and harm. Less than substantial harm could for example be the same as slight but also be moderate. Less than substantial harm has many tests and can be rated as 1-10 (with 10 be highest). So, they are not all the same in terms of its impact. It is recommended that the effects are not grouped together as proposed.</p>	<p>The ISA adopts an established and pragmatic approach to scoring of potential effects at a strategic level assessment. Note further project level assessment including EIA (where required) will be subject to appropriate/best practice topic guidance and standards.</p>
Historic Environment	<p><u>Applying the ISA Framework.</u></p> <p>Historic England strongly advises that you engage conservation, archaeology and urban design colleagues at the local and county level to ensure you are aware of all the relevant features of the historic environment and that the historic</p>	<p>Note further project level assessment including EIA (where required) will be subject to appropriate/best</p>

	environment is effectively and efficiently considered as part of the Local Transport Plan, and in the preparation of the SA/SEA. They are also best placed to advise on local historic environment issues and priorities, including access to data held in the HER (formerly SMR). They will be able to provide you with the Historic Environment Records for the area including any relevant studies and ensure a joined-up and robust approach is undertaken.	practice topic guidance and standards including consultation with statutory bodies.
Historic Environment	<p><u>Applying the ISA Framework.</u></p> <p>Finally, we should like to stress that this opinion is based on the information provided by the consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially object to specific proposals which may subsequently arise (either as a result of this consultation or in later versions of the Plan) where we consider that, despite the SA/SEA/IA, this would harm the historic environment.</p>	This comment is noted.
Environment Agency	<p>Biodiversity</p> <p>We are satisfied that the Local Transport Plan (LTP) will effectively safeguard designated wildlife sites and protected species, given its strong emphasis on protecting areas designated for nature conservation and geodiversity. Additionally, we are assured that the plan aligns with the objectives of the UK Biodiversity Action Plan. This will be achieved through the creation of new habitats, habitat enhancements, and the incorporation of biodiversity net gain strategies, in line with the Biodiversity Opportunity Area guidance.</p>	This comment is noted.
Environment Agency	<p>Air Quality</p> <p>We are confident that the opportunities outlined in the LTP will contribute to cleaner, healthier air and reduce the emission of harmful chemical pollutants into the atmosphere.</p>	This comment is noted.

Environment Agency	<p>Climate Change</p> <p>We are satisfied that the LTP acknowledges that emissions will remain a concern due to traffic growth. However, it includes proposals aimed at continuing the overall reduction of greenhouse gas emissions, alongside opportunities to enhance vegetation cover. Additionally, we are assured that climate change has been effectively integrated into the decision-making process, including consideration of the potential impacts of flooding.</p>	This comment is noted.
Environment Agency	<p>Soil Quality and Contaminated Land</p> <p>We are satisfied that the LTP prioritises the restoration and protection of contaminated and damaged land, ensuring that the best use is made of already urbanised areas rather than agricultural land. It is essential that efforts focus on minimising the exposure of both rural and urban land to pollutants, thereby protecting the countryside and towns.</p>	This comment is noted.
Environment Agency	<p>Waste</p> <p>We are satisfied that the LTP prioritises waste minimisation and encourages the reuse of materials, as well as their recovery through recycling, composting, or energy recovery.</p>	This comment is noted.
Environment Agency	<p>Water Quality</p> <p>We are satisfied that the LTP will fully embrace opportunities to meet the objectives of the Water Framework Directive and promote the sustainable use of water resources.</p>	This comment is noted.
Environment Agency	<p>Population and Human Health</p> <p>We suggest that there is consideration for reducing the risk of flooding to people, property, and the environment. We are satisfied that the LTP is considering ways to minimise pollution-related health risks. However, we recommend that the plan</p>	This comment is noted. It is considered that climate related objectives and assessment aid questions

also mentions avoiding or minimising environmental impacts that could have long-term health implications.

are best placed to address issues of flooding to people and assets. HIA sub-objectives and supporting assessment aid questions aim to ensure the plan minimises environmental impacts that could have health implications across the short, medium and long term).

Natural England

3.1 Habitats Regulations Assessment

Natural England note the Habitats Regulations Assessment (HRA) will be undertaken as a separate process. We would be happy to provide further comment as this document progresses.

Natural England

5.0 Baseline Information

Natural England has not reviewed the plans listed. However, we advise that the following types of plans relating to the natural environment should be considered where applicable to the plan area:

- Green and Blue infrastructure strategies
- Local Nature Recovery Strategies
- Biodiversity plans and strategies
- Rights of Way Improvement Plans
- Shoreline management plans

This comment is noted.

- Coastal access plans
- River basin management plans
- National Landscape and National Park Management Plans
- Relevant landscape plans and strategies.

Please see the Annex B for our advice on sources of local plan evidence on the natural environment which was updated in 2024.

Natural England	<p>6. Key Sustainability Issues</p> <p><i>Biodiversity, Fauna and Flora and Geodiversity</i></p> <p>We largely support the identification of key issues and opportunities relating to biodiversity flora and fauna such as designated sites, habitat networks, nature recovery, Local Nature Recovery Strategy and biodiversity net gain.</p>	This comment is noted.
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Biodiversity, Fauna and Flora and Geodiversity</i></p> <p><u>Irreplaceable Habitats</u>: However, the Local Transport Plan should also protect irreplaceable habitats (including ancient woodland and ancient and veteran trees) from loss or deterioration and seek their enhancement wherever possible. Further advice can be found in Natural England’s standing advice: Ancient woodland and veteran trees: protecting them from development.</p>	Implications / Opportunities for LTP updated to reflect.
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Biodiversity, Fauna and Flora and Geodiversity</i></p> <p><u>Peat</u>: In addition, there is a large presence of peat within the catchment area as illustrated within the England Peat Status Greenhouse Gas and Carbon (GHG and C) which should be recognised as a key issue and opportunity. The importance of peat should be recognised as both a key issue and opportunity as a nature-based</p>	Review updated to include consultation response.

solution for climate change adaption and resilience. Natural England do not support the principle of developing on restorable deep peat and we do not support peat extraction in light of Natural England’s statutory purpose (Section 2 of the Natural Environment and Rural Communities Act 2006) and the [Environmental Improvement Plan 2023](#).

Peatlands are England’s largest terrestrial carbon store, containing hundreds or even thousands of tonnes of carbon per hectare. Their importance for climate change mitigation has been reviewed in detail by Natural England in Gregg et al, 2021: see [Carbon Storage and Sequestration by Habitat 2021 - NERR094](#).

Excavating and draining peat leads to high emissions of greenhouse gases. Degraded state of peatlands has made them the largest source of emissions of greenhouse gases to the atmosphere from land use in the UK, exceeding carbon uptake in forests. More information can be found within [the Implementation of an Emissions Inventory for UK Peatlands](#). Consequently, peat should be clearly reflected as a key issue and opportunity.

Natural England

6. Key Sustainability Issues

Biodiversity, Fauna and Flora and Geodiversity

Nature-Based Solutions: Furthermore, nature-based solutions such as the rewetting of peat can be delivered by a network of multifunctional green and blue spaces and other natural features, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity, offering further opportunities for consideration.

Review updated to include consultation response.

Natural England

6. Key Sustainability Issues

Biodiversity, Fauna and Flora and Geodiversity

This comment is noted.

Local Nature Recovery Strategy: We support reference to supporting the delivery of the Lancashire Local Nature Recovery Strategy (LNRS). LNRS aims to help restore and connect habitats so that species can thrive; the process ensures local partners collaborate to agree the priorities for the best activities and land locations to inform local nature recovery. We recommend considering the priorities for nature recovery alongside the mapped and unmapped actions set out in the draft Lancashire LNRS Strategy as useful evidential information.

Natural England	6. Key Sustainability Issues	This comment is noted.
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Biodiversity, Fauna and Flora and Geodiversity

Habitat Networks: Transport proposals offer opportunities such as new habitats/connect habitats, e.g., railway embankments and highway verges and should be recognised as an opportunity. The green infrastructure associated with the transport network can play an important role in ecological connectivity contributing to wildlife corridors and stepping stones as referred to in paragraph 185 of the National Planning Policy Framework (NPPF).

Natural England	6. Key Sustainability Issues	This comment is noted.
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Biodiversity, Fauna and Flora and Geodiversity

Biodiversity Net Gain: Development should provide net gains for biodiversity in line with the NPPF paragraphs 187(d), 192 and 193. Major development (defined in the [National Planning Policy Framework publishing.service.gov.uk](https://www.gov.uk/government/publications/national-planning-policy-framework)) is required by law to deliver a biodiversity gain of at least 10% from 12 February 2024 and this requirement is also applies extended to small scale development from April 2024. For nationally significant infrastructure projects (NSIPs), it is anticipated that the requirement for biodiversity net gain will be implemented from 2025.

[Biodiversity Net Gain](#) guidance (gov.uk) provides more information on biodiversity net gain and includes a link to the [Biodiversity Net Gain Planning Practice Guidance](#) (gov.uk).

The statutory biodiversity metric should be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. We refer you to [Calculate biodiversity value with the statutory biodiversity metric](#) for more information. The mitigation hierarchy as set out in paragraph 193 of the NPPF should be followed to firstly consider what existing habitats within the site can be retained or enhanced. Where on-site measures are not possible, provision off-site will need to be considered.

Where off-site delivery of biodiversity gain is proposed on a special site designated for nature (e.g. a SSSI or habitats site) prior consent or assent may be required from Natural England. More information is available on [Sites of Special Scientific Interest: managing your land](#).

Development also provides opportunities to secure wider biodiversity enhancements and environmental gains, as outlined in the NPPF (paragraphs 8, 77, 109, 125, 187, 188, 192 and 193). Opportunities for enhancement might include incorporating features to support specific species within the designing of lighting to encourage wildlife.

[The Environmental Benefits from Nature Tool - Beta Test Version - JP038](#) ([naturalengland.org.uk](#)) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside the statutory biodiversity metric. [Natural environment - GOV.UK](#) ([www.gov.uk](#)) provides further information on biodiversity net gain, the mitigation hierarchy and wider environmental net gain.

	This has cross theme relationships with wider key sustainability issues such as air quality and noise, greenhouse gas emissions and a changing climate, and adaptation to a changing climate and flooding.	
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Air Quality and Noise</i></p> <p>Natural England welcome the reference to the air pollution impacts on the natural environment as well as human health. The emissions such as dust, ammonia, nitrous oxides, sulphur dioxides and volatile organic compounds all have the ability to cause adverse effects on the natural environment. Planning policies and decisions should prevent unacceptable risk to designated sites from air pollution. Therefore, we strongly recommend a further ISA Objective is created which considers the natural environment including designated sites to acknowledge the cross-theme issues and opportunities.</p> <p>Natural England applies a distance criterion of 10 km for designated sites which may be affected by changes in air quality. APIS holds data on air pollution in particular in relation to protected nature conservation sites. The Joint Nature Conservation Committee (JNCC) have published the Nitrogen Decision Framework, which provides a means of attributing nitrogen deposition as a threat to, or cause of, unfavourable habitat condition on protected sites. You may wish to refer to Air Quality PPG and Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (NEA001).</p>	The ISA recognises the importance of the issues raised in this consultation response and it is considered that appropriate assessment aid questions support exploration of these issues, at a high level, which is considered proportionate to the level of detail available at this stage. It is considered that future assessment of a Delivery Plan / project level assessment of individual options would include further exploration of the issues identified through the EIA process, for example.
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Air Quality and Noise</i></p>	The ISA recognises the importance of the issues raised in this consultation response and it is considered that appropriate assessment

	<p>Noise associated to operational and construction phases of transport schemes may also have the potential to harm protected species, adversely affect designated sites and associated Functionally Linked Land (FLL).</p> <p>Many of the European Sites within the Local Transport Plan catchment may require assessment to FLL as part of the HRA process. FLL describes areas of land or sea occurring outside of a designated site which nonetheless are considered to be critical to or necessary for the ecological or behavioural functioning in a relevant season of a qualifying feature for which that site has been designated. FLL will be particularly important to the continuing survival, reproduction and viability of a mobile species population associated with a designated site. It can also include areas lying beyond a designated site boundary which nevertheless provide a critical function, for example by being linked hydrologically or geomorphologically to a habitat feature within a site.</p> <p>You may wish to utilise information contained within Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects - a review of authoritative decisions - NECR207 (naturalengland.org.uk) and Identification of Functionally Linked Land supporting Special Protection Areas (SPAs) waterbirds in the North West of England - NECR361 (naturalengland.org.uk).</p>	<p>aid questions support exploration of these issues, at a high level, which is considered proportionate to the level of detail available at this stage. It is considered that future assessment of a Delivery Plan / project level assessment of individual options would include further exploration of the issues identified through the EIA process, for example.</p>
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Greenhouse gas emissions and a changing climate</i></p> <p>The Local Plan should consider climate change adaption and recognise the role of the natural environment to deliver measures to reduce the effects of climate change. In addition, factors which may lead to exacerbate climate change (through more greenhouse gases) should be avoided (e.g. pollution, habitat fragmentation, loss of biodiversity) and the natural environment's resilience to change should be protected. Green Infrastructure and resilient ecological</p>	<p>The ISA recognises the importance of the issues raised in this consultation response and it is considered that appropriate assessment aid questions support exploration of these issues, at a high level, which is</p>

	<p>networks play an important role in aiding climate change adaptation. Our comments relating to peat within the Plan area can be found under heading, Biodiversity, Fauna and Flora and Geodiversity. We advise you consider these opportunities and issues within the table and create an appropriate corresponding ISA Objective.</p> <p>This has cross theme relationships with wider key sustainability issues such as Biodiversity, Fauna and Flora and Geodiversity.</p>	<p>considered proportionate to the level of detail available at this stage. It is considered that future assessment of a Delivery Plan / project level assessment of individual options would include further exploration of the issues identified through the EIA process, for example.</p>
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Adaptation to a changing climate and flooding</i></p> <p>Nature-based solutions can be identified as an opportunity. This may include the creation of new wetland habitats to address flooding hotspots and managing watercourses to flood areas away from the transport network. In addition, Natural England advise that sustainable drainage systems can perform a range of functions including improved flood risk management, provision of accessible green/blue space, climate change adaptation and biodiversity enhancement. We signpost Sustainable Drain Systems – Maximising the Potential for People and Wildlife produced by the Royal Society for the Protection of Birds (RSPB) and Wildfowl and Wetlands Trust (WWT). This has cross theme relationships with wider key sustainability issues such as Biodiversity, Fauna and Flora and Geodiversity & Population and Health.</p>	<p>The ISA recognises the importance of the issues raised in this consultation response and it is considered that appropriate assessment aid questions support exploration of these issues, at a high level, which is considered proportionate to the level of detail available at this stage. It is considered that future assessment of a Delivery Plan / project level assessment of individual options would include further exploration of the issues identified through the EIA process, for example.</p>

Natural England	<p>6. Key Sustainability Issues</p> <p><i>Land use, soil and contaminated land</i></p> <p><u>Best and Most Versatile Land</u>: An evidence gap which has not been identified is the use of Agricultural Land Classification (ALC) mapping. ALC does not distinguish grades 3a and 3b when determining Best and Most Versatile (BMV) land without further detailed survey work. Natural England advise an ISA objective to Protect soil resources which may include development upon the Best and Most Versatile (BMV) agricultural land (Grade 1 to 3a agricultural land) as informed by an Agricultural Land Classification (ALC) survey.</p> <p><u>Peat</u>: Natural England considers that the protection and enhancement of restorable peat and protected wetland sites should be considered key sustainability issues and opportunities. A relevant ISA objective may need to be created.</p> <p>This has cross theme relationships with wider key sustainability issues such as Biodiversity, Fauna and Flora and Geodiversity and Greenhouse gas emissions and a changing climate.</p>	<p>The ISA recognises that openly available datasets do not distinguish between grades 3a (BMV) and 3b agricultural land and that this would require further survey work. While not applicable here as this LTP (and then ISA) does include a Delivery Plan / individual schemes that can be geospatially assessed, the ISA would adopt a precautionary approach when identifying intersection with Grade 3 agricultural land i.e. an inability to rule out the potential for disturbance to BMV land and a recommendation for further surveying, to be undertaken at the project level. This is considered proportionate to a strategic level assessment.</p>
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Water Resources & Water Quality</i></p>	<p>The ISA recognises the importance of the issues raised in this consultation response and it is considered</p>

	<p>Within the key sustainability issue commentary, reference should be made to any water sensitive designated sites and wider wetland-based habitats such as degraded raised bogs which are still capable of natural regeneration, mire, fen, marsh, swamp and wider mosaic of wetland habitats under the key issues and opportunities. Transport schemes have the potential to degrade water quality or cause changes to water levels in the absence of a good quality design, location and/or mitigation. Wetland habitats can also be perceived as an opportunity for stepping stones, resilience and wider connecting people with nature. We recommend the cross themed issues and opportunities are identified, and an associated ISA Objective created.</p>	<p>that appropriate assessment aid questions support exploration of these issues, at a high level, which is considered proportionate to the level of detail available at this stage. It is considered that future assessment of a Delivery Plan / project level assessment of individual options would include further exploration of the issues identified through the EIA process, for example.</p>
Natural England	<p>6. Key Sustainability Issues</p> <p><i>Population and Health</i></p> <p>Natural England support the reference to movement and connectivity. Natural England's GI Mapping Toolkit dataset combines Accessible Natural Greenspace Standards (ANGSt) and population density data within a neighbourhood buffer (equating to a 15-minute walk as defined on page 24 of Green Infrastructure Standards for England Summary).</p> <p>There is an opportunity for the local plan to improve access by enhancing existing active travel routes and ensuring any barriers to accessibility are addressed. Green neighbourhoods, green/blue spaces and green routes support active lifestyles, sense of place, community cohesion and nature connections that benefit physical and mental health, wellbeing, and quality of life.</p>	<p>This comment is noted.</p>
Natural England	<p>6. Key Sustainability Issues</p>	<p>This comment is noted.</p>

Population and Health

Wherever feasible, footpaths, bridleways and cycle lanes should be separated from motor vehicles to improve safety and encourage more people to take up cycling and walking. National Cycle Infrastructure Design Guidance (LTN 1/20) indicates that cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them. Where traffic-free paths for cyclists, wheelchair users, horse riders and pedestrians are not available, streets and roads may also need to be greened, and speed limits reduced to promote an active lifestyle and improve access to green space.

Within the National Design Guide, movement is listed as one of the ten characteristics of a well designed place and is defined as *accessible and easy to move around* within the guide. Natural England's GI Planning and Design Guide acknowledges this and sets out a grid detailing the importance of integrating GI into well-designed places with reference to movement (see pages 23 to 26). Natural England encourage the local plan to utilise these resources and guides in order to create a high quality and multifunctional area that meets the needs of its community whilst increasing biodiversity.

This has cross theme relationships with wider key sustainability issues such as Biodiversity, Fauna and Flora and Geodiversity.

Natural England

7.0 ISA Framework

The use of quantitative indicators should be used throughout the ISA framework. These must be measurable and time defined. Whilst, it is not Natural England's role to prescribe specific monitoring indicators, we make the below suggestions:

- Recognising the value of nature-based solutions, such as number of trees planted, hectares of flood plain; area of land enhanced through biodiversity

These suggestions have been considered in development of the proposed ISA Monitoring Programme

net gain; hectares of peat engaged in restoration efforts; hectares of trees planted and enhanced

- Tonnage of emissions generated annually from roads
 - Length of greenways constructed
 - Percentage increase of green space and/or green/blue infrastructure
 - Percentage of relevant development incorporating SUDs
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Appendix B Review of Plans, Policies and Legislation

Note: It is the purpose of this review of Plans, Policy and Legislation to demonstrate the context of the LTP and associated ISA and to show how these are broadly influenced in setting Objectives for both. However, the following review of Plans, Policies and Legislation is not to be considered an exhaustive list and elements may have been superseded. Note in particular that while the United Kingdom has left the European Union, EU Directives are still important to note as they form the basis for a range of existing UK legislation and policy approaches.

INTERNATIONAL / EUROPEAN

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Glasgow Climate Pact (2021)	The agreements reached at the COP26 through the Glasgow Climate Pact include reducing coal emissions by 40% as well as a pledge to phase out fossil fuel subsidies. While no firm dates were set for these goals, the pact also included the goals of ending deforestation and cutting 30% of methane emissions by 2030.	Climatic Factors
UN Framework Convention on Climate Change (UNFCCC) 1992, Kyoto Protocol to the UN Framework on Climate Change (1997), Paris Agreement (2015).	A series of international agreements setting targets and legally binding agreements for industrialised countries to cut their greenhouse gas emissions, signed by 194 states in 1992. The Kyoto Protocol, which was signed in 1997 and ran from 2005 to 2020, was the first implementation of measures under the UNFCCC. The Kyoto Protocol was superseded by the Paris Agreement, which entered into force in 2016.	Climatic Factors
Convention on Biological Diversity 2010	Sets out a conservation plan to protect global biodiversity, and an international treaty to establish a fair and equitable system to enable nations to co-operate in accessing and sharing the benefits of genetic resources. The new global vision is “By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential to all people”.	Biodiversity
Commitments arising from the World Summit on Sustainable	The 2002 World Summit on Sustainable Development in Johannesburg adopted a Political Declaration and Implementation Plan which included provisions covering a set of activities and measures to be taken in order to achieve development that takes into account respect for the environment.	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Development, Johannesburg (2002)		
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The principal aims of the Convention are to ensure conservation and protection of wild plant and animal species and their natural habitats (listed in Appendices I and II of the Convention), to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species) listed in Appendix 3. To this end the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.	Biodiversity
Ramsar Convention - The Convention on Wetlands of International Importance (1971)	The Convention covers all aspects of wetland conservation and wise use. The Convention has three main 'pillars' of activity: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international co-operation with other countries to further the wise-use of wetlands and their resources	Biodiversity
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1983)	Contracting Parties work together to conserve migratory species and their habitats by providing strict protection for endangered migratory species (listed in Appendix 1 of the Convention), concluding multilateral Agreements for the conservation and management of migratory species which require or would benefit from international cooperation (listed in Appendix 2), and by undertaking cooperative research activities.	Biodiversity
A European Green Deal	This deal will transform the EU into a modern, resource-efficient and competitive economy, ensuring no net emissions of greenhouse gases by 2050, economic growth decoupled from resource use and no person and no place is left behind. A set of proposals have been proposed by the European Commission to make the EU's climate, energy, transport and	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. Important topics addressed by this deal include:</p> <ul style="list-style-type: none"> • Transforming our economy and societies <p>This will;</p> <ul style="list-style-type: none"> • Reduce emissions • Create jobs and growth • Address energy poverty • Reduce external energy dependency • Improve our health and wellbeing • Making transport sustainable for all <p>The EC proposes more ambitious targets for reducing CO2 emissions of new cars and vans:</p> <ul style="list-style-type: none"> • 50% reduction of emissions by vans by 2030 • 0 emissions from new cars by 2035 	
EU Biodiversity Strategy for 2030	<p>This strategy is a comprehensive long-term plan to protect nature and reverse degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030. AS a core part of the European Green Deal, it will also support green recovery following the Covid-19 pandemic. Specific commitments and actions to be delivered by 2030 include:</p> <ul style="list-style-type: none"> • Establishing a larger EU-wide network of protected areas on land and at sea • Launching an EU nature restoration plan • Introducing measures to enable the necessary transformative change • Introducing measures to tackle the global biodiversity challenge 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Habitats Directive (92/43/EEC)	Aims to protect wild plants, animals and habitats. Directive created a network of protected areas called Natura 2000 sites, including Special Areas of Conservation (SACs) – supporting rare, endangered or vulnerable natural habitats, plants and animals (other than birds), and Special Protection Areas (SPAs) – supporting significant numbers of wild birds and their habitats.	Biodiversity
Birds Directive (2009/147/EC)	Europe is home to more than 500 wild bird species. But at least 32 % of the EU's bird species are currently not in a good conservation status. The Birds Directive aims to protect all of the 500 wild bird species naturally occurring in the European Union. Habitat loss and degradation are the most serious threats to the conservation of wild birds. The Directive therefore places great emphasis on the protection of habitats for endangered and migratory species. It establishes a network of Special Protection Areas (SPAs) including all the most suitable territories for these species. Since 1994, all SPAs are included in the Natura 2000 ecological network, set up under the Habitats Directive 92/43/EEC.	Biodiversity
Water Framework Directive (2000/60/EC)	Looks at the ecological health of surface water bodies as well as traditional chemical standards. In particular it will help deal with, amongst others diffuse pollution, habitat, ecology, hydromorphology, barriers to fish movement, water quality, flow and sediment. Successful implementation will help to protect all elements of the water cycle and enhance the quality of our groundwater, rivers, lakes, estuaries and seas.	Water
Groundwater Directive (2006/118/EC)	Establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. Establishes quality criteria taking account of local characteristics. Member States have to establish standards at the most appropriate level and take into account local or regional conditions. It requires groundwater quality standards to be established by the end of 2008; pollution trend studies to be carried out by using existing data and mandatory WFD data; pollution trends to be	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Air Quality Directive (2008/50/EC)	<p>reversed so that environmental objectives are achieved by 2015; measures to prevent or limit inputs of pollutants into groundwater; reviews of technical provisions of the directive to be carried out in 2013 and every six years thereafter; compliance with good chemical status criteria. This directive was replaced by the WFD at the end of 2013.</p> <p>Merges most existing air quality legislation into a single directive that sets standards and target dates for reducing concentrations of fine particles, which together with coarser particles known as PM10 already subject to legislation, are among the most dangerous pollutants for human health. Under the directive Member States are required to reduce exposure to PM2.5 in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m³ by 2015 in these areas. Throughout their territory Member States will need to respect the PM2.5 limit value set at 25 micrograms/m³.</p> <p>As of the 26th October 2022, the Commission has proposed to revise the Ambient Air Quality Directives as part of the European Green Deal to align the air quality standard more closely with the recommendations of the World Health Organisation.</p>	Air
Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)	<p>This Directive includes the following key elements:</p> <ul style="list-style-type: none"> • The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives* • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values 	Air

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> The possibility for time extensions of three years (PM10) or up to five years (NO₂, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. <p>As of the 26th October 2022, the Commission has proposed to revise the Ambient Air Quality Directives as part of the European Green Deal to align the air quality standard more closely with the recommendations of the World Health Organisation.</p>	
Clean Air Programme for Europe 2013	<p>This programme contains measures to ensure that existing targets are met in the short term, and new air quality objectives for the period up to 2030. The package also includes support measures to help cut air pollution, with a focus on improving air quality in cities, supporting research and innovation, and promoting international cooperation. By 2030, and compared to business as usual, the clean air policy package is estimated to:</p> <ul style="list-style-type: none"> avoid 58 000 premature deaths across Europe, save 123 000 km² of ecosystems from nitrogen pollution (more than half the area of Romania), save 56 000 km² protected Natura 2000 areas (more than the entire area of Croatia) from nitrogen pollution, save 19 000 km² forest ecosystems from acidification. 	Air
EU Thematic Strategy on Air Quality (2005)	<p>This thematic strategy on air pollution establishes interim objectives for air pollution in the EU and proposes appropriate measures for achieving them. It recommended that legislation be modernised, be better focused on the most serious pollutants and that more is done to integrate environmental concerns into other policies and programmes.</p>	Air
National Emissions Ceilings Directive	<p>This directive sets 2020 and 2030 emissions reduction commitments for sulphur dioxide, nitrogen oxides, non-methane volatile organic compounds, ammonia and fine particulate</p>	Air

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
(2016/2284/EU)	<p>matter. It requires that national air pollution control programmes be drawn up, adopted and implemented and that emissions of those pollutants and the other pollutants referred to in Annex I, as well as their impacts, be monitored and reported. It also ensures that the emissions ceilings for 2010 set in the earlier directive remain applicable for Member States until the end of 2019.</p>	
<p>Eighth EU Environmental Action Plan to 2030 (2022)</p>	<p>This action plan will be guiding European environment policy until 2030. In order to give more long-term direction it sets out a vision beyond that, of where it wants the Union to be by 2050:</p> <p>"In 2050, we live well, within the planet's ecological limits. Our prosperity and healthy environment stem from an innovative, circular economy where nothing is wasted and where natural resources are managed sustainably, and biodiversity is protected, valued and restored in ways that enhance our society's resilience. Our low-carbon growth has long been decoupled from resource use, setting the pace for a safe and sustainable global society."</p> <p>It identifies six priority objectives:</p> <ul style="list-style-type: none"> • achieving the 2030 greenhouse gas emission reduction target and climate neutrality by 2050, • enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change, • advancing towards a regenerative growth model, decoupling economic growth from resource use and environmental degradation, and accelerating the transition to a circular economy, • pursuing a zero-pollution ambition, including for air, water and soil and protecting the health and well-being of Europeans, 	Cross-cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> protecting, preserving and restoring biodiversity, and enhancing natural capital, reducing environmental and climate pressures related to production and consumption (particularly in the areas of energy, industry, buildings and infrastructure, mobility, tourism, international trade and food system). <p>Other key aspects include the need for full integration of environmental requirements and considerations into other policies and to make EU cities more sustainable.</p>	
Renewable Energy Directive (EU/2023/2413)	The Renewable Energy Directive is the legal framework for the development of clean energy across all sectors of the EU economy, supporting cooperation between EU countries towards this goal. The directive sets an overall renewable energy target of at least 42.5% binding at EU level by 2030, but aiming for 45%. There will be an 18-month period to transpose most of the directive's provisions into national law, with a shorter deadline of July 2024 for some provisions related to permitting for renewables.	Climatic Factors
Energy Efficiency Directive (EU/2023/1791)	The 2023 Energy Efficiency Directive establishes 'energy efficiency first' as a fundamental principle of EU energy policy, meaning energy efficiency must be considered by EU countries in all relevant policy and major investment decisions taken in the relevant sectors. It is key for the EU to comply with the commitment of the Global Pledge to double the global rate of energy efficiency improvements from about 2% to over 4% by 2030. The directive follows a proposal for a recast directive on energy efficiency put forward by the Commission in July 2021, as part of the EU Green Deal package. The 2021 proposal presented by the Commission in May 2022 aims to decrease the EU's dependency on fossil fuel imports from Russia.	Climatic Factors
EU Strategy on Adaptation to	The EU strategy on adaptation to climate change aims at making Europe more climate-resilient. Taking a coherent approach by complementing the activities of Member States, it	Climatic Factors

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Climate Change (2021)	supports action by promoting greater coordination and information-sharing and by ensuring that adaptation considerations are addressed in all relevant EU policies.	
Road map to a Single European Transport Area 2011	<p>The European Commission adopted a roadmap of 40 concrete initiatives to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals aimed to dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.</p> <p>By 2050, key goals will include:</p> <ul style="list-style-type: none"> • No more conventionally fuelled cars in cities. • 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. • A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century.</p>	Climatic Factors
Directive on the Assessment and Management of Flood Risks (2007/60/EC)	Concerns the assessment and management of flood risk and requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. Also reinforces the rights of the public to access this information and to have a say in the planning process.	Water
Blueprint to Safeguard Europe's	The Blueprint aims to tackle the obstacles which deter action to safeguard Europe's water resources, based on extensive evaluation of the existing policy. It's long-term aim is to	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Water Resources (2021)	ensure the sustainability of all activities that impact on water, securing the availability of good-quality water for sustainable and equitable water use.	
European Thematic Strategy for Soil Protection (2006)	<p>The overall objective of this strategy is protection and sustainable use of soil, based on the following guiding principles:</p> <ol style="list-style-type: none"> 1. Preventing further soil degradation and preserving its functions: 2. when soil is used and its functions are exploited, action has to be taken on soil use and management patterns, and 3. when soil acts as a sink/receptor of the effects of human activities or environmental phenomena, action has to be taken at source. 4. Restoring degraded soils to a level of functionality consistent at least with current and intended use, thus also considering the cost implications of the restoration of soil. 	Land use
EU Soil Strategy for 2030	<p>The strategy sets out a framework and concrete measures to protect and restore soils and ensure that they are used sustainably. Visions and objectives to achieve healthy soils by 2050 have been set along with concrete actions by 2030.</p> <p>The strategy aims to ensure that by 2050:</p> <ul style="list-style-type: none"> • all EU soil ecosystems are healthy and more resilient and can therefore continue to provide their crucial services, • there is no net land take and soil pollution is reduced to levels that are no longer harmful to people's health or ecosystems, • protecting soils, managing them sustainably and restoring degraded soils is a common standard. 	Soil

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>This strategy is a key deliverable of the EU biodiversity strategy for 2030 and will contribute to the objectives of the European Green Deal.</p> <p>Actions set out by the strategy are as follows:</p> <ul style="list-style-type: none"> • tabling a dedicated legislative proposal on soil health by 2023 to enable the objectives of the EU soil strategy and achieve good soil health by 2050 • making sustainable soil management the new normal, by proposing a scheme for land owners to get their soils tested for free, promoting sustainable soil management through the CAP and sharing best practices • considering proposing legally binding objectives to limit drainage of wetlands and organic soils and to restore managed and drained peatlands to mitigate and adapt to climate change • investigating streams of excavated soils and assessing the need and potential for a legally binding “soil passport” to boost circular the economy and enhance reuse of clean soil • restoring degraded soils and remediating contaminated sites • preventing desertification by developing a common methodology to assess desertification and land degradation • increasing research, data and monitoring on soil • mobilising the necessary societal engagement and financial resources 	
European Soils Charter (2003)	<p>The Charter recognises that:</p> <ul style="list-style-type: none"> • Soil is a precious asset; • Soil is a limited resource which is easily destroyed; 	Soils

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Land has a wide variety of uses and a proper planning policy is needed by Governments for urban development and civil engineering projects; • Farmers and foresters must preserve the soils quality; • Soil must be protected from erosion and pollution; • Further research and collaboration is required to ensure the wise use and conservation of soil. 	
European Landscape Convention	<p>Promotes landscape protection, management and planning, and European co-operation on landscape issues. The Convention recognizes that the landscape is shaped by natural and cultural influences.</p> <p>Highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation.</p>	Landscape
Convention for the Protection of the Architectural Heritage (1985)	Reinforces and promotes policies for the conservation and enhancement of Europe's heritage. It establishes the principles of “European co-ordination of conservation policies” including consultations regarding the thrust of the policies to be implemented.	Cultural Heritage
The European Convention on the Protection of Archaeological Heritage (Valletta Convention) (1992)	Updates the previous 1969 Convention and makes conservation and enhancement of archaeological heritage a goal of urban and regional planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town and regional planners in order to ensure optimum conservation of archaeological heritage. Sets guidelines for funding excavation and research work and publication of findings. Also deals with public access and educational actions to develop public awareness of the value of archaeological heritage.	Cultural Heritage

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Charter for the Protection and Management of Archaeological Heritage (1990)	The Charter attempts to establish principles and guidelines of archaeological heritage management that are globally valid and can be adapted to national policies and conditions. The Charter encourages legislation to protect the archaeological heritage, based on inventories and general surveys of the resources. It lays out general principles for investigation, maintenance, and conservation as well as reconstruction of architectural heritage.	Cultural Heritage
World Heritage Convention 1972	This convention noted that the cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage or destruction, and considered that deterioration or disappearance of any item of the cultural or natural heritage constitutes a harmful impoverishment of the heritage of all the nations of the world.	Cultural Heritage
Convention on Access to Information, Public Participation in Decision making and Access to Justice in Environmental Matters (Aarhus Convention) (2001)	The Aarhus Convention is a multilateral environmental agreement through which the opportunities for citizens to access environmental information are increased and transparent and reliable regulation procedure is secured. It encourages access to information, public participation and access to justice.	Cross-cutting
WHO Guidelines for Community Noise 1999	The World Health Organisation (WHO) publication entitled 'Guidelines for Community Noise' (1999), provides guidance with regard to recommended internal and external noise levels for various building uses, outlining the potential health impacts associated with noise.	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	Specifically, the document recommends internal and external noise levels that would provide an acoustic environment that is conducive to uninterrupted speech and sleep.	
WHO Night Noise Guidelines for Europe 2009	<p>The World Health Organisation (WHO) Night Noise Guidelines for Europe (NNG) 2009 are health-based guidelines and are to be considered an extension and update to the WHO Guidelines for Community Noise 1999.</p> <p>WHO NNG provides evidence based policy advice to member states in the development of future legislation and policy action in the area of control and surveillance of night noise exposure.</p>	Population and Human Health
Environmental Noise Directive (2002/49/EC)	<p>This Directive relates to the assessment and management of environmental noise and is the main EU instrument to identify noise pollution levels and to trigger the necessary action both at Member State and at EU level.</p> <p>To pursue its stated aims, the Environmental Noise Directive focuses on four action areas:</p> <ul style="list-style-type: none"> • determining exposure to environmental noise and assessing its health effects at single dwelling level • ensuring that information on environmental noise and its effects is made available to the public • preventing and reducing environmental noise • preserving environmental noise quality in areas where it is good <p>The Directive applies to noise to which humans are exposed, particularly in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise-sensitive buildings and areas. It does not apply to noise that is caused by the exposed person himself, noise from domestic activities, noise created</p>	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas.</p> <p>The Directive requires Member States to prepare and publish, every 5 years, noise maps and noise management action plans for:</p> <ul style="list-style-type: none"> • agglomerations with more than 100,000 inhabitants • major roads (more than 3 million vehicles a year) • major railways (more than 30.000 trains a year) • major airports (more than 50.000 movements a year, including small aircrafts and helicopters) <p>The Directive serves as a knowledge base to amend or introduce noise limits on road, railway and aircraft vehicles.</p>	
<p>Waste Framework Directive (75/442/EEC)</p>	<p>The original aim of the Waste Framework Directive was to lay the basis to turn the EU into a recycling society and contained 5 key steps in the waste hierarchy concept:</p> <ul style="list-style-type: none"> • Prevention • Reuse • Recycle • Recovery • Disposal <p>The revised Waste Directive introduces new provisions aimed at boosting waste prevention and recycling as part of the waste hierarchy and clarifies key concepts such as the definition of waste, recovery and disposal.</p>	Material Assets

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>The framework also sets out the following management principles which require waste to be managed:</p> <ul style="list-style-type: none"> • without endangering human health and harming the environment • without risk to water, air, soil, plants or animals • without causing a nuisance through noise or odours • and without adversely affecting the countryside or places of special interest 	
The Europe 2020 Strategy – The Resource Efficiency Roadmap (COM(2011)571)	<p>The Europe 2020 Strategy is the European Union's growth strategy for the next decade and aims at establishing a smart, sustainable and inclusive economy with high levels of employment, productivity and social cohesion. The Resource Efficiency Roadmap is part of the Resource Efficiency Flagship of the Europe 2020 Strategy.</p> <p>The Roadmap outlines how Europe will transform the economy into a sustainable one by 2050. It proposes ways to increase resource productivity and decouple economic growth from resource use and its environmental impact. It illustrates how policies interrelate and build on each other. The Roadmap provides a framework in which future actions can be designed and implemented coherently. It sets out a vision for the structural and technological change needed up to 2050, with milestones to be reached by 2020. These milestones illustrate what will be needed to put Europe on a path to resource efficient and sustainable growth.</p>	Material Assets
Limiting Global Climate Change to 2 degrees Celsius - The way ahead for	<p>This proposes that the EU pursues in the context of international negotiations the objective of 30 % reduction in greenhouse gas emissions (GHG) by developed countries by 2020 (compared to 1990 levels). This is necessary to ensure that the world stays within the 2°C limit. Until an international agreement is concluded, and without prejudice to its position in international negotiations, the EU should already now take on a firm independent</p>	Climate Change

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
2020 and beyond (2007)	<p>commitment to achieve at least a 20 % reduction of GHG emissions by 2020. Other targets include:</p> <ul style="list-style-type: none"> • Improve the EU's energy efficiency by 20 % by 2020. • Increase the share of renewable energy to 20 % by 2020 	
Fresh Water Fish Directive (2006/44/EC)	<p>The Directive concerns the quality of fresh waters and applies to those waters designated by the Member States as needing protection or improvement in order to support fish life.</p> <p>The aim of the Directive is to protect or improve the quality of those running or standing fresh waters which support, or which, if pollution were reduced or eliminated, would become capable of supporting, fish belonging to:</p> <ul style="list-style-type: none"> • indigenous species offering a natural diversity; species the presence of which is judged desirable for water management purposes by the competent authorities of the Member States. 	Biodiversity
A Clean Planet for all: A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy (2018)	<p>The aim of this long-term strategy is to confirm Europe's commitment to lead in global climate action and to present a vision that can lead to achieving net-zero greenhouse gas emissions by 2050 through a socially-fair transition in a cost-efficient manner. It underlines the opportunities that this transformation offers to European citizens and its economy, whilst identifying challenges ahead.</p>	Climate Change
Mainstreaming sustainable development into EU	<p>It provides an overview of the progress made at EU level on the seven key challenges and cross-cutting themes since the last report in October 2007. These key challenges are:</p> <ul style="list-style-type: none"> • Climate change and clean energy; 	Climate Change

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
policies: 2009 Review of the European Union Strategy for Sustainable Development	<ul style="list-style-type: none"> • Sustainable transport; • Sustainable consumption and production; • Conservation and management of natural resources; • Public health; • Social inclusion, demography and migration; and • Global poverty and sustainable development challenges 	
Directive on the assessment of the effects of certain plans and programmes on the environment (SEA Directive) (2001/42/EC)	<p>The SEA Directive applies to a wide range of public plans and programmes (e.g. on land use, transport, energy, waste, agriculture, etc). An SEA is mandatory for plans/programmes which are:</p> <p>are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive.</p> <p>OR</p> <p>have been determined to require an assessment under the Habitats Directive.</p>	Informative only.
Urban Wastewater Treatment Directive (91/271/EEC)	<p>The Directive protects the water environment from the adverse effects of discharges of urban waste water and from certain industrial discharges. It concerns the collection, treatment and discharge of urban waste water.</p> <p>The Commission revised the directive in 2022 which aims to:</p> <ul style="list-style-type: none"> • reduce pollution, energy use and greenhouse gas emissions, • improve water quality by addressing remaining urban wastewater pollution, • improve access to sanitation especially for the most vulnerable and marginalised, 	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • make industry pay to treat micropollutants, • require EU countries to monitor pathogens in wastewater, • lead to a more circular sector. <p>By 2040, the new rules will:</p> <ul style="list-style-type: none"> • save almost EUR 3 billion per year across the EU, • reduce greenhouse gas emissions by over 60% compared to 1990, • decrease water pollution by more than 365 thousand tonnes, • cut microplastics emissions by 9%. 	
Drinking Water Directive (2020/2184/EU)	<p>The Directive concerns the access to and quality of water intended for human consumption. Its objective is to protect human health from adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.</p> <p>The directive was recast in December 2020, with the main pillars of EU drinking water policy as follows:</p> <ul style="list-style-type: none"> • protect human health by ensuring the quality of water intended for human consumption, • ensure that drinking water quality is controlled through standards based on the latest scientific evidence, • secure efficient and effective monitoring, assessment and enforcement of drinking water quality, • provide Europeans with adequate, timely and appropriately information, • and to improve access to water intended for human consumption. 	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	The directive applies to all water, either in its original state or after treatment, intended for drinking, cooking, food preparation or other domestic purposes in both public and private premises, regardless of its origin and whether it is supplied from a distribution network, supplied from a tanker or put into bottles or containers, including spring waters; all water used in any food business for manufacturing, processing, preserving or marketing of products or substances intended for human consumption.	
Directive on Bathing Water (76/160/EEC); and Directive 2006/7/EC repealing Directive 76/160/EEC (from 2014)	The Directive establishes provisions for the monitoring and classification of bathing water quality; the management of bathing water quality; and the provision of information to the public on bathing water quality. Member States are required to annually identify all bathing waters and define the length of the bathing season.	Water
Strategic Plan for Biodiversity 2011-2020	<p>This plan provides an overarching framework on biodiversity, not only for the biodiversity related conventions, but for the entire United Nations system and all other partners engaged in biodiversity management and policy development. This includes the Aichi Biodiversity Targets, for the 2011-2020 period. Some of the Aichi Biodiversity Targets are:</p> <ul style="list-style-type: none"> • At least halve and, where feasible, bring close to zero the rate of loss of natural habitats, including forests; • Establish a conservation target of 17% of terrestrial and inland water areas and 10% of marine and coastal areas; • Restore at least 15% of degraded areas through conservation and • restoration activities; and 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> Make special efforts to reduce the pressures faced by coral reefs. 	
Directive on the Conservation of Wild Birds (2009/147/EC) (as amended)	This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies. It covers the protection, management and control of these species and lays down rules for their exploitation. It applies to birds, their eggs, nests and habitats.	Biodiversity
Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)	Aims to protect wild plants, animals and habitats. Directive created a network of protected areas called Natura 2000 sites, including Special Areas of Conservation (SACs) – supporting rare, endangered or vulnerable natural habitats, plants and animals (other than birds), and Special Protection Areas (SPAs) – supporting significant numbers of wild birds and their habitats.	Biodiversity
EU Landfill Directive	The Directive sets a reduction target of 75% of the 1995 levels and 35% of the 1995 levels of waste sent to landfill by 2013 and 2020 respectively.	Material Assets
Environmental Liability Directive 2004/35/CE (2004)	The purpose of this Directive is to establish a framework of environmental liability based on the 'polluter pays' principle, to prevent and remedy environmental damage.	Material Assets
EU Emissions Trading Scheme (EU ETS) (2009 Revision)	The 2005 EU ETS has run in two phases and is now in its third phase, running from 2013 to 2020. In 2009 there was a major revision in order to strengthen the system. Due to the 2009 revision phase 3 is significantly different from phases 1 and 2 and is based on rules which are more harmonised than before. The objectives and requirements have been changed from a system of recuing emissions to a nationally agreed cap, to a single, EU-wide cap.	Climatic Factors

NATIONAL

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Environment Act 2021	<p>The Environment Act sets out that the Secretary of State may by regulations set long-term targets in respect of any matter which relates to (a) the natural environment, or (b) people's enjoyment of the natural environment. A long-term target in respect of at least one matter within each of the four priority areas: (a) air quality; (b) water; (c) biodiversity; (d) resource efficiency and waste reduction.</p> <p>The Act specifically requires the Secretary of State to set by future regulation statutory targets for the recovery of the natural world in two priority areas: air quality (PM2.5 air quality target) and biodiversity (species abundance target) and includes an important new target to reverse the decline in species abundance by the end of 2030. The Secretary of State must also prepare an environmental improvement plan for significantly improving the natural environment for a period no shorter than 15 years.</p> <p>The Act will also deliver:</p> <ul style="list-style-type: none"> • A cycle of environmental monitoring and reporting; • Environmental Principles embedded in domestic policy making; and • Office for Environmental Protection to uphold environmental law. <p>Key relevant provisions:</p> <p>Biodiversity Net Gain - The Act places a statutory requirement for developments to deliver biodiversity improvements and will require all planning permissions in England (subject to exemptions) to be granted subject to a new general pre-commencement condition that requires approval of a biodiversity gain plan.</p>	Cross-cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>The planning authority can only approve the biodiversity gain plan if the biodiversity value attributable to a development exceeds the pre-development biodiversity value of the onsite habitat by 10% (known as the ‘biodiversity gain objective’).</p> <p>The biodiversity plan must set out the steps taken to achieve the ‘biodiversity gain objective’, which could be through minimising the adverse effects of the development on habitats, the identification of the pre and post development onsite biodiversity value, details of registered offsite biodiversity value allocated to the development and biodiversity credits purchased, and any other information that may be required by regulations.</p> <p>There will be flexible mechanisms available to increase the biodiversity value to demonstrate a 10% biodiversity net gain. Works to enhance habitats can be carried out either onsite or offsite or through the purchase of ‘biodiversity credits’ from the Secretary of State. However, this flexibility may be removed (subject to regulations) if the onsite habitat is ‘irreplaceable’. For such developments, arrangements to minimise their adverse effects and improvements, must be delivered onsite.</p> <p>Both onsite and offsite enhancements must be maintained for at least 30 years after completion of a development (which period may be amended).</p> <p>Onsite enhancements must be secured by planning condition, s106 obligation or a conservation covenant, which is a written agreement that is registrable as a local land charge, between a landowner and a ‘responsible body’ that binds a landowner and its successors to do/not do something on the land for a conservation purpose.</p> <p>Offsite enhancements must be secured under either a s106 agreement or a conservation covenant and be registered in the new, publicly available, biodiversity gain site register.</p> <p>Waste and resource efficiency - The Act gives wide ranging powers to make regulations about who producer obligations should apply to and which products or materials should be</p>	

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>covered. These powers are intended to prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery and recycling. Producers can get ahead of these regulations, and minimise any eventual requirements to pay disposal costs, by designing products with these objectives in mind.</p> <p>Water resources management plans, drought plans and joint proposals - The Act requires more collaboration (joint proposals) between water companies on managing supply and demand, resilience and environmental improvements, through their statutory water management plans,</p> <p>Water quality - The Secretary of State may by regulations amend or modify any legislation to which this section applies for the purpose of:</p> <p>(a)making provision about the substances to be taken into account in assessing the chemical status of surface water or groundwater;</p> <p>(b)specifying standards in relation to those substances or in relation to the chemical status of surface water or groundwater.</p>	
A Green Future: Our 25 Year Plan to Improve the Environment, UK Government (2018)	<p>This 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. Ten key goals are specified:</p> <ul style="list-style-type: none"> • Clean air • Clean and plentiful water • Thriving plants and wildlife • A reduced risk of harm from environmental hazards such as flooding and drought • Using resources from nature more sustainably and efficiently 	Cross-cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> Enhanced beauty, heritage and engagement with the natural environment Mitigating and adapting to climate change Minimising waste Managing exposure to chemicals Enhancing biosecurity <p>To deliver on these goals, six areas of action are identified:</p> <ul style="list-style-type: none"> Using and managing land sustainably Recovering nature and enhancing the beauty of landscapes Connecting people with the environment to improve health and wellbeing Increasing resource efficiency, and reducing pollution and waste Securing clean, productive and biologically diverse seas and oceans Protecting and improving global environment 	
The Natural Choice: Securing the Value of Nature, Defra (2011)	It sets out its ambition as ‘We want to improve the quality of our natural environment across England, moving to a net gain in the value of nature. We aim to arrest the decline in habitats and species and the degradation of landscapes. We will protect priority habitats and safeguard vulnerable non-renewable resources for future generations. We will support natural systems to function more effectively in town, in the country and at sea. We will achieve this through joined-up action at local and national levels to create an ecological network which is resilient to changing pressures.’	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
National Planning Policy Framework (NPPF) (2023)	<p>The National Planning Policy Framework which sets out the government’s planning policies for England was revised in September 2023. The most relevant chapters are as follows:</p> <ul style="list-style-type: none"> • Chapter 2: Achieving Sustainable Development • Chapter 9: Promoting Sustainable Transport • Chapter 13. Protecting Green Belt Land • Chapter 14: Meeting the challenge of climate change, flooding and coastal change • Chapter 15: Conserving and enhancing the natural environment • Chapter 16: Conserving and enhancing the historic environment 	Cross-cutting
25 Year Environment Plan, 2018	<p>The Government’s 25-Year Environment Plan sets out the Government’s position on environmental improvements, focussed on delivering cleaner air and water across the country, protecting at-risk wildlife, and improving natural habitats.</p> <p>The Plan introduces and references a number of external targets. Importantly it notes that 40% of the UK’s final energy consumption is the responsibility of the transport sector. The plan includes:</p> <ul style="list-style-type: none"> • meeting legally binding targets to reduce emissions of five damaging air pollutants (intended to halve the effects of air pollution on health by 2030); • ending the sale of new conventional petrol and diesel cars and vans by 2040; • continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases; and • making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century. 	Cross-cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	The plan emphasises the assumed benefits of the UK's departure from the EU in allowing for a reorganisation and reprioritisation of the UK's efforts related to the environment. Specific examples are not given, however the challenging targets listed, as summarised above, do offer strong opportunities to set high environmental standards.	
Environmental Protection Act (1990)	<p>This act brings in a system of integrated pollution control for the disposal of wastes to land, water and air. There are three parts of the Act. These are:</p> <ul style="list-style-type: none"> • Part I- establishes integrated pollution control and gives Local Authorities new powers to control air pollution from a range of prescribed processes; • Part II- improves the rules on waste disposal; and • Part III- covers statutory nuisances and clean air. 	Cross-cutting
Marine and Coastal Access Act (2009)	The Act introduced a revised system of marine management and licensing, including marine planning which makes provisions for general government marine environment policies, as well as those policies of the devolved administrations. It also made changes to the management of marine, migratory and freshwater fisheries, marine conservation, as well as recreational access to the English and Welsh coasts.	Biodiversity
UK Marine Policy Statement 2011	<p>This Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment.</p> <p>The MPS will facilitate and support the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives and thereby:</p> <ul style="list-style-type: none"> • Promote sustainable economic development; 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change and ocean acidification and adapt to their effects; • Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and our heritage assets; and • Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues. 	
The Natural Environment and Communities Act 2006 (NERC Act)	<p>Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'.</p> <p>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities.</p>	Biodiversity
UK Net Zero Strategy 2021	<p>The UK's new Net Zero Strategy sets out policies and proposals for decarbonising all sectors of the UK economy to meet our net zero target by 2050. It sets out, for the first time, how the UK Government plans to deliver its emissions targets of Net Zero in 2050 and a 78% reduction from 1990 to 2035 (-63% relative to 2019). It puts forward an achievable and affordable vision that will bring net benefits to the UK.</p> <p>It is an ambitious and comprehensive strategy that marks a significant step forward for UK climate policy, setting a globally leading benchmark. Further steps will need to follow quickly to implement the policies and proposals mapped out in the Net Zero Strategy if it is to be a success.</p>	Climatic Factors
Climate Change Act 2008 and its 2050	<p>The Act aims to improve carbon management, helping the transition towards a low-carbon economy in the UK and to demonstrate UK leadership internationally. Key provisions of the Act include:</p>	Climatic Factors

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Target Amendment Order, 2019	<ul style="list-style-type: none"> • a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050 and a reduction in emissions of at least 34% by 2020 (both against 1990 baseline). Note the 2050 target has now been amended to Net Zero • a carbon budgeting system that caps emissions over five-year periods; • creation of the Committee on Climate Change; • further measures to reduce emissions, including measures on biofuels; • a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. <p>The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks</p>	
UK Climate Change Risk Assessment, Defra (2017)	<p>The assessment identifies the top six areas of inter-related climate change risks for the UK as;</p> <ul style="list-style-type: none"> • Flooding and coastal change risks to communities, businesses and infrastructure; • Risks to health, well-being and productivity from high temperatures; • Risks of shortages in the public water supply for agriculture, energy generation and industry; • Risks to natural capital including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity; • Risks to domestic and international food production and trade; and • New and emerging pests and diseases and invasive non-native species affecting people, plants and animals. 	Climatic Factors

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
UK Climate Change Risk Assessment 2022	<p>This is the third five-year assessment of the risks of climate change on the UK, as required by the Climate Change Act 2008. The risk assessment considers 61 UK-wide risks and opportunities across multiple sectors of the economy. The following 8 are prioritised for action in the next two years:</p> <ul style="list-style-type: none"> • risks to the viability and diversity of terrestrial and freshwater habitats and species from multiple hazards • risks to soil health from increased flooding and drought • risks to natural carbon stores and sequestration from multiple hazards • risks to crops, livestock and commercial trees from multiple climate hazards • risks to supply of food, goods and vital services due to climate-related collapse of supply chains and distribution networks • risks to people and the economy from climate-related failure of the power system • risks to human health, wellbeing and productivity from increased exposure to heat in homes and other buildings • multiple risks to the UK from climate change impacts overseas 	
Carbon Plan: Delivering our low carbon future 2011	<p>This plan sets out how the UK will achieve decarbonisation within the framework of energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households. It outlines the progress so far in terms of emissions as well the future vision in order to cut emissions by 80% by 2050.</p>	Climatic Factors

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Planning Practice Guidance – Climate Change 2015	Advises how planning can identify suitable mitigation and adaptation measures in plan-making and the planning application process to address the potential impacts of climate. An amendment was made to the guidance in 2019 regarding local authorities' power in setting higher energy performance standards than the building regulations in their local plan.	Climatic Factors
Clean Growth Strategy 2017	<p>The Clean Growth Strategy deals specifically with the challenge of trying to grow the UK's economy whilst reducing its emissions. This issue is dealt with across multiple strategies, and several sectors have a large role to play. This strategy details the approach of each sector and sets out key policies for each.</p> <p>The guiding principles of the Clean Growth Strategy are to, through nurturing low carbon technologies, processes, and systems:</p> <ul style="list-style-type: none"> • meeting the UK's domestic commitments at the lowest possible net cost to UK taxpayers, consumers, and businesses; and • maximising the social and economic benefits for the UK from this transition. <p>The key policies to achieve this are sorted into the following categories:</p> <ul style="list-style-type: none"> • accelerating clean growth; • improving business and industry efficiency (25% of emissions); • improving our homes (13% of emissions); • accelerating the shift to low carbon transport (24% of emissions); • delivering clean, smart, flexible power (21% of emissions); • enhancing the benefits and value of our natural resources (15% of emissions); • leading in the public sector (2% of emissions); and 	Climatic Factors

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
The Road to Zero, 2018	<ul style="list-style-type: none"> • government leadership in driving clean growth. <p>Regarding transport, the primary aim described in detail is a pathway to, by 2032, achieve a 32% reduction in carbon emissions compared to 1990, by:</p> <ul style="list-style-type: none"> • accelerating uptake of ULEVs; • developing a more efficient and low carbon freight system; • a cleaner public transport system; • a reduction in the number of shorter journeys made by car; and • a near doubling of sustainable bioenergy used in the transport sector. <p>The Road to Zero strategy is a broad governmental “next steps” policy that outlines an ambition to decarbonise transport, and to strengthen the UK’s offering in design and manufacturing of zero emission vehicles, and the role of zero emission road vehicles in the government’s Industrial Strategy. The strategy is aligned to other national policies mentioned in this section.</p> <p>The policy sets targets for 50-70% of new car sales, and up to 40% of new van sales to be ultra-low emission by 2030. To support this, emphasis is given to several key policies:</p> <ul style="list-style-type: none"> • reducing emissions from the vehicles already on our roads; • driving the uptake of the cleanest vehicles; • reducing emissions from heavy goods vehicles (HGVs) and road freight; • putting the UK at the forefront of the design and manufacturing of zero emission vehicles; and • supporting the development of one of the best electric vehicle infrastructure networks in the world 	Climatic Factors

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • supporting local actions. <p>The strategy sets out in detail the challenges brought about by the emissions of road transport, and the specifics of how different types of road transport produce these emissions. The strategy also acknowledges the difficulty in maintaining a required level of road use for vital travel, commerce, and services, whilst restricting vehicle choice. Given the significant consequences of failing to act to reduce emissions, the report strikes a balance to prioritise reductions in emissions and maintain economic growth.</p> <p>Although the strategy refers to changes in travel modes for certain types of journeys, the emphasis of the report lies with maintaining a required level of road travel, with reductions in emissions achieved through encouraging a high proportion of low-emission vehicles on the roads.</p>	
Environment Bill Policy Statement 2020	<p>The Government's Environment Bill Policy Statement introduces new incentives, actions and planning tools to drive further improvements for nature. The Bill introduces a mandatory requirement for Biodiversity Net Gain in the planning system, to ensure that new developments contribute to the recovery of biodiversity and this requirement can also create new green spaces for local communities to enjoy. It also adds a new concept of Local Nature Recovery Strategies.</p>	Biodiversity
Environment Act 1995	<p>The Environment Act 1995 updates much of the earlier legislation on the areas that it extends to. The Act comprises:</p> <ul style="list-style-type: none"> • Part 1 the Environment Agency and the Scottish Environmental Protection Agency, • Part II Contaminated Land and Abandoned Mines, • Part III National Parks • Part IV Air Quality, 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> Part V Miscellaneous, General and Supplemental Provisions (e.g. waste, mineral planning permissions, hedgerows, drainage, fisheries etc.). 	
National Forest Inventory	This programme monitors woodland and trees within Great Britain. It includes the most in depth survey carried out on Britain's woodland and trees to date. The NFI provides an extensive and unique record of key information about our forests and woodlands. Woodland surveys and compiled forest inventories have been carried out at 10-15 year intervals since 1924.	Biodiversity
Ancient Woodland Inventory	The AWI is a provisional guide and map based tool to the location of Ancient and long established Woodland. Ancient woodland is defined as land that is currently wooded and has been continually wooded in England at least since 1600. This type of woodland has important biodiversity and cultural values by its virtue of its antiquity.	Biodiversity
Salmon and Freshwater Fisheries Act 1975	<p>The Act dictates which methods of fishing for salmon, trout and freshwater fish are an offence and also includes offences against the use and dealing with roe, spawning and unclean fish. The Act also deals with problems of pollution making it an offence to knowingly permit the flow of poisonous matter and polluting effluents into river courses.</p> <p>Part II of the Act deals with obstructions to the passage of fish, including fishing weirs, screens and sluices; dictating when and where they can be used.</p> <p>Part III explains the proper times of fishing, selling and exporting fish.</p>	Biodiversity
Wildlife and Countryside Act (1981)	The Act [inter alia] prohibits certain methods of killing or taking wild animals; amends the law relating to protection of certain mammals; restricts the introduction of certain animals and plants; amends the Endangered Species (Import and Export) Act 1976; amends the law relating to nature conservation, the countryside and National Parks; and amends the law relating to public rights of way.	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Conservation of Habitats and Species Regulations 2010	<p>This act consolidates all the various amendments made to the Conservation (Natural Habitats, &c.) Regulations 1994 in respect of England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p> <p>Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.</p>	Biodiversity
Conservation of Habitats and Species Regulations 2017 (as amended)	<p>The 2017 regulations transposed the land and marine aspects of the Habitats Directive and certain elements of the Wild Birds Directive. The main changes to these regulations are as follows:</p> <ul style="list-style-type: none"> • the creation of a national site network within the UK territory comprising the protected sites already designated under the Nature Directives, and any further sites designated under these Regulations • the establishment of management objectives for the national site network (the 'network objectives') • a duty for appropriate authorities to manage and where necessary adapt the national site network as a whole to achieve the network objectives • an amended process for the designation of Special Areas of Conservation (SACs) • arrangements for reporting on the implementation of the Regulations, given that the UK no longer provides reports to the European Commission 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • arrangements replacing the European Commission's functions with regard to the imperative reasons of overriding public interest (IROPI) test where a plan or project affects a priority habitat or species • arrangements for amending the schedules to the Regulations and the annexes to the Nature Directives that apply to the UK 	
The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019)	The Regulations ensure that the habitat and species protection and standards derived from EU law will continue to apply after Brexit.	Biodiversity
National Parks and Access to Countryside Act 1949 (as amended)	<p>The Act established powers to declare National Nature Reserves (NNRs); to notify sites of Sites of Special Scientific Interest (SSSI's) and for local authorities to establish Local Nature Reserves (LNRs).</p> <p>These provisions were strengthened by the Wildlife & Countryside Act 1981. An NNR is an area which is among the best examples of a particular habitat. NNRs are of national importance. They are in many cases owned and managed by the statutory authority, (for example English Nature), but not always. An NNR, unlike an SSSI, has to be managed appropriately to retain its special status.</p>	Biodiversity
Natural Environment and Rural Communities Act 2006	Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'.	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities.</p> <p>The Act establishes an independent body - Natural England - responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations. Natural England will work in close partnership with other organisations and bodies that have a major role in relation to the natural environment, in particular the Environment Agency, the Forestry Commission, English Heritage and local authorities. It established the Commission for Rural Communities and reconstitutes the Joint Nature Conservation Committee. Details of the act include</p> <ul style="list-style-type: none"> • Nature Conservation in the UK • Wildlife • Sites of Special Scientific Interest • National Parks and the Broads • Rights of way • Inland Waterways • Flexible Administrative Arrangements 	
Guidance on Complying with the biodiversity duty (2023)	<p>The guidance is intended to assist local authorities in meeting the Biodiversity Duty. The conservation of biodiversity is highly dependent on the extent to which it is addressed in infrastructure and development projects and how well the planning process integrates biodiversity into planning and development control policies.</p> <p>Core Strategies and Local Development Plan Strategies set out the overarching policy framework for the plan area. Strategic objectives and policies should be developed for</p>	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	biodiversity, including objectives for enhancement and conservation. Consideration should also be given to how biodiversity enhancement can be used to bring about more sustainable development, through integration with other policy objectives and other land uses, for example housing and economic development, health, education and social inclusion.	
Natural Environment White Paper (2011)	<p>The Natural Environment White Paper has four ambitions:</p> <ul style="list-style-type: none"> • Protecting and improving our natural environment; • Growing a green economy; • Reconnecting people and nature International; and • EU leadership. <p>It looks at ecosystem services provided by natural systems and promotes a step-change in nature conservation which makes sustainable use of natural capital and natural networks by working at a landscape scale. It aims to ensure that by 2020 17% of England is managed effectively to safeguard biodiversity.</p> <p>Since its publication, Defra has published periodic Natural Environment White Paper implementation update newsletters, the most recent being implemented in October 2014.</p>	Biodiversity
UK Biodiversity Plan (1994)	<p>This document represents the first United Kingdom biodiversity action plan. It contains three sections;</p> <ul style="list-style-type: none"> • Section 1 – describes the UKs biological resources and their global importance as well as the range of biodiversity within the UK from a historical and geological importance • Section 2- describes the UK’s strategy and programmes and examines threats, problems and opportunities of biodiversity. 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> Section 3- draws the components of the action plan together and provides a forward work programme. 	
Biodiversity 2020: A strategy for England's wildlife and ecosystem services	<p>This is a new biodiversity strategy for England which builds on the Natural Environment White Paper and provides a comprehensive picture of how the government are implementing international and EU commitments.</p> <p>It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. It builds on the successful work that has gone before, but also seeks to deliver a real step change</p>	Biodiversity
UK Biodiversity Framework (2024)	<p>This UK Biodiversity framework sets out four objectives for cross-UK work relating to biodiversity policy and supporting evidence:</p> <ul style="list-style-type: none"> To contribute to informing and developing the UK's position in international agreements and policy making, To coordinate collective achievement of the UK's international obligations, To enable and support country input to reporting required under the UK's international obligations, To inform each other of domestic policy developments and collaborate to achieve shared aims where there is benefit in doing so at a UK level. <p>This framework refreshes the "broad enabling structure" of the 2012 framework in the context of the new commitments by:</p> <ul style="list-style-type: none"> setting out the shared objectives for co-operation and collaboration between the four countries of the UK; establishing a governance structure for overseeing and achieving the shared objectives. 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
A Strategy for England's Trees, Woods and Forests (2007)	<p>Aims to provide a resource of trees, woods and forests where they can contribute environmental, economic and social benefits now and for future generations; to ensure that existing and newly planted trees, woods and forests are resilient to climate change and contribute to biodiversity and natural resources adjusting to a changing climate; to protect and enhance water, soil, air, biodiversity and landscape, and the cultural and amenity values of trees and woodland; to increase the contribution that trees, woods and forests make to quality of life; and to improve the competitiveness of woodland businesses and promote development of new/improved markets for sustainable woodland products and ecosystem services.</p> <p>It seeks to do this through the long-term sustainable management of trees, woods and forests; by seeking 'the right tree in the right place'; by effective use of public investment; and by ensuring synergies with other Government policies.</p>	Biodiversity
The England Trees Action Plan 2021-2024 (2021)	This plan sets out the government's long-term vision for the treescape it wants to see in England by 2050 and beyond. It provides a strategic framework for implementing the Nature for Climate Fund and outlines over 80 policy actions the governments is taking over this Parliament to help deliver this vision. Some of these include England having at least 12% woodland cover by mid-century, contributing to net-zero carbon emissions.	Biodiversity
DfT Outcome Delivery Plan: 2021-2022	<p>This delivery plan sets out how the following priority outcomes will measure our success, and how we will ensure we continuously improve:</p> <ul style="list-style-type: none"> • Improve connectivity across the UK and grow the economy by enhancing the transport network, on time and on budget, 	Transport

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Build confidence in the transport network as the country recovers from COVID-19 and improve transport users' experience, ensuring that the network is safe, reliable, and inclusive, • Tackle climate change and improve air quality by decarbonising transport (this outcome reflects DfT's contribution to the BEIS-led cross-cutting net zero outcome). • The strategic objective of this plan is to increase our global impact, which is about boosting our influence and maximising trade by having an innovative, outward-facing approach. 	
Decarbonising Transport: Setting the Challenge 2020	<p>Setting the Challenge is a policy and baselining report, establishing the groundwork from which a latter 2020 Transport Decarbonisation Plan (TDP) will work. It is not a plan in itself. The TDP was planned to be published ahead of the 2020 United Nations Framework Convention on Climate Change Conference in November 2020. No word has been given on a delayed release date, given the postponement of the conference to November 2021 due to the Coronavirus pandemic.</p> <p>Regardless, it is intended that the TDP will put forward a credible implementation plan for how ambitious greenhouse gas and decarbonisation targets will be met across the whole UK transport network.</p> <p>Setting the Challenge therefore investigates the role of transport in carbon and other greenhouse gas emissions, and gives the current position of each transport mode, in terms of emission levels, compared to historical emissions, describes related current governmental aims and targets, and lists current policies aiming to deliver planned targets and future work.</p> <p>The priorities for the Government, further distilled in the ministerial foreword, appear to be as follows:</p>	Transport

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	<ul style="list-style-type: none"> Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network. From motorcycles to HGVs, all road vehicles will be zero emission. Technological advances, including new modes of transport and mobility innovation, will change the way vehicles are used. Our goods will be delivered through an integrated, efficient and sustainable delivery system. Clean, place-based solutions will meet the needs of local people. Changes and leadership at a local level will make an important contribution to reducing national GHG emissions. The UK will be an internationally recognised leader in environmentally sustainable, low carbon technology and innovation in transport. We will lead the development of sustainable biofuels, hybrid and electric aircraft to lessen and remove the impact of aviation on the environment and by 2050, zero emission ships will be commonplace globally. 	
Transport Act 2000	<p>The aim of the Act is to give effect to the Government’s strategy for an integrated transport policy set out in the White Paper “A New Deal for Transport: Better for Everyone” (Cm 3950) published in July 1998.</p> <p>This Act contains measures to create a more integrated transport system and provide for a public-private partnership for National Air Traffic Services Ltd (“NATS”). The Act aimed to improve quality in local passenger transport services such as helping limit traffic congestion</p>	Transport

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>and improving air quality as well introducing road user charges and workplace parking levies to help tackle congestion.</p> <p>The use of railways was promoted through the Strategic Rail Authority and makes provision for the better regulation of the railway industry.</p>	
Local Transport Act 2008	<p>This act makes further provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services. It looks at important areas of public transport such as local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas.</p>	Transport
Door to door – A Strategy for Improving Sustainable Transport Integration 2013	<p>The ‘Door to door’ strategy describes the government’s vision for integrated sustainable journeys. It sets out what is wanted from transport providers and what is being done across the department to support door-to-door journeys.</p> <p>The strategy focuses on 4 core areas which need to be addressed so that people can be confident in choosing greener modes of transport:</p> <ul style="list-style-type: none"> • accurate, accessible and reliable information about different transport options for their journey • convenient and affordable tickets, for an entire journey • regular and straightforward connections at all stages of the journey and between different modes of transport • safe and comfortable transport facilities 	Transport
National Policy Statement for	<p>The ‘National networks national policy statement’ sets out the:</p>	Transport

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
National Networks 2014	<ul style="list-style-type: none"> • need for development of road, rail and strategic rail freight interchange projects on the national networks • the policy against which decisions on major road and rail projects will be made <p>Baseline information relating to relevant environmental, social and economic issues was also released as part of a draft consultation. The NPS will be used by the Secretary of State as a primary basis for making decisions on development consent applications for national networks.</p>	
Roads Investment Strategy 2: 2020 - 2025	<p>The second Road Investment Strategy outlines the policy drivers for the allocation of £27.4 billion investment into the SRN in the period 2020-2025, that will also have an influence beyond, looking to prepare the SRN to align with net zero targets by 2050. The Government Objectives document set this direction early, with the full RIS2 providing detail. The Government Objectives sets out the vision for the SRN, by 2050, to be:</p> <ul style="list-style-type: none"> • a network that supports the economy; • a safer and more reliable network; • a greener network; • a more integrated network; and • a smarter network. <p>These objectives are echoed in more detail in the full RIS2 as well as a roadmap for delivering the vision, focussing on economic growth, housing, tackling emissions, safety, resilience, and innovation, as well as efforts to place users at the heart of everything. RIS2 also sets specific monitoring targets for Highways England to ensure:</p> <ul style="list-style-type: none"> • improving safety for all; 	Transport

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • fast and reliable journeys; • a well maintained and resilient network; • being environmentally responsible; • meeting the needs of all users; and • achieving real efficiency. 	
The Road to Growth: our Strategic Economic Growth Plan (2017)	<p>A strategic economic growth plan to maximise the economic impact of the strategic road network (SRN). It sets out practical steps to increase economic contribution in four areas:</p> <ul style="list-style-type: none"> • Supporting business productivity and competitiveness, and enabling the performance of SRN-reliant sectors • Providing efficient routes to global markets through international gateways • Stimulating and supporting the sustainable development of homes and employment spaces • Providing employment, skills and business opportunities within our sector 	Transport
Highways England Growth and Housing Fund (2015)	<p>The Road Investment Strategy established a £100 million Growth and Housing Fund (GHF) to be administrated by Highways England. It provides leverage and flexibility for Highways England to support Local Enterprise Partnerships, local authorities and the private sector to mobilise development sites that require prompt investment in the network to allow them to progress quickly.</p> <p>Maximum investment in an individual scheme is £5 million though £10 million may be considered. It can provide capital investment to bridge funding gaps in highway works and associated transport infrastructure which are preventing economic and housing sites from being progressed. Only schemes that demonstrate that the intervention would be a</p>	Transport

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	complement to and not a replacement for other funds from private or public sources are eligible.	
Network Rail Delivery Plan 2019-2024	<p>Network Rail’s management of rail infrastructure is split regionally. At a national level, however, Network Rail has set out how it will spend funding allocated to it by the Government in Control Period 6 (CP6, 2019-2024), through a new operational structure, to deliver the below objectives.</p> <p>Over CP6, Network Rail has a vision to be “a company that is on the side of passengers and freight users”, with the purpose to “connect people to places and goods, driving economic growth.” It frames its activities around six themes:</p> <ul style="list-style-type: none"> • safety; • efficiency; • sustainable growth; • people; • train service delivery; and • customers and communities. <p>Each of these themes features individual targets related to the running of the rail network.</p>	Transport
Inclusive Transport Strategy 2018	The DfT’s Inclusive Transport Strategy outlines the Government’s plans to achieve equal access for disabled people across the transport network. The strategy details work already undertaken and sets out rights for disabled travellers going forwards, as well as efforts that will be made to raise awareness of issues surrounding physical access, access to information, and training for staff on the transport network.	Transport

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>The primary ambition listed is for “disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily, and without extra cost.” This is framed by the target to achieve equal access by 2030, with assistance where physical infrastructure remains a barrier.</p> <p>The strategy also puts forward various funding streams and updated to guidance with the intention of upgrading physical infrastructure across the country, and monitoring programmes to track delivery of the strategy.</p>	
A connected society – A strategy for tackling loneliness, 2018	This strategy notes the importance on local transport links and infrastructure in supporting social networks and facilitating interaction, key elements in combating loneliness	Transport
Countryside and Rights of Way Act 2000 (CROW Act)	<p>This Act contains five Parts and 16 Schedules and provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).</p> <p>The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights of the individual may be affected by these measures.</p>	Landscape
Securing the Future – Delivering the UK Sustainable Development Strategy (2005)	The Strategy takes account of developments since the 1999 Strategy, both domestically and internationally; the changed structure of government in the UK with devolution to Scotland, Wales and Northern Ireland; greater emphasis on delivery at regional level and the new relationship between government and local authorities. It highlights the renewed	Cross Cutting

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	international push for sustainable development from the World Summit on Sustainable Development in Johannesburg in 2002.	
National Infrastructure Strategy (2020)	<p>This strategy sets out the government’s plans to deliver on an infrastructure revolution: a radical improvement in the quality of the UK’s infrastructure to help level up the country, strengthen the Union and put the UK on a path to net zero emissions by 2050. As the government helps the economy to recover following COVID-19, it will also seek to address the long-term issues that that have held back UK infrastructure. The strategy sets out how the government will:</p> <ul style="list-style-type: none"> • Boost growth and productivity across the whole of the UK, levelling up and strengthening the Union, • Put the UK on the path to meeting its net zero emissions target by 2050, • Support private investment, • Accelerate and improve delivery of infrastructure projects. 	Cumulative Effects
Strategy on Disability Access	<p>The strategy sets out 100 immediate commitments supported by £1.6bn of funding alongside an agenda for future reform. The strategy is focused on improving inclusion in the workplace, tackling the disability employment gap – currently at 28.6% - and making sure children with special educational needs and disabilities are at the heart of the strategy, including:</p> <ul style="list-style-type: none"> • Piloting an Access to Work Adjustments Passport to help smooth the transition into employment and support people changing jobs. Pilots will be taking place this year focussing on young people leaving education and veterans leaving the armed forces. The Adjustments Passport will capture the in-work support needs of the individual and empower them to have confident discussions about adjustments with employers. It will 	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>also set an expectation with the employer that specialist aids and appliances move when their employee progresses in work or moves post.</p> <ul style="list-style-type: none"> Investing £300 million to create places, improve existing provision in schools and make accessibility adaptations for children and young people with Special Educational Needs and Disabilities. <p>The strategy outlines new technology making rail journeys easier and more accessible including:</p> <ul style="list-style-type: none"> Enabling disabled passengers to contact staff from their seat on the train with the new support in place by end of March 2022, with DfT supporting innovative projects that will improve communication for disabled passengers and others with reduced mobility on rail services. Projects will be supported with between £50k and £400k and will use new technology to make using the railways easier and more accessible. <p>The Disability Strategy also covers a range of other areas including access to justice, culture and the arts. It marks the first cross-government endeavour to improve disabled people's everyday lives with legislation, policy and funding from across all corners of government.</p>	
National Disability Strategy (2021)	<p>This strategy sets out the actions the government will take to take to improve the everyday lives of all disabled people. It is split into three parts:</p> <ul style="list-style-type: none"> Part 1: immediate commitments to improving disabled people's lives Part 2: including disabled people in policy making and service delivery Part 3: summary of actions each government department will take <p>This national strategy recognises and builds on the progress that has been made since the Disability Discrimination Act.</p>	Population and Human Health

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Disability Action Plan (2024)	<p>This plan sets out the immediate actions the government will take in the coming year to improve disabled people’s everyday lives. It also lays the foundations for longer-term change. This plan compliments the National Disability Strategy and other significant UK government reform programmes and specific work to continuously improve equal access to opportunities, in line with the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). Th government is committed to:</p> <ul style="list-style-type: none"> • Support disabled people who want to be elected to public office • Include disabled people’s needs in emergency and resilience planning • Include disabled people’s needs in climate-related policies • Improve information and outcomes for families in which someone is disabled • Make playgrounds more accessible • Help businesses understand the needs of and deliver improvements for disabled people • Explore if the UK could host the Special Olympics World Summer Games • Support people who have guide and assistance dogs • Help the government measure how effective its policies and services are for disabled people • Research issues facing disabled people in the future • Make government publications and communications more accessible • Improve understanding of the cost of living for disabled people • Promote better understanding of the UNCRPD across government • Monitor and report progress of the Disability Action Plan 	Population and Human Health

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Children's Environment and Health Action Plan for Europe (CEHAPE) 2004	<p>This Plan outlines the regional priority goals that are put in place to ensure the effective action of various principles to protect children's health especially those children who are deemed more at risk due to various factors such as unsafe environments and physical factors. It outlines those children most at risk as being poor, underprivileged children or those who live in adverse conditions such as war zones.</p> <p>It also outlines the need for internal collaboration to achieve these priority goals from all of the EU and governing bodies. As well as promoting national children's environment and health action plans.</p>	Population and Human Health
Health Impact Assessment in Strategic Environmental Assessment (2001)	<p>This is a review of Health Impact Assessment concepts, methods and practices to support the development of a protocol on Strategic Environmental Assessment which adequately covers health impacts. It discusses how decisions taken outside of the health sector can affect the health of individuals and populations by modifying their physical and social environment, and how this in turn affects social and economic development.</p> <p>It describes methods, procedures and practices to carry out health impact assessments of policies, plans and projects, highlighting the similarities with and opportunities for integrating health impact assessment within strategic environmental assessments, and other forms of impact assessment under use.</p> <p>It also draws attention to the opportunities for achieving health benefits and avoiding health costs by considering health impacts early in the planning process. It is aimed at inspiring policy makers to include health considerations early in their planning process by showing how different perspectives can feasibly be incorporated into everyday decisions.</p>	Population and Human Health
Fixing the foundations: Creating a more	<p>This document sets out a 15-point plan that the government will put into action to boost the UK's productivity growth, centred around two key pillars: encouraging long-term investment,</p>	Informative only

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prosperous nation, HM Government (2015)	and promoting a dynamic economy. It sets out the government's long-term strategy for tackling the issues that matter most for productivity growth.	
A Children's Environment and Health Strategy for the United Kingdom (2009)	<p>This document provides an overview of current activities in the UK. Following a public consultation process, recommendations will be made on the measures necessary to improve children's and young people's environmental health in the UK as well as encouraging a coherent cross-government approach. This strategy aims to build on and complement policies and activities already undertaken by government departments, devolved administrations, local and regional authorities and the National Health Service (NHS). Some areas for improvement highlighted in this strategy include:</p> <ul style="list-style-type: none"> • counteracting the increased number of overweight and obese children and young adults, coupled with improving the amount of physical activity they undertake • addressing concerns regarding the number of children whose asthma is affected by air pollution and the effects of air pollution on the long-term lung function of children 	Population and Human Health
Healthy Lives, Healthy People: Our strategy for public health in England (2010)	<p>This white paper sets out the government's long-term vision for the future of public health in England. The aim is to create a 'wellness' service (Public Health England) and to strengthen both national and local leadership.</p> <p>The plans set out put local communities at the heart of public health. It states that central control will end and give local government the freedom, responsibility and funding to innovate and develop their own ways of improving public health in their area. There will also be real financial incentives to reward their progress on improving health and reducing health inequalities, and greater transparency so people can see the results they achieve.</p>	Population and Human Health

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Towards Social Investment for Growth and Cohesion 2014 - 2020	This document, alongside a series of Staff Working Documents, form the Social Investment Package. This outlines a policy framework for redirecting Member States policies where needed towards social investment throughout life, with a view to ensuring the adequate and sustainability of budgets for social policies and for the government and private sector as a whole.	Population and Human Health
Air Quality Standards Regulations 2010	These regulations set legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. It also incorporates the 4th air quality daughter directive that sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons.	Air
Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007	This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.	Air
Clean Air Strategy, 2019	<p>The Clean Air Strategy explains how the UK Government will tackle all sources of air pollution, sets out policy direction, and outlines measures that will drive the move to zero emission transport modes. The strategy links into other national level policies, outlining the same targets and strategies across multiple documents.</p> <p>The strategy includes numerous aims and goals, many drawn from other policy documents, that are collated in brief in the executive summary. These are framed in the following topics:</p>	Air

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	<ul style="list-style-type: none"> • protecting the nation’s health; • protecting the environment; • securing clean growth and innovation; • action to reduce emissions from transport; • action to reduce emissions at home; • action to reduce emissions from farming; • action to reduce emissions from industry; and • leadership at all levels. <p>The Clean Air Strategy effectively summarises government policy with an impact on air quality from multiple different areas. Multiple government initiatives are listed where action has been taken by central government. Of particular importance, and reinforced by the Clean Air Strategy, is the adoption of challenging and enforceable local Air Quality Strategies.</p>	
Making Space for Nature - A review of England’s Wildlife Sites and Ecological Network (2010)	<p>The review looked at England’s wildlife sites and whether they are capable of responding and adapting to the growing challenges of climate change. It makes 24 recommendations for practical action to Make Space for Nature and achieve a coherent and resilient ecological networks. Five themes unite them:</p> <ol style="list-style-type: none"> 1. We need to continue the recent progress in improving the management and condition of wildlife sites, particularly our SSSIs. We also make recommendations for how these should be designated and managed in ways that enhance their resilience to climate change. 	Biodiversity

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	<ol style="list-style-type: none"> 2. We need to properly plan ecological networks, including restoration areas. Restoration needs to take place throughout England. However, in some areas, both the scale of what can be delivered to enhance the network, and the ensuing 3. There are a large number of surviving patches of important wildlife habitat scattered across England outside of SSSIs, for example in Local Wildlife Sites. We need to take steps to improve the protection and management of these remaining wildlife habitats. 'Protection' will usually be best achieved through incentive-based mechanisms, but at times may require designation. 4. We need to become better at deriving multiple benefits from the ways we use and interact with our environment. There are many things that society has to do that may seem to have rather little to do with nature conservation, but could have, or even should have if we embrace more radical thinking; flood management by creating wetlands is an obvious example. We need to exploit these 'win-win' opportunities to the full. Being better at valuing a wider range of ecosystem services would help this process. 5. We will not achieve a step-change in nature conservation in England without society accepting it to be necessary, desirable, and achievable. This will require strong leadership from government and significant improvements in collaboration between local authorities, local communities, statutory agencies, the voluntary and private sectors, farmers, landowners and other land-managers and individual citizens. 	
Delivering a healthy natural environment. Ecosystem approach action plan, Defra (2010)	<p>The plan has priority areas for action that will be fundamental to the success and to securing wider engagement at the national, regional and local levels:</p> <ul style="list-style-type: none"> • Priority area 1: Promoting joined-up working within Defra and the Defra network to deliver environmental outcomes more effectively • Priority area 2: Identifying opportunities for mainstreaming an ecosystems approach 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Priority area 3: Using case studies that demonstrate the benefits of taking an ecosystems approach • Priority area 4: Developing ways of valuing ecosystem services • Priority area 4: Developing ways of valuing ecosystem services 	
The Great Britain Invasive Non-Native Species Strategy, Defra (2015)	<p>This Strategy aims to address invasive non-native species (INNS) issues in Great Britain, maintaining the approach of the 2008 Strategy and the 2003 policy review. The vision is that if this Strategy is fully implemented, biodiversity, quality of life and economic interests in GB will be better protected against the adverse impacts of INNS because there will be:</p> <ul style="list-style-type: none"> • widespread awareness and understanding of the risks and adverse impacts associated with INNS, and greater vigilance against these; • integration of INNS within the broader biosecurity agenda; • a strong sense of shared responsibility across government, key stakeholder organisations, land managers and the general public for action and behaviour that will reduce the threats posed by INNS; • a guiding framework for national, regional and local mitigation, control or eradication initiatives helping to reduce the detrimental impact of INNS; and • improved co-ordination and co-operation on INNS issues at a European and international level. 	Biodiversity
State of Natural Capital Annual Report 2020, Natural	<p>This report sets out the work done by the committee since March 2019. It sets out what should be included in the Environment Bill and the progress made to date on the goals of the 25 Year Environment Plan.</p>	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Capital Committee (2020)		
A narrative for conserving freshwater and wetland habitats in England, Natural England (2016)	This narrative provides an overview of circumstances relating to the conservation of freshwater and wetland habitats in England, considering their ecological function, the natural and anthropogenic factors affecting them, the principles that should be applied to their management, and the respective roles of the main policy mechanisms involved in their conservation. It covers all running and standing water habitats, of whatever size, and terrestrial wetland habitats including bogs, fens, swamp and wet woodland.	Biodiversity
The Third National Adaptation Programme (NAP3) and the Fourth Strategy for Climate Adaptation Reporting (2023)	<p>This third National Adaptation Programme (NAP3) sets out the actions that the government will take to adapt to the impacts of climate change from 2023-2028, building on and developing the approach from previous rounds since 2012. It sets out how we will maintain living standards and protect our environment by making sure the country is resilient and can effectively adapt to changes in our climate.</p> <p>The UK government's vision for adaptation is for a country that effectively plans for and is fully adapted to the changing climate, with resilience against each of the identified climate risks.</p> <p>NAP3 is more ambitious than NAP2, taking a comprehensive approach and responding to every risk and opportunity in the Climate Change Risk Assessment, as well as widening the scope to international risks impacting the UK.</p>	Climate Change
Air Quality Plan for Nitrogen Dioxide in the UK, 2017	Jointly produced by the DfT and DEFRA, this national plan determines an approach for areas with the worst levels of traffic-related air pollution to mitigate the effects. It sets out the framework for Clean Air Zones, allowing for targeted action to improve air quality in the	Air

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>“shortest possible time” as required by legal obligations to meet NO2 concentration thresholds.</p> <p>The document also sets out plans for ending the sale of new, conventional petrol and diesel cars and vans by 2040. The plan argues that NO2 accumulation is a local issue, as the pollutants do not disperse widely like greenhouse gasses. In line with this local approach, the plan sets out support to local authorities, including:</p> <ul style="list-style-type: none"> • setting up a £255 million Implementation Fund; • establishing a Clean Air Fund; and • providing £100m for retrofitting and new low emission buses. <p>The plan outlines the introduction of several new funding streams that local authorities can utilise to finance measures to reduce NO2 emissions.</p>	
Heritage Protection for the 21st Century 2007	<p>The paper sets out a vision of a unified and simpler heritage protection system, which will have more opportunities for public involvement and community engagement. The proposed system will be more open, accountable and transparent. It will offer all those with an interest in the historic environment a clearer record of what is protected and why; it will enable people who own or manage historic buildings and sites to have a better understanding of what features are important; it will streamline the consent procedures and create a more consultative and collaborative protection system.</p> <p>It is predominantly aimed for England and Wales with some UK wide elements.</p>	Cultural Heritage
Ancient Monuments and Archaeological Areas Act 1979	<p>Under the Act a monument which has been scheduled is protected against any disturbance including unlicensed metal detecting.</p> <p>Permission must be obtained for any work which might affect a monument above or below ground. English Heritage gives advice to the Government on each application. In assessing</p>	Cultural Heritage

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	an application the Secretary of State will try to ensure any works on protected sites are beneficial to the site or are essential for its long term sustainability.	
Planning (Listed Buildings and Conservation Areas) Act 1990	Governs special controls in respect of buildings and areas of special architectural or historic interest. Any alteration, extension or demolition of a listed building in a way that affects its character as a building of special interest requires Listed Building Consent.	Cultural Heritage
Environmental Damage (Prevention and Remediation) (England) Regulations 2015	These regulations came into force on 19th July 2015. They impose obligations on operators of certain activities requiring them to prevent or remediate environmental damage. They apply to damage to protected species, natural habitats, sites of special scientific interest (SSSIs), water and land	Cultural Heritage
The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning 3 (2017)	The document sets out guidance, against the background of the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guide (PPG), on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes.	Cultural Heritage
Strategic Environmental Assessment, Sustainability Appraisal, Historic Environment (2016)	The purpose of the advice note is to support all those involved in assessing the effects of certain plans on the historic environment. It offers advice on heritage considerations during the Sustainability Appraisal and Strategic Environmental Assessment process, and on implementing historic environment legislation, the relevant policy in the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guidance (PPG) as well as the Marine Policy Statement.	Cultural Heritage

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
National Parks and Access to the Countryside Act 1949	This was an act that made provision for National Parks and the establishment of a National Parks Commission. It was also to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves, it made further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country and to amend laws relating to rights of way.	Land Use
UK National Ecosystem Assessment Follow-on (2014)	The UK NEA (2011) advanced a 'settings' or place-based approach to cultural ecosystem services (CES). This approach highlighted a range of cultural goods and benefits associated with peoples' interactions with the natural environment. The UK NEAFO refines and elaborates this approach. It understands CES as both the environmental spaces (e.g. parks and beaches) within which people interact with the natural environment and the cultural practices (e.g. exercising and playing) that define these interactions and spaces. More generally these environmental spaces and practices are understood to shape and reflect a wider set of cultural (collective or shared) values about ecosystems.	Biodiversity
National Infrastructure Delivery Plan 2016–2021, Infrastructure and Projects Authority (HM Government) (2016)	<p>The Plan brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure. This is reflected by the government's commitment to invest over £100 billion by 2020-21, alongside significant ongoing private sector investment in infrastructure. This investment will drive wider economic benefits, including:</p> <ul style="list-style-type: none"> • supporting growth and creating jobs in the short term as projects are built – especially where public investment is used to attract private investment • raising the productive capacity of the economy in the long term as the benefits of new infrastructure are felt; reduced transaction costs; larger and more integrated labour and product markets; and better opportunities to collaborate and innovate 	

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • driving efficiency – enabling greater specialisation and economies of scale • boosting international competitiveness – attracting inward investment and enabling trade with foreign partners 	
Creating a better place: Our ambition to 2020, Environment Agency (2018)	<p>This outlines the Environment Agency’s ambitions for how it planned to protect and improve natural resources, alongside Defra’s proposed 25-year environment plan, leading up to the year 2020. Its principles are;</p> <ul style="list-style-type: none"> • Put people and wildlife first: our goal is to create a better place for them. • 80/20: we will focus on the 20% that makes 80% of the difference. • Support local priorities: every place and community has its own needs. 	
Contaminated Land (England) Regulations 2006	<p>Outlines the regulations on contaminated land in order to prevent new land becoming contaminated by polluting substances whilst also tackling historic contamination of sites as it poses risks to human health and the environment.</p>	Population and Human Health / Land Use
Safeguarding our Soils: a strategy for England 2009	<p>The purpose of this strategy is to highlight the areas in which soil will be prioritised and to focus attention on tackling degradation threats. The vision of this paper is to try and ensure that by 2030, all England’s soils will be managed sustainably and depredation threats tackled successfully and that this will improve the quality of England’s soils and safeguard their ability to provide essential services for future generations. Key topics include</p> <ul style="list-style-type: none"> • Better protection for agricultural soils • Protecting and enhancing stores of soil carbon • Building the resilience of soils to a changing climate • Preventing soil pollution • Future research and monitoring 	Land Use

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Planning for the Future: A guide to working with Highways England on planning matters (2015)	This document describes the approach taken to engage in the planning system and the issues looked at when considering draft planning documents and planning applications. It is aimed at local authorities, developers, Local Enterprise Partnerships (LEPS), community groups and others involved in plan making/development management in respect of land close to any part of the Strategic Road Network (SRN).	Land Use
Our Waste, Our Resources: A Strategy for England, HM Government (2018)	<p>The strategy sets out the plan to double resource productivity and eliminate avoidable waste of all kinds (including plastic waste) by 2050. It sets out how England will:</p> <ul style="list-style-type: none"> • preserve our stock of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy • minimise the damage caused to our natural environment by reducing and managing waste safely and carefully • deal with waste crime 	Material Assets
Flood and Water Management Act 2010	<p>This act provides for a better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects water supplies to the consumer. The key concepts include:</p> <ul style="list-style-type: none"> • Flood and Coastal Erosion Risk Management • Strategies for Natural flood and coastal erosion • The establishment of regional flood and coastal communities. 	Water
River Basin Management Plans	These plans set out how organizations, stakeholders and communities will work together to improve the water environment. A RBD covers an entire river system, including river, lake,	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>groundwater, estuarine and coastal water bodies and are designed to protect and improve the quality of the water environment.</p> <p>The last update to these plans was in 2022 which describes the challenges that threaten the water environment and how these challenges can be managed.</p>	
Flood Risk Regulations 2009	<p>The Regulations identify and take action in areas with the most significant flood risks.</p> <p>The purpose of the Act is to:</p> <ul style="list-style-type: none"> • Introduce the concept of flood risk management and the framework for the delivery of flood and coastal erosion risk management through national and local strategies • Provide new definitions, for example “flood”, “surface runoff”, “Risk Management Authorities”, Lead Local Flood Authority” • Establish the roles and responsibilities of the different risk management authorities 	Water
Flood and Water Management Act 2010	<p>The Bill responds to recent pressure to introduce legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with climate change.</p> <p>Key areas include:</p> <ul style="list-style-type: none"> • requires the Environment Agency to create a National Flood and Coastal Erosion Risk Management Strategy, which a number of organisations will have to follow • requires leading local flood authorities to create local flood risk management strategies • enables the Environment Agency and local authorities more easily to carry out flood risk management works • introduces a more risk-based approach to reservoir management • changes the arrangements that would apply should a water company go into administration 	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> enables water companies more easily to control non-essential uses of water, such as the use of hosepipes enables water companies to offer concessions to community groups for surface water drainage charges requires the use of sustainable drainage systems in certain new developments. 	
Water Resources Act 1991	<p>This Act aims to prevent and minimise pollution of water. The policing of this act is the responsibility of the Environment Agency. Under the act it is an offence to cause or knowingly permit any poisonous, noxious or polluting material, or any solid waste to enter any controlled water.</p> <p>Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recover the damages from the landowner or responsible person</p>	Water
Water Act 2003 (as amended)	<p>The four broad aims of the Act are:</p> <ul style="list-style-type: none"> the sustainable use of water resources; strengthening the voice of consumers; a measured increase in competition; and the promotion of water conservation. 	Water
Water Industry Act 1991	<p>The Act sets out the main powers and duties of the water and sewerage companies, and replaces those set out in the Water Act 1989, and defined the powers of the Director General of Water Services (now the Water Services Regulation Authority (Ofwat)).</p>	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Water for Life White Paper, Defra (2011)	The White Paper describes a vision for future water management in which the water sector is resilient, in which water companies are more efficient and customer focused and in which water is valued as the precious resource it is. And it explains that we all have a part to play in the realisation of this vision.	Water
Preparing for a drier future: England's water infrastructure needs, National Infrastructure Commission (2018)	<p>This document sets out the National Infrastructure Commission's advice on how to address England's water supply challenges and deliver the appropriate level of resilience for the long term. The Commission's central finding is that government should ensure increased drought resilience in England by enhancing the capacity of the water supply system. This will require a twin-track approach combining demand management (including leakage reduction) with long-term investment in supply infrastructure.</p> <p>To achieve this, the Commission recommends that government ensure plans are in place to deliver additional supply and demand reduction of at least 4,000 million litres per day (ML/day).</p>	Water
National Policy Statement for Water Resources Infrastructure, Defra (2023)	<p>The NPS sets out the need and government's policies for, development of nationally significant infrastructure projects (NSIPs) for water resources in England. The objectives of this NPS are as follows:</p> <ul style="list-style-type: none"> • To provide a clear national planning policy that facilitates the examination and determination of applications for NSIPs for water resources in England; • To set out the need for nationally significant water resources infrastructure and the role of WRMPs in identifying and satisfying the need. This will provide clarity and confidence on eligible NSIP schemes to inform water company's long term plans; 	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • To provide the primary basis for examination by the Examining Authority and for decisions by the Secretary of State on development consent applications for water resources infrastructure; • To provide guidance to potential NSIP developers on the relevant infrastructure, generic impacts and general siting considerations that may need to be taken into account when planning for the development of water resources infrastructure; • To provide policy and guidance on generic impacts to support any relevant local planning authorities in preparing their local impact reports, which they will be invited to prepare under section 60 of the Planning Act; • To guide the development of NSIPs that support the government's sustainability goals and objective to enhance the environment • To provide guidance, where relevant, in respect of applications for infrastructure schemes that include, or have impacts upon, water resources infrastructure. 	
Waste (England and Wales) Regulations 2011	<p>These regulations implement the revised EU Waste Framework Directive 2008/98 which sets requirements for the collection, transport, recovery and disposal of waste. It outlines that it is a requirement for businesses to confirm that they have applied the waste management hierarchy when transferring waste and include a declaration to this effect on their waste transfer note or consignment note. The regulations apply to businesses that:</p> <ul style="list-style-type: none"> • Produce waste • Import or export waste • Carry or transport waste • Keep or store waste 	Material Assets

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Treat waste • Dispose of waste • Operate as waste brokers or dealers 	
National Review of Waste Policy in England 2011	<p>This document is a review of waste policy in England and is guided by a waste hierarchy which is a guide to sustainable waste management and a legal requirement. Key objectives are the use of more sustainable approaches to the use of materials and to improve the service to householders and businesses in order to deliver environmental benefits and support economic growth. This review covers a range of topics including:</p> <ul style="list-style-type: none"> • Sustainable use of materials and waste prevention • Regulations and enforcement • Food waste • Energy recovery • Infrastructure and planning • Next steps in waste policy. 	Material Assets
Waste Management Plan for England (2021)	<p>This document provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD).</p> <p>The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.</p>	Material Assets

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Waste Prevention Programme for England 2021	<p>This programme sets out government's priorities for managing resources and waste, in line with the resources and waste strategy for England. It aims to move to a circular economy, keeping products and materials in circulation at the highest value for as long as possible which includes reuse, repair and remanufacture of products and materials. After consulting on this programme, a policy approach was decided encompassing the following three themes:</p> <ul style="list-style-type: none"> • Designing out waste • Systems and services • Data and information 	Material Assets
Resource Security Action Plan 2012	<p>This document was developed in response to private sector concerns about the availability of some raw materials. It details how the government recognises these issues, provides a framework for business action to address resource risks, and sets out a high level actions to build on the developing partnership between government and businesses to address resource concerns.</p>	Material Assets
Environmental Noise Regulations 2006	<p>The European Environmental Noise Directive (END) is implemented in England by The Environmental Noise (England) Regulations 2006 and seeks to manage the impact of environmental noise through strategic noise mapping and the preparation and implementation of noise Action Plans. Under these regulations, the second round of strategic noise mapping has been undertaken and updated Noise Action Plans have been prepared.</p>	Population and Human Health
Noise Policy Statement for England 2010	<p>The objectives of the Noise Policy Statement for England (NPSE) set out three noise levels to be defined by the noise assessor: These are as follows:</p>	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • NOEL – No Observed Effect Level. This is the level below which no effect can be detected. Below this level there is no detectable effect on health and quality of life due to noise. • LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected. • SOAEL – Significant Observed Adverse Effect Level – This is the level above which significant adverse effects on health and quality of life can occur. <p>The NPSE considers that the noise levels above the SOAEL would be seen to have, by definition, significant adverse effects and would be considered unacceptable. Where the assessed noise levels fall between the LOAEL and the SOAEL noise levels the policy statement requires that:</p> <p>“all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur but that efforts should be focused on minimising such effects”</p> <p>Where noise levels are below the LOAEL it is considered there will be no adverse effect. Once the noise levels are below the NOEL there will be no observable change. For the present guidance a numerical definition of LOAEL is given by the WHO Guidelines for Community Noise and BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings.</p>	
Road Safety Act 2006	The provisions contained in the Act are designed to improve road safety and help achieve casualty reduction targets. The Act creates a new criminal offence of causing death by careless, or inconsiderate, driving. This offence was introduced because of public concern	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>about deaths on the roads and the minimal sentence allowed under the law as it was before the introduction of the Act.</p> <p>The provisions of the Act cover:</p> <ul style="list-style-type: none"> • Drink driving • Speeding • New offences • Penalties and enforcement • Driver training • Driver fatigue • Driver and vehicle licensing • Motor insurance 	
Transport Investment Strategy 2017	<p>The Transport Investment Strategy sets out how the Government proposes to allocate funding to transport projects supporting its goals for economic growth and infrastructure improvements. The strategy also seeks to put the travelling public at the heart of transport decision making. Four headline objectives are set out to support this, covered below.</p> <p>The strategy also stresses the need for decision-making to be more focussed and undertaken at a more local level than previously, endorsing sub-national transport bodies and aiming to create institutional decision-making frameworks.</p> <p>The four key objectives of transport investment are listed as:</p> <ul style="list-style-type: none"> • create a transport network that works for users, wherever they live; • improve productivity and rebalance growth across the UK; 	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • enhance our global competitiveness by making Britain a more attractive place to invest; and • support the creation of new housing. <p>In the process of pursuing these objectives, it is also expected that the Government will:</p> <ul style="list-style-type: none"> • ensure our investment consistently meets the needs of users and helps to create a balanced economy; • focus on getting the best value out of the network and our investment; • retain a resolute focus on delivery; and • remain adaptable in the face of change. 	
Planning Act 2008	The Act created a new development consent regime for major infrastructure projects in the fields of energy, transport, water, waste water, and waste. The Act sets out the thresholds above which certain types of infrastructure development are considered to be nationally significant and require development consent.	Cross Cutting
Energy Act 2023	<p>This Act will make provision about energy production and security and the regulation of the energy market. It includes provisions on:</p> <ul style="list-style-type: none"> • Carbon dioxide storage and transport • Carbon capture and storage and hydrogen production and transport • New technology • Energy performance, saving opportunity schemes • Core fuel sector 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> Offshore energy production, including environmental protection an, licensing and decommissioning 	
The Culture White Paper	<p>The Culture White Paper was published in March 2016 and sets out the governments ambition and strategy for the cultural sectors, it states that the government will:</p> <ul style="list-style-type: none"> Extend international aid support to the protection of cultural heritage and antiquities and help countries to recover from acts of cultural destruction through a new £30 million cultural protection fund. Ratify the 1954 Hague Convention for the Protection of Cultural Property in the Event of Armed Conflict and its two Protocols, subject to legislation. Share the UK's expertise in cultural development and protection with partners around the world, particularly those in developing countries and countries experiencing or emerging from conflict. 	Population and Human Health
Historic England advice notes	<p>The purpose of this Good Practice Advice note is to provide information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the National Planning Practice Guide (PPG).</p>	Cultural Heritage

REGIONAL (North West England)

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
North West Regional Strategy 2008	<p>The strategy for North West England provides a framework for development and investment in the region and its sub-regions over 15-20 years. It establishes a broad vision for the region and its sub-regions, priorities for growth and regeneration, and policies to achieve sustainable development across a wide range of topics – from jobs, housing and transport to climate change, waste and energy. The policies within the strategy:</p> <ul style="list-style-type: none"> • Promote sustainable communities; • Promote sustainable economic development; • Make the best use of existing resources and infrastructure; • Manage travel demand, reduce the need to travel, and increase accessibility; • Marry opportunity and need; • Promote environmental quality; • Mainstreaming rural issues; • Reduce emissions and adapt to climate change. 	Cross Cutting
Northwest Regional Economic Strategy 2006	<p>The strategy's vision is to build on recent high levels of economic performance and continue the transformation of the economy. It aims to build on many assets and tackling underperformance. The strategy outlines 6 objectives:</p> <ul style="list-style-type: none"> • Productivity and Enterprise levels are high, in a low carbon economy, driven by innovation, leadership excellence and high skills. • Manchester and Liverpool are vibrant European Cities and, with Preston, are key drivers of city-regional growth. 	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Growth opportunities around Crewe, Chester, Warrington, Lancaster and Carlisle are fully developed. • Key growth assets are fully utilised (Priority Sectors, the Higher Education and Science Base, Ports/Airports, Strategic Regional Sites, the Natural Environment especially the Lake District, and the rural economy). • The economies of East Lancashire, Blackpool, Barrow and West Cumbria are regenerated. • Employment rates are high and concentrations of low employment are eliminated. 	
North West England and North Wales Shoreline Management Plan 2011	<p>Provides an overview of coastal geography, erosion and flooding risk and Shoreline Management Plan (SMP) policy. The SMP2 should:</p> <ul style="list-style-type: none"> • Set out the risks from flooding and erosion to people and the developed, historic and natural environment within the SMP2 area; • Identify opportunities to maintain and improve the environment by managing the risks from floods and coastal erosion; • Identify the preferred policies for managing risks from floods and erosion over the next century; • Identify the consequences of putting the preferred policies into practice; • Set out procedures for monitoring how effective these policies are; • Inform others so that future land use, planning and development of the shoreline takes account of the risks and the preferred policies; • Discourage inappropriate development in areas where the flood and erosion risks are high; and 	Water

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Meet international and national nature conservation legislation and aim to achieve the biodiversity objectives; and, • Highlight areas where there are gaps in knowledge about the coast and produce an action plan to address these gaps. 	
Net Zero North West Cluster Plan 2023	The Net Zero North West Cluster Plan is a deliverable investment, technology and infrastructure blueprint for the North West's net zero transition. The plan outlines how the North West is a leading region which has all elements required to deliver a net zero carbon cluster by 2040 and the opportunities which the North West has; to increase job provision, promote economic investment and establishing domestic supply chains in green technologies.	Cross Cutting

LOCAL (Local Authorities)

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Environment and Climate Strategy 2023-2025 – Lancashire County Council	<p>This strategy aims to spearhead major reductions in waste and emissions and provide for the recovery of nature in Lancashire. It also aims that the strategy for Environment and Climate can contribute to wider strategic objectives. There are three areas of activity with ten objectives</p> <p>Reducing waste and pollution</p> <ul style="list-style-type: none"> • Reducing waste and increasing reuse and recycling • Improving air quality • Improving water quality 	Climate change

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Local Nature Recovery Strategies for Lancashire	<p>Climate change</p> <ul style="list-style-type: none"> Reducing greenhouse gas emissions to lessen the impacts of climate change Ensuring our infrastructure, assets and services are resilient to the impacts of climate change Managing flood risk and water resources <p>Natural and historic environment</p> <ul style="list-style-type: none"> Conserving, restoring and re-establishing habitat quality and species diversity Ensuring our residents have access to high quality, natural spaces Conserving and enhancing our historic environment and outstanding landscapes Using nature-based solutions to tackle climate change 	
	<p>Local Nature Recovery Strategies were created to drive nature’s recovery and provide wider environmental improvements. These strategies can be used to identify opportunities for nature recovery. The strategies vision:</p> <p><i>The Strategy provides a collective vision for nature recovery to work together to protect, enhance and connect our rich biodiversity and natural environment to be enjoyed by more Lancashire residents and visitors.</i></p> <p>It aims to:</p> <ul style="list-style-type: none"> Halt local biodiversity loss and support thriving species populations, which can move more freely through the landscape Conserve natural resources and build resilience to climate change. 	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Provide wider benefits for the people of Lancashire including increased and equitable access to green and blue space. • Reinvigorate existing partnerships and establish new ones to deliver nature recovery in the places and spaces that need it most on a landscape-scale. 	
Local Planning Policy for Minerals and Waste	<p>The policy looks at the issues facing Lancashire and to take steps to improvements based on sustainable development within the minerals framework. The policy outlines a future that the sustainability principles are translated into the plan. There are ten objectives outlined:</p> <ul style="list-style-type: none"> • Safeguarding Lancashire’s mineral resources • Minimising the need for minerals extraction • Meeting the demand for new minerals • Identifying sites and areas for minerals • Achieving sustainable mineral production • Greater community involvement and partnership working • Promoting waste minimisation and increasing awareness • Managing our waste as a resource • Identifying capacity for managing our waste • Achieving sustainable waste management 	Resources and Waste
A Landscape Strategy for Lancashire	<p>This report provides an overview of forces for change affecting the landscape of the study area as a whole; a landscape evaluation, strategies and recommendations for each individual landscape character type; and broad guidance on priorities and actions for implementing the landscape strategy. The report has three main objectives:</p>	Landscape

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> to review the forces for change that are affecting the landscape, highlighting key issues and implications of different forms of development and land use change for landscape character and quality; for each landscape character type, to identify key environmental features and the specific implications of change, as well as appropriate strategies and actions to manage and guide landscape change in a positive way; to produce an overview of strategic issues for Lancashire, identifying the key actions that need to be taken to bring about positive landscape change, including the development of landscape indicators and targets for change 	
Lancashire Local Flood Risk Management Strategy	<p>The strategy sets out how the responsible bodies to aim to manage the risk of flooding by working with partners, businesses and communities. The strategy outlines a vision:</p> <p><i>By 2027, Lancashire will be a flood resilient place responsive to risks, challenges and opportunities supporting a sustainable future for the people of Lancashire.</i></p> <p>The strategy aims to reduce the risks of harm from environmental hazards by:</p> <ul style="list-style-type: none"> making sure everyone is able to access the information they need to assess any risks to their lives and livelihoods, health and prosperity posed by flooding and coastal erosion. bringing the public, private and third sectors together to work with communities and individuals to reduce the risk of harm making sure that decisions on land use, including development, reflect the level of current and future flood risk. boosting the long-term resilience of our homes, businesses and infrastructure. 	Flood Risk

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Ordinary Watercourse Regulation for Lancashire	This policy outlines the importance of maintenance and management of ordinary watercourses. It outlines how the regulation of ordinary watercourses is pivotal in the management of local flood risk, to ensure that they are not posing an unnecessary flood risk to people, property, and infrastructure if they are poorly maintained, neglected, or subject to unconsented works	Water Quality and Resources
Lancashire County Council Economic Strategy 2023-2025	<p>The strategy presents a view of how the council plans to address activities which add the most value in terms of creating condition for growth and economic success across the county. It aligns with one of the council's key priorities, 'supporting economic growth'. There are 3 core priorities to help achieve this:</p> <ul style="list-style-type: none"> • Strategic development and connectivity • Business support • Skills and talent 	Population and Human Health
Digital Strategy 2025-2029	<p>The strategy was created to use digital technology as a catalyst for making Lancashire a desirable place to live, delivered through partnership working, designing with users, technical innovation, and better use of data. There are six ambitions:</p> <ul style="list-style-type: none"> • Digital partnerships for the benefit of the county • Provide a great digital experience for students • Drive innovation from data insights and artificial intelligence • Technical foundations as a building block for innovation and transformation • Digital skills, culture and ways of working • Leveraging digital in social care 	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Public Rights of Way Improvement Plan	The plan sets out how the County Council intends to manage and improve Lancashire's public rights of way network in order to give better provision for walkers, cyclists, equestrians and people with mobility problems. It details proposals for improving rights of way and wider access in Lancashire.	Population and Human Health
Culture Services Strategy 2024-2028	<p>The strategy aim is to improve standard of living within Lancashire through culture and create a vibrant place to live. There are a number of objectives:</p> <ul style="list-style-type: none"> • Create lifelong learning opportunities to enrich lives and to benefit from cultural services. • Improve the inclusivity of our cultural offers enabling everyone to engage as audience, participant or creative producer. • Empower people to lead healthier and fulfilled lives through access to trusted information, a wide range of activities and positive social interaction. • Inspire young people through a cultural offer enriching their lives to achieve better outcomes. • Ensure our collections are relevant and accessible contributing to pride of place and a sense of belonging for all our communities. 	Population and Human Health
Lancashire Woodland Vision	The paper outlines a number of different woodland resources and character areas within the woodland resources. The paper also outlines visions and objectives, opportunities and challenges for each woodland resource with target areas for new woodland within the different woodland resources.	Biodiversity

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Lancashire Joint Strategic Needs Assessment (JSNA)	The assessment is produced annually bringing together key findings around health, wellbeing and social care for issues for Lancashire and is made up with data from the twelve local authorities. The data gathered used to discover and explore issues that need addressing. The most recent version published was the 2023/2024 version.	Population and Human Health
Joint Bus Service Improvement Plan	<p>This plan is created to provide a bus service that will act as a viable alternative to car, that is better connected, accessible, safe, inclusive, affordable and low carbon. There are ten key principles outlined in the plan;</p> <ul style="list-style-type: none"> • Frequent • Accessible • Affordable • Flexible • Reliable • Comprehensive • Green • Attractive • Safe • Informative 	Population and Human Health
Road Safety Strategy 2025-2027	Produced on a two-year cycle, the strategy provides an account of the actions taken to improve road safety, using data analysis to prevent harm, save lives and change minds. The purpose is to coordinate council's road risk reduction work to target vulnerable and at-risk groups through presentation of data to justify areas which are considered in the strategic approach.	Population and Human Health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Lancashire Highways and Transport Masterplan	<p>The council is producing five highway and transport masterplans to cover the twelve districts of Lancashire. The plans outline the major changes to highways, public transport, walking and cycling facilities that bring economic benefits to the county.</p> <p>The changes aimed would unlock planned housing developments, create new jobs and provide the network so increases in traffic won't cause road congestion. Each of the five masterplans cover a different area and target the needs that are most required in each area.</p>	Population and Human Health
Lancashire County Council Highways and Transport Strategy 2023-2025	The strategy presents how the councils highways and transport responsibilities will be delivered. The strategy's focus is on developing better transport links, improving journey times and reliability, between areas if economic opportunity and their workforce, with the provision of sustainable forms of transport a priority.	Population and Human Health
Transport Asset Management Plan	Approved in 2014 and sets out the county council's investment strategy in respect of maintenance of certain transport assets for the period 2015-2030. There is an issue published annually which provides an update in relation to changes in service standards, performance and progress in a number of key areas in highway asset management over the previous twelve month.	Population and Human Health
Highways Asset Management Framework	The framework is an overarching document that provides a framework for highway asset management in Lancashire. It outlines the importance of highway asset management and the procedures processes and systems in place to ensure highway and transport assets are maintained to level that is suitable for use and how resources should be utilised in an effective manner.	Resources and Waste
Lancashire County Council Highway	This strategy is based of Lancashire County Council's requirement to protect the environment, with their commitment towards achieving net zero from highways	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Decarbonisation Strategy	<p>maintenance and highway related activity. The strategy has developed specific strategy areas for the report and to help deliver the commitments.</p> <p>A wider strategic approach is adopted promoting active travel and considering appropriate use and provision of the highway. The strategy is based the council's carbon reduction and nature recovery strategy:</p> <p><i>Transition the Lancashire economy away from carbon by 2030 and address the biodiversity'</i></p>	
Municipal Waste Management Strategy for Lancashire	<p>The strategy is called 'rubbish to resources', that will act as a framework to establish policies to guide development of sustainable waste management in the partnership area. The strategy's aim is for rubbish to be viewed as a resource, driven by the high amounts of waste sent to landfill, and their goal of meeting or exceeding European, national and regional targets, following the European landfill directive.</p>	Resources and Waste
Burnley's Local Plan 2012 - 2032	<p>The plan covers the whole of Burnley borough for the period from 2012 to 2032 and provides statutory planning framework for the borough, which will be used to guide decisions on planning applications and areas where investment should be prioritised. The plan outlines seven strategic objectives:</p> <ul style="list-style-type: none"> • Achieving sustainable development • Housing Requirement 2012-2032 • Employment Land Requirement 2012-2032 • Development Strategy • Development Quality and Sustainability • Green Infrastructure • Protecting the Green Belt 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Chorley Local Plan 2012 - 2026	<p>The local plan is prepared in the context of national planning policy set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).</p> <p>The Chorley Local Plan forms part of the statutory Development Plan for Chorley. The role of the plan is twofold:</p> <ul style="list-style-type: none"> • To identify the scale of development in each settlement and allocate the sites to meet the development needs of Chorley over a 15-year period in order to achieve the vision for growth as outlined in the Central Lancashire Core Strategy. • To identify key local issues and provide a set of policies to manage change which will be used by decision makers to determine planning applications. These are referred to as Development Management Policies. <p>Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The Framework must be considered in the preparation of local and neighbourhood plans and is a material consideration in making planning decisions.</p>	Cross Cutting
Central Lancashire Local Plan	<p>The three Central Lancashire authorities of Preston City Council, South Ribble Borough Council and Chorley Council are working together to produce a single Central Lancashire Local Plan. This will form part of the statutory development plan for each district alongside other documents such as Neighbourhood Plans. The Local Development Scheme includes the following information:</p> <ul style="list-style-type: none"> • Details of the high-level programme for the undertaking of a review of the existing statutory development plan including the Central Lancashire Core Strategy, Chorley Local plan and Preston Local Plan. 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Fylde Local Plan to 2032	<ul style="list-style-type: none"> • Details of the evidence currently under commission and to be commissioned to inform the preparation of a new Local Plan. • Information about the resources available, within Central Lancashire, for preparing the Local Plan. • The risks that might adversely impact on the achievement of the work programme set out in the LDS and how these risks are to be managed. <p>This plan will guide future development within Fylde, with strategic and non-strategic allocations for new homes and employment land, sites for travellers and travelling show people, leisure, retail, tourism and community use. The Plan also comprises Development Management policies, which will inform decisions on planning applications and appeals; together with policies to protect the natural and built environment and heritage assets. The Fylde Local Plan to 2032 (incorporating Partial Review) is built upon the key principle of sustainable development and its three dimensions: social, economic and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:</p> <ul style="list-style-type: none"> • An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; • A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. 	
Hyndburn 2037, The Local Plan	<p>This Local Plan sets out the strategic policy framework to meet future development requirements in Hyndburn for the period 2021 to 2037 and allocates a wide range of specific sites to meet these requirements. It will do this through a policy framework comprising a vision for Hyndburn, strategic objectives, the spatial development strategy and thematic and area policies, all accompanied by a series of residential and employment site allocations and site-specific policies. The Local Plan centres around the following five objectives:</p> <ul style="list-style-type: none"> To create greater opportunities for all to access improved economic opportunities and to provide support for the local economy and a higher wage employment. To provide for a greater choice and quality of housing (designed and built to enable people to live active lives) including transformational change at Huncoat Garden Village To improve and sustain quality of health and wellbeing and enable the residents of Hyndburn to lead active lifestyles To conserve and, where appropriate, enhance a valued urban and rural environment that is ready to address the causes and effects of climate change To provide easy access for all to good quality services and facilities. 	Cross Cutting
A Local Plan for Lancaster District 2020 - 2031	<p>The Local Plan for Lancaster will deliver a number of aspirations:</p> <ul style="list-style-type: none"> To maintain and enhance the district's role within the wider sub-region of Lancashire and Cumbria in terms of delivering the right levels of growth, in the right places, at the right 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>time which are accompanied by the infrastructure necessary to achieve sustainable development and meet evidenced needs.</p> <ul style="list-style-type: none"> • To welcome and retain investment, residents, students, and skilled workers in order to achieve a well-educated, well-employed, well-housed population that is in long-term balance with the needs of a growing local economy. • That the district will comprise sustainable, distinctive, healthy and cohesive communities where residents enjoy the advantages of a level of self-containment that supports growth and diversity in distinctive local businesses whilst minimising the need to commute. New development will promote positive urban design to create a distinctive sense of place. • That the district's unique natural and historic environment will be protected and / or enhanced to maintain a distinct sense of place and conserve designated landscapes, townscapes and important habitats and wildlife. • The increased travel and movement needs of the growing population, increased visitor numbers and expanding businesses will be met by a better range of sustainable, efficient, multi-modal transport options, with improved town centre environments achieving increasing levels of walking, cycling and public transport use. • The district will be recognised as an excellent environment for growing businesses with a strategic transport network that supports development in the energy, logistics, education, arts and research sectors. • Communities will support development that allows existing and future residents to enjoy a quality of life that is enhanced by excellent leisure and cultural opportunities in an environment where natural and built heritage assets are acknowledged, respected and maintained. 	

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Pendle Local Plan 4 th Edition (2021-2040)	<p>The development management policies and site allocations within the plan describe where, when and how development will happen during the lifetime of the local plan and offer guidance on what it should look like. The key objectives within the plan:</p> <ul style="list-style-type: none"> • Promote sustainable development • Stimulate economic and housing growth • Address climate change • Preserve and enhance the natural and historic environment • Encourage high quality design • Improve connectivity between places • Embrace community engagement 	Cross Cutting
Preston Local Plan 2012 - 2026	<p>The plan outlines how sustainable development will be the basis through plan making and decision-taking. Within the plan there are a number of sub topics that are addressed through the plans' policies:</p> <ul style="list-style-type: none"> • Delivering infrastructure • Areas for development • Homes for all • Delivering economic prosperity • Catering for sustainable travel • Protecting and enhancing the built and natural environment • Promoting health and wellbeing • Tackling climate change 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Core Strategy 2008 – 2028. A Local Plan for Ribble Valley	<p>The Core Strategy is the central document to the Local Development Framework. It establishes the vision, underlying objectives and key principles that will guide the development of the area. It outlines a more strategic level of planning policy for the area with the strategy detailing broad locations and strategic areas for development. The Strategy has a unique vision:</p> <p><i>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 need of residents, businesses and visitors.</i></p> <p><i>We will seek to create an area with unrivalled quality of place, respecting the unique natural, social and built heritage of the area.</i></p> <p><i>New development to meet the needs of the area for growth, services and quality of life will be managed to ensure the special characteristics of the area are preserved for future generations.</i></p>	Cross Cutting
Rossendale Local Plan 2019 to 2036	<p>The Rossendale Local Plan seeks to promote sustainable housing and employment growth while protecting and enhancing the special valley and moorland setting of the Borough. The Plan will cover the whole of the Borough of Rossendale for the period 2019 to 2036 and will provide the statutory planning framework for the borough. The Plan will be used to guide decisions on planning applications and areas where investment should be prioritised. The objectives for the Local plan are separated into groups according to the themes of people economy and environment. The 6 chapters included which each have a number of policies derived from:</p> <ul style="list-style-type: none"> • Housing • Employment Growth and Employment 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Retail • Environment • Leisure and Tourism • Transport 	
South Ribble Local Plan	<p>The Local Plan forms part of the statutory Development Plan for South Ribble. It identifies and allocates land required over a 15-year period in order to achieve the vision for growth as outlined in the Central Lancashire Core Strategy. The plan provides a certainty policies are created based of a number of themes:</p> <ul style="list-style-type: none"> • Delivering infrastructure • Areas for development • Major sites for development • Homes for all • Delivering economic prosperity • Catering for sustainable travel • Protecting and enhancing the quality of the natural and built environment • Promoting Health, Wellbeing, Education and other community services and facilities • Tackling climate change. 	Cross Cutting
West Lancashire Local Plan 2012 - 2027	<p>This plan will dictate future development within the Borough of West Lancashire over the next 15 years within the Council's West Lancashire Local Plan 2012-2027 Development Plan. The unique spatial portrait of West Lancashire sets the context by illustrating key characteristics and features. This local plan is built upon the principles of:</p>	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • Sustainable development; • Stimulating economic and housing growth; • Addressing climate change; • Preserving and enhancing the natural environment; • Spatial planning; • High quality design; • Good accessibility; and • Community development. 	
Wyre Local Plan 2011 - 2031	<p>The plan sets out the strategic framework to guide growth, detailed policies to manage development and land allocations for housing and employment developments. The plan outlines the vision for Wyle, to be recognised as an aspirational place with a clear focus on delivering sustainable growth – balancing environmental, social and economic considerations. It will be an attractive and successful place focused on creating opportunities for people to live, work, visit and do business. Development will have achieved high quality urban and rural environments, whilst respecting the diverse distinctiveness of local character across the Borough. The plan outlines a number of objectives:</p> <ul style="list-style-type: none"> • To facilitate investment, job creation and sustainable economic growth in Wyre, supporting new and existing businesses across the Borough, the delivery of Hillhouse Technology EZ, farming and tourism development. • To support education and skill development to give local people the opportunity to access jobs. 	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> • To help meet the housing needs of all Wyre’s population; provide choice in terms of type and tenure in both market and affordable sectors that meet the requirements of young people, families and older people. • To ensure that new developments are supported by essential infrastructure, services and facilities through collaborative working with partners and stakeholders. • To improve connectivity between housing, employment, services and recreation areas by a range in transport choices; support the development of an efficient strategic and local highway network, safe walking and cycling routes and public transport services. • To protect and enhance Wyre’s natural and heritage assets and amenity creating a high quality built and natural environment including through high quality design that respects, and where appropriate, improves the character of the locality and surrounding landscape. • To protect the separate identity of individual settlements. • To achieve a healthy environment with accessible high quality green infrastructure with opportunities for active recreation that contributes to the improvement in the general health and well-being of the population and promotes healthy lifestyle choices. • To respond to the challenge of climate change encouraging best use of resources and assets, minimising wastage and ensuring the Borough adapts to climate change. • To minimise environmental impact including flood risk and pollution and where necessary ensure appropriate mitigation, compensation and enhancement measures. • To provide the basis to work with partners and stakeholders to make Wyre an attractive place to live, work, do business and visit as an integral part of the Fylde Coast sub-region. 	

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Blackburn with Darwen Local Plan 2021-2037	<p>The plan will guide and shape development of Blackburn with Darwen for the next 15 years, to 2037. It sets the parameters for ‘balanced growth’ to ensure that the area is providing jobs and economic growth for future prosperity; that the climate emergency is tackled through new development (the Council’s ambition is to be carbon neutral by 2030); and that inequalities in health and deprivation across the Borough are addressed. The strategic objectives in the local plan are outlined under these themes:</p> <ul style="list-style-type: none"> • Health and Wellbeing • Accessibility • Housing needs • Sustainable transport • Built and historic environment • Natural environment • Climate change • Settlements • Rural areas • Employment • Education and skills • Town centres 	Cross Cutting
Blackpool Local Plan 2012-2027	The plan sets out where new development such as housing, employment, retail and leisure should be located to meet Blackpool’s needs to 2027. It also identifies areas within Blackpool that will be regenerated, protected or enhanced and sets out key development	Cross Cutting

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>principles, including design and affordable housing. The core policies outlined within the plan:</p> <ul style="list-style-type: none"> • Housing provision • Economic development and employment • Retail and other town centre uses • Connectivity • Green infrastructure • Quality of design • Heritage • Water management • Sustainable design and renewable and low carbon energy • Planning obligations 	
Site Improvement Plans for Natura 2000 sites (2014)	Site Improvement Plans (SIPs) have been developed for each Natura 2000 (Special Protected Areas and Special Conservation Areas) site in England. The plans provide an overview of both the current and predicted issues affecting the condition of the site features and sets priority measures required to improve the condition. The SIPs are not legal documents, they are live documents that are updated to reflect changes in evidence/knowledge and as actions get underway.	Biodiversity
National Character Areas (NCAs)	NCAs are subdivisions in England based on a combination of landscape, biodiversity, geodiversity and economic activity characteristics. They intend to inform local decision making for the natural environment	Landscape

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
AONB Management Plans	Areas of Outstanding Natural Beauty (AONB) are protected to conserve and enhance their natural beauty and distinctiveness. AONB Management Plans highlights the importance and significance of each AONBs special qualities, it presents an integrated vision for the future of each AONB, set policies to help secure the vision, states the condition of each AONB and identifies what needs to be done to achieve these outcomes. Note that AONBs are now known as National Landscapes.	Landscape
National Park Management Plans	All National Parks are expected to have a Management Plan for their area, to help guide the work of those with responsibilities or an interest in the Park. Government guidance emphasises that the plan should be for the National Park as a place, and not specifically for the National Park Authority or any other particular organisation. However, relevant authorities are required to take the two national park purposes into account in any work that may affect the area (Environment Act, 1995).	Landscape
River Basin Management Plans (RBMPs), Defra and Environment Agency (2015)	RBMPs set out to provide a strategic framework for managing, protecting and improving the water environment. Due to the nature of water and land resources being so closely connected, RBMP's also informs decisions on land-use planning. The most recent update to the plans was made in 2022 which describes the challenges that threaten the water environment and how these challenges can be managed.	Flood Risk
Catchment Flood Management Plans (CFMPs), Defra and Environment Agency (2016)	Catchment Flood Management Plans assess all types of inland flooding from rivers, surface water, groundwater and tidal flooding across England and Wales. They do not cover coastal flooding, directly from the sea, which are covered by Shoreline Management Plans. CFMPs are to establish flood risk management policies to assist and deliver sustainable flood risk management for the long term. CFMPs should be used to inform planning and	Flood Risk

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>decision making by key stakeholders such as the Environment Agency, regional planning bodies and local authorities, Internal Drainage Boards, water companies and other utilities; transportation planners; landowners, farmers and land managers; and the public and businesses.</p> <p>The CFMPs identify six policy options for flood risk management:</p> <ul style="list-style-type: none"> • Policy 1- Areas of little or no flood risk where we will continue to monitor and advise. • Policy 2 - Areas of low to moderate flood risk where we can generally reduce existing flood risk management actions. • Policy 3 - Areas of low to moderate flood risk where we are generally managing existing flood risk effectively. • Policy 4 - Areas of low, moderate or high flood risk where we are already managing the flood risk effectively but where we may need to take further actions to keep pace with climate change. • Policy 5 - Areas of moderate to high flood risk where we can generally take further action to reduce flood risk. • Policy 6 - Areas of low to moderate flood risk where we will take action with others to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits. <p>To select the most appropriate policy, the Catchment Flood Management Plans consider how the social, economic and environmental objectives are affected by flood risk management activities under each policy option.</p>	
Our Public Health Strategy for 2024-	The strategy provides a single point of reference on the council's public health priorities. It gathers current and proposed action into three key themes and a series of objectives:	Population and human health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
2030 (Lancashire County Council)	<ul style="list-style-type: none"> Promote (Wellbeing for All) – Vision is to create the conditions for people to thrive with good health and wellbeing, and to reduce health inequalities Protect (Lives and Economy) – Vision is to develop Lancashire as a resilient county always being prepared to respond to any threats to our health and wellbeing Prevent (Disease, Disability and Demand) – Vision is to prevent the risk factors of ill health and identify, and manage them early to avoid further deterioration to our health and wellbeing 	
Annual report of the Director of Public Health 2023-2024 (Lancashire County Council)	<p>The Annual report sets out the current position of the county’s health and highlights the need to think differently about improving it. It focuses on the impact of poorer health on the local economy and the importance of economic development and regeneration as a key opportunity to reduce inequalities in health. With the report a series of recommendations are set out including:</p> <p>Address economic inactivity, inequalities and loss of productivity due to ill health Utilise the strengths, diversity, and lived experiences by listening to residents and businesses as part of policy development; and Explore the potential for place-based public service budgets.</p>	Population and human health
Annual Report of the Director of Public Health 2024 (Blackburn with Darwen)	<p>The Public Health Annual Report 2024 takes the form of a short video following the themes:</p> <ul style="list-style-type: none"> Start Well Live Well Age Well <p>The report sets out public health in the context of Blackburn and Darwen through the voices of residents and communities. It includes their experiences of health and wellbeing and of using public services.</p>	Population and human health

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>The report illustrates some of the public health services in the borough including:</p> <ul style="list-style-type: none"> • health visiting services • encouraging young people to keep active • oral health support • smoking cessation services • drug and alcohol recovery support • healthy homes service • supporting people to keep happy and health in their homes 	
Blackpool Public Health Annual Report 2024	The Director of Public Health’s Annual Report outlines some of the key issues in Blackpool, including the economy, housing, and health and wellbeing. It looks at performance and achievements over the past ten years and how commissioned services have produced results in the context of a decreasing public health grant.	Population and human health

Appendix C Baseline and Contextual Information

C.1 Biodiversity

C.1.1 Special Protection Areas (SPA)

International / National (UK & England): As of January 2025, there were 90 Classified SPAs in England, covering an area of 2,185,136.47 ha¹. As of October 2024, there was one site crossing the England / Scotland border (135,750 ha), two across the England / Wales border (38,811 ha), one classified as England / Wales / Offshore (251,709 ha) and two classified as England / offshore (747,933 ha). SPAs in England are predominantly located in coastal and estuarine areas, with various sites distributed inland².

Regional (North West): There are 13 classified SPAs in the North West of England.

Local (Plan Area): There are six SPAs within the Plan Area:

- Bowland Fells
- Leighton Moss
- Martin Mere
- Morecambe Bay and Duddon Estuary
- Ribble & Alt Estuaries
- South Pennine Moors Phase 2

Explanatory Text: Special Protection Areas (SPAs) are protected areas for birds in the UK. SPAs are classified in accordance with European Council Directive 2009/147/EC on the conservation of wild birds, known as the Birds Directive. SPAs protect rare and vulnerable birds (as listed on Annex I of the Birds Directive), and regularly occurring migratory species. JNCC³ is responsible for advising the UK Government and Devolved Administrations on aspects of the classification and management of SPAs from a UK perspective, including reporting on the implementation of the UK SPA programme and the status and trends of protected bird species. New potential Special Protection Areas (pSPAs) for classification or updates to existing SPAs are submitted in tranches.

The UK's Statutory Nature Conservation Bodies (SNCBs) are responsible for assessing the condition of SPAs. Approximately 35.7% of all SPA's in England are classified as being in favourable condition, with 47.2% classed as unfavourable

¹ Natural England (2024) Designated Sites View. Available <https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteType=SPA>

² Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – overview*. Available <https://jncc.gov.uk/our-work/special-protection-areas-overview/>

³ Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – Overview*. Available: <https://jncc.gov.uk/our-work/special-protection-areas-overview/>

but recovering. Approximately 9.9% of SPAs are in a declining condition with 0.03% being partially destroyed⁴.

The locations of SPAs within the Plan Area are shown in **Appendix D**.

Anticipated Future Trends:

- The composition of flora and fauna on each Protected Area (PA) will change – high confidence (medium evidence, high agreement)
- Cold adapted species of high latitudes and altitudes will tend to decrease on PAs, whilst warm adapted species will tend to increase – medium confidence (medium evidence, medium agreement)
- PAs in the North of the UK will gain plant species overall, whilst PAs in the south may lose some native plant species. This pattern is reversed for UK breeding birds – low confidence (medium evidence, low agreement)
- Species with lower dispersal capacities and those for which urban and intensive agricultural areas are a barrier to dispersal will be unable to colonize PAs that become climatically suitable – low confidence (limited evidence, medium agreement)
- Increasing range mismatching of interacting species, such as butterflies and their host plants, might mean that more management is necessary on PAs to preserve species that interact with each other – low confidence (limited evidence, medium agreement).
- Integrating consideration of climate change into management plans for the PA network is likely to result in more effective (and cost-effective) conservation solutions. In order to facilitate this integration, monitoring of climate change impacts and management actions should be carried out to enable adaptive decision making.

C.1.2 Special Areas of Conservation (SACs)

International / National (UK & England): As of January 2025, there were 256 SACs in England, covering an area of 5,748,138 ha⁵. There are three SACs crossing the England / Scotland border (112,894 ha) and seven across the England / Wales border (95,182 ha). Additionally, there are three SACs which are classified as England / offshore (3,797,160 ha) and one England / Wales / Offshore (584,210 ha)⁶. SACs are widely distributed throughout England; however, the highest concentrations correspond with the more remote rural and upland locations.

⁴ Natural England (2024) Designated Sites View. Available: [Designated Sites View](#)

⁵ Natural England (2024) Designated Sites View. Available: <https://designatedsites.naturalengland.org.uk/>

⁶ Joint Nature Conservation Committee JNCC (2024) Special Areas of Conservation – overview. Available: <https://jncc.gov.uk/our-work/special-areas-of-conservation-overview/>

Regional (North West): There are 41 classified SACs in the North West of England.

Local (Plan Area): There are five SACs within the Plan Area:

- South Pennine Moors
- Calf Hill & Cragg Woods

Explanatory Text:

SACs are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive (as amended). The listed habitat types and species are those considered to be most in need of conservation at a European level (excluding birds). Sites of Community Importance (SCIs) are sites that have been adopted by the European Commission but not yet formally designated by the government of each country. Candidate SACs (cSACs) are sites that have been submitted to the European Commission, but not yet formally adopted. JNCC is responsible for advising the UK Government and devolved administrations on aspects of the designation and management of SACs from a UK perspective.

SACs are of national and international conservation importance.

Approximately 32.1% of all SACs in England are classified as being in favourable condition, with 52.6% classed as unfavourable but recovering. Approximately 7.55% of SACs are in a declining condition with 0.03% being partially destroyed.⁷

The locations of SACs within the Plan Area are shown in **Appendix D**.

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.1.3 Marine Conservation Zones (MCZs)

International / National (UK & England): Marine Conservation Zones are areas that protect a range of nationally important, rare or threatened habitats and species. There are 91 MCZs in waters around England. These are spread across the English coastline but there are concentrations along the English Channel and South West.

Regional (North West): Seven Marine Conservation Zones intersect or are directly adjacent to the North West region:

- Solway Firth

⁷ Natural England (2024) Designated Sites View. Available: [Designated Sites View](#)

- Cumbria Coast - Zone 1
- Ribble Estuary
- Wyre-Lune
- Cumbria Coast - Zone 2
- Allonby Bay Highly Protected Marine Area
- Allonby Bay

Local (Plan Area): There are two Marine Conservation Zones within the Plan area:

- Ribble Estuary
- Wyre-Lune

Explanatory Text:

The government aims to have ‘clean, healthy, safe, productive and biologically diverse oceans and seas’. The government has made a commitment to completing a network of Marine Conservation Zones (a type of Marine Protected Area), to create a Blue Belt of protected sites around our coasts.

Anticipated Future Trends:

- Increasing marine development, pollution, fishing practices and climate change place pressure on MCZs and wider marine habitat and wildlife.
- Management measures may be required in order to restore or maintain the conservation status of the protected features of MCZs. See above details that are applicable to all forms of PA.

C.1.4 Sites of Special Scientific Interest (SSSI)

(NB. The SSSI / ASSI information shown includes sites designated for both biological and geological reasons)

International / National (UK & England): There are over 4,120 SSSIs in England, covering about 1,102,439 ha⁸. Some of these sites correspond with other designations, such as SACs, SPAs and NNRs. SSSIs are widespread throughout the whole of England and cover a wide variety of habitats and geological features.

Regional (North West): There are 447 classified SSSI's in the North West region.

Local (Plan Area): There are 70 SSSIs within the Plan Area.

Explanatory Text:

⁸ Natural England (2024) Designated Sites View. Available: <https://designatedsites.naturalengland.org.uk/>.

A Site of Special Scientific Interest (SSSI) is a formal conservation designation of international importance. Usually, it describes an area that's of particular interest to science due to the rare species of fauna or flora it contains - or even important geological or physiological features that may lie in its boundaries. SSSIs often contain important habitats such as grasslands, parkland and woodland. Some even contain ancient woodland and ancient trees. In other words, these areas have high conservation value, and need to be protected. Official authorities in each country determine which sites should have SSSI status, for England this is Natural England.

Approximately 34.6% of all SSSIs in England are classified as being in favourable condition, with 47.7% classed as unfavourable but recovering. Approximately 10% of SSSIs are in a declining condition with 0.04% being partially destroyed.⁹

The locations of SSSIs within the Plan Area are shown in **Appendix D**.

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.1.5 Ancient Woodland & Veteran trees etc.

International / National (UK & England): The Ancient Woodland Inventory for England identifies over 52,000 ancient woodland sites in England¹⁰, covering 340,000 Ha. Ancient Woodland sites are scattered throughout England, with the densest concentrations being in the south east¹¹.

Throughout England there are several trees classed as Veteran trees, which are classes as ancient tree, veteran tree and notable tree status. Some of the Veteran trees have been removed over the years and these have been marked as lost trees¹².

Regional (North West): There are over 3,700 areas of Ancient Woodland within the North West Region.

Local (Plan Area): There are approximately 562 areas of Ancient Woodland within the Plan Area.

Explanatory Text:

Ancient woods are areas of woodland that have persisted since 1600 in England and Wales, and 1750 in Scotland. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms. Ancient woodlands can be classified

⁹ Natural England (2024) Designated Sites View. Available: [Designated Sites View](#)

¹⁰ Natural England Open Data Geoportal (2024) *Ancient Woodland Inventory (England)*. Available: [Ancient Woodland \(England\) | Ancient Woodland \(England\) | Natural England Open Data Geoportal \(arcgis.com\)](#)

¹¹ Defra (2016) MAgiC – *Ancient Woodland (England)*. Available: <http://magic.defra.gov.uk/MagicMap.aspx>

¹² Woodland Trust (2024) *Ancient Tree Inventory Tree Search*. Available: [Tree Search - Ancient Tree Inventory \(woodlandtrust.org.uk\)](#)

into different categories, including Ancient semi-natural woods (woods that have developed naturally) and plantations on ancient woodland sites (ancient woodlands that have been felled and replanted with non-native species). Ancient woodland is identified using presence or absence of woods from old maps, information about the wood's name, shape, internal boundaries, location relative to other features, ground survey, and aerial photography. The Forestry Commission is responsible for protecting, expanding and promoting the sustainable management of woodlands.

As of 2020, approximately 1,225 ancient woodlands are under threat in the UK due to conifer plantations, overgrazing, infrastructure development and the spread of invasive species.¹³

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

- In addition to the threat of climate change, ancient woodlands are at particular threat from major infrastructure projects, including road and rail schemes.
- Whilst many schemes take part in some form of habitat regeneration (such as replanting), the replacement habitat is not comparable to the ecological value of ancient woodlands that have been preserved since 1600. Once these habitats are removed, they cannot be replaced or regrown.

C.1.6 Biosphere Reserves

International / National (UK & England): There are three Biosphere Reserves in England.

Brighton and Lewes Downs:

The Brighton and Lewes Downs Biosphere reserve covers almost 400km² of land and sea between the River Adur and the River Ouse, bringing together the three environments of countryside, coast, and city & towns under one united approach.

Brighton and Lewes Downs was classified as a Biosphere reserve in 2017.

North Devon:

The North Devon Biosphere Reserve covers 3,300km² of land and sea. The reserve extends from the catchments of the Rivers Taw and Torridge and out to the island of Lundy, with its core at Braunton Burrows sand dune system.

Isle of Wight

The Isle of Wight is the largest island in England and consists of arable farmed coastal plains, pastures and woodlands, steep chalk downs, river seascapes and dramatic sea cliffs.

¹³ Woodland Trust *State of the UK's Woods and Trees 2021* Available: [State of the UK's Woods and Trees 2021](#)

Regional (North West): There are no Biosphere Reserves within the North West Region.

Local (Plan Area): There are no Biosphere Reserves within the Plan Area.

Explanatory Text:

Biosphere Reserves are all about improving the relationship between people and their local environment, globally. They are sites created by UNESCO that find creative ways for people and nature to thrive together. They act as extraordinary testing grounds to put into practice a revolutionary approach to managing our ecosystems sustainably for future generations.

Biosphere reserves are recognised under UNESCO's Man and the Biosphere (MAB) Programme with the aim of promoting sustainable development founded on the work of the local community. Once designated, they lie under the United Kingdom's authority, but when grouped together in the global community together they make up a network of sites within the World Network of Biosphere Reserves (WNBR).

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.1.7 Nature Reserves (National and Local)

International / National (UK & England):

National Nature Reserves (NNR)

- As of January 2025, there are 221 NNRs in England, covering over 110,000 Ha of land¹⁴.

Local Nature Reserves (LNR):

- As of January 2025, there are 1,722 LNRs in England.¹⁵

Regional (North West):

National Nature Reserves (NNR):

- In the North West of England, there are 34 NNRs recorded.

Local Nature Reserves (LNR):

- In the North West of England, there are 164 LNRs recorded.

Local (Plan Area):

National Nature Reserves (NNR): In the Plan Area, there are two NNRs recorded:

- Gait Barrows
- Ribbles Estuary

Local Nature Reserves (LNR):

- In the Plan Area, there are 31 LNRs recorded.

Explanatory Text:

National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories'

¹⁴ Natural England (2024) *Site List*. Available: [Designated Sites View](#)

¹⁵ Natural England (2024) *Site List*. Available: [Site list \(naturalengland.org.uk\)](https://www.naturalengland.org.uk)

for research. Natural England manages approximately two thirds of England's NNRs. The remaining reserves are managed by organisations approved by Natural England, such as the National Trust, Forestry Commission, RSPB, Wildlife Trusts and local authorities.

Approximately 47.3% of all NNRs in England are classified as being in favourable condition, with 34.3% classed as unfavourable but recovering. Approximately 14.8% of NNRs are in a declining condition with 0% being partially destroyed.¹⁶

Local Nature Reserves (LNRs) are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Parish and Town Councils can also declare LNRs but they must have the powers to do so delegated to them by a principal local authority. LNRs are places with wildlife or geological features that are of special interest locally. They offer people opportunities to study or learn about nature or simply to enjoy it. They range from windswept coastal headlands, ancient woodlands and flower-rich meadows to former inner-city railways, long abandoned landfill sites and industrial areas now re-colonised by wildlife. They are an impressive natural resource which makes an important contribution to England's biodiversity.

The locations of NNRs and LNRs within the Plan Area are shown in **Appendix D**.

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.1.8 Ramsar Sites

International / National (UK & England): As of January 2025, there are 73 Ramsar sites in England, covering an area of 404,248 Ha.¹⁷

Regional (North West): There are 15 Ramsar sites in the North West of England.

Local (Plan Area): There are four Ramsar sites intersecting and within the Plan Area:

- Leighton Moss
- Martin Mere
- Ribble & Alt Estuaries
- Morecambe Bay

Explanatory Text:

Ramsar sites are wetlands of international importance designated under the Ramsar Convention. The initial emphasis was on selecting sites of importance to water birds within the UK, and consequently many Ramsar sites are also Special Protection Areas (SPAs) classified under the Birds Directive. Sites proposed for selection are advised by the UK statutory nature conservation agencies, or the relevant administration in the case of Overseas Territories and Crown Dependencies, co-ordinated through JNCC.

¹⁶ Natural England (2024) *Site Search*. Available: [Site Search \(naturalengland.org.uk\)](https://www.naturalengland.org.uk/site-search)

¹⁷ Natural England (2024) *Site Search*. Available: [Site Search \(naturalengland.org.uk\)](https://www.naturalengland.org.uk/site-search)

Approximately 53.6% of all Ramsar Site in England are classified as being in favourable condition, with 31.7% classed as unfavourable but recovering. Approximately 10.9% of Ramsar Sites are in a declining condition with 0.01% being partially destroyed.

The locations of Ramsar Sites within the Plan Area are shown in **Appendix D**.

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.1.9 RSPB Reserves

International / National (UK & England): As of January 2024, there are 222 RSPB reserves in the UK, covering 159,000¹⁸.

Regional (North West): In the North West of England, 12 RSPB reserves have been identified.

Local (Plan Area): There are two RSPB reserves within the Plan Area:

- Leighton Moss & Morecambe Bay
- Hesketh Out Marsh, Ribble Estuary

Explanatory Text:

RSPB reserves are nature reserves run by the Royal Society for the Protection of Birds (RSPB); a non-statutory body incorporated by Royal Charter. RSPB reserves cover a broad range of habitat and landscapes, including heathland, estuaries, cliffs.

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.1.10 Priority Habitat

(Woodland, Chalk Rivers)

International / National (UK & England): There are 1.87 million hectares of terrestrial and coastal priority habitats recorded in the 2013 priority habitats inventory for England, representing 14% of the total land area of the country. There is 735,663 ha of priority habitat deciduous woodland in England¹⁹. The majority of woodland priority habitats are located in the South East of England.

Only 200 chalk rivers are known globally, 85% of which are found in the UK in southern and eastern England²⁰. Examples include the rivers Itchen and Avon in Wessex and the river Wensum in Norfolk.

Regional (North West): Reported at National and Local Level only.

¹⁸ RSPB (2024) *2023-2024 Annual Report*. Available: [The RSPB's Annual Report 2023-24](#)

¹⁹ Forestry Commission (2020) *Priority open habitats and woodland creation A field guide (2020)*. Available: [Priority open habitats and woodland creation 11092020.pdf \(publishing.service.gov.uk\)](#)

²⁰ The Wildlife Trusts (2024) *Chalk Rivers*. Available: <https://www.wildlifetrusts.org/habitats/freshwater/chalk-rivers>

Local (Plan Area): There is a wide range of Priority Habitat types within the Plan Area. Deciduous woodland accounts a high percentage of priority habitat within the plan area, with approximately 10,100 areas identified.

No chalk rivers have been identified within the Plan area.

Explanatory Text:

Priority habitats can be designated as protected areas called Sites of Special Scientific Interest (SSSIs). They can also be outside of these SSSI protected areas but be under Higher Level Stewardship (HLS) or Countryside Stewardship (CS) agreements or fall within Forestry Commission (FC) 'Managed woodland'. Some priority habitats, however, fall outside of the protection of all these schemes.

Anticipated Future Trends:

See above details that are applicable to all forms of PA.

C.2 Air Quality

C.2.1 Air Quality Management Areas

National (UK & England): As of January 2025, there were 442 AQMAs in England²¹. AQMAs are distributed throughout England, although they are principally located in areas of high population. The largest AQMAs are within major cities, including London, Birmingham, Manchester, Liverpool, Sheffield and Bristol. A significant amount of AQMAs are designated along major trunk roads and are generally associated with areas of high congestion.

Regional (North West): In the North West of England, 58 AQMAs were identified.

Local (Plan Area): 18 AQMAs were identified within the Plan Area:

- Rossendale Borough Council - AQMA 3
- Bolton Metropolitan Borough Council - Bolton AQMA
- Ribble Valley Borough Council - Whalley Road, Clitheroe (No 1)
- Lancaster City Council - City of Lancaster AQMA
- Blackpool Borough Council - Blackpool AQMA
- Preston Borough Council - AQMA No. 1
- South Ribble Borough Council - AQMA No.2
- South Ribble Borough Council - AQMA 3 Lostock Hall
- South Ribble Borough Council - AQMA 4 - Bamber Bridge
- Preston Borough Council - AQMA No.2
- Wyre Borough Council - Chapel Street AQMA
- West Lancashire Borough Council - Ormskirk AQMA
- Pendle Borough Council - AQMA (Colne)
- Preston Borough Council - AQMA No.4
- Preston Borough Council - AQMA No.3
- Blackburn with Darwen Borough Council - AQMA No 6: Blackamoor
- Preston Borough Council - AQMA No. 5
- South Ribble Borough Council - AQMA Order 5 Leyland

Explanatory Text:

Since December 1997 each local authority in the UK must review and assess air quality in their area to determine performance against national air quality objectives. Where air quality objectives are not likely to be achieved an AQMA must be declared. AQMAs are typically associated with vehicle emissions, principally oxides of nitrogen (NO_x), oxides of sulphur (SO₂) and particulates

²¹ Department for Environment and Rural Affairs (2025) *Summary AQMA data*. Available: <https://uk-air.defra.gov.uk/aqma/summary>

(PM₁₀). As such, AQMAs are predominantly associated with urban areas and the road network²²).

The quality of our air in the UK has improved considerably in recent decades. Road transport is a key source of many air pollutants, particularly in urban areas. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres are increasing. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland in 2007 reported *that* overall emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite increases in traffic, and are expected to reduce by a further 25% over the next decade. This is mainly a result of progressively tighter vehicle emission and fuel standards agreed at European level and set in UK regulations²³.

The locations of AQMAs within the Plan Area are shown in **Appendix D**. Note that there is also increasing recognition of the role solid fuel use in domestic properties plays in poor air quality, with wood burning making a significant contribution toward wintertime PM₁₀ concentrations in many towns and cities. PM₁₀ attributable to wood burning tends to peak during wintertime evenings and weekends. This suggests that wood is used principally as a secondary or 'lifestyle' fuel, rather than a primary source of heating. It also suggests that the majority of current air quality impacts are linked to simpler appliances such as open fires and stoves, rather than more complex appliances such as biomass boilers and Combined Heat and Power systems. Local authorities have experienced a number of gross pollution and nuisance cases linked to solid fuel appliances, and the frequency of these cases may be increasing. In many cases these problems occur when appliances are poorly installed, misused and/or inappropriate fuels are used²⁴.

C.2.2 Noise Action Important Areas

National (UK & England): In England, it has been estimated that the number of people immediately associated with the Important Areas (noise 'hotspots') identified for the major roads outside agglomerations* is around 57,000²⁵.

²² Department for Environment and Rural Affairs (2016) *Current AQMAs by Source*. Available: <https://uk-air.defra.gov.uk/aqma/summary>

²³ Department for Environment and Rural Affairs (2011) *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland - Volume 1*. Available: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1>

²⁴ IES (2023) *New community: IES & EPUK focus on implementation*. Available: <https://www.environmental-protection.org.uk/wp-content/uploads/2013/07/Solid-Fuel-and-Air-Quality-Update-for-LAS-final-060413.pdf>

²⁵ Defra (2019) *Noise Action Plan: Roads*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813666/noise-action-plan-2019-roads.pdf

It has been estimated that the number of people immediately associated with the Important Areas (noise ‘hotspots’) identified for the major railways outside agglomerations is around 5,000²⁶.

It has been estimated that the approximate number of people immediately associated with the Important Areas identified for the 65 agglomerations, with respect to road and rail noise, is around 130,000 and 13,000 respectively²⁷.

Within the 65 agglomerations identified in DEFRA's Noise Action Plan 2019, DEFRA notes that, with respect to road and rail noise, there are around 130,000 and 13,000 people directly associated with Important Areas **Error! Bookmark not defined..**

Regional (North West): There are approximately 1,657 Noise Action Important Areas within the North West Region of England.

Local (Plan Area): 369 Noise Action Important Areas have been identified within the plan area. The source of noise in these areas is predominately roads, with the exception of a small number in which the source is rail.

Explanatory Text:

Noise Action Plans are required by the Environmental Noise Directive. Noise Important Areas identify ‘hotspot’ locations where the highest 1% of noise levels at residential locations can be found and therefore highlight where further investigation should be directed.

*DEFRA defines an agglomeration as an area having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km² and which is considered to be urbanised.

²⁶ Defra (2019) *Noise Action Plan: Railways*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813664/noise-action-plan-2019-railways.pdf

²⁷ Defra (2019) *Noise Action Plan: Agglomerations*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813663/noise-action-plan-2019-agglomerations.pdf

C.3 Climate Change

C.3.1 Climate Change (Distribution of GHG emissions)

National (UK & England): In 2022²⁸, greenhouse gas (GHG) emissions for the UK totalled 376 MtCO₂e. Between 2021 and 2022, greenhouse gas emissions decreased in 346 out of the 361 local authorities in the UK (96%). This is consistent with the decrease in overall UK emissions in 2022, which decreased by 5% largely due to a reduction in fuel use to heat buildings. Between 2005 and 2022 GHG emissions fell by 26% in Northern Ireland, 40% in Wales, 43% in England and by 38% in Scotland.

Regional (North West): National statistics for GHG emissions show the following for the North West in 2022²⁹:

- 41 Mt CO₂e of GHGs emissions

Local (Plan Area): National statistics for GHG emissions show the following for the relevant council areas in 2022²⁹:

- Blackburn with Darwen – 577.3 CO₂e of GHGs emissions
- Blackpool – 473.4 CO₂e of GHGs emissions
- Lancashire – 8,364.5 kt CO₂e of GHGs emissions

Explanatory Text:

The UK's yearly publication³⁰ on GHG emissions provides the latest estimates of 1990-2022 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO₂e). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF₆) and nitrogen trifluoride (NF₃).

The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050. The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year

²⁸ Department for Energy Security and Net Zero (2024) *UK local authority greenhouse gas emissions estimates 2022*. Available: [UK local authority greenhouse gas emissions estimates 2022](#)

²⁹ Department for Energy Security and Net Zero (2024) *2005-2022 UK local and regional greenhouse gas emissions – data tables* [2005-22-uk-local-authority-ghg-emissions.ods](#)

³⁰ Department for Energy Security and Net Zero (2024) *2022 UK Greenhouse Gas emissions, final figures*. Available: [2020 UK Greenhouse Gas Emissions, Final Figures](#)

period. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 MtCO₂e below the cap of 3,018 MtCO₂e. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 MtCO₂e below the cap of 2,782 MtCO₂e.

Anticipated Future Trends:

Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of coal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets.

C.3.2 Climate Change (Contribution of sectors to GHG emissions)

National (UK & England): In 2022, Domestic Transport was the largest emitting sector of UK GHG emissions, with 28%, followed by the buildings and product uses at 20%. The remaining sectors contributed to UK GHG emissions as follows: industry (14%), electricity supply (12%), Agriculture (12%) and 12% between the remaining sectors (fuel supply, waste and the land use, land use change and forestry (LULUCF) sector)

The last of the COVID-19 restrictions were lifted in the UK during 2022 and the sources of emissions most affected by the pandemic saw increases as a result, particularly transport.³¹

Regional (North West): Of the estimated grand total of 40,593 kt CO₂e emitted in the North West region in 2022, the sector with the highest contribution was transport with 12,201 kt CO₂e, 9,290 kt CO₂e came from domestic, 6,923 kt CO₂e, from industry and 4,407 kt CO₂e from commercial³².

Local (Plan Area): In Lancashire the sector with the highest contribution of GHG emissions was Transport (2,321.7 kt CO₂e), however in both Blackburn with Darwen and Blackpool it was Domestic (185.6 kt CO₂e and 186.8 kt CO₂e, respectively) **Error! Bookmark not defined..**

Explanatory Text:

The UK's yearly publication **Error! Bookmark not defined.** on GHG emissions provides the latest estimates of 1990-2018 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO₂e). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO₂), methane

³¹ Department for Business, Energy & Industrial Strategy (2024) *2022 UK Greenhouse Gas Emissions, Final Figures*. Available: [2020 UK Greenhouse Gas Emissions, Final Figures](#)

³² Department for Energy Security and Net Zero (2024) *2005-2022 UK local and regional greenhouse gas emissions – data tables* [2005-22-uk-local-authority-ghg-emissions.ods](#)

(CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF₆) and nitrogen trifluoride (NF₃).

The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050. The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 MtCO₂e below the cap of 3,018 MtCO₂e. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 MtCO₂e below the cap of 2,782 MtCO₂e. The third carbon budget ran from 2018 to 2022, with an emissions cap of 2,544 MtCO₂e.

Anticipated Future Trends:

Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of coal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets.

C.3.3 Climate Change (Predicted changes to temperature and weather patterns)

National (UK & England): As of November 2018³³, the following climate change impacts are predicted for England:

- More frequent hotter, drier summers;
- More frequent milder, wetter winters;
- Rising sea levels; and
- More extreme weather events, such as flooding and drought.

In the last decade sea levels around the UK rose on average by over 3mm a year.

Regional (North West): The projected changes in temperature and precipitation for the north west of England are as follows³⁴:

³³ Environment Agency (2018) *Climate Change Impacts and Adaptation*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf

³⁴ UKCIP (1998) *The Impacts of Climate Change in the North West of England*. Available: https://www.ukcip.org.uk/wp-content/PDFs/NW_tech.pdf

- Annual rainfall increases in all four UKCIP scenarios, by between 3 and 5%, but this is made up of rainfall increases in autumn and winter, decreases in summer and little change in spring. Winter rainfall increases over North West England by between 6 and 14% by the 2050s, whilst summer rainfall decreases by between 1 and 10% during the same period (cf. to 1961-1990).
- In terms of temperature, the summer of 1995 in the North West equates to the average summer to be expected by the 2050s under the UKCIP Medium-High scenario (i.e. 5 summers in the 2050s will be hotter than 1995).
- An extreme summer in the 2050s would be 4.70°C higher than the 1961-1990 average.

Local (Plan Area): The projected changes in temperature and precipitation by the 2050s are anticipated to be in line with that reported at a Regional level.

Explanatory Text:

In December 2015, climate change issues were highlighted during the UN Conference of the Parties (COP) 21. At COP21, 189 parties ratified The Paris Agreement. The Paris Agreement's long-term temperature goal is to keep the increase in global average temperature to well below 2 °C above pre-industrial levels; and to pursue efforts to limit the increase to 1.5 °C, recognising that this would substantially reduce the risks and impacts of climate change globally. It also aims to increase the ability of parties to adapt to the adverse impacts of climate change and make "finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development."

Under the Paris Agreement, each country must determine, plan, and regularly report on the contribution that it undertakes to mitigate global warming. No mechanism forces a country to set a specific emissions target by a specific date, but each target should go beyond previously set targets.

C.4 Flood Risk

C.4.1 Location of Flood Zones

National (UK & England): The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million homes and properties are at risk of flooding and coastal erosion³⁵. Flood Zones 2 and 3 are located across the whole of England associated with river and coastal areas. Lowland areas are of particular risk as a consequence of floodplains being associated with the lower reaches of rivers³⁶.

Regional (North West): The relevant local authorities fall within the Dee, Humber, North West, Northumbria and Solway Tweed (RBDs). The Dee RBD is home to over 500,000 people and covers an area of 2,251 km² of North East Wales, Cheshire, Shropshire and the Wirral.³⁷ The Humber RBD covers an area of 26,109 km² and more than 10.8 million people live and work in towns and cities in the district.³⁸ The North West RBD covers approximately 13,200 km². In total, nearly 7 million people live and work in the North West and the district includes large urban areas such as Liverpool and Manchester.³⁹ The Northumbria RBD covers an area of 9,000 km², extending from the Scottish border in the north through Northumbria to Stockton-upon-Tees in the south. Approximately 2.5 million people live in the region, mainly in the areas of Tyne and Wear and the Tees Valley.⁴⁰

The Solway Tweed River Basin is a cross border river basin which includes Scottish and English waterbodies that flow into the Solway and Tweed estuaries. The river basin has an area of around 17,500 km² and is home to approximately 450,000 people.⁴¹

Local (Plan Area): The North West RBD covers the majority of the plan area. Within this area, there are more than 370,000 people at risk of flooding from rivers and the sea, and over 600,000 people at risk of flooding from surface

³⁵ Environment Agency (2020) *National Flood and Coastal Erosion Risk Management Strategy for England*. Available: [Environment Agency – National Flood and Coastal Erosion Risk Management Strategy for England](#)

³⁶ Environment Agency (2017) *Flood Map for Planning (Rivers and Sea)*. Available: <http://apps.environment-agency.gov.uk/wiyby/37837.aspx>

³⁷ Natural Resources Wales (2022) *Dee River Basin Management Plan 2021 – 2027 Summary* [Dee RBMP 2021-2027 Summary](#)

³⁸ Environment Agency (2022) *River basin management plan for the Humber River Basin District* [River basin management plan for the Humber River Basin District HRA](#)

³⁹ [North West River Basin District | Catchment Data Explorer](#)

⁴⁰ [Northumbria River Basin District | Catchment Data Explorer](#)

⁴¹ [Solway Tweed River Basin District | Catchment Data Explorer](#)

water. Over 35,000 people are estimated to live in areas at high risk of flooding from surface water.⁴²

Lancashire Local Flood Risk Management Strategy covers the plan area and identifies several key risks:

- Increasing local flood risks as a result of climate change
- Inherited local flood risk from historical development
- Predominant surface water flood risk
- Groundwater risks in low lying areas
- Drainage infrastructure which is aging and at capacity in areas
- Many watercourses reflecting land that has been reclaimed and/or managed
- Changing land use and development

Since the devastating flooding witnessed across Lancashire in December 2015 and other events since, it has been a priority to improve resilience to flooding as part of business planning.

Most Lancashire Local Authorities have declared a climate emergency committing to taking action to reduce carbon emissions, raise awareness about climate change and mobilise change through local action.⁴³

Explanatory Text and anticipated future trends:

In England, the flood risk (river and tidal) is categorised into three zones⁴⁴ for planning purposes (noting that the NPPF further subdivides flood zone 3 into 3a and Functional Floodplain 3b (land where water has to flow or be stored in times of flood):

- Flood Zone 1 – Land unlikely to be affected by flooding, with a less than 0.1% (less than 1 in 1000) chance of flooding each year.
- Flood Zone 2 – Land likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.
- Flood Zone 3 – Land likely to be affected by flooding from the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year, or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

The risk of surface water flooding also needs to be considered:

- Very low risk area (less than 0.1% (1:1000)) chance of flooding.
- Low risk area (0.1% to 1% (1:1000 – 1:100)) chance of flooding.

⁴² Environment Agency (2022) *North West River Basin District Flood Risk Management Plan 2021 to 2027*. Available: [North West River Basin District Flood Risk Management Plan 2021 to 2027](#)

⁴³ *Local Flood Risk Management Strategy for Lancashire 2021-2027*. Available: <https://www.lancashire.gov.uk/media/928565/lancashire-flood-risk-management-strategy-2021-2027-final-v2.pdf>

⁴⁴ Environment Agency (2013) *Flood Map for Planning*. Available: <http://apps.environment-agency.gov.uk/wiyby/37837.aspx>

- Medium risk area (1% to 3.3% (1:100 – 1:30)) chance of flooding.
- High risk area (3.3% (1:30)) or greater chance of flooding.

Estimates of flood risk from different sources across the UK vary, but it is known that the level of risk is substantial – England has approximately 5.2million properties at risk⁴⁵.

While new development is expected to occur in the plan area making use of a sequential approach, **without a strategic approach, there is increased potential for the inappropriate siting of new development which may aggravate existing flood risk.**

Flood Zones in the Plan Area are shown in **Appendix D**.

C.4.2 Bathing Water Quality

National (UK & England): As of 2024, in England, the quality status of bathing water areas assessed under the Bathing Waters Directive were⁴⁶:

- Poor – 37;
- Sufficient – 29;
- Good – 95;
- Excellent – 289; and
- Closed – 1.

Regional (North West): Reported at National and Local level only.

Local (Plan Area): There were 11 bathing water areas identified within or adjacent to the plan area. Of these they are assessed as the following quality status in 2024:

- Poor – 3;
- Sufficient – 4;
- Good – 4;

Explanatory Text and anticipated future trends:

Water quality at designated bathing water sites in England is assessed by the Environment Agency. From May to September, weekly assessments measure current water quality, and at a number of sites daily pollution risk forecasts are issued. Annual ratings classify each site as excellent, good, sufficient or poor based on measurements taken over a period of up to four years⁴⁷.

⁴⁵ Environment Agency (2020) *National Flood and Coastal Erosion Risk Management Strategy for England*. Available: [Environment Agency – National Flood and Coastal Erosion Risk Management Strategy for England](#)

⁴⁶ Environment Agency (2024) *Bathing Water Data*. Available: <http://environment.data.gov.uk/bwg/profiles/data.html?country=England>

⁴⁷ Environment Agency (2024) *Bathing Water Data*. Available: <http://environment.data.gov.uk/bwg/profiles/data.html?country=England>

C.4.3 Coastal Processes Shoreline Management Plans

National (UK & England): The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million, or one in six residential properties are located in areas at risk of flooding from rivers, the sea and surface water⁴⁸. Flood Zones 2 and 3 land located across the whole of England associated with river and coastal areas. Lowland areas are of particular risk as a consequence of floodplains being associated with the lower reaches of rivers⁴⁹.

Regional (North West): The Plan area is covered by the Great Ormes Head to Scotland SMP22.

Local (Plan Area): The Plan area is covered by the Great Ormes Head to Scotland SMP22.⁵⁰

Explanatory Text:

Flood risk management plans (FRMPs) describe the risk of flooding from rivers, the sea, surface water, groundwater and reservoirs. Each FRMP covers a specific river basin district and sets out how risk management authorities will work together and with communities to manage flood and coastal risk over the next 6 years. Risk management authorities include the Environment Agency, Natural Resources Wales, lead local flood authorities (LLFAs), local councils, internal drainage boards, Highways England, South Wales Trunk Road Agency, North Wales Trunk Road Agency (NWTRA) and water and sewerage companies⁵¹.

⁴⁸ Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf

⁴⁹ Environment Agency (2022) *Flood Map for Planning (Rivers and Sea)*. Available: [Flood Map for Planning \(Rivers and Sea\) - Spatial Flood Defences \(without standardised attributes\) - data.gov.uk](#)

⁵⁰ [Great Ormes Head to Scotland SMP22 | Shoreline Management Plans](#)

⁵¹ Natural Resources Wales and Environment Agency (2015) *Flood risk management plan – Severn river basin district summary*. Available: https://cdn.cyfoethnaturiol.cymru/media/675149/lit-10212_severn_frmf_summary-document.pdf?mode=pad&rnd=131514937620000000

C.5 Historic Environment

C.5.1 World Heritage Sites

National (UK & England): There are 18 World Heritage Sites in England⁵² with 35 distributed across the entirety of the United Kingdom. The sites in England are:

- Blenheim Palace
- Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church
- City of Bath
- Cornwall and West Devon Mining Landscape
- Derwent Valley Mills
- Dorset and East Devon Coast
- Durham Castle and Cathedral
- Frontiers of the Roman Empire
- Ironbridge Gorge
- Jodrell Bank Observatory
- Maritime Greenwich
- Palace of Westminster and Westminster Abbey, including Saint Margaret's Church
- Royal Botanic Gardens, Kew
- Saltaire
- Stonehenge, Avebury and Associated Sites
- Studley Royal Park, including the Ruins of Fountains Abbey
- The English Lake District
- Tower of London

To be included on the World Heritage List, sites must be of “Outstanding Universal Value”. This is demonstrated by meeting one of the ten selection criteria. These criteria are divided between those of cultural and natural importance. Within England the majority of sites (17) have been notified for their cultural value, with only one site (Dorset and East Devon Coast) notified for its natural value⁵³.

Regional (North West): Three World Heritage Sites are within the North West region:

- Frontiers of the Roman Empire (Hadrian's Wall)
- The English Lake District

⁵² UNESCO (2025) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: <http://whc.unesco.org/en/statesparties/gb>

⁵³ UNESCO (2020) *About World Heritage: United Kingdom of Great Britain and Northern Ireland*. Available: <https://whc.unesco.org/en/statesparties/gb>

- Jodrell Bank Observatory

Local (Plan Area): There are no World Heritage Sites within the Plan Area.

Explanatory Text:

World Heritage Sites are designated to meet the UK's commitments under the World Heritage Convention and the sites are designated for their globally important cultural or natural interest and require appropriate management and protection measures⁵⁴.

The first World Heritage Sites within the UK were designated in 1986. Sites can continue to be nominated, with the last sites on the UK mainland being The Flow Country in Scotland and Moravian Church Settlements in Northern Ireland, designated in 2024⁵⁵. Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). In England the Department for (DCMS) acts as the UK 'State Party' which is responsible for nominating new sites. The DCMS receives advice from Historic England in this regard⁵⁶. The Outstanding Universal Value of a World Heritage Site indicates its importance as a heritage asset of the highest significance. This is to be taken into account by the relevant authorities in plan-making and determining planning applications⁵⁶.

Of the sites in England, none have been placed on the List of World Heritage in Danger. The list presently comprises 56 sites in total worldwide. These are sites at which conditions are present to threaten the characteristics for which a site was placed on the World Heritage List⁵⁷.

Additional housing development in the Plan Area may be **inappropriately located or designated to pose a risk to the World Heritage Sites in North West as well as its setting**. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.

C.5.2 Scheduled Monuments

National (UK & England): As of 2020, there are almost 20,000 Scheduled Monuments located throughout England⁵⁸.

The criteria for determining whether Scheduled Monuments are of national importance are guided by the Principles of Selection laid down by the Secretary

⁵⁴ UNESCO (2024) *UNESCO World Heritage sites in the UK and overseas territories*.

Available: <https://unesco.org.uk/world-heritage-sites/>

⁵⁵ Historic England (2020) *World Heritage*. Available:

<https://historicengland.org.uk/advice/planning/international/world-heritage>

⁵⁶ MHCLG (2019) *Planning practice guidance. Further guidance on World Heritage Sites*.

Paragraph: 028 Reference ID: 18a-028-20190723. Available:

<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#World-Heritage-Sites>

⁵⁷ UNESCO (2025) *List of World Heritage in Danger*. Available at:

<https://whc.unesco.org/en/danger>

⁵⁸ Historic England (2024) *Scheduled Monuments*. Available:

<https://www.historicengland.org.uk/listing/what-is-designation/scheduled-monuments/>

of State for Digital, Culture, Media and Sport, covering the basic characteristics of monuments⁵⁹. They are:

- Period
- Rarity
- Documentation/Finds
- Group value
- Survival/condition
- Fragility/vulnerability
- Diversity
- Potential

Regional (North West): There are approximately 1,387 Scheduled Monuments in the North West Region.

Local (Plan Area): There are 142 scheduled monuments in the Plan Area.

Explanatory Text and anticipated future trends:

Scheduling is the selection of nationally important archaeological sites which are legally protected. The monitoring and identification of sites is undertaken by Historic England. Scheduled Monuments cover the whole range of archaeological sites and are not always visible or above ground sites.

The condition of Scheduled Monuments is monitored as part of Historic England's 'Heritage at Risk' programme. Local government archaeological services, plus independent national and local heritage organisations and community groups, can also play important roles in their curation, plus that of non-scheduled but nationally important monuments. **Error! Bookmark not defined..**

Additional housing development in the Plan Area may be **inappropriately located or designated to pose a risk to scheduled monuments and their settings**. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.

The locations of Scheduled Monuments are shown in **Appendix D**.

C.5.3 Listed Buildings and Conservation Areas

National (UK & England): As noted by Historic England⁶⁰, there are over 370,000 entries for listed buildings on the National Heritage List for England (NHLE). Entries on the List can sometimes cover multiple individual buildings, such as a row of terraced houses.

⁵⁹ Department for Culture, Media and Sport (2013) *Scheduled Monuments*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/249695/SM_policy_statement_10-2013_2.pdf

⁶⁰ Historic England (2025) *Listed Buildings*. Available: <https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>

Conservation Areas are designated for their special architectural and historic interest and were first designated in 1967 with nearly 10,000 in England⁶¹.

Regional (North West): There are approximately 25,853 listed buildings in the North West Region, these are graded as follows:

- Grade I – 493
- Grade II – 23,802
- Grade II* – 1,558

There are approximately 547 Conservation Areas in the North West Region.

Local (Plan Area): There are 5,540 listed buildings in the Plan Area, these are graded as follows:

- Grade I – 75
- Grade II – 5,180
- Grade II* – 284

The Plan Area has 160 Conservation Areas, although it is noted that data was not available for Preston, Fylde or West Lancashire. The first areas were designated in 1971, with the most recent being 2022.

Explanatory Text and anticipated future trends:

Listing of buildings is concerned with recognising the buildings special architectural and historic interest, with a view to protecting the building, under the planning system for future generations to enjoy. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840. Particularly careful selection is required for buildings from the period after 1945. Usually a building has to be over 30 years old to be eligible for listing⁶².

Buildings are considered by the Secretary of State (for Digital, Culture, Media and Sport) and where they are deemed to be of special architectural or historic interest they can be included on the list. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the designation regime⁶³.

There are three categories of listed building:

- Grade I buildings are of exceptional interest, only 2.5% of listed buildings are Grade I
- Grade II* buildings are particularly important buildings of more than special interest; 5.8% of listed buildings are Grade II*

⁶¹ Historic England (2025) *Conservation Areas*. Available : <https://historicengland.org.uk/advice/planning/conservation-areas/>

⁶² Historic England (2020) *Listed Buildings*. Available: <https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>

⁶³ Historic England (2020) *Listed Buildings Identification and Extent*. Available: <https://historicengland.org.uk/advice/hpg/has/listed-buildings/>

- Grade II buildings are of special interest; 91.7% of all listed buildings are in this class and it is the most likely grade of listing for a homeowner.

Local authorities have a positive legal duty to designate conservation areas where parts of their own area are of special architectural or historic interest. In exceptional circumstances, where the local authority has not done so, the Secretary of State (for Digital, Culture, Media and Sport) may designate a conservation area anywhere in England. The Planning (Listed Buildings and Conservation Areas) Act 1990 also sets out the requirement for local authority's proposals for the preservation and enhancement of conservation areas.

Additional housing development in the Plan Area may be **inappropriately located or designed to pose a risk to listed building and conservation areas and their settings**. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.

C.5.4 Historic Battlefields

National (UK & England): As of 2025, there are 47 Historic Battlefields in England⁶⁴. Of these, three battlefields are on the Heritage at Risk Register⁶⁵.

The purpose of the Register of Historic Battlefields in England is to provide protection through the planning system and to promote a better understanding of the significance and public enjoyment of these sites. If the site of a battle is to merit registration it has to have been an engagement of national significance, and to be capable of close definition on the ground.

Regional (North West): The South West Region contains four Historic Battlefields, none of which are on the Heritage at Risk Register.

Local (Plan Area): There are no historic battlefields within the Plan Area.

Explanatory Text:

Historic battlefields are designated by Historic England as conferred under the Historic Buildings and Ancient Monuments Act, 1983 (as amended).

C.5.5 Parks and Gardens

National (UK & England): As of 2023, there are 1,716 Registered Historic Parks and Gardens within England⁶⁶.

⁶⁴ Historic England (2025) *The List [Search criteria – Battlefields]*. Available: <https://historicengland.org.uk/listing/the-list/advanced-search-results>

⁶⁵ Historic England (2025) *Heritage at Risk Register [Search criteria – Battlefields]*. Available: <https://historicengland.org.uk/advice/heritage-at-risk/search-register/annual-heritage-at-risk-registers-and-maps/>

⁶⁶ Historic England (2025) *The List [Search criteria – Parks and Gardens]*. Available: <https://historicengland.org.uk/listing/the-list/advanced-search-results>

There are 103 registered parks and gardens on the Heritage at Risk (HAR) Register⁶⁷.

Regional (North West): There are 139 Registered Parks and Gardens within the North West Region. These are graded as follows:

- Grade I – 5
- Grade II – 103
- Grade II* – 31

In 2023 seven of these parks and gardens were on the Heritage at Risk Register.⁶⁸

Local (Plan Area): There are 38 registered Historic Parks and Gardens in the Plan Area:

- Grade I – 0
- Grade II – 32
- Grade II* – 6

Woodfold Park and Scarisbrick Hall are Registered Parks and Gardens within the Plan Area which is on the Heritage at Risk Register. **Error! Bookmark not defined.**

Explanatory Text and anticipated future trends:

The purpose of Registers of Historic Parks and Gardens in England is to encourage the protection of gardens, grounds and other open spaces which are of historic importance. The majority of sites registered are, or started life as, the grounds of private houses, but public parks and cemeteries form important categories too.

The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. The various types of designed landscape included on the Register are designated in the following four themes:

- Rural Landscapes
- Urban Landscapes
- Landscapes of Remembrance
- Institutional Landscapes

There are also numerous unregistered parks and gardens in the North West Region. Whilst they are non-statutory designations, they remain relevant considerations for local planning and developments.

The plan area contains numerous heritage assets some of which are on Historic England's Heritage at Risk Register. This includes two Registered Parks and Gardens. **New development within the plan area may result in pressure on**

⁶⁷ Historic England (2025) *Heritage at Risk Register [Search criteria – Parks and Gardens]*. Available: <https://historicengland.org.uk/advice/heritage-at-risk/search-register/annual-heritage-at-risk-registers-and-maps/>

⁶⁸ [Heritage at Risk in the North West 2023 | Historic England](#)

areas of importance for their cultural heritage and aesthetic quality and there is a requirement for them to be preserved and enhanced.

C.5.6 Protected Wrecks

National (UK & England): There are 57 Protected Wrecks around England's coast, 4 of which are on the Heritage at Risk Register **Error! Bookmark not defined..**

Regional (North West): There are no Protected Wreck sites in the North West Region.

Local (Plan Area): There are no Protected Wreck sites in the Plan Area.

Explanatory Text:

The Protection of Wrecks Act (1973) allows the Government to designate a wreck to prevent uncontrolled interference. Designated sites are identified as being likely to contain the remains of a vessel, or its contents, which are of historical, artistic, or archaeological importance⁶⁹.

⁶⁹ Historic England (2025) *Protected Wreck Sites Planning Consents*. Available: <https://historicengland.org.uk/advice/planning/consents/protected-wreck-sites/>

C.6 Landscape

C.6.1 National Parks

National (UK & England): There are 10 National Parks in England⁷⁰:

- Broads
- Dartmoor
- Exmoor
- Lake District
- New Forest
- Northumberland
- North York Moors
- Peak District
- South Downs
- Yorkshire Dales

Regional (North West): There are three National Parks within and intersecting the North West Region:

- Peak District
- Yorkshire Dales
- Lake District

And is adjacent to Northumberland National Park in the north east.

Local (Plan Area): The Plan Area is intersected by one National Park:

- Yorkshire Dales - Ancient dry-stone walls and field barns are defining features of the Dales landscape and it also has dozens of waterfalls and some great peaks including Yorkshire Three Peaks of Whernside, Ingleborough and Pen-y-Ghent. Around 42% of the area of the National Park is moorland, which is internationally important for wildlife, plant species and the carbon they store as peat.⁷¹

Explanatory Text and anticipated future trends:

In England and Wales, the purpose of National Parks is to conserve and enhance landscapes within the countryside whilst promoting public enjoyment of them and having regard for the social and economic well-being of those living within them.

The National Parks and Access to the Countryside Act 1949 established the National Park designation in England and Wales. In addition, the Environment Act 1995 requires relevant authorities to have regard for nature conservation.

⁷⁰ National Parks (2025) *Your National Parks*. Available: <https://www.nationalparks.uk/parks/>

⁷¹ National Parks UK (2025) *Yorkshire Dales National Park*. Available: [Yorkshire Dales National Parks // Yorkshire Dales Three Peaks](#)

The designation of National Parks is an ongoing process with two being added in England since 2008 (South Downs and Broads).

C.6.2 National Landscapes (formerly AONB)

National (UK & England): There are 34 National Landscapes located within England⁷²:

- Arnside & Silverdale
- Blackdown Hills
- Cannock Chase
- Chichester Harbour
- Chilterns
- Cornwall
- Cotswolds
- Cranborne Chase and West Wiltshire Downs
- Dedham Vale
- Dorset
- East Devon
- Forest of Bowland
- Howardian Hills
- High Weald
- Isle of Wight
- Isles of Scilly
- Kent Downs
- Lincolnshire Wolds
- Malvern Hills
- Mendip Hills
- Norfolk Coast
- North Devon
- North Pennines
- North Wessex Downs
- Nidderdale
- Northumberland Coast
- Quantock Hills
- Shropshire Hills
- Solway Coast

⁷² The National Landscapes Association (2024) *National Landscapes*. Available: [National Landscapes - National Landscapes \(national-landscapes.org.uk\)](https://national-landscapes.org.uk/)

- South Devon
- Suffolk Coast and Heaths
- Surrey Hills
- Tamar Valley
- Wye Valley (England and Wales)⁷³

Regional (North West): In the North West region of England there are four National Landscapes:

- Forest of Bowland
- Arnside & Silverdale
- North Pennines
- Solway Coast

Local (Plan Area): The Plan Area is intersected by two National Landscapes:

- Forest of Bowland
- Arnside & Silverdale

Explanatory Text and anticipated future trends:

In England, the primary purpose of the AONB designation (now known as National Landscape) is to conserve natural beauty – which by statute includes wildlife, physiographic features and cultural heritage as well as the more conventional concepts of landscape and scenery. Account is taken of the need to safeguard agriculture, forestry and other rural industries and the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development, that in themselves conserve and enhance the environment. Through the designation of AONBs land has been recognised as being of national importance.

AONBs are designated under the National Parks and Access to the Countryside Act 1949, amended in the Environment Act 1995. The Countryside and Rights of Way Act 2000 clarifies the procedure and purpose of designating AONBs.

There is a need to **protect landscape character (including that of the AONBs) from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change.** Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the AONBs within the region is more likely to result.

Locations of AONBs in the Plan Area are shown in **Appendix D.**

⁷³ The Wye Valley takes in land within both England and Wales.

C.6.3 Landscape Character Areas

National (UK & England): Natural England has produced National Character Area (NCAs) Profiles ⁷⁴ which divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries. They can be used for planning and development.

Regional (North West): There are 61 NCA's within the North West Region.

Local (Plan Area): There are 13 NCAs within and intersecting the Plan Area:

- South Cumbria Low Fells
- Morecambe Bay Limestones
- Yorkshire Dales
- Morecambe Coast and Lune Estuary
- Lancashire and Amounderness Plain
- Bowland Fringe and Pendle Hill
- Bowland Fells
- Lancashire Coal Measures
- Lancashire Valleys
- Southern Pennines
- Manchester Pennine Fringe
- Sefton Coast
- Merseyside Conurbation

Explanatory Text and anticipated future trends:

Landscape Character Areas or Landscape Character Assessments encompass various aspects of landscape, biodiversity, heritage, cultural and geological features. These are non-statutory and used as an aid in the planning process and for decision making.

Each LCA profile produced by Natural England includes a description of the natural and cultural features that shape our landscapes, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics and ecosystem services. Statements of Environmental Opportunity (SEOs) are suggested, which draw on this integrated information. The SEOs offer guidance on the critical issues, which could help to achieve sustainable growth and a more secure environmental future.

There is a need to **protect landscape character from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change. Without a co-ordinated strategic approach to development and infrastructure degradation of the special**

⁷⁴ Natural England (2024) *National Character Area profiles: data for local decision making*. Available: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

qualities of the National Landscapes within the region is more likely to result.

Locations of the NCAs in the Plan Area are shown in **Appendix D**.

C.6.4 Designated Dark Skies

National (UK & England): Of the 22 International Dark Sky Reserves (IDSRs) and 130 Dary Sky Parks in the UK, 8 are located in England as of 2025⁷⁵:

- Bodmin Moor Dark Sky Landscape
- Cranborne Chase
- Exmoor National Park
- Moore’s Reserve (South Downs)
- North York Moors National Park
- Northumberland National Park and Kielder Water & Forest Park
- West Penwith
- Yorkshire Dales National Park

Regional (North West): Yorkshire Dales IDSR intersects the North West Region and the region is also adjacent to Northumberland International Dark Sky Park.

Local (Plan Area): Yorkshire Dales National Park is designated as an IDSR and is intersected by the Plan Area in the north east.

Explanatory Text and anticipated future trends:

An International Dark Sky Reserve (IDSR)⁷⁶ is a public or private land of substantial size (at least 700 km², or about 173,000 acres) possessing an exceptional or distinguished quality of starry nights and nocturnal environment, and that is specifically protected for its scientific, natural, educational, cultural heritage, and/or public enjoyment.

The IDSR consists of two regions:

- 1) A “core” area meeting the minimum criteria for sky quality and natural darkness; and
- 2) A “peripheral” or “buffer” area that supports dark sky values in the core and receives similar benefits.

The IDSR is formed through a partnership of landowners and/or administrators that recognize the value of the natural night-time environment through regulations, formal agreements, and long term planning.

As the character of Yorkshire Dales National Park is influenced by its extensive dark skies, there is a **need to protect its special quality of. This includes the relative tranquillity of many parts of the National Park. Without a co-**

⁷⁵ International Dark Sky Association (2025) *International Dark Sky Reserves*. Available: <https://www.darksky.org/our-work/conservation/idsp/finder/>

⁷⁶ International Dark Sky Association (2018) *International Dark Sky Reserve Program Guidelines – June 2018*. Available: <https://www.darksky.org/wp-content/uploads/2018/12/IDSR-Guidelines-2018.pdf>

ordinated strategic approach to development and infrastructure degradation of the special qualities within the region is more likely to result.

C.6.5 Areas of Tranquillity

National (UK & England): The latest mapping of areas of tranquillity was conducted by CPRE in 2007⁷⁷ which broadly designates:

- Undisturbed areas;
- Areas disturbed by urban development, major infrastructure projects and other noise and visual intrusion;
- Urban areas.

Broadly, the least tranquil areas in England correlate with more densely populated localities and areas where transport networks are located. The Greater London area is the least tranquil area in England followed by the areas surrounding Liverpool/Manchester/Leeds. Some of the most tranquil areas in England are located in the North Pennines, Dartmoor and Exmoor.

Regional (North West): Reported at National Level only.

Local (Plan Area): Reported at National Level only.

Explanatory Text and anticipated future trends:

‘Tranquillity’ is a widely used term. It is considered to be a state of calm, quietude and is associated with peace; a state of mind that promotes mental well-being. It is considered to be a significant asset of landscape, appearing as an objective attribute in a range of strategies, policies and plans⁷⁸.

CPRE has estimated that the extent of undisturbed countryside in England has been reduced from 75% coverage in the 1960s to 50% in 2007⁷⁹.

Paragraph 180 of the National Planning Policy Framework⁸⁰ states planning policies and decisions should ensure that new development is appropriate for its location. In doing so, they should identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

⁷⁷ CPRE (2007) *Intrusion Map: England, 2007*. Available: https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion_map_england_2007_1.pdf

⁷⁸ Jackson, S., Fuller, D., Dunsford, H., Mowbray, R., Hext, S., MacFarlane R. and Haggett, C. (2008). *Tranquillity Mapping: developing a robust methodology for planning support*. Available at: https://www.cpre.org.uk/wp-content/uploads/2019/11/tranquillity_mapping_developing_a_robust_methodology_for_planning_support.pdf

⁷⁹ CPRE (2007) *Intrusion Map: England, 2007*. Available: https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion_map_england_2007_1.pdf

⁸⁰ MHCLG (2019) *National Planning Policy Framework*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

C.7 Soils, Geology and Land-Use

C.7.1 Agricultural Land Classifications

National (UK & England): The Agricultural Land Classification system classifies land into five grades, with Grade 3 subdivided into Sub-grades 3a and 3b. The best and most versatile agricultural land is defined as Grades 1, 2 and 3a of the Agricultural Land Classification (ALC) system. As of 2012 it is estimated that of the farmland in England,⁸¹ Grades 1 and 2 together form about 21% of soils. The subgrade 3a also covers about 21% of farmland in England.

Regional (North West): The North West Regional Agricultural Land Classification map produced by Natural England shows the land classifications of the regions⁸². Grade 3 soils cover the highest proportion of the region, with large areas of Grade 5 also present.

Local (Plan Area): The Plan Area is largely Grade 3 land, predominately in the centre of the Plan Area, with smaller areas of Grade 4 and 5 towards the east and Grades 1 and 2 in the west. There are smaller areas of non-agricultural land and areas of urban land associated with towns and cities.

Explanatory Text and anticipated future trends: ALC uses a grading system to assess and compare the quality of agricultural land at national, regional and local levels. It assesses the potential for land to support different agricultural uses, such as growing crops for food. It does not consider the land's current use and intensity of use. Natural England has a statutory role in advising local planning authorities about land quality issues.

A combination of climate, site and soil characteristics and their unique interaction determines the limitation and grade of the land. These affect the:

- range of crops that can be grown;
- yield of crop;
- consistency of yield; and
- cost of producing the crop.

When considering development proposals that affect agricultural land, developers and LPAs should aim to protect the best and most versatile (BMV) agricultural land and soils in England from significant, inappropriate or unsustainable development proposals. BMV agricultural land is graded 1 to 3a. The highest grade goes to land that⁸³:

⁸¹ Natural England (2012) *Agricultural Land Classification: protecting the best and most versatile agricultural land (TIN049)*. Available:

<http://publications.naturalengland.org.uk/publication/35012>

⁸² Natural England (2010) *Agricultural Land Classification Map North West Region (ALC002)*.

Available: [Agricultural Land Classification map North West Region - ALC002](#)

⁸³ Natural England (2018) *Guide to assessing development proposals on agricultural land*.

Available: <https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land>

- gives the highest yield or output;
- has the widest range and versatility of use;
- produces the most consistent yield from a narrower range of crops; and
- requires less input.

There is **increased potential for development to occur in areas which would affect higher value agricultural land without a co-ordinated strategic approach to development and infrastructure in the region.**

Agricultural land classifications within the Plan Area are shown in **Appendix D.**

C.7.2 Geological SSSIs and RIGS

National (UK & England): There are over 4,120 SSSIs in England, covering about 1,102,439 ha. Of the total area covered 61.8% are in favourable or unfavourable recovering condition⁸⁴.

Regional (North West): There are 447 classified SSSI's in the North West region, this includes sites designated for both biological and geological reasons.

Local (Plan Area): There are 70 SSSIs within the Plan Area. However, it is important to note this figure includes sites designated for both biological and geological reasons.

Explanatory Text and anticipated future trends:

SSSIs represent the principal national designation for places of importance for biodiversity and geodiversity in the UK. The designation of areas as SSSIs attaches certain legal requirements to the management of these sites. In addition to designating areas as SSSIs when the land's wildlife is of special interest, Natural England will select and notify an area as a new SSSI when it believes the geology or landform is of special interest⁸⁵. At a national level the majority of SSSIs are in favourable or unfavourable recovering condition. In the North West Region the majority of SSSIs in favourable or unfavourable recovering condition. However, 20.5% of sites contain units that are in unfavourable condition which are reported to have not improved or are in decline from when previously reported on⁸⁶.

Geology in the North West Region is likely to face threats from development; human activities such as pollution, roads, disturbance, farming practices; loss of habitat; loss of food sources and a changing climate. **Without a co-ordinated strategic approach to development and infrastructure is likely to increase**

⁸⁴ Natural England (2024) Designated Sites View. Available: <https://designatedsites.naturalengland.org.uk/>.

⁸⁵ Natural England (2020) *Sites of special scientific interest*. Available: <https://www.gov.uk/guidance/protected-areas-sites-of-special-scientific-interest>

⁸⁶ Natural England (2016) *Designated Sites View*. Available: <https://designatedsites.naturalengland.org.uk/>

the potential for inappropriate greenfield development to occur which could increase pressures on SSSIs designated for their geological importance.

C.7.3 Contaminated Land

National (UK & England): As of 2024⁸⁷, there are 54 special sites of contaminated land in England. These are sites that due to specific land uses, past activities or water pollution are passed from the local council to the Environment Agency to regulate.

The National Planning Policy Framework places the onus with the developer and/or landowner for securing a safe land/development.

Regional (North West): Reporting/mapping is not freely available at this level however it is anticipated that EA Special Sites are present within the North West Region. There are also anticipated to be a number of brownfield sites. Such sites are likely to present a potential risk in respect of contaminated land.

Local (Plan Area): Reporting/mapping is not freely available at this level.

Explanatory Text and anticipated future trends:

Land is legally defined as ‘contaminated land’ where substances are causing or could cause:

- Significant harm to people, property or protected species;
- Significant pollution of surface waters (for example lakes and rivers) or groundwater; and
- Harm to people as a result of radioactivity.

Land may be contaminated by various substances including:

- Heavy metals such as arsenic, cadmium and lead;
- Oils and tars;
- Chemical substances and preparations, like solvents;
- Gases;
- Asbestos; and
- Radioactive substances.

Some types of contaminated land are classed as ‘special sites’, which are then regulated by the Environment Agency in England once a local council has decided that an area is a special site⁸⁸. The National Planning Policy Framework requires a risk assessment of land potentially affected by contamination and expects all investigations to be undertaken in accordance with established

⁸⁷ Environment Agency (2019) *Contaminated Land Special Sites*. Available: <https://data.gov.uk/dataset/e3770885-fc05-4813-9e60-42b03ec411cf/contaminated-land-special-sites>

⁸⁸ Environment Agency (2020) *Contaminated land*. Available at: <https://www.gov.uk/contaminated-land>

practices such as BS10175 (2002) ‘Code of Practice for the Investigation of Potentially Contaminated Sites’.

C.7.4 Green Belt

National (UK & England): As of 2024 the extent of land designated as Green Belt in England was estimated at 1,634,760 hectares, around 12.5% of the land area of England. Land designated as Green Belt in England is distributed around the following 16 urban cores (listed by largest area to smallest area):

- London;
- Merseyside and Greater Manchester;
- South and West Yorkshire;
- Birmingham;
- Tyne and Wear;
- Bath and Bristol;
- Derby and Nottingham;
- Stoke-on-Trent;
- Bournemouth, Christchurch and Poole;
- Oxford;
- York;
- Cambridge;
- Cheltenham and Gloucester;
- Blackpool;
- Camforth, Lancaster and Morecambe; and
- Burton-upon-Trent and Swadlincote.

Regional (North West): The North West region has the third highest percentage of its land designated as Green Belt with 251,630 hectares, accounting for 17.8% of its total land area.⁸⁹

Local (Plan Area): The Plan Area is intersected by three areas of Greenbelt (Merseyside and Greater Manchester; Blackpool; and Camforth, Lancaster and Morecambe), largely towards the south of the Plan Area.

Explanatory Text and anticipated future trends:

The National Planning Policy Framework attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by

⁸⁹ Department for Levelling Up, Housing & Communities (2024) *Local authority green belt: England 2023-24 - statistical release*. Available: [Local authority green belt: England 2023-24 - statistical release](https://www.gov.uk/statistical-release-local-authority-green-belt-england-2023-24) - GOV.UK

keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence⁹⁰.

Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

In 2022-23, 10 local authorities adopted new local plans or neighbourhood plans, with the result being a net increase of 870 hectares in the overall area of land designated as Green Belt compared to 31 March 2022⁹¹.

In spite of its strong protection through national planning policy Green Belt may come under pressure as areas are targeted for potential release and development in inappropriate locations as housing needs increase. There is **increased potential for Green Belt land that has not been identified as suitable for strategic growth to be subject to development without a co-ordinated strategic planning approach.**

The location of Green Belt within Plan Area is shown in **Appendix D.**

C.7.5 Geoparks

National (UK & England): There are currently three Geoparks in England, the English Riviera, located in the south of Devon in the south west, the North Pennines, between Cumbria and Northumberland in the north, and the Black Country located in the Midlands⁹².

Regional (North West): The North Pennines Geopark intersects the North West Region.

Local (Plan Area): There are no Geoparks within the Plan Area.

Explanatory Text and anticipated future trends:

⁹⁰ MHCLG (2020) *Local Authority Green Belt: England 2019-20*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916232/England_and_Green_Belt_Statistics_2019-20.pdf

⁹¹ Department for Levelling Up, Housing & Communities (2024) *Local authority green belt: England 2022-23 - statistical release*. Available: [Local authority green belt: England 2023-24 - statistical release - GOV.UK](https://www.gov.uk/government/statistics/local-authority-green-belt-england-2022-23-statistical-release)

⁹² United Kingdom National Commission for UNESCO (2017) *Global Geoparks*. Available: <http://www.unesco.org.uk/designation/geoparks/>

Geoparks are endorsed by UNESCO and are not designated under legislation. They are locally-led partnerships within areas of internationally significant geology that work to support sustainable economic development of the area, primarily through geological and eco-tourism **Error! Bookmark not defined..**

C.7.6 Open Green Space

National (UK & England): The NPPF⁹³ puts the onus on local planning authorities to prepare an authority-wide, evidence-based greenspace strategy that includes an assessment of current greenspace provision. It also suggests LPAs use Local Green Space (LGS) as a designation to provide special protection against development for green areas of particular importance.

Regional (North West): Reported at National and Local level only.

Local (Plan Area): There are approximately 3,600 Open Green spaces within the Plan area with the main typologies reflecting the regional typologies:

- Playing Field
- Religious Grounds
- Golf Course
- Other Sports Facility
- Play Space
- Allotments Or Community Growing Spaces
- Cemetery
- Public Park or Garden
- Tennis Court
- Bowling Green

Explanatory Text and anticipated future trends:

Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure, as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development⁹⁴.

⁹³ MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>

⁹⁴ MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>

Local authorities play a vital role in⁹⁵:

- providing new, good quality greenspace that is inclusive and equitable
- improving, maintaining and protecting existing greenspace
- increasing green infrastructure within public spaces and promoting healthy streets
- improving transport links, pathways and other means of access to greenspace, and providing imaginative routes linking areas of greenspace for active travel

Without a co-ordinated strategic approach to development and infrastructure, there is increased potential for planning decisions to result in inappropriate development, which could fragment existing networks of open space thereby reducing connectivity.

C.7.7 Existing and Consented Urban Areas

National (UK & England): N/A

Regional (North West): N/A

Local (Plan Area): The largest population centres across the Plan Area include Lancaster (52,660), Burnley (78,270), Preston (94,508), Blackburn (154,739) and Blackpool (141,036).⁹⁶

Explanatory Text and anticipated future trends:

As with the rest of the UK, Lancashire is anticipated to accommodate substantial amounts of development in the coming years as planned for in each of the local authority areas' adopted and emerging plans. The delivery of this development will allow for benefits to be achieved in terms of meeting local housing requirements and limiting residents' journey times to service and facilities and jobs, though may have implications in terms of cumulative effects on the environment.

⁹⁵ Public Health England (2020) *Improving access to greenspace – A new review for 2020*. Available:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf

⁹⁶

North West England (United Kingdom): Settlements in Counties and Unitary Districts - Population Statistics, Charts and Map

C.8 Water Quality and Resources

C.8.1 Water Framework Directive (WFD)

National (UK & England): In England, the quality status of water bodies assessed under the WFD in 2022 were⁹⁷:

Lakes:

- High – 10%
- Good – 22%
- Moderate – 55%
- Poor – 12%
- Bad – 1%

Rivers and Canals:

- High – 3%
- Good – 30%
- Moderate – 49%
- Poor – 16%
- Bad – 3%

Estuaries and Coastal:

- High – 21%
- Good – 55%
- Moderate – 23%
- Poor – 1%
- Bad – 1%

Regional (North West): In line with the WFD, River Basin Management Plans (RBMPs) are relevant for the North West Region and the status of waterbodies. Local government is involved in regulating, operating, influencing and undertaking projects in the river basin district (RBD) of the associated RBMP.

The river basin districts which make up the North West region are Dee, Humber, North West, Northumbria and Solway Tweed⁹⁸.

Local (Plan Area): The Plan Area is predominately with the North West RBD, with a small intersection with the Humber RBD in the east.

As of 2019 Cycle 3, the status of surface and groundwater water bodies in the RBDs are as follows:

⁹⁷ Joint Nature Conservation Committee (2024) *UK Biodiversity Indicators 2023 – B7. Surface water status*. Available: <https://hub.jncc.gov.uk/assets/b6dbbc22-235a-4664-8192-3a178d32ffde>

⁹⁸ Defra (2024) *Catchment Data Explorer*. Available: [England | Catchment Data Explorer](#)

Surface Waters (including lakes, coastal, estuarine and rivers, canals and surface water transfers) ecological status,

North West RBD totalling 599:

- High – 2
- Good – 130
- Moderate – 390
- Poor – 61
- Bad – 17

Humber RBD totalling 982:

- High – 0
- Good – 150
- Moderate – 646
- Poor – 159
- Bad – 27

Groundwaters (Chemical Status),

North West RBD totalling 18:

- Good – 8
- Poor – 10

Humber RBD totalling 51:

- Good – 25
- Poor – 26

Explanatory Text and anticipated future trends:

The EU WFD is transposed into UK law through the following regulations: The Water Environment (WFD) (England and Wales) Regulations 2017 for England and Wales; the Water Environment and Water Services (Scotland) Act 2003 (WEWS Act) and The Water Environment (WFD) Regulations (Northern Ireland) 2003) for Northern Ireland.

The purpose of the Directive is to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. Groundwater is an important natural resource that supports river flows as well as ecological diversity in rivers, lakes and wetlands. It is also available for use, across the United Kingdom, for water supply by abstraction from boreholes, wells and springs.

The number of waterbodies assessed each year varies and has decreased from 10,835 in 2009 to 9,291 in 2022. There have been variations in the overall number of water bodies awarded high or good surface water status between 2009 and 2022. Despite this 36% of surface water bodies assessed under the WFD in the

UK were in high or good status in 2022, which reflects no change from 36% of surface water bodies assessed in 2009⁹⁹.

As of 2015, the North West RBD¹⁰⁰ indicates that only 22% of its overall number of surface water bodies were at good or better overall status. This was predicted to increase to 25% by 2021, although this would still remain as a moderately lower percentage than the national average of 35%. In the Humber RBD this figure is 15% and was expected to increase to 17% by 2021.

RBMPs are prepared in line with the WFD to protect and improve the quality of our water environment. The RBMPs support the government's framework for the 25-year environment plan and will allow local communities to find more cost-effective ways to take action to further improve our water environment¹⁰¹.

As with most water bodies in England, there are a range of significant water management issues manifested in the North West RBD, with pollution from towns, cities and transport noted as being an issue for 13% of water bodies in this RBD. This includes Rainwater draining from roofs, roads and pavements carries pollutants, including grit, bacteria, oils, metals, vehicle emissions, detergent and road salt drains to surface water, including estuaries and coastal waters. Many homes and workplaces have 'misconnected' drains, meaning that dirty water often enters surface waters and groundwater rather than foul sewer drains. In the Humber RBD this figure is 16%.

New development can also result in increased discharge of waste water and this is noted as affecting 24% of water bodies in the North West RBD, and 38% in Humber RBD, with population growth recognised as putting increased pressure on the sewer network. The new development may also result in physical modifications to water bodies – an issue affecting 5% of water bodies in the North West RBD, and 42% in Humber RBD.

Without a coordinated approach to development and infrastructure there is increased potential for pollution to result at water bodies in the North West Region.

C.8.2 Drinking Water Safeguard Zones Source Protection Areas

National (UK & England): Drink Water Safeguard Zones (DWSZs) are designated in England for any raw water sources that are 'at risk' of deterioration which would result in the need for additional treatment. These zones are areas where the land use is causing pollution of the raw water. Similarly, parts of the country

⁹⁹ Joint Nature Conservation Committee (2019) *Surface Water Status – Datasheet*. Available: http://jncc.defra.gov.uk/docs/UKBI2015_DS_B7_Final2.xlsx

¹⁰⁰ DEFRA and Environment Agency (2015) *Water for life and livelihoods – Part 1: North West basin district River basin management plan*. Available: [North West RBD Part 1 river basin management plan.pdf](http://www.defra.gov.uk/nature/river-basin-management-plans-2015/north-west-basin-district-river-basin-management-plan.pdf)

¹⁰¹ DEFRA and Environment Agency (2019) *River basin management plans: 2015*. Available: <https://www.gov.uk/government/collections/river-basin-management-plans-2015>

at which there is increased risk of contamination to groundwater supplied from activities which might cause pollution are covered by Source Protection Zones (SPZs).

Regional (North West): There are approximately four groundwater DWSZ and 33 surface DWSZ within or intersecting the Plan Area.

There are several SPZs within the North West Region, predominately located towards the south:

- SPZ 1 – 162
- SPZ 1c – 1
- SPZ 2 – 119
- SPZ 2c – 4
- SPZ 3 – 47
- SPZ 3c – 0
- SPZ 4 – 0

Local (Plan Area): There 17 surface DWSZ within or intersecting the Plan Area. No groundwater DWSZ were identified within the Plan Area.

There are several SPZs throughout the Plan Area:

- SPZ 1 – 52
- SPZ 1c – 0
- SPZ 2 – 36
- SPZ 2c – 0
- SPZ 3 – 15
- SPZ 3c – 0
- SPZ 4 – 0

Explanatory Text and anticipated future trends:

DWSZs are designated by the Environment Agency for areas in which action is needed to address pollution so that extra treatment of raw water can be avoided. Furthermore, groundwater provides around a third of drinking water in England and maintains the flow in many of the waterbodies in the country. SPZs are also designated by the Environment Agency. These designations cover groundwater sources such as wells, boreholes and springs which are used for public drinking water supply.

Without a coordinated approach to development and infrastructure there is increased potential for pollution to occur in areas where there is a risk of contamination of drinking water resulting.

The location of Drinking Water Safeguard Zones and Source Protection Zones within the Plan Area are shown on **Appendix D**.

C.9 Resources and Waste

C.9.1 Authorised and Historic Landfill Sites

National (UK & England): In the UK, landfill tax is one of the key drivers to divert waste from landfill to ensure that the 2020 target of no more than 10.16 million tonnes of biodegradable municipal waste (BMA) to landfill and the 2035 target of no more than 10% of municipal waste to landfill¹⁰².

UK BMW sent to landfill has decreased to approximately 6.3 million tonnes in 2022 to around 6.7 million tonnes in 2021¹⁰³.

Regional (North West): In the North West 326,000 tonnes of waste (9.6% of total waste collected by local authorities) went to landfill in 2022/23. This figure is higher than the average of 7.2% for England¹⁰⁴.

Local (Plan Area): There are 61 permitted waste sites and 808 historic landfill sites within the Plan Area.

Explanatory Text and anticipated future trends:

The amount of BMW sent to landfill in the UK has fallen in recent years and it is expected that the country will meet targets for the reduction of waste by 2020. It is unlikely that providing new development in Lancashire will greatly influence the proportion of waste sent to landfill. This will more likely be influenced by the decisions of residents in the plan area (for example by recycling and composting) as well decisions made by the local authority.

C.9.2 Waste Facilities

National (UK & England): In 2013/14 there were 697 Household Recycling Centres (HRCs) located in England, with an average catchment radius of 4.8 miles and approximately 32,281 households per site. This shows the current average provision in terms of catchment radii was broadly in line with the National Assessment of Civic Amenity Sites recommendations of a maximum catchment radii of three miles in urban areas and seven miles in rural areas¹⁰⁵.

Regional (North West): The Regional Waste Strategy sets out the strategy for managing waste in the North West. It states that the changes needed are; the prevention of the production of waste, the introduction of appropriate collection

¹⁰² Defra (2021) *Waste Management Plan for England*. Available: <https://assets.publishing.service.gov.uk/media/60103f71d3bf7f05bc42d294/waste-management-plan-for-england-2021.pdf>

¹⁰³ Defra (2024) *UK Statistics on waste*. Available: <https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste>

¹⁰⁴ Defra (2024) *Statistics on waste managed by local authorities in England in 2022/23*. Available: <https://www.gov.uk/government/statistics/statistics-on-waste-managed-by-local-authorities-in-england-in-2022-23>

¹⁰⁵ Waste and Resources Action Programme (2018) *Household Waste and Recycling Centre Guide*. Available: https://www.wrap.org.uk/sites/files/wrap/HWRC_Guidance_2018_4.pdf

systems to facilitate recycling together with the provision of a framework to allow for the establishment of an adequate network of recovery, processing and residual treatment facilities and the provision of sufficient landfill capacity for final residues following recovery and treatment ¹⁰⁶.

Local (Plan Area): In Lancashire there are 16 HRCs, these are ¹⁰⁷:

- Altham
- Barnoldswick
- Burnley
- Burscough
- Carnforth
- Chorley
- Clitheroe
- Farington
- Fleetwood
- Garstang
- Haslingden
- Lancaster
- Longridge
- Lytham
- Preston
- Skelmersdale

Explanatory Text and anticipated future trends:

The provision of waste facilities in the Plan Area is outside of the scope of the LTP.

C.9.3 Energy / Fuel Use

National (UK & England): The total fuel used for electricity generation decreased by 12.4% in 2023 to 47.4 million tonnes of oil equivalent (Mtoe). This was driven by a 9.9% fall in UK generation due to increased electricity imports. The decrease in fuel used was greater than the drop in overall electricity generated due to growth in non-thermal renewables which do not incur conversion losses. Fuel used for electricity has fallen 37% in the last ten years.

Trends in fuel used broadly mirror those in electricity generation, with decreases in the amount of fossil fuel and nuclear fuel use, a small drop in bioenergy and increases in assumed fuel used by wind and solar generators. Gas continues to

¹⁰⁶ Lancashire Waste Partnership (2008) *Waste Management Strategy for Lancashire*. Available: <https://www.lancashire.gov.uk/media/347661/wmstrategy-1-.pdf>

¹⁰⁷ Lancashire County Council (2025) *Recycling centres*. Available: [Recycling centres - Lancashire County Council](#)

dominate the UK generation mix, with 17.7 Mtoe used in 2023, while coal use decreased to 0.9 Mtoe, the lowest value on the published data series¹⁰⁸.

Regional (North West): The installed capacity in the North West for renewable electricity generation in 2023 was 3,716.1 MW¹⁰⁹.

Local (Plan Area): The total installed capacity (MW) for the local authorities within the plan area for renewable electricity generation is 1,752.5 MW in 2023¹¹⁰.

Explanatory Text and anticipated future trends:

Electricity supply is driven by demand, as it is generated or imported as needed. In recent years, demand for electricity has decreased as energy efficiency measures have improved and increased in number. The total electricity demand comprises energy industry use, losses in transmission or distribution and final consumption by end users¹¹¹.

The main driver for the decrease shift in generation of coal and gas was an increase in the carbon price floor in April 2015, from £9 per tonne of CO₂ to £18 per tonne of CO₂. Since coal generation produces more than double the amount of carbon dioxide per GWh of electricity supplied than gas, this made generation from coal more expensive than gas.

The decline in fossil fuel generation was made possible by the substantial growth in renewable generation and this trend continued in 2019, although falling slightly to 2021. Low carbon generation consists of renewable and nuclear generation and the rise in renewables share of generation also drove an increase in the share of generation from low carbon sources.

The delivery of new development and infrastructure **may provide opportunities for the incorporation of new renewable schemes where this is deemed appropriate. If development is not provided in a strategic manner it is less likely that these types of opportunities will be achieved.**

C.9.4 Aggregates / Construction Materials

National (UK & England): Construction output is forecast to rise by 2.5% in 2025 and 3.8% in 2026 after falling by 2.9% in 2024. This anticipated increase follows

¹⁰⁸ DESNZ (2024) *Digest of UK Energy Statistics: electricity*. Available: [DUKES 2023 Chapter 5 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

¹⁰⁹ DESNZ (2024) *Regional Renewable Statistics*. Available: [Regional Renewable Statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

¹¹⁰ DESNZ (2024) *Regional Renewable Statistics*. Available: [Regional Renewable Statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

¹¹¹ DESNZ (2024) *Digest of UK Energy Statistics: electricity*. Available: [DUKES 2023 Chapter 5 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

a challenging last 18 months for the two largest construction sectors, private housing new build and repair, maintenance and improvement (rm&i)¹¹².

In the UK, seasonally adjusted sales of sand and gravel have consistently remained below levels typically seen before the recession of 2008 to 2009 and after recovering from the COVID-19 pandemic, from 2022 the general trend has been of a decline in sales¹¹³.

In contrast, after the 2008 to 2009 recession, seasonally adjusted sales of ready-mixed concrete recovered steadily since Quarter 2 2012, until the drop due to the Covid-19 pandemic and have been declining since 2021¹¹⁴.

Regional (North West): In 2024, 1,940 thousand tonnes of sand and gravel were sold in the North West¹¹⁵.

Local (Plan Area): Reported at national and regional level only.

Explanatory Text and anticipated future trends:

Aggregates are the most commonly used minerals in the UK and are essential to a modern economy. They provide the critical raw material for built development and other construction, manufacturing and the maintenance of infrastructure, through their use as concrete, mortar, finishes, roadstone, constructional fill and railway ballast.

There are three sources of supply of aggregates – primary, secondary and recycled. The majority of aggregate demand is met from primary sources. This involves extracting material directly from the ground and dredging from the sea floor. There are significant geographical imbalances in the occurrence of suitable natural aggregate resources and the areas where they are most needed.

Although the demand for construction materials is expected to fall in 2020 due to the impact of Covid-19, the long-term trend is an expected increase at a national level.

C.9.5 Sector Waste Statistics

National (UK & England): The official England ‘waste from households’ recycling rate was 43.1% in 2022, down 0.7% from 2021. The total amount of

¹¹² CPA (2024) *Press Release: CPA Releases Autumn Forecasts*. Available: <https://www.constructionproducts.org.uk/news-media-events/news/2024/october/press-release-cpa-releases-autumn-forecasts/>

¹¹³ Department for Business and Trade (2025) *Construction building materials: commentary December 2024*. Available: <https://www.gov.uk/government/statistics/building-materials-and-components-statistics-december-2024/construction-building-materials-commentary-december-2024>

¹¹⁴ Department for Business and Trade (2025) *Construction building materials: commentary December 2024*. Available: <https://www.gov.uk/government/statistics/building-materials-and-components-statistics-december-2024/construction-building-materials-commentary-december-2024>

¹¹⁵ Department for Business and Trade (2024) *Building materials and components statistics*. Available: [Building Materials and Components statistics - data.gov.uk](https://www.data.gov.uk/dataset/building-materials-and-components-statistics)

waste from households decreased from 23.1 million tonnes in 2021 to 21.5 million tonnes in 2022¹¹⁶.

In England in 2022/23 the management of all local authority collected waste was as follows **Error! Bookmark not defined.:**

- Landfill 7.2%
- Incineration 49.1%
- Recycled/Composted 40.7%
- Other 3.0%

Regional (North West): In the North West of England in 2022/23 the management of all local authority collected waste was as follows:

- Landfill 9.6%
- Incineration 42.3%
- Recycled/Composted 45.2%
- Other 2.9%

The North West had the third highest 'household waste' recycling rate in 2022/23 at 45.3%.

Local (Plan Area): In the Plan Area in 2022/23 the management of all local authority collected waste was as follows¹¹⁷:

Blackburn with Darwen Borough Council

- Landfill 1,502 tonnes
- Incineration 40,638 tonnes
- Recycled/Composted 16,079 tonnes
- Other 542 tonnes

Blackpool Borough Council

- Landfill 11,447 tonnes
- Incineration 23,577 tonnes
- Recycled/Composted 31,067 tonnes
- Other 3,390 tonnes

Lancashire County Council

- Landfill 202,388 tonnes
- Incineration 111,269 tonnes
- Recycled/Composted 254,067 tonnes
- Other 31,607 tonnes

Explanatory Text and anticipated future trends:

¹¹⁶ Defra (2023) *Local authority collected waste management – annual results 2022/23*.

Available: [Local authority collected waste management - annual results 2022/23 - GOV.UK](https://gov.uk/publications/local-authority-collected-waste-management-annual-results-2022-23)

¹¹⁷ Defra (2024) *ENV18 - Local authority collected waste: annual results tables 2022/23*.

Available: [Local authority collected waste management - annual results - GOV.UK](https://gov.uk/publications/local-authority-collected-waste-management-annual-results-2022-23)

In February 2019 the Government published a consultation on measures to increase recycling from households and businesses to support the achievement of a much higher 65% recycling rate for municipal waste by 2035. The Government is introducing measures for England to increase household recycling by requiring all local authorities to collect a consistent set of dry materials from households in England, to collect food waste separately from all households on a weekly basis; and to arrange for garden waste collection where necessary. Together, these will support the ability to meet commitments on recycling outlines in the Resources and Waste Strategy.

C.10 Communities – Population, Employment and Viability

C.11 Population and Locations of Major Settlements

National (UK & England): As of mid- 2023, England had an estimated population of 57,690,323. Of this approximately 42.6% were between 0-34 years old, 40.8% were between 35-64 years old and 18.7% were age 65 and over¹¹⁸.

By 2043, it is expected that the population of England will be approximately 61,744,100; an increase of 6.6%. The proportion of those aged 65 and over is due to increase by 26.8% by 2043, the largest increase for any age category.

Meanwhile, the proportion of those aged between 0-29 will increase by 1.1% and those aged 30-64 expected to decrease by 0.4% over the same period¹¹⁹.

The number of households in England is projected to increase by 1.6 million (7.1%) over the next 10 years, from 23.2 million in 2018 to 24.8 million in 2028¹²⁰. Growth in the number of households is fastest where the household reference person (HRP) is of older age; 64% of the total growth in households is accounted for by households where the HRP is aged 75 years or over. The number of people aged 75 years and over living on their own is projected to increase by 461,000 in the 10 years to 2028.

Regional (North West): As of mid-2023, the North West Region had a population estimated at 7,600,126. The number of households in the North West is projected to increase by 5.7% during 2018-2028, which is below the rate for England.¹²¹

Local (Plan Area): The population of Lancashire-14* in mid-2023 was predicted to be 1,570,373 with a population density of 512 people per sq km, which is higher than the England figure but lower than the North West average¹²². Blackpool had the highest population density of the Lancashire-14 area at 4,092 people per sq km and Ribble Valley the lowest with 111 people per sq km.

In the 12 months to mid-2023 the fastest growing local authority in the Lancashire-14 area was Preston and the slowest Rossendale. The population of Preston is only around 1,100 less than in Blackburn with Darwen and in future

¹¹⁸ ONS (2024) *Estimates for the Population for the UK, England, Wales, Scotland and Northern Ireland*. Available: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

¹¹⁹ ONS (2020) *Population Projections for Local Authorities, Table 2*. Available: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2>

¹²⁰ ONS (2020) *Household projections for England: 2018-based*. Available: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections>

¹²¹ ONS (2020) *Household projections for England: 2018-based*. Available: [Household projections for England - Office for National Statistics](https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections)

¹²² Lancashire County Council (2024) *Population and households*. Available: [Area and population density - Lancashire County Council](https://www.lancashire.gov.uk/area-and-population-density/)

years may overtake the unitary authority as the most populous district in the Lancashire-14 area.

*The Lancashire-14 is used to refer to the 12 local authorities that fall within the Lancashire County Council administrative boundary, along with the two additional unitary authorities of Blackburn with Darwen and Blackpool.

Explanatory Text and anticipated future trends:

Latest ONS figures for household projections in England show an indication of the future number of households in England and its regions and local authorities. **Error! Bookmark not defined..** These are used for planning in areas such as housing and social care. The latest household projections show a continued rise in the number of households in England, at a level closely in line with what was previously projected. There continues to be much variation across age groups, regions and household types. ONS project the majority of household growth over the next 10 years will be because of an increase in older households without dependent children, particularly those where the household reference person is aged 75 years and over. This shows the potential impact of an ageing population on future household formation.

The number of households in the North West is projected to increase by 5.7% between 2018 and 2028, which is the third smallest growth of the regions in England. This is an estimated increase from 3,121,000 in mid-2018 to 3,297,000 in mid-2028.

The North West Region is expected to see population growth in the coming years, with the proportion of residents of an older age increasing in line with the trend across much of England. Development across the plan area needs to be particularly considerate of this group in relation to the design of development and neighbourhoods as well as the accessibility of services and facilities. There will be a need to promote development which ensures the issue of isolation does not become more prevalent given the expected increase in the proportion of single person households among older people. Without a strategic approach to development it is less likely that these challenges will be comprehensively met.

C.11.1 Working Age Population

National (UK & England): As of 2021, the proportion of residents in the Great Britain of working age (16-64) was 62.9%, with similar levels reported for both males (63.3%) and females (62.6%)¹²³. A similar percentage of residents in England were of working age (63.0%) at the same time of reporting. The breakdown between males (63.3%) and females (62.7%) in England was also very similar¹²⁴.

¹²³ Nomis (2025) *Labour Market Profile: Great Britain*. Available: <https://www.nomisweb.co.uk/reports/lmp/qor/2092957699/report.aspx>

¹²⁴ Nomis (2025) *Labour Market Profile: England*. Available: <https://www.nomisweb.co.uk/reports/lmp/qor/2092957699/report.aspx>

Regional (North West): As of 2021, the proportion of residents in the North West of working age (16-64) was 62.5%, with similar levels reported for both males (62.8%) and females (62.2%)¹²⁵.

Local (Plan Area): As of 2021, the proportion of residents in Lancashire of working age (16-64) was 61.2%, with slightly higher levels reported for males (61.6%) than females (60.8%)¹²⁶.

In Blackpool the proportion of residents of working age was marginally higher at 61.7%, with 62.3% for men and 61.2% for females.

In Blackburn with Darwen the figure was slightly higher at 62.7% and 63.1% for males and 62.4% for females.

Explanatory Text and anticipated future trends:

See above relating to population change.

C.11.2 Unemployment

National (UK & England): From Sept 2024 to Nov 2024, approximately 4.4% of the economically active population were unemployed in Great Britain¹²⁷. During the same period the percentage of economically active people in England that were unemployed was almost same as the figure reported for Great Britain (4.5%)¹²⁸.

Regional (North West): From Sept 2024 to Nov 2024, approximately 4.2% of the economically active population were unemployed in the North West.¹²⁹

Local (Plan Area): From Sept 2024 to Nov 2024, approximately 2.9% of the economically active population were unemployed in Lancashire¹³⁰.

In Blackpool the figure was 4.6% and in Blackburn with Darwen it was 5.5%.

Explanatory Text and anticipated future trends:

Data from the ONS Labour Force Survey for September – November 2024 shows the redundancy rate increased on the quarter but is below pre-pandemic rates. The UK employment rate was estimated at 74.8% in September to November 2024. This is largely unchanged on a year ago, but down in the latest quarter.¹³¹

¹²⁵ Nomis (2025) *Labour Market Profile: North West*. Available: <https://www.nomisweb.co.uk/reports/lmp/qor/2013265922/report.aspx>

¹²⁶ Nomis (2025) *Labour Market Profile: Lancashire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1941962782/report.aspx>

¹²⁷ Nomis (2025) *Labour Market Profile: Great Britain*. Available: <https://www.nomisweb.co.uk/reports/lmp/qor/2092957699/report.aspx>

¹²⁸ Nomis (2025) *Labour Market Profile: England*. Available: <https://www.nomisweb.co.uk/reports/lmp/qor/2092957699/report.aspx>

¹²⁹ Nomis (2025) *Labour Market Profile: North West*. Available: <https://www.nomisweb.co.uk/reports/lmp/qor/2013265922/report.aspx>

¹³⁰ Nomis (2025) *Labour Market Profile: Lancashire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1941962782/report.aspx>

¹³¹ ONS (2025) *Labour market overview, UK: January 2025*. Available: [Labour market overview, UK - Office for National Statistics](#)

Without the strategic approach to development in the plan area the required development and infrastructure is less likely to be provided to encourage investment in areas where highest numbers of residents can benefit from new employment opportunities.

C.11.3 Economic Activity Rates

National (UK & England): From September 2024 to November 2024, 78.9% of the population were economically active in England. 75.2% of the economically active population were in employment. Of the 21.2% of the economically inactive population in England from Oct 2023 to Sep 2024, 27.2% were students, 27.3% were long-term sick and 19.0% were looking after family/home. **Error! Bookmark not defined..**

Regional (North West): From Sept 2024 to Nov 2024, 76.9% of the population were economically active in the North West. 73.7% of the economically active population were in employment. Of the 23.8% of the economically inactive population in the North West from Oct 2023 to Sep 2024, 23.7% were students, 32.5% were long-term sick and 17.9% were looking after family/home.¹³²

Local (Plan Area): From Sept 2024 to Nov 2024, 78.3% of the population were economically active in Lancashire. 76.0% of the economically active population were in employment. Of the 21.7% of the economically inactive population in Lancashire¹³³.

- 24.1% were students,
- 34.9% were long-term sick
- 16.8% were looking after family/home.

In Blackpool 69.2% of the population were economically active, with 65.3% of the economically active population in employment. Of the 30.8% of the economically inactive population:

- 12.2% were students,
- 46.0% were long-term sick
- 24.4% were looking after family/home.

In Blackburn with Darwen 69.4% of the population were economically active, with 66.3% of the economically active population in employment. Of the 30.6% of the economically inactive population:

- 24.8% were students,
- 31.3% were long-term sick
- 21.8% were looking after family/home.

¹³² Nomis (2025) *Labour Market Profile: North West*. Available: <https://www.nomisweb.co.uk/reports/lmp/gor/2013265922/report.aspx>

¹³³ Nomis (2025) *Labour Market Profile: Lancashire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1941962782/report.aspx>

Explanatory Text and anticipated future trends:

The North West and local authorities in the plan area have demonstrated slightly lower levels of economic activity than the national average in recent years. Of those who were reported to be economically inactive, this included a lower percentage of students than the national average for both the North West and local authorities in the plan area, particularly in Blackburn with Darwen.

Development in the region should aim to build on the rates of economic activity among the local population. Without a strategic approach to development and infrastructure in the plan area, it may prove more difficult to encourage further economic investment and to build on level of economic activity presently demonstrated in the region.

C.11.4 Deprivation

National (UK & England): The English Indices of Deprivation measure relative levels of deprivation in 32,844 small areas or neighbourhoods, called Lower-layer Super Output Areas, in England¹³⁴.

Overall, 88 per cent of neighbourhoods that are in the most deprived decile according to the Index of Multiple Deprivation 2019 (IMD2019) were also the most deprived according to the IMD2015.

Deprivation is dispersed across England. 61 per cent of local authority districts contain at least one of the most deprived neighbourhoods in England.

Middlesbrough, Liverpool, Knowsley, Kingston upon Hull and Manchester are the local authorities with the highest proportions of neighbourhoods among the most deprived in England. This is largely unchanged from the IMD2015.

Regional (North West): Reported and National and Local level only.

Local (Plan Area): With Rank 1 being most deprived, out of the 317 local authorities in England, the relevant local authorities rank as follows ¹³⁵:

- Burnley - 11th
 - Income – 20th
 - Employment – 9th
 - Education, Skills and Training – 22nd
 - Health and Disability – 6th
- Chorley – 192nd
 - Income – 186th
 - Employment – 159th

¹³⁴ MHCLG (2019) *The English Indices of Deprivation 2019 (IoD2019)* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/IoD2019_Statistical_Release.pdf

¹³⁵ MHCLG (2019) *IoD2019 Interactive Dashboard – Local Authority Focus*. Available: <https://app.powerbi.com/view?r=eyJrIjojOTdjYzIyNTMtMTcxNi00YmQ2LWI1YzgtMTUyYzYxMzQ2IiwidCI6ImJmMzQ2ODEwLTljN2Q0NDkZS1hODcyLTl0YTJiZjM5OTVhOCJ9>

- Education, Skills and Training – 228th
- Health and Disability – 103rd
- Fylde – 198th
 - Income – 188th
 - Employment – 121st
 - Education, Skills and Training – 248th
 - Health and Disability – 97th
- Hyndburn – 18th
 - Income – 37th
 - Employment – 23rd
 - Education, Skills and Training – 52nd
 - Health and Disability – 7th
- Lancaster – 122nd
 - Income – 131st
 - Employment – 129th
 - Education, Skills and Training – 180th
 - Health and Disability – 62nd
- Pendle – 36th
 - Income – 51st
 - Employment – 48th
 - Education, Skills and Training – 33rd
 - Health and Disability – 38th
- Preston – 46th
 - Income – 61st
 - Employment – 62nd
 - Education, Skills and Training – 120th
 - Health and Disability – 31st
- Ribble Valley – 282nd
 - Income – 295th
 - Employment – 256th
 - Education, Skills and Training – 303rd
 - Health and Disability – 209th
- Rossendale – 91st
 - Income – 80th
 - Employment – 56th
 - Education, Skills and Training – 133rd

- Health and Disability – 75th
- South Ribble – 210th
 - Income – 213th
 - Employment – 179th
 - Education, Skills and Training – 235th
 - Health and Disability – 116th
- West Lancashire – 178th
 - Income – 144th
 - Employment – 124th
 - Education, Skills and Training – 190th
 - Health and Disability – 130th
- Wyre – 147th
 - Income – 127th
 - Employment – 102nd
 - Education, Skills and Training – 181st
 - Health and Disability – 71st
- Blackburn with Darwen – 14th
 - Income – 18th
 - Employment – 18th
 - Education, Skills and Training – 29th
 - Health and Disability – 11th
- Blackpool – 1st
 - Income – 1st
 - Employment – 2nd
 - Education, Skills and Training – 8th
 - Health and Disability – 1st

Explanatory Text and anticipated future trends:

The Indices of Deprivation 2019¹³⁶ provide a set of relative measures of deprivation for small geographical areas (Lower-layer Super Output Areas) across England, based on seven different domains of deprivation:

- Income Deprivation
- Employment Deprivation
- Education, Skills and Training Deprivation
- Health Deprivation and Disability

¹³⁶ ONS (2019) *Regional economic activity by gross value added (balanced), UK: 1998 to 2017*. Available: [Regional economic activity by gross value added \(balanced\), UK - Office for National Statistics](#)

- Crime
- Barriers to Housing and Services
- Living Environment Deprivation

Each of these domains is based on a basket of indicators. As far as is possible, each indicator is based on data from the most recent time point available. A range of summary measures are available for higher-level geographies including Local Authority Districts and upper tier Local Authorities, Local Enterprise Partnerships, and Clinical Commissioning Groups. These summary measures are produced for the overall Index of Multiple Deprivation, each of the seven domains and the supplementary indices.

The plan area contains the Blackpool local authority which is the most deprived in England. Without the strategic approach to development in the plan area, opportunities to deliver development and infrastructure which can improve access to employment and the income of local people are less likely to be achieved.

C.11.5 Gross Value Added

National (UK & England): The Nominal Gross Value Added (GVA) per filled job (£) for the United Kingdom (including the off-shore contribution to GVA that cannot be assigned to any region) between 2016 and 2018 was reported as follows:

- 2016 - £53,788
- 2017 - £55,347
- 2018 - £56,387

Latest figures show that UK GVA, in chained volume measures, was estimated to have increased by 1.9% in 2017. Between 2016 and 2017, England increased by 2.0%, the highest increase of the four countries in the UK¹³⁷.

Regional (North West): In 2017 the total GVA in the North West was estimated to be £173,607 million, with an annual growth of 3.8%**Error! Bookmark not defined..**

Local (Plan Area): The GVA for each local authority in 2018 in £ million was the following¹³⁸:

- Blackburn with Darwen - 3,159
- Blackpool - 2,834
- Lancaster - 2,755

¹³⁷ ONS (2018) Regional economic activity by gross value added (balanced), UK: 1998 to 2017. Available: <https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017#england-was-the-fastest-growing-country-in-the-uk-in-2017>

¹³⁸ Population projections for local authorities: Table 2 - Office for National Statistics

- Wyre - 1,643
- Fylde - 2,129
- Preston - 4,470
- Ribble Valley - 1,588
- South Ribble - 3,688
- Burnley - 2,332
- Hyndburn - 1,510
- Pendle - 2,272
- Rossendale - 1,106
- Chorley - 2,076
- West Lancashire - 2,547

Explanatory Text and anticipated future trends:

GVA is a measure of the increase in the value of the economy due to the production of goods and services. The measure can be a useful way of comparing regions of different size, however, comparisons can be affected by commuting flows into or out of the region.

Development and infrastructure should be planned so that increases in value of the economy can be of benefit to all. Without a strategic approach to development and infrastructure to support future economic growth it is likely that some opportunities to secure this aim may not be realised.

C.12 Communities – Supporting Infrastructure

C.12.1 Location of Strategic Rail Links

National (UK & England):

The railway network in Great Britain comprises 2,578 stations, set across 15,846 km of tracks of which 38.0% is electrified. Despite seeing a 39.9% increase on the previous year, rail passenger journeys in 2022 to 2023 were still 20.4% lower than the peak, at 1.8 billion journeys in 2018 to 2019. In England in 2021, rail trips accounted for 2% of all trips. The distance travelled and the time spent travelling by rail increased in England in 2022 from the previous year but was still lower than 2019 due to the COVID-19 pandemic¹³⁹.

Regional (North West): Reported at National and Regional level only.

Local (Plan Area): There are number of rail links within the Plan Area connecting areas such as Lancaster, Preston and Wigan and Blackburn and Burnley.

Explanatory Text and anticipated future trends:

Before the Covid-19 pandemic, the use of public transport via rail in Great Britain had increased in recent years while reliance on bus services has decreased. In 2020-21, public transport was heavily impacted by the COVID-19 pandemic. At the lowest point in April and May 2020, passenger rail journeys were 96% less than an equivalent day in the previous year¹⁴⁰.

The provision of development and infrastructure in the plan area **provides an opportunity to strengthen the rail offer in the region and its viability, while encouraging use by residents. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected railway system for it to be successful.**

C.12.2 Location of Strategic Road Network (SRN)

National (UK & England): The SRN is 4,600 miles long in England and makes up 2.4% of the surfaced road network, but 20% of major road length¹⁴¹.

Regional (North West): The North West region has a 530 mile network from the city of Carlisle to the edges of the Peak District. It's one of the most diverse areas of motorways and major A-roads in the country.¹⁴²

¹³⁹ Department for Transport (2024) *Rail Factsheet: 2023*. Available: [Rail factsheet: 2023 - GOV.UK](#)

¹⁴⁰ Department for Transport (2024) *Rail Factsheet: 2023*. Available: [Rail factsheet: 2023 - GOV.UK](#)

¹⁴¹ Department for Transport (2024) *Road lengths in Great Britain: 2023*. Available: [Road lengths in Great Britain: 2023 - GOV.UK](#)

¹⁴² [North West - National Highways](#)

Local (Plan Area): Within the Plan Area, is the M6, M55, M58 and M65 Motorways as well as various single and dual carriageways. The main roads within the plan area include A59, A646 and A6.

Explanatory Text and anticipated future trends:

The SRN is a crucial part of the national transport system, with Department for Transport predicting traffic levels on the SRN to rise by 46% by 2040. The SRN in England consists of motorways and the most significant A-roads. It is managed by the Highways Agency, which is an executive agency of the Department for Transport. This network is a crucial part of England's infrastructure, and is especially important for businesses¹⁴³.

The provision of development and infrastructure in the plan area **provides an opportunity to not only to strengthen the SRN in the plan area to help limit congestion and support economic growth, but also to support the viability of public transport networks support. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected SRN and public transport network for it to be successful.**

C.12.3 Location of Airports

National (UK & England): In 2018 there were 50 airports across the UK. The UK currently has the biggest international aviation network in Europe and is the third largest in the world. The UK has direct connections to over 370 destination and more than 100 countries¹⁴⁴.

Regional (North West): There are eight airports within the North West Region¹⁴⁵:

- Manchester Airport
- Liverpool John Lennon Airport
- City Airport Manchester
- Barrow/Walney Island
- Blackpool Airport
- Carlisle Lake District Airport
- RAD Woodvale, Formby
- Warton Aerodrome, Preston

¹⁴³ House of Commons (2014) *Better Roads: Improving England's Strategic Road Network*. Available:

<https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf#:~:text=The%20Strategic%20Road%20Network%20%28SRN%29%20is%20a%20crucial,in%20Government%20policy%20over%20the%20past%20two%20decades>

¹⁴⁴ HM Government (2018) *Aviation 2050: The Future of UK Aviation*. Available:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf

¹⁴⁵ [The Big Map @ OurAirports](#)

Local (Plan Area):

There are two airports identified within the plan area:

- Warton Aerodrome, Preston
- Blackpool Airport

Explanatory Text and anticipated future trends:

The aviation industry plays an important role in the UK economy contributing at least £22 billion, along with over 230,000 jobs. Growth in this sector has been reflected by year on year increases in UK passenger numbers for the seven consecutive years up to 2018¹⁴⁶.

C.12.4 Digital Connectivity

National (UK & England): In the UK more properties can now access superfast broadband (as defined as download speeds of 30Mbit/s and above). In 2024, the proportion of the UK with access to superfast coverage has increased to 98% of UK premises and the take up has increased from 72% to 75%.

As of 2024, full-fibre broadband is available to 20.7 million premises (69%), a growth of 12% and 3.6 million additional premises since 2023¹⁴⁷.

Regional (North West): Reported at National and Local level only.

Local (Plan Area): The fixed broadband coverage of premises in 2024 by local authority as follows:¹⁴⁸

- Blackburn with Darwen
 - Full Fibre – 78.2%
 - Superfast – 99.1%
- Blackpool
 - Full Fibre – 55.3%
 - Superfast – 99.9%
- Lancashire County
 - Full Fibre – 82.0%
 - Superfast – 98.7%

Explanatory Text and anticipated future trends:

Standard, superfast and ultrafast denote different broadband speed categories

- Standard broadband has download speeds of less than 30Mbps;

¹⁴⁶ HM Government (2018) *The future of UK aviation*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769696/aviation-2050-print.pdf

¹⁴⁷ Ofcom (2024) *Connected Nations 2024 UK report*. Available: [Connected Nations UK report 2024](#)

¹⁴⁸ [Check UK Broadband Performance and Coverage Statistics](#)

- Superfast broadband has download speeds between 30Mbps and 300Mbps;
- Ultrafast broadband has download speeds of greater than 300Mbps;

Superfast broadband is available across much of the Plan Area. However, some areas do not benefit from access to the infrastructure necessary to allow for connections. **Without a strategic approach to development and infrastructure in the region, it is likely to prove more difficult to ensure that new residents have the choice of being able to access to ultrafast broadband and also to build on existing provisions.**

C.12.5 Electricity Network

National (UK & England): In the GB there are 14 licensed distribution networks, owned by six different groups, with each responsible for a regional distribution services area. The National Grid is responsible for the electricity transmission across England¹⁴⁹.

Regional (North West): Electricity North West is the main provider responsible for the electricity network in the North West region.¹⁵⁰

Local (Plan Area): Electricity North West is the main provider responsible for the electricity network in the Plan Area **Error! Bookmark not defined..**

Explanatory Text and anticipated future trends:

The electricity distribution networks, in the UK including those in the North West Region, carry electricity from the high voltage transmission grid to industrial, commercial and domestic users. This network is increasingly supplied by renewable sources, with d increasing output of Landfill gas and Solar PV.

C.12.6 Water Treatment Works and Sewage Treatment Works

National (UK & England): Reported at Local level only

Regional (North West): Reported at Local level only

Local (Plan Area): United Utilities provides the water for the North West, and therefore the plan area. They have completed a rebuild of the Blackburn WTW, which included a new transfer pipeline between Darwen and Blackburn and has seen the installation of a revolutionary wastewater treatment technology known as Nereda.¹⁵¹

Victorian sewer systems are particularly prevalent in the historic towns of East Lancashire, with higher proportions of sewer overflows. United Utilities are

¹⁴⁹ Energy Solutions (2025) *DNO – Distribution Network Operators*. Available: [DNO - Distribution Network Operators | Energy Solutions](#)

¹⁵⁰ [Who's my electricity network operator? – Energy Networks Association \(ENA\)](#)

¹⁵¹ United Utilities (2025) *Lancashire*. Available: [Lancashire | United Utilities](#)

investing to reduce the number of storm overflow spills to improve water quality and amenity along the rivers Ribble, Lune and Wyre.¹⁵²

Explanatory Text and anticipated future trends:

As with most areas of the UK, the existing Water Treatment Works and Sewage Treatment Works infrastructure in the Plan Area will be subject to capacity issues at the local level due to population growth and associated new development.

Development in the plan area will need to **respond to capacity issues in terms of these types of infrastructure. In some instances, development may need to support the delivery of new infrastructure where capacity issues emerge. Without a strategic approach to development, capacity issues in the region may prove more difficult to address in manner which benefits the highest number of residents in the plan area.**

C.12.7 Major Utilities (major gas mains, overhead lines etc.)

National (UK & England): There are currently eight gas terminals operating across the UK, seven of these are located in England and Wales along the west and east coast. National Grid is responsible for the transmission of gas across England. Currently there are four gas distribution networks across the UK¹⁵³.

Regional (North West): Northern Gas Networks and Cadent are responsible for the gas distribution network across the region.

Local (Plan Area): Cadent is responsible for the gas distribution network across the Plan Area.

Explanatory Text and anticipated future trends:

There are currently no gas terminals in the Plan Area. There are **areas of the Plan Area within which gas pipelines and overhead power lines are present to facilitate supply. Without a strategic approach to development it is less likely that development and new infrastructure is provided to complement the existing distribution of this infrastructure.**

¹⁵² United Utilities (2024) *Stronger, Greener, Healthier: Our plan for the North West*. Available: [31899-UU-Customer-Summary-Lancashire-300923.pdf](#)

¹⁵³ Energy Network Association (2024) *Gas Transmission Map*. Available: <https://www.energynetworks.org/operating-the-networks/whos-my-network-operator>

C.13 Communities – Health & Wellbeing

C.13.1 Population

International / National (UK & England): The population of the United Kingdom was estimated to be 68.3 million, of whom 57,690,300 live in England (2023 mid-year estimates)¹⁵⁴. This was an increase of 1.0% and 577,800 people from 2022. In mid-2023, the median age in England was 40.4 years, in Wales, it was 42.8. The median age of the combined England and Wales population was 40.5 years at mid-2023, marginally lower than 40.6 at mid-2022.

Overall, England had the highest population density of the four countries of the UK at mid-2023. However, this includes a wide variation within England, where the population density in the South West was 5,650 people per square kilometre (km) and the South West was 244 people per square km.

Regional (North West): As reported under *Population and Locations of Major Settlements*.

Local (Plan Area): The population of Lancashire-14* in mid-2023 was predicted to be 1,570,373 with 796,584 females and 773,789 males. It has a population density of 512 people per sq km¹⁵⁵.

Explanatory Text and anticipated future trends:

The population in the UK is measured through the Census. This provides an estimate of the overall population the UK and its distribution within countries and regions. The last Census was undertaken in 2021. The Office for National Statistics (ONS) also provides mid-year population estimates¹⁵⁶.

All four countries of the UK saw population increases in the period between mid-2022 and mid-2023. The population grew faster in England and in Wales (both 1.0%) than in Scotland (0.8%) or Northern Ireland (0.5%).¹⁵⁷

The number of people aged 65 years and over in the population continues to increase faster than the rest of the population. In England and Wales, the number of people aged 65 years and over increased from 9.2 million in 2011 to

¹⁵⁴ ONS (2022) *Population estimates for the UK, England, Wales, Scotland and Northern Ireland: mid-2021*. Available: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2021>

¹⁵⁵ Lancashire County Council (2024) *Population and households*. Available: [Area and population density - Lancashire County Council](#)

¹⁵⁶ ONS (2024) *Census*. Available: [Census - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/census)

¹⁵⁷ *Population estimates for the UK, England, Wales, Scotland and Northern Ireland - Office for National Statistics*

over 11 million in 2021 and the proportion of people aged 65 years and over rose from 16.4% to 18.6%¹⁵⁸.

The population of the UK increased by approximately 11.1 million (19.8%) during the last fifty years and by approximately 3.7 million (5.9%) during the last decade. Population growth in the latest decade was lower than the previous decade in all four UK countries.

For the UK as a whole, net international migration for the year to mid-2023 was an estimated 677,300 and for England it was an estimated 598,400.

The ONS notes that population growth between mid-2005 to mid-2018 has been high in comparison to historic patterns (0.67% 5-year average) however, this rate has been slowing - the slower growth in recent years is driven by a combination of both lower natural change (the balance between births and deaths) and lower net international migration.

C.13.2 Life Expectancy

International / National (UK & England): Life expectancy at birth in the UK in 2020 to 2022 was 78.6 years for males and 82.6 years for females. In England, life expectancy was 78.8 years for males and 82.8 years for females during the same period¹⁵⁹.

Regional (North West): Life expectancy at birth in the North West in 2020 to 2022 was 77.3 years for males and 81.3 years for females¹⁶⁰.

Local (Plan Area): Life expectancy at birth in Lancashire in 2020 to 2022 was 77.8 years for males and 81.8 years for females¹⁶¹. In Blackburn with Darwen it is 75.2 years for males and 80.0 years for females and in Blackpool 73.4 years for males and 79.0 years for females.

Explanatory Text and anticipated future trends:

Life expectancy (the number of years people are expected to spend in different health states among local authority areas in the UK) is measured by the Office for National Statistics (ONS).

In 2021 to 2023 life expectancy at birth is 26 weeks lower for males and 13 weeks lower for females, compared with 2017 to 2019, the last complete period before the start of the coronavirus (COVID-19) pandemic. In 2023, there were 581,363 deaths registered in England and Wales, which was an increase of 0.7%

¹⁵⁸ ONS (2023) *Profile of the older population living in England and Wales in 2021 and changes since 2011*. Available: [Profile of the older population living in England and Wales in 2021 and changes since 2011 - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/articles/profileoftheolderpopulationlivinginenglandandwalesin2021andchangesince2011/2023-01-27)

¹⁵⁹ ONS (2023) *National life tables – life expectancy in the UK: 2020 to 2022*. Available: [National life tables – life expectancy in the UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/articles/nationallifetableslifeexpectancyintheuk/2023-01-27)

¹⁶⁰ Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/data/local-authority-health-profiles)

¹⁶¹ Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/data/local-authority-health-profiles)

compared with 2022 (577,160 deaths). For the second year in a row, coronavirus (COVID-19) was not in the top five leading causes of death in England and Wales. Dementia and Alzheimers disease continued to be the top leading cause of death, accounting for 11.6% of all deaths registered. Following dementia and Alzheimers disease, the remaining leading causes of death in England and Wales were ischaemic heart diseases (57,895 deaths; 10.0% of all deaths, and a 2.5% decrease in deaths from 2022); chronic lower respiratory diseases (32,106 deaths; 5.5% of all deaths, and a 7.7% increase in deaths from 2022); cerebrovascular diseases (29,474 deaths; 5.1% of all deaths, and a 0.7% increase in deaths from 2022); malignant neoplasm of trachea, bronchus and lung (27,923 deaths; 4.8% of all deaths, and a 2.3% decrease in deaths from 2022); and influenza and pneumonia (24,240 deaths; 4.2% of all deaths, not a leading cause in 2022)¹⁶².

C.13.3 Disability Living Allowance & Other Benefits

International / National (UK & England): In December 2024 4.1% of people in England claimed out of work benefits.

In the year to Feb 2021, Jobseeker's Allowance increased by 57% to 260,000 claimants.

As of February 2019, 1,679,000 people are claiming Disability Living Allowance in England¹⁶³.

Regional (North West): In December 2024 4.5% of people in the North West claimed out of work benefits.

Local (Plan Area): In December 2024 4.0% of people in Lancashire claimed out of work benefits, 6.4% in Blackburn with Darwen and 6.1% in Blackpool.¹⁶⁴

Explanatory Text and anticipated future trends:

The number of people claiming Jobseeker's Allowance has decreased nationally from 430,000 in August 2017 to 360,000 in August 2018 due to the introduction of Universal Credit.

The number of people claiming Disability Living Allowance has also continued to decrease nationally from 2013.

¹⁶² ONS (2024) *Deaths registered in England and Wales: 2023*. Available: [Deaths registered in England and Wales - Office for National Statistics](#)

¹⁶³ Department for Work & Pensions (2020) DWP benefits statistical summary, August 2019. Available: <https://www.gov.uk/government/publications/dwp-benefits-statistics-august-2019/dwp-benefits-statistical-summary-august-2019>

¹⁶⁴ Nomis (2025) *Local authority health profile Labour market profile – Lancashire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1941962782/report.aspx#tabwab>

C.13.4 General Health

International / National (UK & England): The suicide rate in England (2021-2023) is recorded at 10.7 per 100,000 people.

11.6% of England's adult population (18+) in 2023 were classed as current smokers¹⁶⁵.

In 2021 to 2023 men in England live for around 61.5 years in good health, compared to women who live for around 61.9 years.¹⁶⁶

In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population in England was 8.85¹⁶⁷.

Regional (North West): The suicide rate in the North West region (2021-2023) is recorded at 13.3 per 100,000 people.

11.8% of the North West's adult population (18+) in 2023 were classed as current smokers.

Men in the North West live for around 59.1 years in good health, compared to women who live for around 59.9 years.

In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population in the North West was 10.81.

Local (Plan Area):

Lancashire

- The suicide rate is recorded at 14.2 per 100,000 people.
- 23.2% of the population are classed as current smokers¹⁶⁸.
- Men live for around 60.5 years in good health, compared to women who live for around 61.5 years
- In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population was 9.11.

Blackburn with Darwen

- The suicide rate is recorded at 12.0 per 100,000 people.
- 28.7% of the population are classed as current smokers.
- Men live for around 56.2 years in good health, compared to women who live for around 57.0 years

¹⁶⁵ Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](#)

¹⁶⁶ ONS (2024) *Healthy life expectancy in England and Wales: between 2011 to 2013 and 2021 to 2023*. Available: [Healthy life expectancy in England and Wales - Office for National Statistics](#)

¹⁶⁷ Public Health England (2023) *Opiate and crack cocaine use: prevalence estimates by local area*. Available: [Opiate and crack cocaine use: prevalence estimates by local area - GOV.UK \(www.gov.uk\)](#)

¹⁶⁸ Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](#)

- In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population was 18.84.

Blackpool

- The suicide rate is recorded at 16.7 per 100,000 people.
- 20.6% of the population are classed as current smokers.
- Men live for around 51.8 years in good health, compared to women who live for around 52.9 years
- In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population was 23.45.

Explanatory Text and anticipated future trends:

The suicide rate in the across the authorities in the Plan Area is worse than the national average. They also perform significantly worse than England and the North West in relation to smoking prevalence and worse than England good health years. Blackpool and Blackburn with Darwen also has significantly higher proportions of the population who are opiate/crack users.

C.13.5 Specific Health Indicators – Obesity, Cancer etc.

International / National (UK & England): In 2022 to 2023, 64.0% of adults aged 18 years and over in England were estimated to be overweight or living with obesity. This was a slight increase from 2021 to 2022 (63.8%)¹⁶⁹.

Prevalence of obesity in Year 6 children in England (2023/24) is 22.1%

The under 75 mortality rate from cancer (2023) in England is 120.8 per 100,000 people.

The under 75 mortality rate from cardiovascular diseases (2023) in England is 77.4 per 100,000 people.

Regional (North West): The percentage of adults (aged 18 and over) classified as overweight or obese in the North West region (2022/23) is 66.5%.

Prevalence of obesity in Year 6 children in the South West (2023/24) is 23.3%.

The under 75 mortality rate from cancer (2023) in the North West is 134.5 per 100,000 people.

The under 75 mortality rate from cardiovascular diseases (2023) in the North West is 93.8 per 100,000 people.

Local (Plan Area):

Lancashire:

- The percentage of adults (aged 18 and over) classified as overweight or obese is 65.7%.

¹⁶⁹ Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://phe.org.uk/data/local-authority-health-profiles)

- Prevalence of obesity in Year 6 children is 21.0%.
- The under 75 mortality rate from cancer is 130.0 per 100,000 people.
- The under 75 mortality rate from cardiovascular diseases is 91.8 per 100,000 people.

Blackburn with Darwen

- The percentage of adults (aged 18 and over) classified as overweight or obese is 60.9%.
- Prevalence of obesity in Year 6 children is 24.4%.
- The under 75 mortality rate from cancer is 154.0 per 100,000 people.
- The under 75 mortality rate from cardiovascular diseases is 102.1 per 100,000 people.

Blackpool

- The percentage of adults (aged 18 and over) classified as overweight or obese is 72.1%.
- Prevalence of obesity in Year 6 children is 26.2%.
- The under 75 mortality rate from cancer is 182.4 per 100,000 people.
- The under 75 mortality rate from cardiovascular diseases is 136.2 per 100,000 people.

Explanatory Text and anticipated future trends:

Data on specific health indicators has been collected by Public Health England for each local authority. The Local Authority Health Profiles provide an overview of health for each local authority in England. They pull together existing information in one place and contain data on a range of indicators for local populations, highlighting issues that can affect health in each locality. The plan area is generally more obese and overweight compared to the National and regional average, Child obesity is also generally higher in the plan area compared to the national average.

The mortality rate from cancer in under 75-year olds generally higher in the Plan Area compared to the North West region and the national average. This trend is also seen when referring to cardiovascular diseases.

C.13.6 Musculoskeletal Health

International / National (UK & England): In England in 2023, 18.4% of the population reported a long term Musculoskeletal (MSK) problem. This figure has shown worsening from the previous time period.¹⁷⁰

Regional (North West): In the North West in 2023, 20.6% of the population reported a long term Musculoskeletal (MSK) problem.

¹⁷⁰ Office for Health Improvements and Disparities (2024) *Musculoskeletal health: local profiles*. Available: [Musculoskeletal Conditions - Data - OHID \(phe.org.uk\)](https://musculoskeletalconditions.org.uk/data)

Local (Plan Area): In Lancashire in 2023, 21.0% of the population reported a long term Musculoskeletal (MSK) problem, in Blackburn with Darwen this was 18.0% and 27.5% in Blackpool.¹⁷¹

Explanatory Text and anticipated future trends:

The term Musculoskeletal Conditions (MSK) encompasses well over 200 disorders affecting bones, muscles and soft tissues and also includes musculoskeletal injuries due to sports, workplace accidents and trauma related to external causes such as falls and road traffic accidents.

A growing level of obesity coupled with low levels of physical activity are storing up potential problems for future generations. Falls are the largest cause of emergency hospital admission amongst older people nationally and a significant determining factor in a permanent move into nursing or residential care. With some MSK conditions associated with lifestyle factors such as obesity and lack of physical activity, a preventative approach may also be possible with sub-clinical groups.¹⁷²

C.13.7 Respiratory Health

International / National (UK & England): In 2023 in England, mortality rate for respiratory disease was 142 deaths per 100,000 population for men and 101 per 100,000 for women.¹⁷³

In 2023 the under 75 mortality rate from respiratory disease in England was 33.7 per 100,000.¹⁷⁴

The number of emergency hospital admissions from respiratory diseases in 2023/23 is increasing and getting worse, as is the mortality rate from COPD in 2023. The mortality rate for pneumonia in 2020 is also increasing and getting worse.¹⁷⁵

Regional (North West): The North West of England had the highest mortality from respiratory diseases for men at roughly 169 per 100,000 in 2023.

In 2023 the under 75 mortality rate from respiratory disease in the North West was 46.0 per 100,000.

¹⁷¹ Office for Health Improvements and Disparities (2024) *Musculoskeletal health: local profiles*. Available: <https://fingertips.phe.org.uk/profile/msk/data#page/1/qid/1938133186/pat/6/ati/502/are/E10000017/iid/93377/age/164/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

¹⁷² Bristol City Council (2023) *JSNA Health and Wellbeing Profile 2023/24*. Available: [JSNA - Falls \(bristol.gov.uk\)](https://www.bristol.gov.uk/jsna)

¹⁷³ Statista (2024) *Respiratory disease in the United Kingdom (UK) - Statistics & Facts*. Available: [Respiratory disease in the United Kingdom \(UK\) - Statistics & Facts | Statista](https://www.statista.com/statistics/1111111/respiratory-disease-in-the-united-kingdom/)

¹⁷⁴ Office for Health Improvements and Disparities (2025) *Respiratory Disease Lancashire*. Available: [Respiratory disease - Data | Fingertips | Department of Health and Social Care](https://www.fingertips.org.uk/departments/health-and-social-care/respiratory-disease-data)

¹⁷⁵ Office for Health Improvements and Disparities (2024) *Respiratory Disease England*. Available: [Inhale - Interactive Health Atlas of Lung conditions in England - Data - OHID \(phe.org.uk\)](https://www.inhale.org.uk/)

Local (Plan Area): In 2023 the under 75 mortality rate from respiratory disease in Lancashire was 43.8 per 100,000, in Blackburn with Darwen it was 59.6 and in Blackpool it was 82.4.

Explanatory Text and anticipated future trends:

Respiratory disease affects one in five people and is the third biggest cause of death in England. Lung cancer, pneumonia and chronic obstructive pulmonary disease (COPD) are the biggest causes of death. Respiratory diseases are a major factor in winter pressures faced by the NHS; most respiratory admissions are non-elective and during the winter period these double in number. Incidence and mortality rates from respiratory disease are higher in disadvantaged groups and areas of social deprivation, with the gap widening and leading to worse health outcomes. The most deprived communities have a higher incidence of smoking rates, exposure to higher levels of air pollution, poor housing conditions and exposure to occupational hazards.¹⁷⁶

C.13.8 Physical Activity including Walking & Cycling

International / National (UK & England): In the year to November 2023, 63.4% of people in England aged 16 and over were ‘physically active’ – they did 150 minutes or more of moderate intensity physical activity a week, 10.9% were ‘fairly active’ (30-149 minutes of moderate intensity physical activity a week) and 25.7% were ‘inactive’ (less than an average of 30 minutes of moderate intensity physical activity a week)¹⁷⁷.

In England in 2023, 14.7% of adults cycle once per month and 10.1% once per week.

In England 76.5% of adults walk once per month and 69.1% once per week, 43.4% three times a week and 31.8% five times a week.¹⁷⁸

Regional (North West): From Nov 2022-Nov 2023, 62.1% of the population in the North West of England was classed as physically active, 10.8% as fairly active and 27.1% as inactive.

In North West in 2023, 12.0% of adults cycle once per month and 8.0% once per week.

In North, 75.0% of adults walk once per month and 67.5% once per week.

Local (Plan Area): From Nov 2022-Nov 2023¹⁷⁹:

Lancashire

¹⁷⁶ NHS England (2024) *Respiratory Disease*. Available: [NHS England » Respiratory disease](#)

¹⁷⁷ Sport England (2024) *Active Lives Adult Survey November 2022-23 Report*. Available: [Active Lives Adult Survey November 2022-23 Report](#)

¹⁷⁸ Department for Transport (2023) *Participation in walking and cycling (local authority rates)*. Available: <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

¹⁷⁹ Sport England (2024) *Active Lives data tables*. Available: [Active Lives data tables | Sport England](#)

- 26.6% were inactive
- 11.4% were fairly active
- 62.0% were active
- 12.1% cycle at least once per month
- 8.0% cycle at least once per week
- 75.8% walk at least once per month
- 68.4% walk at least once per week

Blackburn with Darwen

- 31.4% were inactive
- 10.4% were fairly active
- 58.3% were active
- 7.6% cycle at least once per month
- 65.1% walk at least once per month
- 55.9% walk at least once per week

Blackpool

- 33.3% were inactive
- 11.9% were fairly active
- 54.8% were active
- 8.8% cycle at least once per month
- 72.7% walk at least once per month
- 66.7% walk at least once per week

Explanatory Text and anticipated future trends:

National walking and cycling data are collected and based on the National Travel Survey and the Active Lives Survey. The Active Lives survey measures sport and physical activity across England. It has been running since November 2015 and replaces the Active People Survey.

The proportion of adults being active and participating in physical activity in England has remained stable over the 2022-2023 period, with the lower activity levels across 2019-20 and 2020-21 coinciding with restrictions imposed during the coronavirus pandemic. Authorities within the plan area were less active than the National average.

As new development occurs in the plan area opportunities to encourage physical activity among residents including the uptake of more active modes of transport in the plan area are likely to emerge. **This may include through the incorporation of open space which could serve a large number of residents or the appropriate integration of new active transport routes. It is expected that without a more strategic approach to development in the plan area these opportunities are less likely to be achieved.**

C.13.9 Crime & Safety

International / National (UK & England): Year ending Sept 2024 data illustrates that the total recorded crime (excluding fraud) was 87.0 per 1,000 of the population of England. Violence against the person had the highest rate at 32.0 per 1,000 population, followed by theft offences at 29.5 per 1,000¹⁸⁰.

In 2023, there were 109,316 reported road collisions in the UK, of which 1,588 were fatal.¹⁸¹

Regional (North West): In the North West region in the year ending Sept 2024, 94.1 crimes per 1,000 of the population were recorded. Of these, violence against the person was most responsible with 38.3 per 1,000, followed by theft offences which recorded a rate of 24.7 per 1,000.

In 2023, there were 9,818 reported road collisions in the North West, of which 150 were fatal.

Local (Plan Area): In the Lancashire Police Force Area in the year ending Sept 2024, 84.3 crimes per 1,000 of the population were recorded. Of these, violence against the person was most responsible with 35.3 per 1,000, followed by theft offences which recorded a rate of 25.0 per 1,000.

In 2023, there were 2,762 reported road collisions in Lancashire, of which 35 were fatal.

Explanatory Text and anticipated future trends:

Crime against individuals and households has generally decreased over the last 10 years with some notable exceptions, such as sexual assault. The latest Crime Survey for England and Wales (CSEW) estimated 9.5 million incidents of headline crime (which includes theft, robbery, criminal damage, fraud, computer misuse, and violence with or without injury) in the survey year ending (YE) September 2024. This was 12% higher than last year's survey (8.5 million incidents in YE September 2023), mainly because of a 19% rise in fraud (to around 3.9 million incidents)¹⁸².

¹⁸⁰ ONS (2024) Crime in England and Wales: Police Force Area data tables. Available: [Crime in England and Wales: Police Force Area data tables - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/crime-in-england-and-wales/police-force-area-data-tables)

¹⁸¹ Department for Transport (2023) *Reported road collisions, vehicles and casualties tables for Great Britain*. Available: <https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents#table-ras10014>

¹⁸² [Crime in England and Wales - Office for National Statistics](https://ons.gov.uk/crime-in-england-and-wales)

C.14 Review of Transport Related Social Exclusion within Plan Area

Local Authority District	Local Authority District TRSE Summary
Blackburn with Darwen	<p data-bbox="544 456 1347 645">In Blackburn with Darwen, 49,344 (33.0%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 54 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:</p> <ul data-bbox="563 667 1126 757" style="list-style-type: none"> • Access challenges: 168 out of 296 • Vulnerability challenges: 12 out of 296 <p data-bbox="544 835 1358 902">The risk level for Blackburn with Darwen varies between the different elements of TRSE:</p> <ul data-bbox="563 931 991 1133" style="list-style-type: none"> • Employment: 26 out of 296 • Education 211 out of 296 • Health: 109 out of 296 • Basic services: 22 out of 296 <p data-bbox="544 1211 1362 1323">The risk level also varies across different neighbourhoods in Blackburn with Darwen. This varies from 5% to 48% of the maximum risk level for any neighbourhood in England.</p>
Blackpool	<p data-bbox="544 1357 1347 1545">In Blackpool, 91,395 (65.5%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 10 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:</p> <ul data-bbox="563 1568 1107 1657" style="list-style-type: none"> • Access challenges: 125 out of 296 • Vulnerability challenges: 1 out of 296 <p data-bbox="544 1736 1302 1803">The risk level for Blackpool varies between the different elements of TRSE:</p> <ul data-bbox="563 1832 951 1977" style="list-style-type: none"> • Employment: 8 out of 296 • Education: 4 out of 296 • Health: 40 out of 296

-
- Basic services: 9 out of 296

The risk level also varies across different neighbourhoods in Blackpool. This varies from **14% to 70%** of the maximum risk level for any neighbourhood in England.

Burnley

In Burnley, 19,125 (21.5%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 93 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 196 out of 296
- Vulnerability challenges: 8 out of 296

The risk level for Burnley varies between the different elements of TRSE:

- Employment: 61 out of 296
- Education: 26 out of 296
- Health: 98 out of 296
- Basic services: 85 out of 296

The risk level also varies across different neighbourhoods in Burnley. This varies from 11% to 45% of the maximum risk level for any neighbourhood in England.

Chorley

In Chorley, 35,052 (29.7%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 62 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 112 out of 296
- Vulnerability challenges: 174 out of 296

The risk level for Chorley varies between the different elements of TRSE:

- Employment: 77 out of 296
 - Education: 68 out of 296
-

-
- Health: 256 out of 296
 - Basic services: 131 out of 296

The risk level also varies across different neighbourhoods in Chorley. This varies from 4% to 44% of the maximum risk level for any neighbourhood in England.

Fylde

In Fylde, 22,051 (27.3%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 69 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 109 out of 296
- Vulnerability challenges: 183 out of 296

The risk level for Fylde varies between the different elements of TRSE:

- Employment: 83 out of 296
- Education: 45 out of 296
- Health: 41 out of 296
- Basic services: 192 out of 296

The risk level also varies across different neighbourhoods in Fylde. This varies from 4% to 73% of the maximum risk level for any neighbourhood in England

Hyndburn

In Hyndburn, 59,802 (73.8%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 6 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 116 out of 296
- Vulnerability challenges: 25 out of 296

The risk level for Hyndburn varies between the different elements of TRSE:

- Employment: 7 out of 296
-

-
- Education: 98 out of 296
 - Health: 8 out of 296
 - Basic services: 51 out of 296

The risk level also varies across different neighbourhoods in Hyndburn. This varies from **10% to 61%** of the maximum risk level for any neighbourhood in England

Lancaster

In Lancaster, 19,799 (13.6%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 152 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 171 out of 296
- Vulnerability challenges: 109 out of 296

The risk level for Lancaster varies between the different elements of TRSE:

- Employment: 96 out of 296
- Education: 111 out of 296
- Health: 229 out of 296
- Basic services: 203 out of 296

The risk level also varies across different neighbourhoods in Lancaster. This varies from **4% to 45%** of the maximum risk level for any neighbourhood in England

Pendle

In Pendle, 35,949 (39.0%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 36 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 155 out of 296
- Vulnerability challenges: 49 out of 296

The risk level for Pendle varies between the different elements of TRSE:

-
- Employment: 23 out of 296
 - Education: 51 out of 296
 - Health: 139 out of 296
 - Basic services: 263 out of 296

The risk level also varies across different neighbourhoods in Pendle. This varies from 4% to 44% of the maximum risk level for any neighbourhood in England.

Preston

In Preston, 14,463 (10.1%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 188 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 234 out of 296
- Vulnerability challenges: 47 out of 296

The risk level for Preston varies between the different elements of TRSE:

- Employment: 283 out of 296
- Education: 176 out of 296
- Health: 261 out of 296
- Basic services: 23 out of 296

The risk level also varies across different neighbourhoods in Preston. This varies from **5% to 44%** of the maximum risk level for any neighbourhood in England.

Ribble Valley

In Ribble Valley, 5,226 (8.6%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 198 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 54 out of 296
 - Vulnerability challenges: 281 out of 296
-

The risk level for Ribble Valley varies between the different elements of TRSE:

- Employment: 203 out of 296
- Education: 234 out of 296
- Health: 230 out of 296
- Basic services: 290 out of 296

The risk level also varies across different neighbourhoods in Ribble Valley. This varies from 2% to 45% of the maximum risk level for any neighbourhood in England.

Rossendale

In Rossendale, 37,147 (52.0%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 23 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 119 out of 296
- Vulnerability challenges: 96 out of 296

The risk level for Rossendale varies between the different elements of TRSE:

- Employment: 17 out of 296
- Education: 18 out of 296
- Health: 69 out of 296
- Basic services: 221 out of 296

The risk level also varies across different neighbourhoods in Rossendale. This varies from 4% to 59% of the maximum risk level for any neighbourhood in England.

South Ribble

In South Ribble, 12,733 (11.5%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 172 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 188 out of 296
 - Vulnerability challenges: 189 out of 296
-

The risk level for South Ribble varies between the different elements of TRSE:

- Employment: 211 out of 296
- Education: 148 out of 296
- Health: 79 out of 296
- Basic services: 151 out of 296

The risk level also varies across different neighbourhoods in South Ribble. This varies from 4% to 45% of the maximum risk level for any neighbourhood in England.

West Lancashire

In West Lancashire, 28,718 (25.1%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 74 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 126 out of 296
- Vulnerability challenges: 149 out of 296

The risk level for West Lancashire varies between the different elements of TRSE:

- Employment: 110 out of 296
- Education: 82 out of 296
- Health: 131 out of 296
- Basic services: 134 out of 296

The risk level also varies across different neighbourhoods in West Lancashire. This varies from **5% to 44%** of the maximum risk level for any neighbourhood in England.

Wyre

In Wyre, 39,911 (35.6%) residents live in neighbourhoods with a nationally high risk of TRSE, compared with 18% of residents across England. This area ranks 50 out of 296 Local Authority Districts for the overall level of TRSE risk. Underlying this, this area ranks:

- Access challenges: 71 out of 296
-

-
- Vulnerability challenges: 124 out of 296

The risk level for Wyre varies between the different elements of TRSE:

- Employment: 19 out of 296
- Education: 27 out of 296
- Health: 34 out of 296
- Basic services: 153 out of 296

The risk level also varies across different neighbourhoods in Wyre. This varies from **7% to 88%** of the maximum risk level for any neighbourhood in England.

Appendix D Baseline Figures

Note that the Appendix D Baseline Figures can be provided upon request. Please email localtransportplan@lancashire-cca.gov.uk.

Appendix E Assessment of LTP Policies

Abbreviation	Definition
Mag	Magnitude
Scale	Geographic Extent
Dur	Duration
T/P	Temporary / Permanent
Cert	Certainty
ST	Short Term
MT	Medium Term
LT	Long Term
Sm	Summary assessment

Effects

Mag	Scale	Dur	T/P	Cert
✓✓	Local	ST-MT	Temp	Low
✓	Local-Reg	ST-LT	Perm	Med
x	Reg/Nat	MT-LT		High
xx		ST		
		MT		
		LT		

Assessment

Scale	Category
-------	----------

+++	Large beneficial
++	Moderate beneficial
+	Slight beneficial
0	Neutral
-	Slight adverse
--	Moderate adverse
---	Strong adverse
?	Uncertain
+/-	Combination of beneficial and adverse

E.1 Connecting Lancashire

These policies concern realising Lancashire's economic potential through better connecting residents with jobs, education and training; businesses to markets and supply chains; and unlocking strategic development across the sub-region.

Outlined in the LTP Core strategy are the following policies which set the context of the overarching Workstream:

- Enable the delivery of strategic growth sites
- Transform east / west public transport through the Central Belt
- Improve public transport connections with neighbouring regions
- Improve reliability of strategic and major roads for all modes of transport
- Explore new or expanded heavy rail and mass transit networks
- Improve high-speed broadband, especially in rural areas

The Core Strategy notes that through improving connectivity, the CCA can reduce costs to businesses, increase businesses' ability to attract talent, and accelerate the spread of innovations between businesses. Investing in transport infrastructure is noted to support growth in business space, housing, and improve access to job opportunities, unlocking the delivery of growth sites.

The Core Strategy recognises that by improving connections across the area, particularly through public transport, the CCA will increase productivity across Lancashire through more reliable journeys for businesses and widening labour markets for skilled workers. Investment in wider pan-north transport links with neighbouring regions will also support growth across the wider region.

E.2 ISA Objectives

ISA Objective: 1. Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+
					--	--	--	--

Commentary: Enabling the delivery of strategic growth sites can be aligned with biodiversity goals if these sites incorporate green spaces, wildlife corridors, and sustainable development practices that enhance local ecosystems. Transforming east/west public transport and improving connections with neighbouring regions can reduce reliance on private vehicles, thereby lowering emissions, and reducing deposition of pollutants on sensitive habitats. New infrastructure development has nevertheless, depending upon the location, the potential to result in the loss of biodiversity, introduce fragmentation of habitats and increase pressures and disturbance on vulnerable species and habitats.

It is anticipated that effects would be a combination of slight beneficial and potentially moderate adverse from the short through to the long term.

Mitigation Measures: N/A

Recommendations: In respect of new infrastructure, the workstream could include specific measures to protect and enhance biodiversity, such as integrating green infrastructure, promoting native vegetation, and ensuring that development projects contribute to Biodiversity Net Gain. Areas of valuable habitat should be avoided where possible.

ISA Objective: 2. Protect and enhance sites designated for their international importance for nature conservation purposes

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm

✓	Local	LT	Perm	Low	+	+	+	+
					--	--	--	--

Commentary:

While by making a shift to more sustainable modes easier and more attractive for people, as well as increased digital connectivity, may reduce overall traffic levels and therefore disturbance, as well as pollution deposition, new infrastructure development such as road upgrades and junction improvements have the potential to impact directly (encroachment) and indirectly on sites designated for nature conservation.

It is anticipated that effects would be a combination of slight beneficial and potentially moderate adverse from the short through to the long term.

Mitigation Measures: N/A

Recommendations: Ensure sites designated for nature conservation are not directly or indirectly impacted by infrastructure improvements.

ISA Objective: 3. Protect and improve air quality

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+
					--	--	--	--

Commentary:

There are a number of elements which will likely help to protect and improve air quality by making a shift to more sustainable modes easier and more attractive for people. These include better (more inclusive and accessible) facilities, connected footpaths and cycleways and new and more frequent connections. There will also be increased digital connectivity which will reduce the need to travel.

However, there are also elements which are likely to have implications for air quality, in both construction and operation. Note is made of targeted infrastructure improvements to help deliver key development sites and to improve road infrastructure. While this can help to relieve congestion, or facilitate new development, it can also make continued use of the private car attractive, thereby ensuring continued pollution from road vehicles.

It is anticipated that effects would be a combination of slight beneficial and potentially moderate adverse from the short through to the long term.

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective: 4. Reduce the impact on environmental noise from transportation sources

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+
					--	--	--	--

Commentary:

There are a number of elements which will likely help to protect and improve the noise environment by making a shift to more sustainable modes easier and more attractive for people. These include better (more inclusive and accessible) facilities, connected footpaths and cycleways and new and more frequent connections. Increased digital connectivity would also reduce the need to travel and thereby help prevent noise generation.

However, there are also elements which are likely to have implications for noise, in both construction and operation. Note is made of targeted infrastructure improvements to help deliver key development sites and to improve road infrastructure. While this can help to relieve congestion, or facilitate new development, it can also make continued use of the private car attractive, thereby ensuring continued noise pollution from road vehicles. Similarly, an emphasis on light and heavy rail would clearly have noise implications both during construction and operation.

It is anticipated that effects would be a combination of slight beneficial and potentially moderate adverse from the short through to the long term, though careful consideration of noise mitigation could reduce adverse impacts.

Mitigation Measures: Careful consideration of noise impacts in design.

Recommendations: No recommendations made.

ISA Objective: 5. Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+
					--	--	--	--

Commentary:

As with protecting and improving air quality, elements of this strategy are likely to result in less pollution emissions, but other aspects would still result in carbon emissions and may compromise reaching net zero targets.

It is anticipated that effects would be a combination of slight beneficial and potentially moderate adverse from the short through to the long term.

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective: 6. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
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✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
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Commentary:

Elements such as new road and rail infrastructure would result in new areas of hard standing that could increase flood risk, particularly at a local level. It would be vital that sustainable drainage is integrated into design of any new infrastructure. New infrastructure would however be designed with flood risk in mind, thereby ensuring resilience of new transport provisions.

It is anticipated that effects would be a combination of slight beneficial and slight adverse from the short term through to the long term.

Mitigation Measures: N/A

Recommendations: Ensure SuDS are incorporated into design of new infrastructure.

ISA Objective: 7. Protect and enhance cultural heritage assets and their setting, and the wider historic environment including buildings, structures, landscapes, townscape and archaeological remains and their setting

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+ --	+/-	+/-	+/-

Commentary:

While increased digital connectivity and by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels and improve townscape and the setting of heritage features, as well as provide opportunities to redevelop or refurbish historic town centres or individual buildings etc, development of new infrastructure also has the potential to affect the historic environment (including archaeological remains).

It is anticipated that effects would be a combination of slight beneficial and slight adverse from the short term through to the long term, though adverse effects would potentially be greater during construction.

Mitigation Measures: N/A

Recommendations: Consider potential effects on individual heritage sites during design and planning phase.

ISA Objective: 8. Protect and enhance the character and quality of landscapes and townscapes and visual amenity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+
					--	--	--	--

Commentary:

While increased digital connectivity and by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels and improve townscapes and visual amenity, as well as provide opportunities to redevelop town centres or individual buildings etc, development of new infrastructure such as highway improvements, light and heavy rail, also has the potential to affect landscapes, townscapes and visual amenity.

It is anticipated that effects would be a combination of slight beneficial and moderate adverse from the short term through to the long term, though adverse effects have the potential to be greater during construction depending on the infrastructure.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 9. Protect, enhance and promote geodiversity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	-	-	-	-

Commentary:

It is noted that there may be a need for investment in new road or rail capacity – this could potentially lead to the encroachment onto, or indirect effects on, sites designated or noted for geodiversity.

It is anticipated that effects would be slight adverse from the short through to the long term.

Mitigation Measures: N/A

Recommendations: Consideration should be made of the need to avoid sites designated for geological interest.

ISA Objective: 10. Protect soil resources and avoid and contamination

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-

Commentary:

New infrastructure development such as road upgrades / junction improvements has the potential to result in the loss or damage of soil or agricultural resources, though opportunities could be provided to remediate contaminated land, as well as remove invasive species, or regenerate areas previously developed.

It is anticipated that effects would be a combination of slight beneficial and slight adverse from the short term through to the long term, though adverse effects would potentially be greater during construction.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 11. Protect and enhance the water environment

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-

Commentary:

New infrastructure development such as road upgrades / junction improvements has the potential to result in greater volumes of runoff and could allow pollutants to enter watercourses (with construction periods being particularly risky), though potential reductions in traffic volumes would reduce pollution load from tyre and brake degradation, spillage of hydrocarbons etc. Increased digital connectivity could also help avoid the need to travel and reduce the risk of accidents and help protect water quality.

It is anticipated that effects would be a mix of beneficial and adverse from the short through to the long term. Greatest risk would potentially be during construction.

Mitigation Measures: N/A

Recommendations: Ensure incorporation of pollution prevention in design elements.

ISA Objective: 12. Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local-Reg	LT	Perm	High	-	+	+	+

Commentary:

New infrastructure development such as or road upgrades / junction improvements will require the use of natural resources (including hydrocarbons) and will generate waste during the construction phase particularly. Nevertheless, a shift to more

sustainable modes will help to reduce hydrocarbon use. Improving digital connectivity, especially in rural areas, can support remote work and reduce the need for travel, indirectly promoting the sustainable use of resources by minimizing transportation-related hydrocarbon use.

Mitigation Measures: N/A

Recommendations: Including specific text for reducing waste generated during construction and maintenance of transport infrastructure would strengthen the Workstreams alignment with this objective.

ISA Objective: 13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local	LT	Perm	High	++	+++	+++	+++

Commentary:

Policies within this workstream are anticipated to benefit to the local economy including those aimed at enabling the delivery of strategic growth sites. Improving public transport, the reliability of strategic and major roads will also stimulate construction opportunities as well as improve resilience in respect of access and connectivity during operation. This workstream is aimed at reducing costs to businesses, increase businesses ability to attract talent, and accelerate the spread of innovations between businesses.

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective: 14. Support the wider coordination of land use and energy planning across the Greater Lancashire area

Effects	Effects	Effects	Effects	Effects	Assessment	Assessment	Assessment	Assessment
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Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
✓✓	Local – Reg.	LT	Perm	High	++	++	++	++

Commentary:

It is anticipated that this workstream will directly support the wider coordination of land use planning where implementation enables the delivery of strategic growth sites.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local – Reg.	LT	Perm	High	+	+	+	+

Commentary:

While this workstream aims to improve public transport connections and the reliability of strategic and major roads for all modes of transport, targeted policy to reduce inequalities in health are not specifically referenced. Therefore while policy may support reduction in equalities for some groups (e.g. through improvements across a wide range of transport modes including public transport and through improved broadband for rural (more isolated) communities), some groups such as those on low income may not benefit where interventions do not aim to reduce cost of public transport.

Nevertheless, enhanced public transport can improve connectivity to education, health and leisure facilities for all groups, though it is to be noted that some groups do have greater difficulty / challenges accessing public transport – for example some ethnic groups, those with mobility issues, those with certain disabilities such as loss of sight etc. Such groups may benefit from a remaining facilitation of private vehicles through the noted highway improvements set out in this Workstream.

Junction and highway improvements to the latest design standards are anticipated to lead to safer infrastructure which can reduce the risk of accidents. Children and adolescents, as well as those with mobility or sensory issues would benefit from improved safety and a reduced risk of accidents. New roads though could increase severance for such groups, particularly at a local level. Improved network efficiency could also help to reduce fuel costs, with benefits for all, but particularly those on low incomes.

This Workstream also notes connected footpaths and cycleways. This would promote active travel and help to increase fitness, reduce obesity and improve overall mental and physical wellbeing for all groups, though those with mobility issues may not be able to avail of this to the same degree as others.

Increased digital connectivity may allow for some groups to increase their independence, or reduce social isolation, particularly for those with mobility issues. Services such as online medical appointments could be more easily accessed or for better keeping in touch with friends and family and reducing the need to travel, with benefits for health and wellbeing. Note not all would be able to benefit from such technology due to cost or issues with using the tech – the elderly and those on low incomes may be particularly unlikely to benefit to the same extent.

While overall it is considered highway improvements, digital connectivity etc will lead to reduced severance (and improved community interactions), there remains a risk that new infrastructure can increase this on a local basis for all groups.

New infrastructure and enabling delivery of growth sites may increase pressures in respect of air, noise, odour and light from transport. Where these are sensitively designed e.g. to include noise barriers, green buffers, light mitigation and encourages, for example, a shift towards active travel and use of public transport then residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Increased digital connectivity would also reduce the need to travel.

However, new infrastructure such as road and rail links can reduce air quality and increase noise in local areas, with potential for adverse effects on all groups. Effects would be experienced during construction and operation.

Mitigation Measures: N/A

Recommendations: Clarification could be made to ensure new infrastructure interventions are, for example, designed to improve accessibility for all including those with mobility issues and designed to improve safety, particularly for elderly and children.

ISA Objective: 16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+

Commentary:

Transforming east/west public transport and improving connections with neighbouring regions can enhance accessibility for all citizens, particularly those without private vehicles, thereby promoting greater equality of opportunity.

Improving reliability of strategic and major roads for all modes of transport ensures that all citizens, regardless of their mode of travel, benefit from better connectivity.

Improving high-speed broadband, especially in rural areas, can bridge the digital divide, providing equal opportunities for education, remote work, and access to services.

By unlocking strategic growth sites and improving access to job opportunities, the plan supports economic inclusion, allowing more citizens to benefit from employment growth.

The workstream demonstrates a strong commitment to improving connectivity and infrastructure, which can significantly promote greater equality of opportunity. However, more detailed measures to ensure inclusivity and affordability would further strengthen this Workstream.

Mitigation Measures:

Recommendations: Specific measures to ensure inclusivity and affordability for public transport would improve equality outcomes.

ISA Objective: 17. Promote fairness and equity in rural connectivity

Effects	Effects	Effects	Effects	Effects	Assessment	Assessment	Assessment	Assessment
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Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
✓✓	Local – Reg.	LT	Perm	High	++	++	++	++

Commentary:

Improving high-speed broadband, especially in rural areas, directly addresses the digital divide, ensuring rural communities have equal access to online services, education, and remote work opportunities. Further, transforming east/west public transport and improving connections with neighbouring regions can significantly benefit rural areas by providing better access to urban centres, services, and employment opportunities.

Mitigation Measures: N/A

Recommendations: None identified

E.3 HIA sub-objectives (Scale of Effects)

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
HIA sub-objective	Children and adolescent								

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	+	+	+	+	<p>Children and Adolescents: Enhanced public transport can improve access to schools, recreational facilities, and extracurricular activities.</p> <p>Older People: Better connectivity can facilitate access to healthcare services and social activities, reducing isolation.</p> <p>Disabled/Other Health Problems: Improved transport can provide easier access to medical facilities and support services.</p> <p>Low-Income Groups: Enhanced public transport can make essential services more accessible, reducing travel costs.</p> <p>Cyclists, Pedestrians, Commuters: Improved infrastructure can provide safer and more convenient routes.</p> <p>Residents: Better access to amenities can enhance overall quality of life.</p> <p>Employees: Improved transport links can facilitate commuting and access to workplaces.</p> <p>Recommendations:</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Ensure public transport routes connect directly with key health and leisure facilities.</p> <p>Implement community transport schemes to serve remote or underserved areas.</p>
2. Improve affordability of public transport	0	0	0	0	0	0	0	0	The workstream does not directly target financial changes, incentives or subsidies to public transport. Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant.
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	++	+	0	+	0	0	+	<p>Cyclists, Pedestrians, Commuters: Junction and highway improvements to the latest design standards are anticipated to lead to safer infrastructure which can reduce the risk of accidents.</p> <p>Children and Adolescents: Would benefit from highway improvements to the latest design standards.</p> <p>Older People: Reduced risk of accidents, enhancing mobility and independence. Increased digital connectivity may allow for online medical appointments or for better keeping in touch with friends and family and reducing the need to travel, with benefits for health and wellbeing. Note not all</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>would be able to benefit from such technology due to cost or issues with using the tech.</p> <p>Disabled/Other Health Problems: Safer and improved transport options can improve accessibility and confidence in using public transport.</p> <p>Recommendations:</p> <p>Implement road safety audits and regular maintenance checks.</p> <p>Introduce traffic calming measures and enhance pedestrian and cyclist safety infrastructure as part of highway improvements.</p>
4. Reduce severance	+	++	++	+/-	+	++	+	+	<p>Residents: Improved connectivity (through highway improvements, greater rail access and digital) can reduce physical and social barriers within communities.</p> <p>Older People: Better connectivity can lead to easier access to social and community activities.</p> <p>Disabled/Other Health Problems: Reduced isolation through better transport and digital links.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Low income groups: Due to the cost of digital connectivity, some may not be able to avail of the benefits to the same degree.</p> <p>While overall it is considered highway improvements, digital connectivity etc will lead to reduced severance, there remains a risk that new infrastructure can increase this on a local basis for all groups.</p> <p>Recommendations:</p> <p>Design transport projects to minimize barriers and ensure connectivity between communities.</p> <p>Create pedestrian-friendly zones and safe crossing points.</p>
5. Improve connections between and within communities	+	+	+	+	++	++	++	+	<p>Residents: Improved infrastructure and more robust connections will allow for stronger community ties and better access to local services.</p> <p>Employees: Infrastructure improvements are anticipated to lead to easier commuting and access to job opportunities.</p> <p>Cyclists, Pedestrians, Commuters: More reliable and convenient travel options.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									Recommendations: Develop community engagement programs to involve residents in planning and decision-making. Ensure transport services are frequent and reliable.
6. Protect health by reducing air, noise, odour and light pollution from transport	-	-	-	-	-	-	0	-	New infrastructure and enabling delivery of growth sites may increase pressures in respect of air, noise, odour and light from transport. Where these are sensitively designed e.g. to include noise barriers, green buffers, light mitigation and encourages, for example, a shift towards use of public transport then residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Increased digital connectivity would also reduce the need to travel. However, new infrastructure such as road and rail links can reduce air quality and increase noise in local areas, with potential for adverse effects on all groups. Effects would be experienced during construction and operation. Recommendations:

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Implement noise barriers and green buffers along major transport routes.</p> <p>Enforce regulations to minimize light pollution from transport infrastructure.</p>
7. Improve access to active travel modes	+	+	+	+	+	+	+	+	<p>Cyclists, Pedestrians, Commuters: Enhanced infrastructure can encourage walking and cycling, promoting physical activity, for example through the noted connected footpaths and cycleways.</p> <p>Children and Adolescents: Connected footpaths and cycleways would help provide for safe routes for walking and cycling to schools and recreational areas.</p> <p>Residents: Increased opportunities for active travel can improve health and reduce reliance on cars.</p> <p>Recommendations:</p> <p>Develop dedicated cycling and walking paths.</p> <p>Implement bike-sharing schemes and secure bike parking facilities.</p>
8. Improve access to public transport	++	++	++	++	+	+	++	++	<p>Low-Income Groups: Better access to affordable public transport can reduce travel costs and improve access to opportunities.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Older People: Enhanced public transport can improve mobility and increased digital connectivity can help independence.</p> <p>Disabled/Other Health Problems: Improved accessibility features can make public transport more usable and increased digital connectivity can help independence.</p> <p>Children and Adolescents: Reliable public transport can facilitate access to education and activities.</p> <p>Employees: Better public transport links and improved highway links can ease commuting.</p>

E.4 EqIA sub-objectives (Scale of Effects)

EqIA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	+	+	++	+	++	+	+	+	<p>In respect of the Connecting Lancashire Workstream and linked policies the following high level commentary is provided:</p> <ul style="list-style-type: none"> Age: Improved public transport and strategic growth sites can enhance access to services for all age groups, including children and older adults. Disability: Better public transport connections and improved digital connectivity can improve accessibility for individuals with disabilities. Gender: Enhanced transport options can benefit all genders by providing safer and more reliable travel. Ethnicity: Improved connectivity can promote inclusivity for diverse communities, though it is to be noted that some ethnic groups may experience issues with public transport and remain focused on the private car. This workstream would help facilitate improved connectivity by car.

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<ul style="list-style-type: none"> • Faith: Better transport links can support access to places of worship. • Sexual Orientation and Gender Reassignment: Inclusive transport options can benefit all individuals, though some groups may experience difficulty using public transport and may prefer private vehicles which this workstream would help facilitate. • Pregnancy and Maternity: Improved access to amenities can support parents with young children. Some parents, or those who are heavily pregnant may prefer the convenience of private vehicles which this workstream would help facilitate. • Marriage and Civil Partnerships: Enhanced access to services can benefit families and couples. <p>Recommendations:</p> <ul style="list-style-type: none"> • Develop dedicated cycling and walking paths. • Implement safe crossing points and pedestrian-friendly zones.

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<ul style="list-style-type: none"> Promote active travel through community programs and incentives.
2. Improve affordability of transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	<ul style="list-style-type: none"> Some aspects of this workstream such as increased digital connectivity could help improve affordability by reducing the need to travel, though this would also incur costs of equipment and internet subscription. Making journeys more efficient such as through junction improvements could help to reduce costs in fuel.
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	+	++	+	+	+	+	+	+	<p>While the workstream does not specifically address safety, it is noted that new infrastructure would be designed in line with best practice regarding safety standards. Safer infrastructure then benefits the full range of protected characteristic groups, though improved safety could be particularly beneficial for children and those with certain sensory disabilities such as hearing or sight loss.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Conduct road safety audits and regular maintenance checks. Introduce traffic calming measures and enhance pedestrian and cyclist safety infrastructure.

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
4. Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	<p>In respect of the Connecting Lancashire Workstream and linked policies the following high level commentary is provided:</p> <ul style="list-style-type: none"> • Age: Improved public transport connections can benefit children, students, and older adults by providing better access to services and opportunities. • Disability: Enhanced public transport can improve accessibility for individuals with disabilities, ensuring they can reach essential services. • Gender: Equitable transport provision can benefit all genders, ensuring safe and reliable travel options. • Ethnicity: Improved public transport can promote inclusivity for diverse communities, ensuring equal access to opportunities, though it is noted that ethnic groups can sometimes experience challenges with using public transport. • Faith: Enhanced transport can support access to places of worship in rural areas.

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<ul style="list-style-type: none"> • Sexual Orientation and Gender Reassignment: Equitable transport provision can benefit all individuals, ensuring safe and inclusive travel options, though it is noted that some individuals may experience challenges with using public transport. • Pregnancy and Maternity: Improved public transport can support families, providing better access to healthcare and amenities. • Marriage and Civil Partnerships: Enhanced transport can benefit families and couples, ensuring reliable access to services. <p>Recommendations:</p> <ul style="list-style-type: none"> • Develop community transport schemes to serve remote or underserved areas. • Ensure equitable investment in transport infrastructure between urban and rural areas. • Improve high-speed broadband in rural areas to support remote work and reduce the need for travel.

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
5. Reduce severance	+	+	++	+	+	+	++	+	+	<p>In respect of the Connecting Lancashire Workstream and linked policies the following high level commentary is provided:</p> <ul style="list-style-type: none"> Age: Improved connectivity can reduce physical and social barriers for all age groups, enhancing access to services and opportunities. However, new roads could increase severance at a local level, particularly for children. Disability: Enhanced transport links (and increased digital connectivity) can reduce isolation for individuals with disabilities, ensuring they can reach essential services. Gender: Reducing severance can benefit all genders equally, promoting safe and reliable travel options. Ethnicity: Improved connectivity can promote inclusivity for diverse communities, ensuring equal access to opportunities. Faith: Enhanced transport links can support access to places of worship, reducing physical barriers.

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<ul style="list-style-type: none"> Sexual Orientation and Gender Reassignment: Reducing severance can benefit all individuals, ensuring safe and inclusive travel options. Pregnancy and Maternity: Improved connectivity can support families, providing better access to healthcare and amenities. Marriage and Civil Partnerships: Enhanced transport links can benefit families and couples, ensuring reliable access to services. <p>Recommendations:</p> <ul style="list-style-type: none"> Design transport projects to minimize barriers and ensure connectivity between communities. Create pedestrian-friendly zones and safe crossing points. Improve public transport connections with neighbouring regions to enhance overall connectivity.
6. Reduce air, noise, odour and light	-	-	-	-	-	-	-	-	-	New infrastructure and enabling delivery of growth sites may increase pressures in respect of air, noise,

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
pollution from transport										<p>odour and light from transport. Where these are sensitively designed e.g. to include noise barriers, green buffers, light mitigation and encourages, for example, a shift towards active travel and use of public transport then vulnerable groups, in particular youth and elderly dependant, pregnant and disabled, would benefit from overall health and well-being improvements, reduced respiratory and cardiovascular issues and enhanced quality of life. Increased digital connectivity would also reduce the need to travel and reduce noise etc.</p> <p>However, new infrastructure such as road and rail links can reduce air quality and increase noise in local areas, with potential for adverse effects on all groups. Effects would be experienced during construction and operation.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Promote the use of electric and low-emission vehicles to reduce air pollution. Implement noise barriers and green buffers along major transport routes to reduce noise pollution.

EqIA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<ul style="list-style-type: none"> Enforce regulations to minimize light pollution from transport infrastructure. Improve public transport connections to reduce reliance on private vehicles, thereby lowering emissions and pollution.

E.5 Rural Needs sub-objectives (Scale of Effects)

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Increase access via a range of transport modes for rural communities.	+	+	0	0	0	+	+	+	+	+	This workstream supports general connectivity improvements and economic growth and it is assumed that any new infrastructure or projects would be designed with accessibility standards in mind. Specific LTP policy for rural areas includes the provision of improved high-speed broadband which would improve digital connectivity. New

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
											<p>infrastructure and the delivery of strategic growth sites and improved public connections with neighbouring regions may result in indirect benefits to rural communities in terms of access to public transport and the road network.</p> <p>Recommendations</p> <p>It is recommended that inclusive design & accessibility standards are more explicitly set out in this workstream (e.g. step free access, audio/visual aids).</p> <p>Other areas for improvement may include the introduction of or support of subsidised rural transport for low-income households and those without cars.</p> <p>Safety concerns, including for concerns for women, LGBTQ+ individuals, and ethnic minorities in rural and isolated settings should be explored.</p>
2. Enable economic growth, and employment diversification in rural areas.	++	++	++	+++	++	++	++	++	++	++	<p>The LTP supports economic growth through improved public transport, strategic road reliability, and inter-regional connections, which can help rural businesses access wider markets and talent pools.</p>

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
											<p>Broadband investment in rural areas is a strong enabler of employment diversification, particularly for remote work, digital services, and entrepreneurship.</p> <p>Enabling the delivery of strategic growth sites may stimulate rural economies if these sites are located in or near rural areas, potentially creating new employment opportunities</p> <p>Recommendations</p> <p>The workstream may benefit from inclusion of rural transport services that connect residents to diverse employment hubs. Pairing broadband investment with digital skills training and co-working hubs in rural areas would help fully realise the benefits of improved digital connectivity.</p>
3. Connecting people with nature	+	+	+	+	+	+	+	+	+	+	<p>While the policy area should help ensure rural communities have access to the wider transport network, it will also work in the opposite direction, with people in the urban communities ultimately having greater access to rural areas and allow people to better connect with nature. Slight benefits could be expected across all groups in the community.</p>

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement

E.6 Transforming travel choices

This Workstream concerns addressing transport-related inequality and social exclusion for individuals and creating new opportunities to access work, education or services.

Outlined in the LTP Core strategy are the following policies which set the context of the overarching Workstream:

- Improve and modernise bus journeys
- Revolutionise rail travel so it is reliable and affordable
- Establish convenient and safe active travel options
- Enable increased use of bus, rail and active travel
- Broaden travel choices in rural areas
- Ensure taxis offer a reliable and safe service
- Transform sustainable travel choices for tourists

- Reimagine public transport ticketing

The Core Strategy recognises that it is vital that populations get the best use out of the transport networks, so that they can carry more people, more reliably, quickly and affordably. Encouraging sustainable travel can free up some road space for new journeys by car (where they are needed) and for freight movements. While there is a need for targeted infrastructure and service improvements across all transport modes, the principle of maximising the value of the assets that the CCA have underpins this LTP Core Strategy. Policies under the ‘Transforming travel choices’ workstream will primarily deliver on the vision for fairer opportunities and a greener future, and will also be essential in supporting a stronger economy.

E.7 ISA Objectives

ISA Objective: 1. Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Med	+	+	+	+

Commentary:

Policies such as improving bus journeys, revolutionising rail travel, encouraging people onto public transport through better information and establishing active travel options that promote the use of public and non-motorized transport. This can reduce disturbance, vehicle emissions and pollution, benefiting local ecosystems and biodiversity. Enabling increased use of sustainable travel options, reduced reliance on cars can decrease pollution deposition, aiding biodiversity.

It is anticipated effects would be slight beneficial from the short to the long term.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 2. Protect and enhance sites designated for their international importance for nature conservation purposes

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local – Reg.	LT	Perm	Med	+	+	+	+

Commentary:

As with ISA Objective 1, policies such as improving bus journeys, revolutionising rail travel, and establishing active travel options promote the use of public and non-motorised transport. This can reduce vehicle emissions and pollution, benefiting local ecosystems and biodiversity and potentially those sites designated for nature conservation. Enabling increased use of sustainable travel options, reduced reliance on cars can decrease habitat fragmentation and pollution, aiding biodiversity.

It is anticipated effects would be slight beneficial from the short to the long term.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 3. Protect and improve air quality

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	++	++	++

Commentary:

Policies such as improving bus journeys, revolutionising rail travel, encouraging people onto public transport through better information, as well as establishing active travel options will help promote the use of public and non-motorised transport. This is anticipated to reduce overall vehicle emissions, leading to better air quality.

Enabling increased use of sustainable travel options directly supports air quality improvement. Reduced reliance on cars can decrease emissions of pollutants like nitrogen oxides (NOx) and particulate matter (PM), though it is noted that there will still be a requirement for private cars, taxis and buses in certain areas and to serve particular populations such as rural and dispersed communities.

It is anticipated that effects would be slight beneficial in the short term, increasing to moderate beneficial over the longer term as the effectiveness of measures increases.

Mitigation Measures:

Recommendations: Policies could be strengthened by incorporating text that support clean transport options, such as charging stations for electric vehicles.

ISA Objective: 4. Reduce the impact on environmental noise from transportation sources

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Policies such as improving bus journeys, revolutionising rail travel, and establishing active travel options promote the use of public and non-motorized transport. This can reduce the number of vehicles on the road, thereby decreasing traffic noise at a local level, though it is noted that there is still a requirement for private cars, taxis and buses.

Effects would be slight beneficial from the short to the long term.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 5. Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	++	++	++

Commentary:

As with ISA Objective 3, Policies such as improving bus journeys, revolutionising rail travel, encouraging people onto public transport through better information, as well as establishing active travel options will promote the use of public and non-motorised transport. This can significantly reduce carbon emissions by decreasing the number of private vehicles on the road.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 6. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

This Workstream will result in enhanced information being available, often in real time, to the travelling public. This would help people to better plan journeys and take account of extreme weather events (anticipated to include flooding), with people

perhaps deciding not to travel. Alternative routes / travel solutions etc will also be identified. This will increase the adaptability and resilience of the transport network to effects of a changing climate. Further adaptability will be realised through promotion of alternative, more flexible, modes such as cycling that may provide opportunities to undertake journeys if other modes are restricted by weather, though of course cycling could also be impacted.

While the Workstream has a focus on sustainable travel and modernising transport options aligns with broader environmental goals, it could be enhanced by explicitly addressing climate adaptation and resilience. Integrating specific measures for reducing the risk of flooding and enhancing the resilience of the transport network to climate change impacts would strengthen its contribution

Mitigation Measures:

Recommendations: As set out in commentary.

ISA Objective: 7. Protect and enhance cultural heritage assets and their setting, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their setting

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Policies such as improving bus journeys, revolutionising rail travel, and establishing active travel options promote the use of public and non-motorised transport. This can reduce traffic congestion and pollution, which can help preserve the integrity and setting of historic assets and the wider heritage environment.

The noted promotion of sustainable travel choices for tourists can help minimise the environmental impact on cultural heritage sites, ensuring that these areas remain accessible and well-preserved for future generations. Care will need to be taken in respect of signage or other information displays to not clutter historic areas.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 8. Protect and enhance the character and quality of landscapes and townscapes and visual amenity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	-/+	-/+	-/+	-/+

Commentary:

It is anticipated that this Workstream will help to reduce traffic volumes (by encouraging the use of public transport or active travel modes) and make the transport network more efficient and as such will help to reduce congestion, thereby enhancing townscapes and visual amenity. Such policies may also help to reduce the need for more intrusive infrastructure such as new or widened roads, thereby helping to protect wider landscapes. New active travel routes (if across country such as the proposed county network) could have implications for landscape, though these can usually be well screened / landscaped. Care will need to be taken that signage or other information points / telemetry infrastructure (digital or otherwise) do not affect the visual amenity of townscapes etc. by leading to cluttering.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 9. Protect, enhance and promote geodiversity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm

✓	Local	LT	Perm	Low	0	0	0	0
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Commentary:

No specific linkages between this ISA objective and the workstream have been identified.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 10. Protect soil resources and avoid and contamination

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+

Commentary:

Policies such as improving bus journeys, revolutionizing rail travel, and establishing active travel options promote the use of public and non-motorised transport. This can reduce the need for extensive road infrastructure, thereby minimising soil disturbance and contamination.

Enabling increased use of sustainable travel options can reduce the reliance on private vehicles, which in turn can decrease the risk of soil contamination from vehicle emissions and runoff, as well as reduce the risk of accidents that could result in discharge of pollutants.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 11. Protect and enhance the water environment

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+

Commentary:

Policies such as improving bus journeys, revolutionizing rail travel, and establishing active travel options promote the use of public and non-motorized transport. This can reduce vehicle emissions and runoff, which can positively impact water quality.

Enabling increased use of sustainable travel options can reduce the reliance on private vehicles, which in turn can decrease the risk of water pollution from oil, fuel, and other contaminants. A reduction in traffic volume can reduce the risk of accidents that could result in discharge of pollutants.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 12. Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local-Reg	LT	Perm	High	+	+	+	+

Commentary:

Policies such as improving bus journeys, revolutionising rail travel, and establishing active travel options promote the use of public and non-motorised transport. This can reduce the demand for new infrastructure, thereby minimizing resource use and waste generation.

Enabling increased use of sustainable travel options can reduce reliance on private vehicles, which in turn can decrease the consumption of fossil fuels and other non-renewable resources.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local	LT	Perm	High	++	+++	+++	+++

Commentary:

Enhancing bus services can improve access to employment and education, particularly for individuals without private vehicles. Reliable and efficient bus services can connect people to job opportunities and educational institutions, supporting economic growth.

Making rail travel more reliable and affordable can significantly enhance connectivity between urban and rural areas. This can facilitate access to a wider range of job opportunities and skills development programs, contributing to economic growth.

Promoting walking and cycling can improve local connectivity and provide affordable travel options. This can help people access jobs and services more easily, particularly in urban areas.

Expanding travel options in rural areas can reduce social exclusion and provide residents with better access to employment, education, and services. This can stimulate economic activity and job creation in these regions.

Simplifying and modernizing ticketing systems can make public transport more user-friendly and accessible. This can encourage more people to use public transport, improving connectivity and supporting economic growth. Improving affordability will mean people can retain more disposable income that can be used in other areas of the economy.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 14. Support the wider coordination of land use and energy planning across the Greater Lancashire area

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+

Commentary:

Enabling increased use of sustainable travel options can reduce reliance on private vehicles, which in turn can decrease the demand for new road construction and support integrated land use.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local – Reg.	LT	Perm	High	++	+++	+++	+++

Commentary:

The Workstream demonstrates a strong commitment to tackling transport-related inequality and social exclusion, which aligns well with improving access to health and leisure services. The LTP includes several policies that support safer travel, particularly through active travel and public transport improvements. All groups will benefit.

Of particular note, enhancing bus services and active travel routes can significantly improve access to local health centres, leisure facilities, and community amenities—especially for those without private vehicles. Reliable and affordable rail services can connect rural and suburban populations to regional hospitals, specialist care, and urban leisure opportunities.

Safe and convenient walking and cycling infrastructure supports access to local amenities and can help reduce obesity and promote wider physical and mental health, particularly for younger and older people. Though note that not all groups may be able to avail of active travel as others – those with mobility issues may not be able to take full advantage for example. This

workstream directly supports reducing severance by improving walkability and cycle connectivity, especially across busy roads or between fragmented communities. Cyclists and pedestrians will particularly benefit.

Enhancing bus services can reconnect areas cut off by poor public transport, particularly for those without access to a car.

Simplified, integrated, and potentially more affordable ticketing systems can reduce barriers for low-income users and those with complex travel needs (e.g., carers, parents with children). The noted remaining need for the use of private cars, taxis and buses will also help such groups.

In respect of safe and reliable taxis, these are often a lifeline for disabled people, older adults, and those needing urgent or flexible access to healthcare. Taxis are often used by people with mobility issues, women at night, and those without access to other transport.

The workstream shows intent to improve affordability through rail reform and ticketing innovation, but lacks specific, inclusive, and measurable actions to ensure affordability for all, especially for those most reliant on public transport. Nevertheless, the workstream outlines several policies that support affordability in principle:

Revolutionise Rail Travel to Be Reliable and Affordable offer value for money. Better access to affordable public transport can reduce travel costs and improve access to opportunities.

This directly supports the objective and could benefit long-distance commuters, employees, and rural residents.

Reimagine Public Transport Ticketing

Simplified, integrated, or capped fare systems can reduce costs for regular users, including students, workers, and families.

While not directly about safety, contactless and digital ticketing can reduce queuing, and crowding .which improves wellbeing and reduces the risk of conflict.

Improve and Modernise Bus Journeys

While not explicitly about cost, modernisation often includes fare reform and service efficiency, which can lead to more affordable services.

Broaden Travel Choices in Rural Areas

Expanding options in underserved areas may reduce reliance on expensive alternatives like taxis or private vehicles.

Note is also made of provision of up to date real time travel information. Better planned journeys, with greater information on the network and it's up to date condition should allow people to make the most efficient journey possible, likely reducing costs.

There would also be greater confidence that journeys will not be wasted if people are aware of potential delays that could mean they miss appointments etc. Increased network efficiency e.g. by removing congestion will result in less wasted fuel and thereby reduce overall journey cost, particularly benefitting those on lower or fixed incomes. Encouragement is also made to allow people to utilise more active, low cost modes such as cycling.

Policies such as establishing convenient and safe active travel options promote walking and cycling. These activities can improve physical health, reduce obesity, and enhance mental well-being.

Enhancing bus journeys and revolutionizing rail travel can provide reliable and affordable transport options. This can reduce stress associated with commuting, improve access to healthcare services, and support mental health.

Expanding travel options in rural areas can reduce social isolation and improve access to essential services, including healthcare and education. This can help address health inequalities between urban and rural populations.

Promoting sustainable travel choices for tourists can reduce traffic congestion and pollution in tourist areas, contributing to a healthier environment for both residents and visitors.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local – Reg.	LT	Perm	High	++	+++	+++	+++

Commentary:

The Workstream explicitly aims to address transport-related inequality and social exclusion, which is crucial for promoting equality of opportunity. By improving access to transport, individuals can better access work, education, and services.

Enhancing bus services can provide reliable and affordable transport options, particularly for low-income individuals and those without private vehicles. This can improve access to opportunities and reduce social exclusion.

Making rail travel more reliable and affordable can enhance connectivity between urban and rural areas, providing equal access to job opportunities and services for all citizens.

Expanding travel options in rural areas can reduce social exclusion and provide residents with better access to employment, education, and services, promoting greater equality of opportunity.

Ensuring that taxis offer a reliable and safe service can provide an essential transport option for individuals with mobility issues or those living in areas with limited public transport.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 17. Promote fairness and equity in rural connectivity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local – Reg.	LT	Perm	High	++	++	++	++

Commentary:

The LTP explicitly aims to broaden travel choices in rural areas, which is crucial for promoting fairness and equity. By improving access to transport, rural residents can better access work, education, and services, reducing social exclusion.

Enhancing bus services can provide reliable and affordable transport options for rural communities. This can improve connectivity and ensure that rural residents have equal access to opportunities.

Mitigation Measures: N/A

Recommendations: No recommendations made

E.8 HIA sub-objectives (Scale of Effects)

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to health and leisure services and facilities and amenities for all	+++	+++	+++	+++	+++	+++	+++	+++	<p>The Workstream demonstrates a strong commitment to tackling transport-related inequality and social exclusion, which aligns well with improving access to health and leisure services.</p> <p>Of particular note:</p> <p>Enhancing bus services and active travel routes can significantly improve access to local health centres, leisure facilities, and community amenities—especially for those without private vehicles.</p> <p>Reliable and affordable rail services can connect rural and suburban populations to regional hospitals, specialist care, and urban leisure opportunities.</p> <p>Safe and convenient walking and cycling infrastructure supports access to local amenities and promotes physical and mental health, particularly for younger and older people.</p> <p>Simplified, integrated, and potentially more affordable ticketing systems can reduce barriers for low-income users and those with complex travel needs (e.g., carers, parents with children). The</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>noted remaining need for the use of private cars, taxis and buses will also help such groups.</p> <p>In respect of safe and reliable taxis, these are often a lifeline for disabled people, older adults, and those needing urgent or flexible access to healthcare.</p>
2. Improve affordability of public transport	++	++	++	+++	++	++	++	++	<p>The workstream shows intent to improve affordability through rail reform and ticketing innovation, but lacks specific, inclusive, and measurable actions to ensure affordability for all, especially for those most reliant on public transport. Nevertheless, the workstream outlines several policies that support affordability in principle:</p> <p>Revolutionise Rail Travel to Be Reliable and offer value for money This directly supports the objective and could benefit long-distance commuters, employees, and rural residents.</p> <p>Reimagine Public Transport Ticketing Simplified, integrated, or capped fare systems can reduce costs for regular users, including students, workers, and families.</p> <p>Improve and Modernise Bus Journeys While not explicitly about cost, modernisation often</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>includes fare reform and service efficiency, which can lead to more affordable services.</p> <p>Broaden Travel Choices in Rural Areas Expanding options in underserved areas may reduce reliance on expensive alternatives like taxis or private vehicles.</p> <p>Note is also made of provision of up to date real time travel information. Better planned journeys, with greater information on the network and it's up to date condition should allow people to make the most efficient journey possible, likely reducing costs. There would also be greater confidence that journeys will not be wasted if people are aware of potential delays that could mean they miss appointments etc.</p> <p>Increased network efficiency e.g. by removing congestion will result in less wasted fuel and thereby reduce overall journey cost, particularly benefitting those on lower or fixed incomes.</p> <p>Encouragement is also made to allow people to utilise more active, low cost modes such as cycling.</p> <p>Recommendations</p> <p>Where not already implemented, targeted fare support / concessionary fares for young people, older adults, disabled passengers, low-income</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									groups and or subsidised travel for healthcare appointments, job interviews and education.
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	+	++	+	+	++	<p>The LTP includes several policies that support safer travel, particularly through active travel and public transport improvements. All groups will benefit.</p> <p>Of particular note:</p> <p>Establish Convenient and Safe Active Travel Options This directly supports safer walking and cycling infrastructure, which is critical for reducing road casualties and encouraging modal shift. Note some groups may not be able to avail of active travel as others.</p> <p>Ensure Taxis Offer a Reliable and Safe Service Taxis are often used by people with mobility issues, women at night, and those without access to other transport.</p> <p>Reimagine Public Transport Ticketing While not directly about safety, contactless and digital ticketing can reduce queuing, and crowding which improves wellbeing and reduces the risk of conflict.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									Recommendations Inclusion of reduction goals or road safety targets may help ensure improvements are delivering on expectations. The workstream may benefit from inclusion of education or behaviour change campaigns as well as greater focus on night-time safety which affects women, shift workers and vulnerable users.
4. Reduce severance	++	++	++	++	+++	++	++	++	<p>The LTP includes several policies that support reducing severance, particularly through active travel and improved public transport. All groups will benefit.</p> <p>Of particular note:</p> <p>Establish Convenient and Safe Active Travel Options This directly supports reducing severance by improving walkability and cycle connectivity, especially across busy roads or between fragmented communities. Cyclists and pedestrians will particularly benefit.</p> <p>Improve and Modernise Bus Journeys Enhancing bus services can reconnect areas cut off by poor public transport, particularly for those without access to a car.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Broaden Travel Choices in Rural Areas This helps reduce rural isolation and reconnects communities with essential services and social opportunities.</p> <p>Reimagine Public Transport Ticketing Integrated ticketing can reduce the complexity of multi-modal journeys, making it easier to cross physical or administrative boundaries.</p> <p>Ensure Taxis Offer a Reliable and Safe Service Taxis can bridge gaps in the network, especially for those with mobility issues or in areas with limited public transport.</p>
5. Improve connections between and within communities	++	++	++	++	+++	+++	+++	++	<p>This workstream and linked policies will work to enable use of and provide more accessible bus, rail and active travel provision across Lancashire, and therefore improve connections between and within communities, benefiting all groups particularly:</p> <p>Residents: Stronger community ties and better access to local services.</p> <p>Employees: Easier commuting and access to job opportunities.</p> <p>Cyclists, Pedestrians, Commuters: More reliable and convenient travel options.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
6. Protect health by reducing air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	<p>Whilst construction of new infrastructure would increase pressures in respect of air, noise, odour and light from transport this workstream is predominately expected to make better use of existing assets. It is anticipated that there will be a shift towards active travel and use of public transport and therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions,</p> <p>Recommendations:</p> <p>Promote the use of electric and low-emission vehicles.</p> <p>Implement noise barriers and green buffers along major transport routes.</p> <p>Enforce regulations to minimize light pollution from transport infrastructure.</p>
7. Improve access to active travel modes	++	+	+	++	+++	++	++	++	<p>Establishing convenient and safe active travel options and enabling their use will improve access to active travel modes for all groups, notably:</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Cyclists, Pedestrians, Commuters: Enhanced infrastructure can encourage walking and cycling, promoting physical activity.</p> <p>Children and Adolescents: Safe routes for walking and cycling to schools and recreational areas.</p> <p>Residents: Increased opportunities for active travel can improve health and reduce reliance on cars.</p> <p>Low-Income Groups: Walking and cycling are cost-free modes of transport.</p> <p>It is noted that older people and those with certain health issues may not be able to utilise active travel modes to as great an extent.</p>
8. Improve access to public transport	++	++	++	++	++	++	++	++	<p>Low-Income Groups: Better access to affordable public transport can reduce travel costs and improve access to opportunities.</p> <p>Older People: Enhanced public transport can improve mobility and independence.</p> <p>Disabled/Other Health Problems: Improved accessibility features can make public transport more usable.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Children and Adolescents: Reliable public transport can facilitate access to education and activities.</p> <p>Employees: Better public transport links can ease commuting.</p> <p>Cyclists, Pedestrians, Commuters: A focus on public transport will provide more reliable and multimodal commuting options.</p> <p>Residents: Enabling the use of bus and rail and will improve access to public transport and improve connectivity for residents.</p>

E.9 EqIA sub-objectives (Scale of Effects)

EqIA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	+	+	+	+	+	+	+	+	<p>Age: Safer, more accessible active travel routes benefit children and older adults. Improved public transport would also help youth access education and jobs. Younger people may experience the</p> <p>Gender: Safe active travel options can improve confidence for women and girls</p> <p>Disability: Accessible buses and taxis improve independence and therefore improve access to services and facilities but it is noted that active travel infrastructure may not fully accommodate all disabilities.</p> <p>Ethnicity: Improved access to services can reduce structural inequalities.</p> <p>Faith: Better transport access can support participation in religious and cultural life.</p> <p>Sexual Orientation & Gender Reassignment: Improved access to LGBTQ+ services and events.</p> <p>Pregnancy & Maternity: Access to healthcare and childcare improved, although it is noted that active</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<p>transport may not be easily accessible for those that are heavily pregnant or have young children.</p> <p>Marriage & Civil Partnerships: Improved transport supports shared travel and family life.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Ensure active travel routes are well lit to improve feelings of safety, particularly for woman and girls • Use inclusive design (e.g. dropped kerbs, tactile paving) • Consider language barriers in signage and information provided
2. Improve affordability of transport	+++	++	++	++	++	++	++	++	++	<p>This Workstream sets out that it will reimagine public transport ticketing and work towards a more affordable ticketing system. This would be beneficial for all groups, particularly young or older people who may be able to make use of discounts.</p> <p>Better planned journeys, with greater information on the network and it's up to date condition should allow people to make the most efficient journey possible, likely reducing costs. There would also be greater</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										confidence that journeys will not be wasted if people are aware of potential delays that could mean they miss appointments etc. Increased network efficiency e.g. by removing congestion will result in less wasted fuel and thereby reduce overall journey cost, particularly benefitting those on lower or fixed incomes. Encouragement is also made to allow people to utilise more active, low cost modes such as cycling.
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	++	++	++	++	++	++	++	<p>It is anticipated this Workstream will lead to reduced congestion and a more efficient transport network. This would likely reduce the potential for accidents and will reduce stress in the travelling population – potentially reducing conflict among travellers. All groups are anticipated to benefit. More detailed, clear information etc will also allow people to plan journeys better, or avoid the need to undertake journeys. Greater consistency of journey length (including bus services running to timetable such as enabled by bus priority measures) will also provide reassurance to people of when their journey will be over – this can be of benefit to lone travellers or vulnerable people, for example children who may be met by a parent as they arrive at a bus stop.</p> <p>The workstream specifically makes note of safety particularly in relation to active travel and taxis and</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<p>private hire vehicles. Groups who may benefit more significantly include:</p> <p>Age: Children would benefit from safer walking and cycling routes to schools, better bus safety, and education on road safety can reduce accidents. The elderly would benefit from improved safety and increase confidence in using public transport.</p> <p>Gender: Enhanced safety such as CCTV may address concerns for woman, those of ethnic groups, those with diverse sexual orientation or gender reassignment around harassment, especially at night.</p>
4. Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+++	++	+++	+++	++	++	++	++	++	<p>The Workstream sets out policy to broaden transport in rural and remote areas, this would include public and shared transport. Improved provision of public transport would benefit all protected characteristic groups, with particular note for the following:</p> <p>Age: Older adults benefit from improved public transport reliability, especially in rural areas where car use may decline with age.</p> <p>Disability: Those with disabilities who may not have access to private vehicles would benefit from greater provision of accessible public transport.</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										Ethnicity: Ethnic minority communities, often living in areas with poorer transport provision, would benefit from improved connectivity.
5. Reduce severance	++	++	++	++	++	++	++	++	++	<p>The Workstream includes several policies that support reducing severance, particularly through active travel and improved public transport. All groups would benefit.</p> <p>Of particular note:</p> <p>Establish Convenient and Safe Active Travel Options This directly supports reducing severance by improving walkability and cycle connectivity, especially across busy roads or between fragmented communities. Note not all groups would be able to benefit from active travel to the same degree, with older and those with mobility issues groups more likely to be less able to avail.</p> <p>Improve and Modernise Bus Journeys Enhancing bus services can reconnect areas cut off by poor public transport, particularly for those without access to a car.</p> <p>Broaden Travel Choices in Rural Areas This helps reduce rural isolation and reconnects</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<p>communities with essential services and social opportunities.</p> <p>Reimagine Public Transport Ticketing Integrated ticketing can reduce the complexity of multi-modal journeys, making it easier to cross physical or administrative boundaries.</p> <p>Ensure Taxis Offer a Reliable and Safe Service Taxis can bridge gaps in the network, especially for those with mobility issues or in areas with limited public transport.</p>
6. Reduce air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	+	<p>Whilst construction of new infrastructure would increase pressures in respect of air, noise, odour and light from transport this workstream is predominately expected to make better use of existing assets. It is anticipated that there will be a shift towards active travel and use of public transport and therefore all protected groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with certain disabilities or health issues.</p> <p>Recommendations:</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<p>Promote the use of electric and low-emission vehicles.</p> <p>Implement noise barriers and green buffers along major transport routes.</p> <p>Enforce regulations to minimize light pollution from transport infrastructure.</p>

E.10 Rural Needs sub-objectives (Scale of Effects)

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Increase access via a range of transport	+++	++	+++	+++	+++	++	++	++	++	++	The Workstream sets out policy to broaden transport in rural and remote areas. In addition to a county wide network of active travel routes

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
modes for rural communities.											<p>(footpaths, cycleways etc), this would include public and shared transport, taxis and private hire vehicles and active travel modes. Improved provision of public transport would benefit all protected characteristic groups, with particular note for the following:</p> <p>Age: Older adults benefit from improved public transport reliability, especially in rural areas where car use may decline with age.</p> <p>Disability: Those with disabilities who may not have access to private vehicles would benefit from greater provision of accessible public transport.</p> <p>Those with low income or no access to private vehicle: Having increased access to a range of transport modes will be particularly beneficial for this with no access to private vehicles in rural areas.</p> <p>Ethnicity: Ethnic minority communities, often living in areas with poorer transport provision, would benefit from improved connectivity.</p>
2. Enable economic growth, and employment	+	+	+	++	+	+	+	+	+	+	Greater travel choices in rural areas will help improve accessibility to employment opportunities and support economic growth. Whilst this will be

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
diversification in rural areas.											beneficial for all groups those with low incomes and no access to private vehicles may benefit more significantly with a greater opportunity to access more employment opportunities. Greater support for transport to / from tourist areas / attractions across the county would also help to facilitate economic growth for rural areas. A general improvement in network efficiency would also help those rural businesses that require efficient movement of goods, for example foodstuffs or livestock.
3. Connecting people with nature	+	+	+	+	+	+	+	+	+	+	This workstream encourages an uptake in active modes such as through a county wide network of footpaths and cycleways. This is likely to be utilised on a recreational basis (given the distances involved) but can help connect people with nature, even on short stretches. Benefits could be experienced by all groups.

E.11 Safe and vibrant communities

This Workstream concerns the delivery of accessible, high-quality spaces and infrastructure, where everyone feels safe and able to travel, benefitting the health and well-being of the CCA residents. Through improving transport connections and enhancing

CCA places, the Workstream aims to tackle some of the root causes of deprivation, poor health and social isolation and the Core Strategy sets out the aim to connect people with new opportunities, regenerate communities and help build healthy living into day-to-day activities.

Outlined in the LTP Core strategy are the following policies which set the context of the overarching Workstream:

- Empower everyone to travel safely and securely, wherever they go
- Deliver accessible and affordable public transport
- Develop accessible, high-quality spaces and infrastructure
- Embed placemaking in new developments
- Alleviate adverse impacts of travel on communities

The Core Strategy recognises that the economy will benefit from improving the health and wellbeing of the CCA residents by enabling more people to get back into work and training. Furthermore, addressing road safety will reduce the burden on health services and provide an economic benefit.

The Workstream aims to create places that people can feel proud of and fully integrated within. By creating safer, more welcoming streets, the CCA will help build more active, engaged communities and a greater sense of belonging. Ensuring that new developments are well connected and sustainable gives opportunities to reduce existing issues such as isolation, creates the conditions for sustainable and inclusive growth, and attracts inward investment. Improving the accessibility and affordability of public transport is critical to ensuring broader and more equitable access to employment, services and centres.

E.12 ISA Objectives

ISA Objective: 1. Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network

Effects	Effects	Effects	Effects	Effects	Assessment	Assessment	Assessment	Assessment
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Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
✓	Local – Reg.	LT	Perm	High	+	++	++	++

Commentary:

This workstream offers some alignment with promoting ecosystem resilience and functionality with specific reference to placemaking, as well as greener streets. Note is made of the Local Nature Recovery Strategy and improving green spaces and taking opportunities to provide richer habitats, as well as providing better access to these areas. Greener streets can support urban biodiversity and create habitats for various species.

Placemaking can include green spaces and biodiversity-friendly designs, contributing to the achievement of Biodiversity Net Gain and supporting the Nature Recovery Network.

High-quality spaces can incorporate green infrastructure, such as parks and green corridors, which enhance biodiversity and ecosystem functionality. An example of reedbed enhancement on an existing scheme is provided.

It is anticipated that beneficial effects could be significant in the medium to long term.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 2. Protect and enhance sites designated for their international importance for nature conservation purposes

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Reg.	LT	Perm	Low	-/+	-/+	-/+	-/+

Commentary:

While no specific note is made of designated sites, reference is made to the Local Nature Recovery Strategy, as well as to providing richer habitats which could have indirect benefits on designated sites by providing additional / adjacent habitat. However, note is also made of increasing access to open / greenspace and this could lead to increased disturbance to designated areas or to adjacent supporting areas.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 3. Protect and improve air quality

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	++	++	++

Commentary:

Promoting public transport, for example through making it more accessible and affordable, or by encouraging active travel can reduce the number of private vehicles on the road, leading to overall lower emissions and improved air quality.

Greener streets can include more trees and vegetation, which could help absorb pollutants and improve air quality at the local level. Note is made of taking proactive measures to address air quality.

Effects are anticipated to be significantly beneficial over the medium to longer term as more proactive addressing of air quality issues is made.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 4. Reduce the impact on environmental noise from transportation sources

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	++	++	++

Commentary:

Promoting public transport and active travel can help reduce the number of private vehicles on the road, which can lower overall traffic noise levels.

Greener streets can include vegetation that acts as a natural sound barrier, as well as skilful design in placemaking, can help to reduce noise pollution. Specific note is made of proactively designing out the potential adverse impacts that transport can have on communities and introducing measures to reduce traffic noise and improve air quality where they are exceeding safe levels.

Effects are anticipated to be significantly beneficial over the medium to longer term as more proactive addressing of noise issues is made.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 5. Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Promoting public transport by making it more accessible and affordable and encouraging active travel can help to reduce the number of private vehicles on the road, leading to lower carbon emissions.

Greener, more pedestrian friendly, streets that encourage walking and cycling, allow for a reducing reliance on motor vehicles and thus lowering carbon emissions. Placemaking and provision of richer habitats may allow for planting of native species that can sequester carbon, though it is acknowledged that this would be of relatively small amounts.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 6. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Redevelopment and placemaking allows for design of urban areas and associated transport network that can be made more resilient to the effects of climate change – for example note is made of greener streets that would be anticipated to include planting of trees (as noted at Preston Fishergate) – these can provide shade in hot weather. Greener streets can also include permeable surfaces and vegetation that help manage stormwater and reduce flooding risks – an example is given of reedbed enhancements on an existing scheme which had a degree of flooding mitigation.

High-quality infrastructure can be designed to withstand extreme weather events, enhancing the resilience of the transport network.

Placemaking can incorporate climate-resilient designs, such as green roofs and rain gardens, which help manage water runoff and reduce flooding.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 7. Protect and enhance cultural heritage assets and their setting, and the wider historic environment including buildings, structures, landscapes, townscape and archaeological remains and their setting

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Placemaking, with a vision led design requirement, are anticipated to likely include considerations for cultural heritage, ensuring that new developments respect and enhance the historic environment. A greater emphasis on the needs of people first, open spaces and sustainable transport is likely to result in fewer cars in urban centres and would help to enhance the setting of heritage assets / wider historic environment.

High-quality spaces can be designed to integrate and highlight cultural heritage assets, making them more accessible and appreciated by the community.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 8. Protect and enhance the character and quality of landscapes and townscape and visual amenity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Note is made that placemaking and regeneration will be foundational in developing more inclusive and attractive places across the county. Schemes such as the redevelopment of Fishergate in Preston exemplify the transformational impact that regeneration schemes can have. It is also noted that by creating safer, more welcoming streets, the Workstream will help build more active, engaged communities and a greater sense of belonging. Greener streets can enhance the visual amenity and character of urban landscapes by incorporating more vegetation and green spaces.

Placemaking can ensure that new developments are designed to complement and enhance the existing townscape and landscape character.

High-quality spaces and infrastructure can be designed to improve the visual appeal and functionality of urban areas, contributing to a better overall aesthetic.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 9. Protect, enhance and promote geodiversity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	0	0	0	0

Commentary:

No specific linkages between this ISA objective and the Workstream identified therefore effects anticipated to be neutral.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 10. Protect soil resources and avoid and contamination

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+

Commentary:

Greener streets can include vegetation that helps stabilise soil and prevent erosion, contributing to soil protection. Regeneration activities would also allow for remediation of contaminated land.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 11. Protect and enhance the water environment

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	+	+	+

Commentary

Greener streets can include vegetation and permeable surfaces that help manage stormwater runoff, reducing pollution and enhancing water quality. An example is given of reedbed enhancements which were introduced to deal with polluted motorway runoff.

Good quality placemaking can also incorporate sustainable water management practices, such as rain gardens and green roofs, which help protect and enhance the water environment.

High-quality infrastructure can be designed to minimise water pollution and incorporate features that enhance water quality, such as bioswales and constructed wetlands.

Mitigation Measures: N/A

Recommendations: The workstream could benefit from explicitly stating goals related to water protection and enhancement

ISA Objective: 12. Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Med	+	+	+	+

Commentary:

Greener streets can provide opportunities to incorporate sustainable materials and practices, such as using recycled materials for construction and promoting waste reduction.

Placemaking can provide opportunities for sustainable design principles that prioritise the use of alternative and recycled materials, reducing waste and conserving natural resources.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local	LT	Perm	Med	+	++	++	++

Commentary:

Improving public transport accessibility and affordability can enhance connectivity to job opportunities and educational institutions, supporting economic growth and job creation.

High-quality infrastructure can attract businesses and investors, creating new job opportunities and stimulating economic growth.

Reducing travel-related issues, as well as effective placemaking, can improve the quality of life for residents, making the area more attractive for businesses and workers.

The Workstream aims to connect people with new opportunities, regenerate communities, and integrate healthy living into daily activities (by providing safer, greener and healthier streets), which can enhance workforce participation and productivity.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 14. Support the wider coordination of land use and energy planning across the Greater Lancashire area

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local – Reg.	LT	Perm	Med	+	++	++	++

Commentary:

Note is made of supporting a vision led approach to new development. Note is also made of engaging with local communities to understand their needs – this will help to understand land use challenges and how transport can address these. In addition, reference is made to a clear policy definition of vision-led approaches in Local Plans, with sustainable, place-based principles having greater influence over site selection. Note is made of best practice and relevant design guides. It is noted that this will ensure that new developments put the needs of people and communities first and prioritise access to amenities and services, nature, and public spaces. Placemaking can ensure that new developments are designed with coordinated land use and energy planning, promoting sustainable growth and efficient resource use.

High-quality infrastructure can be designed to integrate land use and energy planning, supporting sustainable development and energy efficiency.

It is anticipated effects would be significantly beneficial in the medium to long term.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local – Reg.	LT	Perm	High	++	+++	+++	+++

Commentary:

The Workstream explicitly aims to benefit the health and well-being of residents. It supports active lifestyles by embedding healthy living into daily activities and creating safer, more welcoming streets. A strong commitment to delivering accessible public transport for all will also improve access to health and leisure services and amenities. Public transport will also be made safer, with particular benefits for those on low incomes. There is also a clear focus on safety, with a policy to apply a ‘vision zero’ approach to road safety – an ambition for there to be no fatalities or serious injuries on the Lancashire road network. LCC will take a holistic, safe systems approach to road safety, considering the locations of collision hotspots, road user behaviour, and personal security. Children and the elderly should particularly benefit. A safer road network will encourage active travel and remove barriers which prevent people from travel by these modes. This may be of particular benefit for younger people and cyclists, pedestrians and commuters.

The LTP includes several policies that support reducing severance, particularly through improved accessibility to pedestrian areas and improved public transport. New developments will also be well connected and sustainable, with onward connections to wider services. Effective placemaking, including removing clutter from footways and providing rest stops etc, will make it easier for those with mobility issues to access and navigate the streetscape, with a consequent reduction in severance.

This workstream and linked policies will work to enable use of and provide more accessible and affordable public transport and safer more easily accessed pedestrian areas across Lancashire, and therefore improve connections between and within communities, benefiting all groups. Older people, or those with certain disabilities may also be able to better reduce social isolation. There will also be easier and more accessible commuting and access to job or training opportunities with benefits for those on low incomes and other employees.

Improving the coverage of bus services can reconnect areas cut off by poor public transport, particularly for those without access to a car.

Maintaining pavements and removing clutter from footways to make sure that wheelchairs can move freely may encourage disabled and older people to walk and wheel, along with safe road crossing points and rest stops and seating. Safer crossing points may also improve access to active travel for young people. Planning for new developments will ensure that walking, cycling, wheeling and bus are a natural choice for most local journeys, improving access to active travel for all groups.

Note is made that LCC will ensure proactive consideration of health and equality issues by applying inclusive design standards from the outset of all new infrastructure projects. LCC will engage with communities, including those who are often not heard, to ensure better understanding of their needs. Note is also made of the need for designing spaces which feel safe and discourage antisocial behaviour, and ensuring scheme design and development processes assess and minimise the potential negative impacts on different groups of people.

Accessibility to public transport will be improved for all groups through the Policy to deliver accessible and affordable public transport. This policy sets out that it will progress towards a system which are truly accessible and affordable for all. This will include pre-journey information in formats that all people can use and understand as well as seating at bus stops which may improve accessibility for groups such as older people who otherwise may have difficulties. Wider coverage of bus services would also improve access to those in areas of limited public transport coverage. Buses would also provide level boarding.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local – Reg.	LT	Perm	High	++	+++	+++	+++

Commentary:

Policies such as delivering accessible and affordable public transport and developing accessible, high quality spaces and infrastructure explicitly reference ensuring equality of access to education, services and employment and equality of opportunity. Note is made of the need for Improving accessibility to public transport will be critical to ensuring broader and more equitable access to employment, services and centres. Building on our progress to date, our ambition is for all of our rail stations to be Accessible for All, for transport related social hotspots to be removed, and for all bus stop infrastructure and buses to be fully accessible wherever possible.

Through alleviating adverse impacts on communities from transport, potential negative impacts would be minimised on different groups of people.

The application of inclusive design standards will ensure equality issues are considered and ensure that the needs of different groups including the disabled, elderly, younger people, and those who are pregnant or looking after young children are met.

Note is made that LCC will ensure proactive consideration of health and equality issues by applying inclusive design standards from the outset of all new infrastructure projects. LCC will engage with communities, including those who are often not heard, to ensure better understanding of their needs. Note is also made of the need for designing spaces which feel safe and discourage antisocial behaviour, and ensuring scheme design and development processes assess and minimise the potential negative impacts on different groups of people.

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective: 17. Promote fairness and equity in rural connectivity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Med	+	+	+	+

Commentary:

While this workstream is focused on urban areas, note is made (through a specific Policy) that LCC will progress towards a public transport system that is truly accessible and affordable for all our residents, ensuring access to education, services and employment. It is anticipated that this would include rural areas.

Mitigation Measures: N/A

Recommendations: Specific reference to ensuring rural areas are also considered when working towards safe and vibrant communities would improve compatibility against this objective.

E.13 HIA sub-objectives (Scale of Effects)

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	<p>The workstream demonstrates a strong commitment to delivering accessible public transport for all with specific reference to access to education, services and employment through public transport.</p> <p>Children and Adolescents: Safer routes with safe road crossing points to schools, parks, and sports facilities encourage physical activity and independence.</p> <p>Older People: Improved pedestrian areas including maintaining pavements and providing rest stops and seating and shelters and seating at bus stops would improve accessibility of these modes and therefore improve access to healthcare services and social activities. Buses would have level boarding.</p> <p>Disabled/Other Health Problems: Improved accessibility to public transport and pedestrian areas can provide easier access to medical facilities and support services. Buses would have level boarding.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Low-Income Groups: Affordable public transport and targeted initiatives can make essential services more accessible, reducing travel costs.</p> <p>Cyclists, Pedestrians, Commuters: Improved safety and more affordable public transport will allow for better access to health and leisure destinations.</p> <p>Residents: Enhanced local environments and access to amenities improve quality of life.</p> <p>Employees: Improved public transport access and affordability would increase access to workplaces.</p> <p>Recommendations:</p> <p>Ensure public transport routes connect directly with key health and leisure facilities.</p>
2. Improve affordability of public transport	+++	++	++	+++	++	++	++	++	<p>This workstream includes policy to deliver accessible and affordable public transport. While all groups will benefit from this, targeted initiatives at specific groups may be introduced to improve access to education, work and social opportunities.</p> <p>This is likely to more significantly benefit younger people who may, as noted for example struggle to afford to take the bus for job interviews, training, or</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									social activities and those on low incomes who are generally constrained with costs of transportation.
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	+++	+++	+++	+++	+++	+++	This Workstream explicitly sets out that it will empower everyone to travel safely and securely, wherever they go. With an ambition for there to be no fatalities or serious injuries on the road network the LTP will significantly improve the safety of the transport network for all groups, reducing accidents and also aiming to improve personal security.
4. Reduce severance	+++	+++	+++	++	+++	++	++	++	<p>The LTP includes several policies that support reducing severance, particularly through improved accessibility to pedestrian areas and improved public transport. New developments will also be well connected and sustainable, with onward connections to wider services.</p> <p>Of particular note:</p> <p>Empower everyone to travel safely and securely, wherever they go A safer road network will encourage active travel and remove barriers which prevent people from travel by these modes. This may be of particular benefit for younger people and cyclists, pedestrians and commuters.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Deliver accessible and affordable public transport</p> <p>Improving the coverage of bus services can reconnect areas cut off by poor public transport, particularly for those without access to a car.</p> <p>Effective placemaking, including removing clutter from footways and providing rest stops etc, will make it easier for those with mobility issues to access and navigate the streetscape, with a consequent reduction in severance.</p>
5. Improve connections between and within communities	++	++	++	++	+++	+++	+++	++	<p>This workstream and linked policies will work to enable use of and provide more accessible and affordable public transport and safer more easily accessed pedestrian areas across Lancashire, and therefore improve connections between and within communities, benefiting all groups particularly:</p> <p>Residents: More welcoming streets, making stronger communities and allowing better access to local services. Older people, or those with certain disabilities may also be able to better reduce social isolation.</p> <p>Employees: Easier and more accessible commuting and access to job opportunities.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									Cyclists, Pedestrians, Commuters: More safe and accessible travel.
6. Protect health by reducing air, noise, odour and light pollution from transport	+++	++	+++	++	++	++	++	++	The workstream may include measures to proactively reduce traffic noise and improve air quality where they are exceeding safe levels. It is also anticipated that there may be a shift towards active travel and use of public transport and therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions.
7. Improve access to active travel modes	++	++	++	+	++	+	+	++	<p>Empower everyone to travel safely and securely, wherever they go Improving safety of the road network will encourage active travel and remove barriers which are currently preventing people from walking or cycling. This would be of particular benefit to cyclists, pedestrians and commuters</p> <p>Develop accessible, high quality spaces and infrastructure maintaining pavements and removing clutter from footways to make sure that wheelchairs can move freely may encourage disabled and older people to walk and wheel, along with safe road crossing points and rest stops and seating. Safer crossing</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>points may also improve access to active travel for young people.</p> <p>Embed placemaking in new developments Planning for new developments will ensure that walking, cycling, wheeling and bus are a natural choice for most local journeys, improving access to active travel for all groups.</p>
8. Improve access to public transport	+++	+++	+++	+++	+++	+++	+++	+++	<p>Accessibility to public transport will be improved for all groups through the Policy to deliver accessible and affordable public transport. This policy sets out that it will progress towards a system which are truly accessible and affordable for all. This will include pre-journey information in formats that all people can use and understand as well as seating at bus stops which may improve accessibility for groups such as older people who otherwise may have difficulties. Wider coverage would of bus services would also improve access to those in areas of limited public transport coverage. Buses would also provide level boarding.</p>

E.14 EqIA sub-objectives (Scale of Effects)

EqIA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	+	++	+	+	+	++	+	++	<p>The workstream demonstrates a strong commitment to delivering accessible transport with specific reference to access to education, services and employment through public transport as well as supporting improved travel opportunity. Note is made that there is an ambition that all rail stations are 'accessible for all' and for all bus stop infrastructure and buses to be fully accessible wherever possible.</p> <p>It is noted that measures could include pre-journey information in formats that all people can use and understand. This would be beneficial to those with sight or hearing loss, as well as those (it is anticipated) who may have language difficulties, though specific reference could be made of that issue.</p> <p>Age: Safe road crossing points will help to make active travel and access to services and facilities more accessible for both older and younger people. Rest points and seating at bus stops will also allow older people to access active travel and public transport.</p> <p>Disability and Pregnancy and Maternity: Maintaining pavements and removing clutter from footways to make sure that wheelchairs and</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										pushchairs can move freely, as well as facilities including accessible toilets, baby change and breastfeeding areas will encourage those with disabilities and those with young children to use active travel modes.
2. Improve affordability of transport	+++	++	++	++	++	++	++	++	++	<p>This workstream includes policy to deliver accessible and affordable public transport. While all groups will benefit from this, targeted initiatives at specific groups may be introduced to improve access to education, work and social opportunities.</p> <p>This is likely to more significantly benefit younger people who may for example struggle to afford to take the bus for job interviews, training, or social activities and those on low incomes who are generally constrained with costs of transportation.</p>
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	+++	+++	+++	+++	+++	+++	+++	The workstream explicitly sets out that it will empower everyone to travel safely and securely, wherever they go. With an ambition for there to be no fatalities or serious injuries on the road network the LTP will significantly improve the safety of the transport network for all groups, reducing accidents and also aiming to improve personal security.
4. Improve provision of public transport in rural areas or to those areas	+	+	+	+	+	+	+	+	+	Whilst this workstream does not make specific reference to provision of public transport in rural areas it does note that progress will be made toward

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
experiencing constraint in public transport provision										a public transport system that is truly accessible for all residents. As such it may be beneficial to those in areas experiencing constraint in public transport provision through a wider area covered by bus services.
5. Reduce severance	+++	++	+++	++	++	++	++	++	++	<p>The LTP includes several policies that support reducing severance, particularly through improved accessibility to pedestrian areas and improved public transport.</p> <p>Of particular note:</p> <p>Empower everyone to travel safely and securely, wherever they go A safer road network will encourage active travel and remove barriers which prevent people from travel by these modes. This may be of particular benefit for younger people.</p> <p>Deliver accessible and affordable public transport</p> <p>Improving the coverage of bus services can reconnect areas cut off by poor public transport, particularly for those without access to a car.</p> <p>Effective placemaking, including removing clutter from footways and providing rest stops etc, will make</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										it easier for those with mobility issues to access and navigate the streetscape, with a consequent reduction in severance.
6. Reduce air, noise, odour and light pollution from transport	+++	++	+++	++	++	++	++	++	++	The workstream may include pro-active measure to reduce traffic noise and improve air quality where they are exceeding safe levels. It is also anticipated that there may be a shift towards active travel and use of public transport and therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with certain disabilities or health issues.

E.15 Rural Needs sub-objectives (Scale of Effects)

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Increase access via a range of transport modes for rural communities.	-/-	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	<p>This workstream has a focus on urban areas and lacks targeted, inclusive, and rural-specific transport policies that address the diverse needs of these groups. Without such measures, there is a risk of deepening transport-related inequalities in rural areas, though note is made that progress will be made towards a public transport system that is truly accessible and affordable for all our residents, ensuring access to education, services and employment.</p> <p>Recommendations</p> <p>It is recommended that areas for improvement may include the introduction of or support of subsidised rural transport for low-income households and those without cars.</p> <p>Safety concerns, including for concerns for women, LGBTQ+ individuals, and ethnic minorities in rural and isolated settings should be explored.</p>
2. Enable economic growth, and employment	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	<p>This workstream lacks targeted, inclusive, and rural-specific transport policies that address the diverse needs of these groups. Without such measures, there is a risk of deepening transport-</p>

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
diversification in rural areas.											<p>related inequalities in rural areas. However, overall improvements in connectivity across the county may also benefit rural areas.</p> <p>Recommendations</p> <p>The workstream may benefit from inclusion of safe and accessible rural transport services that connect residents to diverse employment hubs.</p>
3. Connecting people with nature	++	++	++	++	++	++	++	++	++	++	<p>This workstream sets out that it will prioritise access to nature along with amenities, services and public spaces. It also considers opportunities to provide richer habitats in green spaces and resurfacing, maintaining and expanding Public Rights of Way networks, to provide access to nature for all and support local nature recovery. This would be beneficial for all groups, including those in rural areas.</p>

E.16 Future-ready networks

This Workstream concerns transforming Lancashire into a sub-region that is fit for the future, integrating new technologies and innovative solutions to ensure CCA networks are green, resilient, efficient and ready for growth.

Outlined in the LTP Core strategy are the following policies which set the context of the overarching Workstream:

- Accelerate the uptake of electric vehicles
- Improve journey time reliability
- Embrace new transport data and technologies
- Deliver sustainable, resilient infrastructure
- Embed whole-life approaches to asset management
- Implement smarter public parking strategies that meet evolving needs
- Support sustainable first and last mile freight

The Core Strategy commits to drawing on growing industries to bring new ideas into CCA's transport networks and prepare for upcoming changes. For example, CCA will use their cross-sector capabilities from the aerospace industry to explore using drones for transport, and will get ready for a widespread rollout of connected and autonomous vehicles.

The Workstream recognises the impacts of more extreme weather patterns are becoming more apparent, with wetter winters and warmer summers. The Workstream then aims to plan for the future to keep Lancashire moving, making sure the transport networks are sustainable now and prepared for future changes.

The Core Strategy sets out that it will work with cross-sector partners to proactively maintain transport assets and other infrastructure to ensure smooth journeys now and into the future.

E.17 ISA Objectives

ISA Objective: 1. Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
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✓	Local – Reg.	LT	Perm	High	+	++	++	++
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Commentary:

The commitment to “deliver sustainable, resilient infrastructure” and “plan for the future to keep Lancashire moving” suggests a recognition of climate change impacts, which is foundational for ecosystem resilience. Promoting electric vehicles and sustainable freight can reduce air and noise pollution, indirectly benefiting biodiversity and ecosystem health. Note is also made of the implementation of natural elements into transport networks and communities. It is noted ‘Green infrastructure’ like rain gardens, parks, green roofs, nature corridors and urban planting, and ‘blue infrastructure’ like wetlands, water storage ponds and coastal infrastructure, can help support biodiversity, and support the overall quality of our local environments.

It is anticipated effects could be significantly beneficial in the medium to long term as green infrastructure is developed and matures.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 2. Protect and enhance sites designated for their international importance for nature conservation purposes

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Reg.	LT	Perm	High	+	+	+	+

Commentary:

The commitment to “deliver sustainable, resilient infrastructure” and “plan for the future to keep Lancashire moving” suggests a recognition of climate change impacts, which is foundational for ecosystem resilience. Promoting electric vehicles and sustainable freight can reduce air and noise pollution, indirectly benefiting biodiversity and ecosystem health, with potential for

indirect effects on sites designated for nature conservation. Such sites could also benefit indirectly by the focus on green infrastructure set out in this workstream.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 3. Protect and improve air quality

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	High	+	++	++	++

Commentary:

Promoting electric vehicles and sustainable freight can reduce air pollution. Note is also made of electric car sharing schemes which will encourage uptake, as well as the encouragement to replace older vehicles with modern efficient and low or zero emission vehicles. There would also be an increase in the EV charging network. Further, delivering sustainable, resilient infrastructure suggests consideration of air quality in the design, construction and operation of new infrastructure. Smart transport systems (use of new transport data and technologies), along with the noted more efficient and coordinated management of roadworks, service planning and event planning through collaboration and information sharing between highways authorities, National Highways, event organisers, utilities companies and public transport operators can optimise traffic flow, reduce idling, and improve fuel efficiency, indirectly lowering emissions.

It is anticipated effects could be significantly beneficial in the medium to long term as the uptake of the EV fleet increases and transport networks become more efficient.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 4. Reduce the impact on environmental noise from transportation sources

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

Promoting electric vehicles and sustainable freight can reduce noise pollution. Further, delivering sustainable, resilient infrastructure suggests consideration of noise pollution in the design, construction and operation of new infrastructure. Smart transport systems can optimise traffic flow, reduce idling and indirectly lower noise emissions.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 5. Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local	LT	Perm	Low	+	+	++	++

Commentary:

This workstream should result in a direct and significant contribution to reducing tailpipe emissions from private vehicles, aligning well with the UK's net zero goals through the focus on accelerated uptake of electric vehicles. An emphasis has also been placed on logistics with support for a shift from LGVs to low-emissions deliveries (e.g. electric vans or cargo bikes) through smaller, local distribution centres, known as micro-consolidation. Smart transport systems can optimise traffic flow, reduce idling, and improve fuel efficiency, indirectly lowering emissions. While not explicitly carbon-focused, sustainable infrastructure

can include low-carbon materials (as noted in the workstream) and designs that reduce lifecycle emissions. An emphasis has also been placed on embedding whole life approaches to asset management, with a data-driven approach that will help to take proactive steps and target the areas most in need of maintenance and renewal. This should mean that assets do not need to be replaced as often and embedded carbon will not be ‘wasted’ or replaced.

Planting of green infrastructure would provide opportunities to sequester carbon, though it is acknowledged that amounts would be relatively limited.

It is anticipated benefits would be significance from the medium through to the long term.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 6. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local	LT	Perm	Low	+	++	++	++

Commentary:

The Workstream explicitly acknowledges more extreme weather patterns, including wetter winters and warmer summers, which is a strong foundation for climate adaptation planning. The policy to “deliver sustainable, resilient infrastructure” directly supports the objective of climate adaptation. This suggests an intention to design and maintain transport systems that can withstand climate-related stresses. Specific note is made of designing our spaces to help our people and infrastructure cope with higher rainfall and heat, such as through shelters, trees and plants, sustainable drainage solutions, green and blue infrastructure, and using more resilient, lower carbon materials.

It is anticipated benefits would be significant from the short through to the long term.

Mitigation Measures:

Recommendations:

ISA Objective: 7. Protect and enhance cultural heritage assets and their setting, and the wider historic environment including buildings, structures, landscapes, townscape and archaeological remains and their setting

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

While the workstream does not reference cultural heritage, historic buildings, landscapes, or archaeological assets the policy to deliver sustainable, resilient infrastructure suggests consideration of the full range of environmental receptors, including the historic environment. Pro-active maintenance of bridges and other transport infrastructure may allow for retention of historic assets. Green infrastructure could also help to improve the setting of the historic environment.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 7. Protect and enhance cultural heritage assets and their setting, and the wider historic environment including buildings, structures, landscapes, townscape and archaeological remains and their setting

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary

While the workstream does not reference cultural heritage, historic buildings, landscapes, or archaeological assets the policy to deliver sustainable, resilient infrastructure suggests consideration of the full range of environmental receptors, including the historic environment. Pro-active maintenance of bridges and other transport infrastructure may allow for retention of historic assets. Green infrastructure could also help to improve the setting of the historic environment.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 8. Protect and enhance the character and quality of landscapes and townscapes and visual amenity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

While the workstream does not reference landscapes and townscapes and visual amenity the policy to deliver sustainable, resilient infrastructure suggests consideration of the full range of environmental receptors, including landscape. As noted, ‘Green infrastructure’ like rain gardens, parks, green roofs, nature corridors and urban planting, and ‘blue infrastructure’ like wetlands, water storage ponds and coastal infrastructure, can help manage flooding, reduce heat stress, support biodiversity, and support the overall quality of our local environments. This would be anticipated to improve townscapes and wider landscapes. Increased uptake of EV’s could reduce pollution deposition on buildings etc. and help improve the overall townscape.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 9. Protect, enhance and promote geodiversity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

While the workstream does not reference geodiversity the policy to deliver sustainable, resilient infrastructure suggests consideration of the full range of environmental receptors, including then, geodiversity.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 10. Protect soil resources and avoid and contamination

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

While the workstream does not reference soil resources and contamination the policy to deliver sustainable, resilient infrastructure suggests consideration of the full range of environmental receptors, including then, soils and contamination. A focus on the increased uptake of EVs may allow for a reduction in pollution, while the development of green infrastructure may allow for better protection / utilisation of soils.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 11. Protect and enhance the water environment

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	-/+	-/+	-/+	-/+

Commentary:

An emphasis on the uptake of EVs would reduce the potential for hydrocarbon spillages entering local watercourses, though there could potentially be increased deposition of detritus from brake and tyre wear due to their generally heavier weight. Development of green infrastructure is noted to include elements such as rain gardens, parks, green roofs, nature corridors and urban planting, and ‘blue infrastructure’ like wetlands, water storage ponds and coastal infrastructure. Such features would help protect and enhance the water environment.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 12. Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

The Workstream’s aim to “deliver sustainable, resilient infrastructure” includes for more efficient use of materials and longer asset lifespans—key to reducing resource consumption and waste. Note is also made of using more resilient materials. Promoting sustainable first and last mile freight may reduce reliance on resource-intensive logistics systems and encourage more efficient, lower-impact delivery models. The use of innovative transport technologies (e.g., drones, connected vehicles) could lead to more efficient use of materials and energy, especially if paired with circular design principles.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local	LT	Perm	High	+	++	++	++

Commentary:

The Workstream aims to transform Lancashire into a sub-region fit for the future, explicitly linking transport improvements with economic development.

It highlights the role of new technologies and cross-sector innovation (e.g., aerospace, drones, autonomous vehicles), which can stimulate new industries and job creation.

Policies to improve journey time reliability and deliver resilient infrastructure directly support better access to employment and training opportunities, particularly in areas with poor connectivity. Supporting sustainable first and last mile freight can enhance the efficiency of local supply chains, benefiting businesses and creating logistics-related jobs.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 14. Support the wider coordination of land use and energy planning across the Greater Lancashire area

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local	LT	Perm	Low	+	+	+	+

Commentary:

The Workstream’s aim to make Lancashire “fit for the future” and “ready for growth” implies a strategic approach to infrastructure that could support integrated land use and energy planning, especially as it relates to accommodating new development and technologies. Accelerating EV uptake has implications for energy infrastructure planning, particularly in terms of grid capacity, charging infrastructure, and renewable energy integration. Note is also made of reducing costs by using more energy efficient lighting, generating more of our own energy.

Mitigation Measures: N/A

Recommendations: Specific reference to spatial planning, development frameworks, or coordination with local planning authorities, which are essential for aligning transport with land use would improve compatibility against this objective.

ISA Objective: 15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓✓	Local – Reg.	LT	Perm	High	+	++	++	++

Commentary:

The Workstream's overarching aim to ensure “sustainable, resilient infrastructure” and “keep Lancashire moving” supports long-term public health by aiming to reduce congestion, improve air quality, and maintain access to essential services, including those related to health. Promoting electric vehicles and low-emission freight can reduce air pollution, which is a major contributor to respiratory and cardiovascular diseases, especially in urban and deprived areas. Recognising and planning for extreme weather (e.g., wetter winters, warmer summers) helps protect communities from climate-related health risks such as flooding, heatwaves, and transport disruption that can affect access to healthcare and services.

The workstream does not directly target financial changes, incentives or subsidies to public transport and it is therefore considered that imperceptible affordability changes would be made in that regard. However, improving journey time reliability and efficiency could reduce overall fuel costs.

The workstream acknowledges that although costs are gradually decreasing, buying an electric car remains prohibitively expensive for many; electric car sharing schemes could allow residents to access an electric car without the need to purchase one, or to try before buying.

Note is also made in the workstream to have consideration of the right charges and payment methods for parking and notes unifying and modernising payment methods. Care would need to be taken to ensure this does not discriminate against those who are reliant on cash or who are on low incomes.

Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant. Delivering sustainable resilient infrastructure will ensure that the road, rail and active travel networks are protected against more extreme weather such as higher rainfall and heat. This will improve the safety of the network and help to avoid accidents as a result of extreme weather events. Well maintained infrastructure, as set out in this workstream, would also improve safety for all.

Note that care needs to be taken to ensure that the increase in EVs does not cause issues for those with sensory impairments such as hearing loss, though this is largely outside the scope of the LTP.

Measures noted in the workstream could also include a further review of parking supply such as encouraging higher turnover for on-street retail parking, longer stay for residential areas, a review of resident permit zones, or new bus and rail park and ride. Other measures could include improving enforcement and design to reduce inappropriate parking (such as blocking pavements), Such measures would help to reduce severance for those with limited mobility.

Improving journey time reliability through reducing delays and disruption will help to improve connections within and between communities.

Delivering sustainable resilient infrastructure will help to ensure that connections remain accessible even during extreme weather events.

Supporting sustainable first and last mile freight will increase delivery options for residents and improve commercial connections between communities.

The workstream includes policy to accelerate the uptake of electric vehicles. This will help to improve air quality and reduce traffic noise. New energy efficient lighting would also be implemented which it can be anticipated would be to the latest design standards, though it is to be noted that some individuals experience issues with newer light types. On the whole, therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions.

Implementing smarter public parking strategies can facilitate increased walking and cycling such as through secure places to park bicycles and park and stride. Better regulation of parking (including dynamic kerbside management systems) can help to improve walking along footways. The increased facilities and therefore improved access to active travel modes would be beneficial for all groups.

Embracing new transport technologies (e.g., drones, autonomous vehicles) has the potential to improve access in rural or underserved areas, which could benefit older people, disabled individuals, and low-income groups—though this depends on inclusive implementation.

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
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✓	Local – Reg.	LT	Perm	Med	+	+	+	+
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Commentary:

The Workstream’s aim to ensure sustainable, efficient, and resilient transport networks can support broader access to services, education, and employment—key enablers of equality. Embracing new technologies and preparing for connected and autonomous vehicles may improve mobility options in the long term, particularly for people with limited access to traditional transport.

The workstream does not directly target financial changes, incentives or subsidies to public transport and it is therefore considered that imperceptible affordability changes would be made in that regard. However, improving journey time reliability and efficiency could reduce overall fuel costs.

The workstream acknowledges that although costs are gradually decreasing, buying an electric car remains prohibitively expensive for many; electric car sharing schemes could allow residents to access an electric car without the need to purchase one, or to try before buying.

Note is also made in the workstream to have consideration of the right charges and payment methods for parking and notes unifying and modernising payment methods. Care would need to be taken to ensure this does not discriminate against those who are reliant on cash or who are on low incomes.

Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant. Delivering sustainable resilient infrastructure will ensure that the road, rail and active travel networks are protected against more extreme weather such as higher rainfall and heat. This will improve the safety of the network and help to avoid accidents as a result of extreme weather events.

Well maintained infrastructure, as set out in this workstream, would also improve safety for all.

Embracing new transport technologies such as autonomous vehicles could improve network efficiency and provide travel options for those with limited access to public transport or who are unable to drive. This would reduce severance for all groups, and may be particularly beneficial for older people who may be unable to drive. Measures noted in the workstream could also include a further review of parking supply such as encouraging higher turnover for on-street retail parking, longer stay for residential areas, a review of resident permit zones, or new bus and rail park and ride. Other measures could include improving

enforcement and design to reduce inappropriate parking (such as blocking pavements), Such measures would help to reduce severance for those with limited mobility.

Note that care needs to be taken to ensure that the increase in EVs does not cause issues for those with sensory impairments such as hearing loss, though this is largely outside the scope of the LTP

Mitigation Measures: N/A

Recommendations: None identified

ISA Objective: 17. Promote fairness and equity in rural connectivity

Effects Mag	Effects Scale	Effects Dur	Effects T/P	Effects Cert	Assessment ST	Assessment MT	Assessment LT	Assessment Sm
✓	Local – Reg.	LT	Perm	Med	+	+	+	+

Commentary:

The use of drones, connected and autonomous vehicles, and smart transport data could offer new mobility solutions for rural communities, where traditional public transport is often limited. Enhancing first and last mile freight could improve access to goods and services in rural areas, supporting local economies and reducing isolation.

Embracing new transport technologies such as autonomous vehicles could improve network efficiency and provide travel options for those with limited access to public transport or who are unable to drive which may be particular issues in rural communities. Note is also made of the need for sufficient charging facilities, including at key locations and this would be particularly beneficial to those in rural areas who may have to travel greater distances.

Improving journey time reliability and network efficiency, along with a resilient network, would benefit the rural economy as it would allow a more reliable and efficient access to markets for rural enterprises. Such aspects would be particularly important for sensitive freight such as foodstuffs and livestock.

Mitigation Measures: N/A

Recommendations: None identified

E.18 HIA sub-objectives (Scale of Effects)

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to health and leisure services and facilities and amenities for all	0	+	+	+	+	+	+	+	<p>Commuters, employees, and residents:</p> <p>The LTP's focus on improving journey time reliability supports timely access to healthcare and leisure services, which is especially beneficial for commuters, employees, and residents.</p> <p>Older people, disabled individuals, and low-income groups:</p> <p>Embracing new transport technologies (e.g., drones, autonomous vehicles) has the potential to improve access in rural or underserved areas, which could benefit older people, disabled individuals, and low-income groups—though this depends on inclusive implementation.</p> <p>Residents and low-income:</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>Supporting first and last mile freight can enhance the availability of goods and services in local areas, indirectly benefiting residents and low-income communities by improving access to amenities.</p> <p>Recommendations</p> <p>Coordinate with health and leisure providers to ensure transport supports access to key services.</p>
2. Improve affordability of public transport	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	<p>The workstream does not directly target financial changes, incentives or subsidies to public transport and it is therefore considered that imperceptible affordability changes would be made in that regard. However, improving journey time reliability and efficiency could reduce overall fuel costs.</p> <p>The workstream acknowledges that although costs are gradually decreasing, buying an electric car remains prohibitively expensive for many; electric car sharing schemes could allow residents to access an electric car without the need to purchase one, or to try before buying.</p> <p>Note is also made in the workstream to have consideration of the right charges and payment methods for parking and notes unifying and modernising payment methods. Care would need to be taken to ensure this does not discriminate</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									<p>against those who are reliant on cash or who are on low incomes.</p> <p>Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant.</p>
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	<p>Delivering sustainable resilient infrastructure will ensure that the road, rail and active travel networks are protected against more extreme weather such as higher rainfall and heat. This will improve the safety of the network and help to avoid accidents as a result of extreme weather events. Well maintained infrastructure, as set out in this workstream, would also improve safety for all.</p> <p>Note that care needs to be taken to ensure that the increase in EVs does not cause issues for those with sensory impairments such as hearing loss, though this is largely outside the scope of the LTP.</p>
4. Reduce severance	+	++	++	+	+	+	+	+	<p>Embracing new transport technologies such as autonomous vehicles could improve network efficiency and provide travel options for those with limited access to public transport or who are unable to drive. This would reduce severance for all groups, and may be particularly beneficial for older people who may be unable to drive.</p>

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									Measures noted in the workstream could also include a further review of parking supply such as encouraging higher turnover for on-street retail parking, longer stay for residential areas, a review of resident permit zones, or new bus and rail park and ride. Other measures could include improving enforcement and design to reduce inappropriate parking (such as blocking pavements), Such measures would help to reduce severance for those with limited mobility.
5. Improve connections between and within communities	+	+	+	+	+	+	+	+	<p>Improving journey time reliability through reducing delays and disruption will help to improve connections within and between communities.</p> <p>Delivering sustainable resilient infrastructure will help to ensure that connections remain accessible even during extreme weather events.</p> <p>Supporting sustainable first and last mile freight will increase delivery options for residents and improve commercial connections between communities.</p>
6. Protect health by reducing air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	The workstream includes policy to accelerate the uptake of electric vehicles. This will help to improve air quality and reduce traffic noise. New energy efficient lighting would also be implemented which it can be anticipated would be to the latest design standards, though it is to be noted that some individuals experience issues with newer light

HIA sub-objective	Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
									types. On the whole, residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions.
7. Improve access to active travel modes	+	+	+	+	+	+	+	+	Implementing smarter public parking strategies can facilitate increased walking and cycling such as through secure places to park bicycles and park and stride. Better regulation of parking (including dynamic kerbside management systems) can help to improve walking along footways. The increased facilities and therefore improved access to active travel modes would be beneficial for all groups.
8. Improve access to public transport	+	+	+	+	+	+	+	+	Implementing smarter public parking strategies can facilitate increased public transport such as through park and ride, or parking at rail stations. The increased facilities and therefore improved access to public transport modes would be beneficial for all groups.

E.19 EqIA sub-objectives (Scale of Effects)

EqIA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1. Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	+	+	+	+	+	+	+	+	+	<p>Supporting first and last mile freight can enhance the availability of goods and services in local areas, making access to amenities more available through walking, wheeling or cycling.</p> <p>Implementing smarter public parking strategies can facilitate increased walking and cycling such as through secure places to park bicycles and park and stride. This will help to make services, facilities and amenities more accessible by active travel.</p>
2. Improve affordability of transport	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	<p>The workstream does not directly target financial changes, incentives or subsidies to public transport and it is therefore considered that imperceptible affordability changes would be made in that regard. However, improving journey time reliability and efficiency could reduce overall fuel costs.</p> <p>The workstream acknowledges that although costs are gradually decreasing, buying an electric car remains prohibitively expensive for many; electric car sharing schemes could allow residents to access an electric car without the need to purchase one, or to try before buying.</p> <p>Note is also made in the workstream to have consideration of the right charges and payment</p>

EqIA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										<p>methods for parking and notes unifying and modernising payment methods. Care would need to be taken to ensure this does not discriminate against those who are reliant on cash or who are on low incomes.</p> <p>Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant.</p>
3. Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	<p>Delivering sustainable resilient infrastructure will ensure that the road, rail and active travel networks are protected against more extreme weather such as higher rainfall and heat. This will improve the safety of the network and help to avoid accidents as a result of extreme weather events.</p> <p>Well maintained infrastructure, as set out in this workstream, would also improve safety for all.</p> <p>Note that care needs to be taken to ensure that the increase in EVs does not cause issues for those with sensory impairments such as hearing loss, though this is largely outside the scope of the LTP</p>
4. Improve provision of public transport in rural areas or to those areas experiencing constraint	+	+	+	+	+	+	+	+	+	<p>No specific note is made in this workstream of public transport provision in rural areas, though improving overall journey reliability, as well as having resilient</p>

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
in public transport provision										infrastructure would benefit such services in rural areas, with benefits for all groups.
5. Reduce severance	++	+	+	+	+	+	+	+	+	Embracing new transport technologies such as autonomous vehicles could improve network efficiency and provide travel options for those with limited access to public transport or who are unable to drive. This would reduce severance for all groups, and may be particularly beneficial for older people who may be unable to drive. Measures noted in the workstream could also include a further review of parking supply such as encouraging higher turnover for on-street retail parking, longer stay for residential areas, a review of resident permit zones, or new bus and rail park and ride. Other measures could include improving enforcement and design to reduce inappropriate parking (such as blocking pavements), Such measures would help to reduce severance for those with limited mobility.
6. Reduce air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	+	The workstream includes policy to accelerate the uptake of electric vehicles. This will help to improve air quality and reduce traffic noise. Therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by

EqlA sub-objective	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
										young children and those with existing health conditions or certain disabilities.

E.20 Rural Needs sub-objectives (Scale of Effects)

Rural Needs sub-objective	Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
1 1. Increase access via a range of transport modes for rural communities.	+	+	+	+	+	+	+	+	+	+	Embracing new transport technologies such as autonomous vehicles could improve network efficiency and provide travel options for those with limited access to public transport or who are unable to drive which may be particular issues in rural communities. Note is also made of the need for sufficient charging facilities, including at key locations and this would be particularly beneficial

Rural Needs sub-objective		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	Description of effect/Recommendations for mitigation or enhancement
												to those in rural areas who may have to travel greater distances.
2	2. Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	Whilst the workstream recognises the importance of transport networks for growing the economy it does not directly target rural areas. However, improving journey time reliability and network efficiency, along with a resilient network, would benefit the rural economy as it would allow a more reliable and efficient access to markets for rural enterprises. Such aspects would be particularly important for sensitive freight such as foodstuffs and livestock.
3	3. Connecting people with nature	+	+	+	+	+	+	+	+	+	+	Through the delivery of sustainable resilient infrastructure measures including 'green infrastructure' such as rain gardens, parks, green roofs, nature corridors and so on may help to connect the wider population, including those in rural areas with nature.

Appendix F Compatibility Assessment Tables

Note: In the following tables the following scale is used to summarise compatibility:

✓	Broadly Compatible
X	Potential Conflict
?	No sufficient detail provided to ascertain compatibility
NR	Not Relevant / No Relationship

F.1 Compatibility Assessment – Vision

LTP Element: Vision

Our vision for the LTP is for our transport network to support:

- A stronger economy,
- With fairer opportunities,
- And a sustainable future.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	✓	It is anticipated that through the transport network supporting a sustainable future, biodiversity and ecosystems will be protected through resilience and prevention measures implemented into new transport interventions and infrastructure.
Protect and enhance sites designated for their international importance for nature conservation purposes	✓	It is anticipated that through the transport network supporting a sustainable future, designated sites for nature conservation will likely be protected and enhanced through resilience and prevention measures into new transport interventions and infrastructure.
Protect and improve air quality	✓	Despite there being no reference to air quality within the vision, it is anticipated that through sustainable future for the transport network will result in increased sustainable practices, which will result in a reduction of carbon emissions and an improvement in overall air quality.
Reduce the impact on environmental noise from transportation sources	✓	Despite there being no reference to air quality within the vision, it is anticipated that through sustainable future for the transport network will result in increased sustainable practices, which will result in a reduction of noise emissions.

Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	✓	Despite reducing carbon emissions not being referenced within the vision it can be anticipated, that through supporting a sustainable future as part of the transport network will result in an overall reduction in emissions and therefore contributing the UKs target of net zero.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	It is anticipated that through supporting a sustainable future of the transport network, it is likely that new interventions and infrastructure will result in outcomes that increase resilience and adaptation to climate change.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	✓	It is anticipated that a transport network that supports a sustainable future would result in outcomes such as reduced pollution that would subsequently reduce deposition and deterioration to historical buildings, structures and monuments.
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	✓	It is anticipated that a transport network that supports a sustainable future would result in outcomes that provide for the enhancement of character and quality of landscapes, townscapes and visual amenity.
Protect, enhance and promote geodiversity	✓	It is anticipated that a transport network that supports a sustainable future would result in outcomes that provide for the enhancement of features and sites designated for geodiversity.
Protect soil resources and avoid land contamination	✓	It is anticipated that a transport network that supports a sustainable future would result in outcomes that provide opportunities for remediation of contaminated land, use of previously developed land and the conservation of soil resources.
Protect and enhance the water environment	✓	It is anticipated that a transport network that supports a sustainable future would result in outcomes that provide for the enhancement of the water environment. Sustainable transport modes would also reduce the potential for accidental release of hydrocarbons due to refuelling or accidents.

Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	✓	It is anticipated that a transport network that supports a sustainable future would result in outcomes that prudently use resources and reduce the level of waste.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Clear note is made within the vision in regard to building a stronger economy, which is likely to lead to increased jobs.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	?	While it is anticipated that meeting the vision will coordination of land use and energy planning, it is not specifically noted within the vision and as such will be dependent upon implementation measures.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	While there is no specific reference to health and wellbeing within the vision, it can be anticipated that through providing fairer opportunities in the transport network will lead to improved accessibility services and facilities for all.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	✓	Specific note is made within the vision to providing fairer opportunities, which is expected to promote greater equality of opportunity and work towards achieving a fairer society.
Promote fairness and equity in rural connectivity	✓	While there is no specific reference to rural connectivity in the vision, providing fairer opportunities is expected to result in promoting fairness and equity in rural connectivity.

F.2 Compatibility Assessment - Goal 1

LTP Element: Goal 1

Strengthen our labour markets by connecting people and jobs

Our recently published Lancashire Growth Plan sets out our strategy for transforming our economy. Our biggest opportunity is to better connect Lancashire's local economies.

Around three quarters of our population live in the central belt between the Fylde Coast and Pennine Lancashire following the M55 / M65 and east / west railway lines, but the connections between the key centres are very limited. By transforming east / west public transport, we will help businesses recruit skilled workers, and more people will have access to education and training to improve workplace skills.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	?	<p>It is unclear the overall effects for biodiversity and ecosystem resilience. The transforming of public transport will likely encourage use of this mode of transport and move away from private car use which would reduce pressures such as noise, air quality, and light among others. It is however recognised that this goal may involve new infrastructure which has the potential to increase pressures on biodiversity.</p> <p>Recommendation: Consider noting the need to protect the natural environment.</p>
Protect and enhance sites designated for their international importance for nature conservation purposes	?	<p>It is unclear the overall effects for designated sites. The transforming of public transport will likely encourage use of this mode of transport and move away from private car use which would reduce pressures such as noise, air quality, and light among others that affect designated sites. It is however recognised that this goal may involve new infrastructure which has the potential to increase pressures on sites designated internationally for nature conservation purposes.</p> <p>Recommendation: Consider noting the need to protect the natural environment.</p>

Protect and improve air quality	✓	The goal does not specifically make reference to reducing air quality however, it is assumed that the promotion of public transport will encourage use of this sustainable mode and may reduce overall car use, leading to an overall improvement of air quality.
Reduce the impact on environmental noise from transportation sources	?	The goal will may result in a reduction of car use and reduce overall noise levels on roads, but new road / rail infrastructure would may lead to increased noise levels in other areas.
Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	✓	The goal does not specifically make reference to reducing carbon emissions however, it is assumed that the promotion of public transport will encourage use of this sustainable mode and may reduce overall car use, leading to an overall reduction in carbon emissions.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	<p>It is anticipated that this goal could lead to new or enhanced infrastructure including road or rail links – such links could help to increase resilience for example by providing new routes that could allow for diversions due to extreme weather events. It is suggested that the goal could be strengthened by ensuring that any travel connectivity options are sustainable and are designed to be resilient to the effects of climate change and / or to mitigate the effects of climate change through, for example, incorporating SUDS and flood protection measures.</p> <p>Recommendation: Consider noting the need to consider measures to be resilient to the effects of climate change through, for example, incorporating SUDS and flood protection measures</p>
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	?	<p>The goal may result in new road / rail infrastructure which would has the potential to result in the loss of or disturbance to cultural heritage assets and their settings. However, if the use of private cars is reduced through improved public transport there may be benefits on heritage assets through reduced air pollution, which may also reduce pollution related deposition and deterioration to historical buildings, structures and monuments</p> <p>Recommendation: Consider noting the need to protect the built environment</p>

Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	<p>The goal may result in new road / rail infrastructure which would have the potential to result in the negative impacts on landscapes and townscapes. However, if the use of private cars is reduced through improved public transport there may be benefits in terms of protection and enhancement of the quality of townscape and visual amenity.</p> <p>Recommendation: Consider noting the need to protect the built and natural environment</p>
Protect, enhance and promote geodiversity	?	<p>The goal may result in new road / rail infrastructure which would have the potential to result in the negative impacts on geodiversity, however if the goal will reduce the unnecessary use of private cars it may in turn reduce the need for new roads and therefore avoid damage to geodiversity.</p> <p>Recommendation: Consider noting the need to protect the natural environment</p>
Protect soil resources and avoid land contamination	?	<p>The goal may result in new road / rail infrastructure which would have the potential to result in the loss of soil resources, however if the goal will reduce the unnecessary use of private cars it may in turn reduce the need for new roads and therefore avoid loss of soil resources.</p> <p>Recommendation: Consider noting the need to protect the natural environment</p>
Protect and enhance the water environment	?	<p>The goal may reduce private car use and therefore reduce the potential for accidental spillage of hydrocarbons from private vehicles. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses. However where new road / rail infrastructure is introduced there is the potential for increased contamination and negative impacts on the water environment.</p>
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	?	<p>If new hard infrastructure is required for rail / road connections the use of resources and production of waste will occur.</p>

Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Note is made within the LTP goal to improve connections within key economic centres due the current poor connection which will likely lead to easier movement of goods and improve economic growth. Furthermore, the improved connections will facilitate the movement of workers and lead to higher connectivity to jobs, which will likely promote job creation.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	Improved connectivity will require the coordination of different sectors of planning.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	?	The enhanced movement of people through improved connectivity could allow greater access to health services and work to reduce inequalities in health. The movement of goods and people through enhanced connectivity could also lead to an increase in traffic volumes and congestion with a corresponding effect on community safety.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	✓	Enhancing connectivity across Lancashire is anticipated to promote economic growth and improve access and connectivity to jobs and skills.
Promote fairness and equity in rural connectivity	?	It is unclear whether the goal is compatible, as there is no specific reference to connecting rural economies.

F.3 Compatibility Assessment - Goal 2

LTP Element: Goal 2

Provide strong connections to markets and supply chains.

All sectors of our economy are reliant on local, UK-wide and international supply chains, which depend on effective strategic road and rail connections. Many sectors also require effective access to regional innovation clusters to support Research and Development activities, which are critical to developing new products and increasing competitiveness. Ensuring that future transport conditions are reliable and accessible for people and freight will improve productivity and drive growth.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	?	<p>The movement of freight and people may lead to an increase in traffic volumes and congestion as well as lead to growth in CO2 emissions from transport. It is also anticipated that this goal could lead to new or enhanced infrastructure including road or rail links. This has the potential to increase pressures on local biodiversity through fragmentation of habitat and deterioration in air, noise and light pollution for example. If the connections improve and encourage the use of public transport, there may be beneficial effects on biodiversity through reduced pressures such as air quality, on local vulnerable habitats and species</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Protect and enhance sites designated for their international importance for nature conservation purposes	?	<p>The movement of freight and people could lead to new or enhanced infrastructure including road and rail links which has the potential to encroach upon designated protected sites. Furthermore, the increased traffic volume through the movement of freight has potential to cause direct pollution to these sites from tyre degradation and exhaust fumes. If the connections improve and encourage the use of public transport, there may be beneficial effects on biodiversity through reduced pressures such as air quality, on sites designated for nature conservation.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Protect and improve air quality	?	<p>The movement of freight and people through effective strategic road and rail connections may lead to an increase in traffic volumes and congestion as well as lead to growth in air pollution</p>

		<p>emissions from transport. If the connections improve and encourage the use of public transport, there may be beneficial effects on air quality from a reduction in emissions from private cars.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Reduce the impact on environmental noise from transportation sources	?	<p>The movement of freight and people through strategic road and rail connections may cause construction of new infrastructure, which may lead to increased environmental noise from transportation sources. If the connections improve and encourage the use of public transport, there may be beneficial effects on noise from a reduction in emissions from private cars.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	?	<p>The movement of freight and people through effective strategic road and rail connections may lead to an increase in traffic volumes and congestion as well as lead to growth in CO2 emissions from transport. If the connections improve and encourage the use of public transport, there may be beneficial effects on carbon from a reduction in emissions from private cars.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	<p>It is anticipated that this goal could lead to the creation of new or enhanced infrastructure including road or rail links – such links could help to increase resilience for example by providing new routes that could allow for diversions due to extreme weather events. It is suggested that the LCC goal could be strengthened by ensuring that any travel connectivity options are sustainable and are designed to be resilient to the effects of climate change and / or to mitigate the effects of climate change through, for example, incorporating SUDS and flood protection measures.</p>
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings,	?	<p>The movement of freight and people through enhanced regional connectivity could lead to an increase in traffic volumes or the need for new infrastructure that could lead to an effect on the historic environment through increases in pollution, including structures, landscape or townscape etc. If the connections improve and encourage the use of public transport, there may be beneficial</p>

structures, landscapes, townscapes and archaeological remains and their settings.		<p>effects on heritage assets from a reduction in emissions from private cars and subsequent reduced pollution related deposition and deterioration to historical buildings, structures and monuments.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably</p>
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	<p>The movement of goods and people through enhanced regional connectivity could lead to an increase in traffic volumes or the need for new infrastructure that could lead to an effect on landscapes, townscapes and visual amenity. If the connections improve and encourage the use of public transport, there may be beneficial effects on landscapes, townscapes and visual amenity from a reduction in private cars.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Protect, enhance and promote geodiversity	?	<p>The movement of goods and people through enhanced regional connectivity could lead to an increase in traffic volumes or the need for new infrastructure that could lead to an effect on geodiversity. However, if the connections improve and encourage the use of public transport, there may be beneficial effects on geodiversity from a reduction in private cars.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Protect soil resources and avoid land contamination	?	<p>If construction of new rail / road infrastructure is required, soils and agricultural resources may be lost or damaged. There may be opportunities for remediation of contaminated land or the use of previously developed land.</p>
Protect and enhance the water environment	?	<p>The movement of freight and people through enhanced regional connectivity could lead to an increase in traffic volumes and congestion as well as lead to growth in pollution emissions from transport. This has the potential to increase pressures on watercourses through increased transport related contaminated surface water runoff comprising chemicals, hydrocarbons and</p>

		<p>heavy metals. However, if the connections improve and encourage the use of public transport, there may be beneficial effects on the water environment from a reduction in private cars.</p> <p>Recommendation: Specific note should be made in the goal of the need to for the movement of freight and people to be done sustainably.</p>
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	?	<p>If construction of new connections is required, resources would be needed, and waste may be generated. If the goal improves and encourages the use of public transport and reduces the use of combustion powered vehicles this will reduce pressures on finite natural resources including hydrocarbons.</p> <p>Recommendation: Specific note should be made in the goal of the need for creation of new road / rail links is done using resources sustainably.</p>
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Ensuring that transport conditions are reliable and accessible for people and freight is anticipated to promote economic growth and improve access and connectivity to jobs.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	Ensuring that transport conditions are reliable and accessible for people and freight and the requirement of effective access to regional innovation clusters will likely require the coordination of different sectors of planning.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	?	<p>Ensuring that transport conditions are reliable and accessible for people could allow for greater access to health services and work to reduce inequalities in health. However, it could also lead to an increase in traffic volumes with a corresponding effect on community safety and air pollution.</p> <p>Recommendation: The goal should be clarified to recognise the importance of community safety and low emission transport options.</p>
Promote greater equality of opportunity for all citizens, with	✓	Ensuring that transport conditions are reliable and accessible for people and freight will likely be of benefit to all, however some groups may be better able to take advantage than others.

the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)		
Promote fairness and equity in rural connectivity	?	<p>Whilst the goal is concerned with effective access to regional innovation clusters and ensuring reliable and accessible conditions, it is unclear if this will include rural areas.</p> <p>Recommendation: The goal should be clarified to include the importance of fairness and equity in rural connectivity</p>

F.4 Compatibility Assessment - Goal 3

LTP Element: Goal 3

Unlock strategic growth across Lancashire.

Our Growth Plan strategic sites include major development opportunities in our town and city centres and four Enterprise Zones focused on existing and emerging sectors including defence, cyber, sci-tech, and energy and nuclear. These, alongside delivering new and improved homes, have the potential to sustain and grow the economy.

We will take an integrated, vision-led approach to spatial planning and transport, in line with the National Planning Policy Framework, to support regeneration and create thriving, attractive and sustainable local communities. Through this, we can support an upskilled labour market, attract new talent, and deliver new, attractive residential and employment space.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the	?	In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in potential loss of or disturbance to biodiversity. However, where the approach to spatial planning and transport

achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.		<p>increases the sustainability of sites and associated transport there may be reduced pressures on and benefits to biodiversity.</p> <p>Recommendation: Consider noting the need to protect the natural environment.</p>
Protect and enhance sites designated for their international importance for nature conservation purposes	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in potential loss of or disturbance to designated sites. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be reduced pressures on and benefits to sites designated internationally for nature conservation purposes.</p> <p>Recommendation: Consider noting the need to protect the natural environment.</p>
Protect and improve air quality	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in a potential increase in emissions. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be reduced emissions from reduction in journeys or options for public transport or active travel.</p>
Reduce the impact on environmental noise from transportation sources	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in a potential increase in noise. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be reduced noise from transportation sources from reduction in journeys or options for public transport or active travel.</p>
Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in a potential increase in emissions. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be reduced emissions from reduction in journeys or options for public transport or active travel.</p>
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in a potential increase in areas of hardstanding and potentially increasing flood risk. However, there are opportunities to ensure that any travel connectivity options are sustainable and are designed to</p>

		<p>be resilient to the effects of climate change and / or to mitigate the effects of climate change through, for example, incorporating SUDS and flood protection measures.</p> <p>Recommendation: Consider noting the need to consider measures to be resilient to the effects of climate change through, for example, incorporating SUDS and flood protection measures</p>
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in a potential damage to heritage assets or their setting and if air pollution increases there may be damage from pollution related deposition and deterioration to historical buildings, structures and monuments. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be reduced emissions from reduction in journeys or options for public transport or active travel and therefore reduced effects on heritage assets.</p> <p>Recommendation: Consider noting the need to protect the built environment</p>
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in a potential new infrastructure in the landscape with associated adverse effects. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport and if the use of private cars is reduced through improved public transport or active travel options there may be benefits in terms of protection and enhancement of the quality of townscape and visual amenity.</p> <p>Recommendation: Consider noting the need to protect the built and natural environment</p>
Protect, enhance and promote geodiversity	?	<p>The goal may result in upgrades to or construction of new elements of the transport network which would have the potential to result in the negative impacts on geodiversity, however if the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be opportunities to enhance or promote geodiversity.</p> <p>Recommendation: Consider noting the need to protect the natural environment</p>

Protect soil resources and avoid land contamination	?	<p>The goal may result in upgrades to or construction of new elements of the transport network which would have the potential to result in the loss of or damage to soil resources, however if the approach to spatial planning and transport increases the sustainability of sites and associated transport there may be opportunities to enhance/remediate contaminated land.</p> <p>Recommendation: Consider noting the need to protect the natural environment</p>
Protect and enhance the water environment	?	<p>While the goal may result in upgrades to or construction of new elements of the transport network which would have the potential to result in pollution of the water environment from accidental spillage of hydrocarbons from private vehicles, a vision led approach to spatial planning and transport result in reduced use of private cars there may be beneficial effects on the water environment.</p> <p>Recommendation: Consider noting the need to protect the natural environment</p>
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	?	<p>In supporting the strategic sites with spatial planning and transport there is potential for upgrades to or construction of new elements of the transport network. This would result in use of resources and generation of waste. However, where the approach to spatial planning and transport increases the sustainability of sites and associated transport and if the use of private cars is reduced through improved public transport or active travel options there may be benefits in terms resource use.</p>
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	<p>The goal will support an upskilled labour market, attract new talent, and deliver new, attractive residential and employment space through an integrated, vision-led approach to spatial planning and transport. This would be beneficial in terms of economic growth and job creation.</p>
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	<p>The goal will take an integrated, vision-led approach to spatial planning and transport, to support regeneration and create thriving, attractive and sustainable local communities and therefore would be beneficial in terms of supporting the wider coordination of land use and energy planning.</p>

Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	Through its integrated, vision-led approach to spatial planning and transport, the goal will support regeneration and create thriving, attractive and sustainable local communities which is anticipated to be beneficial in terms of health and well-being for citizens.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	✓	Through its integrated, vision-led approach to spatial planning and transport, the goal will support regeneration and create thriving, attractive and sustainable local communities, and this is anticipated to offer greater equality of opportunity for all citizens
Promote fairness and equity in rural connectivity	?	Whilst the goal is concerned with unlocking strategic growth across Lancashire, it is unclear if this will include rural areas.

F.5 Compatibility Assessment - Goal 4

LTP Element: Goal 4

Improve accessibility to tackle inequalities and deprivation

By improving local bus services, community transport and other travel options, we can help to tackle transport-related social exclusion and help people to access more job opportunities, as well as education and training opportunities to improve their skills and readiness for work. This will, in turn, help people to find better jobs, have better access to services, and find new ways to improve their lives.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which may reduce pressures on and have subsequent benefits to biodiversity. However, as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Protect and enhance sites designated for their international importance for nature conservation purposes	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which may reduce pressures on and have subsequent benefits to sites designated for their international importance. However, as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Protect and improve air quality	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which would reduce air pollution. However, as it is currently unclear</p>

		<p>what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Reduce the impact on environmental noise from transportation sources	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which would reduce noise from transportation sources. However, as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Reduce carbon emissions from transport and contribute to meeting the UK's net zero carbon target	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which would reduce carbon emissions. However, as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	NR	<p>No relationship between the objective and goal have been identified. The goal is concerned with improving local bus services, community transport and other travel options.</p>
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes,	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which would reduce emissions and subsequent reduced pollution related deposition and deterioration to historical buildings, structures and monuments. However,</p>

townscapes and archaeological remains and their settings.		<p>as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which would have beneficial effects in terms of landscapes, townscapes and visual amenity. However, as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Protect, enhance and promote geodiversity	NR	No relationship between the objective and goal have been identified. The goal is concerned with improving local bus services, community transport and other travel options.
Protect soil resources and avoid land contamination	NR	No relationship between the objective and goal have been identified. The goal is concerned with improving local bus services, community transport and other travel options.
Protect and enhance the water environment	?	<p>The LTP goal will improve local bus services and community transport, and this may result in decreased traffic volumes which would have beneficial the water environment due to reduced transport related contaminated surface water runoff comprising chemicals, hydrocarbons and heavy metals. However, as it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, adverse effects cannot be ruled out.</p> <p>Recommendation: The goal could be strengthened by outlining the need for travel options to be sustainable.</p>
Promote sustainable use of resources and natural assets including maximising the use of	?	As it is currently unclear what 'other travel options' may involve and if there may be an increase in traffic or new infrastructure, the use of resources and generation of waste cannot be ruled out.

alternative, secondary and recycled materials, reducing the level of waste generated.		Recommendation: Specific note should be made in the goal of the need for development of new infrastructure to be carried out using resources sustainably.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	The goal will tackle transport-related social exclusion and help people to access more job opportunities, as well as education and training opportunities to improve their skills and readiness for work.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	Improving local bus services, community transport and other travel options, and tackling transport-related social exclusion will support the wider coordination of land use and energy planning.
Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	The goal will tackle transport-related social exclusion and help people to access more job opportunities, as well as education and training opportunities and have better access to services. This is anticipated to be beneficial in terms of health and well-being.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	The goal will tackle transport-related social exclusion and help people to access more job opportunities, as well as education and training opportunities and services. This would promote greater equality of opportunity.
Promote fairness and equity in rural connectivity	✓	Whilst no specific reference is made to rural areas, it is anticipated that tackling transport-related social exclusion would include such areas. Recommendation: Specific note could be made to the inclusion of rural areas.

F.6 Compatibility Assessment - Goal 5

LTP Element: Goal 5

Improve health and wellbeing by supporting active lifestyles

Poor health accounts for almost 17% of the gap in productivity between Lancashire and the national average, so supporting health and wellbeing is a vital part of our growth ambitions.

By creating more attractive, safer streets and Public Rights of Way, we can help more people to walk and cycle regularly. This is a proven way for people to exercise more, which helps to improve physical and mental wellbeing. Reducing heavy road traffic in our communities will also mean people, including our most vulnerable, can breathe cleaner air and benefit from reduced noise. By improving access to jobs, education, services and leisure opportunities, we can create a pathway to healthier, happier and more prosperous lives.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	✓	Whilst the goal does not make specific reference to biodiversity, a modal shift to active travel and reduced heavy road traffic is likely to result in less congestion, reducing pressures in respect of noise and light pollution, air quality and habitat fragmentation, among others on vulnerable habitats and species.
Protect and enhance sites designated for their international importance for nature conservation purposes	✓	Whilst the goal does not make specific reference to sites designated for their international importance, a modal shift to active travel and reduced heavy road traffic is likely to result in less congestion, reducing pressures in respect of noise and light pollution, air quality and habitat fragmentation, among others on designated sites.
Protect and improve air quality	✓	A modal shift to active travel and reduced heavy road traffic will help to reduce emissions and improve air quality and the goal also makes specific reference to cleaner air.
Reduce the impact on environmental noise from transportation sources	✓	A modal shift to active travel and reduced heavy road traffic will help to reduce noise from transportation sources and the goal also makes specific reference to reduced noise.

Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	✓	Creating more attractive, safer streets and Public Rights of Way will encourage a modal shift to active travel and reduced heavy road traffic which will help to reduce emissions.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Interventions that reduce the total carbon emissions through transport will reduce pollution that contributes to climate change. In doing so reduced risk (frequency and severity) of flooding is anticipated. Additionally, there may be opportunities to incorporate SUDS and flood protection measures in some instances.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	✓	Whilst this goal does not concern the protection of heritage assets specifically, a reduction in carbon emissions, will help indirectly reduce the frequency and severity of extreme weather that contribute to coastal erosion and flash flooding. Reducing the frequency and severity of these events will therefore act to protect heritage assets. Reduced air pollution locally will also reduce pollution related deposition and deterioration to historical buildings, structures and monuments.
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	✓	Increasing active travel and the subsequent decrease in the number of journeys made in private cars through this goal is anticipated to reduce congestion and may in turn reduce the need for new roads. This would help to protect and enhance landscapes and visual amenity. Furthermore, the creation of more attractive, safer streets and Public Rights of Way gives opportunities to create vibrant streets and improve visual amenity.
Protect, enhance and promote geodiversity	✓	Whilst this goal does not concern the protection of geodiversity assets specifically, efforts to reduce carbon emissions and in turn the magnitude of climate change, will help indirectly reduce the frequency and severity of extreme weather that contribute to coastal erosion and flash flooding. Reducing the frequency and severity of these events will therefore act to protect geodiversity.
Protect soil resources and avoid land contamination	✓	Reducing the need to travel and decreasing the number of journeys made in private cars through this goal is anticipated to reduce congestion and may in turn reduce the need for new roads. This may help to conserve soil resources. Whilst there may still be a need for new infrastructure such

		as active travel routes etc, these would be anticipated to be minor and may largely follow routes of existing roads.
Protect and enhance the water environment	✓	This goal is anticipated to result in an increased modal shift towards active travel, and reduced reliance on private transport. Consequently, pollution entering watercourses through surface run off on roads including chemicals, oils and other hydrocarbons as well as heavy metals will be reduced. Air borne pollution levels are also anticipated to be reduced, and this would lead to less deposition in watercourses.
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	✓	The goal is likely to result in a modal shift away private vehicles and towards active travel methods. This will reduce pressures on finite natural resources including hydrocarbons. Whilst there is likely to be a requirement for some resource use in new infrastructure such as active travel routes etc. this is not anticipated to be significant.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	The goal looks at improving access to jobs, education, services and therefore will be beneficial in terms of economic growth and job creation.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	Provision of associated active travel infrastructure and improved access to jobs, education, services and leisure opportunities will require wider coordination of land use and energy planning across the Greater Lancashire area
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	The goal aims to improve physical and mental wellbeing by supporting active lifestyles as well as allowing people to breathe cleaner air and benefit from reduced noise. It will also create a pathway to healthier, happier and more prosperous lives.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	✓	The goal will improve access to jobs, education, services and leisure opportunities and can create a pathway to healthier, happier and more prosperous lives, which is anticipated to promote greater equality of opportunity. However, it is worth noting that not all groups will be able to make use of active travel.

Promote fairness and equity in rural connectivity	?	<p>It is not clear whether this goal will include active travel facilities in rural areas.</p> <p>Recommendation: Specific note could be made to active travel links in rural area.</p>
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F.7 Compatibility Assessment - Goal 6

LTP Element: Goal 6

Create safe and vibrant communities and a sense of belonging

By listening to residents and developing tailored approaches to the needs of different areas, we will improve personal security and road safety and create safe and vibrant communities that people can feel proud of and fully integrated within. For example, through our Road Safety Partnership, we will apply behavioural science to tackle the root causes of collisions in different areas in Lancashire. This could include educational campaigns, enforcement strategies and engineering to progress towards a 'vision zero' approach to fatalities and injuries on our road network. By creating safer, more welcoming places, we will help build more active, engaged communities and a greater sense of belonging.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect and enhance sites designated for their international importance for nature conservation purposes	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect and improve air quality	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Reduce the impact on environmental noise from transportation sources	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Reduce carbon emissions from transport and contribute to	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.

meeting the UKs net zero carbon target		
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect, enhance and promote geodiversity	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect soil resources and avoid land contamination	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Protect and enhance the water environment	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.

recycled materials, reducing the level of waste generated.		
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	This goal and the creation of safe and vibrant communities along with reducing road collisions, is expected to require coordination of various sectors across the LTP area in order.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	It is anticipated that the improvement of road safety and the creation of safe and vibrant communities will reduce the frequency and severity of road traffic accidents, likely resulting in improved overall health and wellbeing.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	✓	It is anticipated that developing tailored approaches to the needs of different areas there may be greater equality of opportunity for all.
Promote fairness and equity in rural connectivity	NR	No relationship between the objective and goal have been identified. The goal is concerned with creating safe and vibrant communities and a sense of belonging.

F.8 Compatibility Assessment - Goal 7

LTP Element: Goal 7

Increase resilience to evolving weather patterns

The impacts of more extreme weather patterns are becoming more apparent: from record high temperatures to more intense storms with stronger winds and heavier rainfall. We will identify the most vulnerable parts of our networks to weather-related disruption, and plan asset management and improvement strategies to tackle flooding and heat-related challenges. For example, we will consider introducing natural solutions and green infrastructure to mitigate extreme rainfall and heat in urban areas. Other measures could include investigating more robust materials for road surfacing to reduce the risk of potholes and other weather damage.

ISA Objective	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	✓	Whilst this goal does not concern the protection of biodiversity and ecosystem assets specifically, increasing resilience to evolving weather patterns and resisting the effects of climate change could indirectly protect biodiversity and ecosystem assets from extreme flooding and heat events as a result of increasing effects of climate change. There may also be benefits from the introduction of natural solutions and green infrastructure.
Protect and enhance sites designated for their international importance for nature conservation purposes	✓	Whilst this goal does not concern the protection of sites designated for their international importance specifically, increasing resilience to evolving weather patterns and resisting the effects of climate change could indirectly protect designated sites from extreme flooding and heat events as a result of increasing effects of climate change. There may also be benefits from the introduction of natural solutions and green infrastructure.
Protect and improve air quality	✓	No reference has been made within the goal concerning air quality. However, it is anticipated through creating resilience measures such as natural solutions and green infrastructure will indirectly contribute to protecting and improving air quality.
Reduce the impact on environmental noise from transportation sources	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.

Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	✓	No reference has been made within the goal concerning carbon emissions. However, it is anticipated through creating resilience measures such as natural solutions and green infrastructure will indirectly contribute to reducing emissions.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	This goal is anticipated to increase overall resilience to evolving weather patterns, which will likely maximise the resilience of the transport network to extreme weather events and reduce the risk of flooding.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	?	Increasing climate change resilience and meeting the challenges of evolving weather patterns may involve flood protection measures. This would be anticipated to potentially protect heritage assets.
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	Whilst there is no specific mention of protecting and enhance the character and quality of landscapes within the goal, there is potential for the quality of landscape, townscapes and visual amenity to indirectly be improved through natural solutions and green infrastructure resilience methods.
Protect, enhance and promote geodiversity	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.
Protect soil resources and avoid land contamination	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.
Protect and enhance the water environment	?	Increasing resilience and meeting the challenges of evolving weather patterns may involve flood protection measures. This may help to protect the water environment from pollution during flooding.

Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	Increasing resilience of the transport network to the impacts of a changing climate is likely to help promote community safety as it will make the network more robust and resilient to extreme weather events which could endanger safety.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	✓	The goal concerns enhancing the resilience of the transport network and it is anticipated this would be of benefit to all within society, though it should be recognised that some groups may be better able to take advantage.
Promote fairness and equity in rural connectivity	NR	No relationship between the objective and goal have been identified. The goal is concerned with increasing resilience to evolving weather patterns.

F.9 Compatibility Assessment - Goal 8

LTP Element: Goal 8

Protect and enhance our natural and built environment

We must protect and enhance our precious natural and built environments, which include, but are not limited to, our National Landscapes, Sites of Special Scientific Interest, Biological Heritage Sites, internationally important designations in places including Morecambe Bay, and areas of local environmental importance.

By integrating a stronger understanding of biodiversity across Lancashire, we will support nature recovery through enabling wildlife corridors and wider biodiversity net gain across our transport networks. We will work closely across multi-disciplinary teams to carefully consider the multiple functions of our transport networks and settlements, making sure that they work for everyone.

ISA Objective	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	✓	The goal makes specific reference to protecting biodiversity and supporting nature recovery through enabling wildlife and wider biodiversity net gain across transport networks.
Protect and enhance sites designated for their international importance for nature conservation purposes	✓	The goal makes specific reference to protecting internationally important designations.
Protect and improve air quality	✓	Protection of the natural and built environments is anticipated to lead to protection of air quality.
Reduce the impact on environmental noise from transportation sources	✓	Protection of the natural and built environments is anticipated to lead reduction in noise.

Reduce carbon emissions from transport and contribute to meeting the UK's net zero carbon target	✓	Protection of the natural and built environments is anticipated to lead reduction in carbon emissions.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Protection of the natural and built environments is anticipated to include resilience against climate change and reducing the risk of flooding.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscape and archaeological remains and their settings.	✓	Protection of the natural and built environments is anticipated to include cultural heritage assets and their settings.
Protect and enhance the character and quality of landscapes and townscape and visual amenity.	✓	Protection of the natural and built environments is anticipated to include landscapes, townscape and visual amenity.
Protect, enhance and promote geodiversity	✓	Protection of the natural and built environments is anticipated to include geodiversity.
Protect soil resources and avoid land contamination	✓	Protection of the natural and built environments is anticipated to include soil resources.
Protect and enhance the water environment	✓	Protection of the natural and built environments is anticipated to include the water environment.

Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	✓	It is anticipated that a transport system that enables the protection of the built and natural environment would result in outcomes that prudently use resources and reduce the level of waste.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	NR	No relationship between the objective and goal have been identified. The goal is concerned with protecting and enhancement of the natural and built environment.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	The goal sets out that it will work closely across multi-disciplinary teams to carefully consider the multiple functions of our transport networks and settlements, and this is expected to require wider coordination of land use and energy planning.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	Protection of the natural and built environments is anticipated to help improve health and well-being of citizens.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	NR	No relationship between the objective and goal have been identified. The goal is concerned with protecting and enhancement of the natural and built environment.
Promote fairness and equity in rural connectivity	NR	No relationship between the objective and goal have been identified. The goal is concerned with protecting and enhancement of the natural and built environment.

F.10 Compatibility Assessment - Goal 9

LTP Element: Goal 9

Reduce pollution from transport

We have an opportunity to improve the travel choices available for those who live, work and visit Lancashire so that there are more convenient, reliable and attractive options available. This will help to provide people with genuine choices, rather than having no choice but to depend on car travel. By increasing numbers of journeys travelling by electric vehicles and by other forms of transport, we will help to reduce greenhouse gas emissions.

In terms of freight movements, regional and national action is needed to support a shift to rail freight services and to zero emission lorries, which could include batteries and hydrogen. This could also include freight consolidation facilities on the edges of our towns and cities, but the impacts on carbon emissions will likely be modest. In the case of vans, the primary focus is likely to be on acceleration of the electric vehicle fleet.

We will also seek to minimise 'embodied' carbon as we develop infrastructure proposals, through careful consideration of engineering options, identification and use of low-carbon materials, and promoting construction best practice.

ISA Objectives	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	✓	While the goal does not mention protecting and enhancing biodiversity specifically, it is anticipated that reducing overall pollution from transport will protect overall biodiversity. Pressures will be reduced in respect of noise and light pollution, air quality, habitat fragmentation, on local vulnerable habitats and species.
Protect and enhance sites designated for their international importance for nature conservation purposes	✓	Whilst the goal does not make specific note of the preservation and enhancing of designated sites, a reduction of pollution is anticipated to protect these sites through lessening pressures such as noise and light pollution, poor quality and habitat fragmentation on internationally designated sites.
Protect and improve air quality	✓	Clear note is made in the goal about the intention to reduce pollution. Lowering of carbon emissions will lead to improved air quality

Reduce the impact on environmental noise from transportation sources	✓	Whilst no reference is made specifically to reducing noise pollution, it is anticipated that zero emission and electric vehicles will result in lower levels of noise pollution. The goal could be strengthened through specific mention of reducing noise pollution.
Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	✓	Clear note is made within the goal to reduce carbon emissions and pollution from transport.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	NR	No relationship between the objective and goal have been identified. The goal is concerned with reducing pollution from transport.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscape and archaeological remains and their settings.	✓	Whilst this goal does not concern the protection of heritage assets specifically, efforts to reduce carbon emissions may reduce the frequency and severity of extreme weather that contribute to coastal erosion and flash flooding. Reducing the frequency and severity of these events will therefore act to protect heritage assets. Reduced air pollution locally will also reduce pollution related deposition and deterioration to historical buildings, structures and monuments.
Protect and enhance the character and quality of landscapes and townscape and visual amenity.	NR	No relationship between the objective and goal have been identified. The goal is concerned with reducing pollution from transport.
Protect, enhance and promote geodiversity	NR	No relationship between the objective and goal have been identified. The goal is concerned with reducing pollution from transport.
Protect soil resources and avoid land contamination	NR	No relationship between the objective and goal have been identified. The goal is concerned with reducing pollution from transport.

Protect and enhance the water environment	✓	Reduced emissions anticipated as a result of this goal will act to protect and reduce pressures on the water environment. In addition, this goal is anticipated to result in a shift towards vehicles using sustainable fuels. Consequently, pollution entering watercourses through surface run off on roads including chemicals, oils and other hydrocarbons as well as heavy metals may be reduced. Air borne pollution levels are also anticipated to be reduced and this would lead to less deposition in watercourses.
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	✓	The goal aims to encourage modal shift away from combustion powered vehicles and towards those which utilise more sustainable fuels. This will reduce pressures on finite natural resources including hydrocarbons.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	NR	No relationship between the objective and goal have been identified. The goal is concerned with reducing pollution from transport.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	?	Enabling this goal is expected to include maximum uptake of electric vehicles and zero emission lorries, which could include batteries and hydrogen. Provision of associated infrastructure such as charging facilities is expected to require coordination of various sectors across the Lancashire area.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	Improved air quality through pollution from transport sources would work to improve health and well-being.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	?	The goal is concerned with improving reducing emissions through transport sources and encouraging the use of vehicles which utilise sustainable fuels. There is a potential that this could lead to affordability issues in respect of choice of transport mode.

Promote fairness and equity in
rural connectivity

NR

No relationship between the objective and goal have been identified. The goal is concerned with reducing pollution from transport.

F.11 Compatibility Assessment - Goal 10

LTP Element: Goal 10

Improve efficiency and value for money of delivery

We are ready to take greater responsibility for our own future. We will continue to work with Government to deliver real devolution to our area, and we will establish the frameworks to ensure that we invest wisely for our residents and businesses.

We are determined to identify the right programmes and projects, deliver these well, and secure the benefits that are so needed across our sub-region. We will develop and deliver transport programmes that are effective in maximising positive benefits and efficient in managing costs and maximising value for money in our investments. This will address new infrastructure, maintenance and asset management, and day-to-day funding of transport services.

The 20-year timeframe of this LTP will also provide long-term policy certainty to support the infrastructure programmes of any new Strategic Development Plan and Local Plans, which are looking forward over the next 15 years.

ISA Objective	Compatibility?	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on biodiversity.
Protect and enhance sites designated for their international importance for nature conservation purposes	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on designated sites.
Protect and improve air quality	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on air quality.

Reduce the impact on environmental noise from transportation sources	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on noise.
Reduce carbon emissions from transport and contribute to meeting the UKs net zero carbon target	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on carbon emissions.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	It is anticipated that this goal could lead to the creation of new transport infrastructure, which would introduce areas of hardstanding and potentially increase the risk of flooding. This new infrastructure could be created to incorporate climate change resilience interventions to maximise the adaptation and resilience of the transport network.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on heritage assets and their setting.
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on landscape, townscape and visual amenity.
Protect, enhance and promote geodiversity	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on geodiversity.

Protect soil resources and avoid land contamination	?	If construction of new infrastructure is required, soils and agricultural resources may be affected. Opportunities could be provided though for remediation of contaminated land or the use of previously developed land.
Protect and enhance the water environment	?	Depending on the new infrastructure, maintenance and asset management required through the transport programmes, there may be adverse effects on the water environment.
Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	?	If construction of new infrastructure is required, resources would be needed, and waste may be generated. However, if the interventions encourage sustainable transport, they may reduce the need for resources.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	It is anticipated that improving efficiency and value for money of delivery would promote economic growth.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	Delivering transport programmes will likely require the wider coordination of land use and energy planning.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	?	<p>The creation of new transport infrastructure may enhance connectivity which would allow for better access to health services and work to reduce inequalities in health. An increase in traffic infrastructure could lead to an increase in traffic volumes and congestion with a corresponding effect on community safety.</p> <p>Recommendation: Text could be incorporated to recognise the importance of community safety in transport infrastructure</p>
Promote greater equality of opportunity for all citizens, with	NR	No relationship between the objective and goal have been identified. The goal is concerned with improving efficiency and value for money of delivery.

the desired outcome of achieving
a fairer society (*EqIA specific
objective*)

Promote fairness and equity in
rural connectivity

NR

No relationship between the objective and goal have been identified. The goal is concerned with improving efficiency and value for money of delivery.

F.12 Compatibility Assessment - Goal 11

LTP Element: Goal 11

Amplify the voice and strengthen the influence of Lancashire across the north, nationally and internationally

We are ready to project Lancashire and our vision on the national and international stage. We will be a leading voice across the North, looking outwards to make the case for wider transformational investments to benefit Lancashire and the whole North. This will include collaborative working with our partners in Liverpool City Region, Greater Manchester, West and North Yorkshire, and Westmorland and Furness to tackle the gaps in regional connectivity that are at risk of holding us all back.

We will work collaboratively to improve strategic rail, road and bus connectivity in all directions. We will also work in partnership with Transport for the North and our neighbours to share best practice and drive continual improvement in all that we do. For example, we will explore innovative solutions to common challenges such as improving travel choices in our deeper rural areas.

ISA Objective	Compatibility	Commentary
Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network.	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects biodiversity.
Protect and enhance sites designated for their international importance for nature conservation purposes	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects sites designated for their international importance.
Protect and improve air quality	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on air quality.
Reduce the impact on environmental noise from transportation sources	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on noise.

Reduce carbon emissions from transport and contribute to meeting the UK's net zero carbon target	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on carbon emissions.
Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	It is anticipated that this goal could lead to the creation of new transport infrastructure, which would introduce areas of hardstanding and potentially increase the risk of flooding. This new infrastructure could be created to incorporate climate change resilience interventions to maximise the adaptation and resilience of the transport network.
Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on heritage assets and their setting.
Protect and enhance the character and quality of landscapes and townscapes and visual amenity.	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on landscape, townscape and visual amenity.
Protect, enhance and promote geodiversity	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on geodiversity.
Protect soil resources and avoid land contamination	?	If construction of new infrastructure is required, soils and agricultural resources may be affected. Opportunities could be provided though for remediation of contaminated land or the use of previously developed land.
Protect and enhance the water environment	?	Depending on the interventions required to improve strategic rail, road and bus connectivity in all directions, there may be adverse effects on the water environment.

Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.	?	If construction of new infrastructure is required, resources would be needed, and waste may be generated. However, if the interventions encourage sustainable transport, they may reduce the need for resources.
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	The goal is anticipated to lead to investment and trade internationally and to other regions in the north which will likely lead to economic growth and job creation. Furthermore, improved connectivity to rural areas will improve accessibility to jobs and skills for all.
Support the wider coordination of land use and energy planning across the Greater Lancashire area	✓	Enhancing international and interregional trade is likely to require coordination between different planning sectors within the Greater Lancashire area to facilitate trade, investment and economic growth.
Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	✓	It is anticipated that through improving strategic rail, road and bus connectivity access to health services, and work opportunities will be improved and help to reduce inequalities in health.
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqIA specific objective</i>)	?	The goal concerns with bringing investment and economic growth to Lancashire. While this may be of benefit to all citizens, some groups may not be able to fully utilise the connections.
Promote fairness and equity in rural connectivity	✓	The goal makes note of improving travel choices in deeper rural areas. This is anticipated to promote fairness and equity in rural connectivity.

Appendix G Intervention Type Assessments

G.1 Protect and enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive</i></p>	<p>Construction During construction, new road, rail, pedestrian and / or active travel infrastructure projects may result in direct loss of or encroachment onto habitat or the severance / fragmentation of green infrastructure, priority habitat or sites designated for biodiversity conservation. Indirect effects can also be experienced via construction noise and vibration.</p> <p>Operation New infrastructure during operation may introduce pressures on ecologically sensitive sites such as air, noise, vibration issues and pollutant deposition. Operation of road, rail and other new infrastructure projects may increase risk of road kill etc / train strikes. Conversely new infrastructure projects that support a modal shift towards active travel may reduce pressures arising from private vehicles. New projects may incorporate biodiversity enhancements and active travel schemes promote engagement with nature.</p>	<p>Design</p> <ul style="list-style-type: none"> Avoidance of designated sites Consideration of the potential for ecological enhancement / Design to achieve Biodiversity Net Gain Compensatory green infrastructure, including development of 'Green Streets' Screening with native species Development of wildflower meadows along route alignment or at junction islands, etc. Animal under / over passes Installation of bird / bat boxes Scheme realignment, particularly if designated areas may be affected <p>Construction</p> <ul style="list-style-type: none"> Consideration of the timing of construction works in relation to ecological windows and legislative requirements Consideration of biodiversity and designated sites and habitats in Construction Environmental Management Plans (CEMPs) 	--	++

<i>features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i>		<ul style="list-style-type: none"> • Appropriate management of invasive species where applicable 		
		Operation <ul style="list-style-type: none"> • Scheduled control of invasive species where necessary • Maintenance of BNG areas. 		
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	<p>New active travel routes may lead to direct loss of or encroachment onto habitat or severance / fragmentation of green infrastructure. Indirect effects may also be experienced via noise, pollutant deposition etc. during construction and to a lesser extent in operation.</p> <p>Opportunities for ecological enhancement and BNG during operational phase.</p>	<p>Construction</p> <ul style="list-style-type: none"> • Consideration of the timing of construction works in relation to ecological windows and legislative requirements • Consideration of biodiversity and designated sites and habitats in Construction Environmental Management Plans (CEMPs) • Appropriate management of invasive species where applicable <p>Operation</p> <ul style="list-style-type: none"> • None identified 	--	+
Digital connectivity and enhanced information	There are no effects anticipated in relation to biodiversity.	<p>Construction</p> <ul style="list-style-type: none"> • None identified <p>Operation</p> <ul style="list-style-type: none"> • None identified 	0	0
Ticketing, promotion and education programmes	Reduced car usage and a shift towards other transport options may reduce noise and vibration levels which would have beneficial effects on fauna. Pollutant deposition will also be reduced having a beneficial effect on biodiversity.	<p>Construction</p> <ul style="list-style-type: none"> • None identified <p>Operation</p> <ul style="list-style-type: none"> • None identified 	0	+

G.2 Protect and enhance sites designated for their international importance for nature conservation purposes

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction During construction, new road, rail, pedestrian and / or active travel infrastructure projects may result in direct loss of or encroachment onto habitat or the severance / fragmentation of internationally designated sites. Indirect effects can also be experienced via construction noise and vibration.</p> <p>Operation New infrastructure during operation may introduce pressures on ecologically sensitive sites such as air, noise, vibration issues and pollutant deposition. Operation of road, rail and other new infrastructure projects may increase risk of road kill etc / train strikes. Conversely new infrastructure projects that support a modal shift towards active travel may reduce pressures arising from private vehicles. New projects may incorporate biodiversity enhancements and active travel schemes promote engagement with nature.</p>	<p>Design</p> <ul style="list-style-type: none"> Avoidance of designated sites Consideration of the potential for ecological enhancement / Design to achieve Biodiversity Net Gain Compensatory green infrastructure, including development of 'Green Streets' Screening with native species Development of wildflower meadows along route alignment or at junction islands, etc. Animal under / over passes Installation of bird / bat boxes Scheme realignment, particularly if designated areas may be affected <p>Construction</p> <ul style="list-style-type: none"> Consideration of the timing of construction works in relation to ecological windows and legislative requirements Consideration of biodiversity and designated sites and habitats in Construction Environmental Management Plans (CEMPs) Appropriate management of invasive species where applicable <p>Operation</p>	--	++

		<ul style="list-style-type: none"> Scheduled control of invasive species where necessary Maintenance of BNG areas. 		
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	New active travel routes could lead to direct loss of or encroachment onto designated sites, although avoidance is likely to be possible. Indirect effects may also be experienced via noise, pollutant deposition etc during construction.	<p>Construction</p> <ul style="list-style-type: none"> Consideration of the timing of construction works in relation to ecological windows and legislative requirements Consideration of biodiversity and designated sites and habitats in Construction Environmental Management Plans (CEMPs) Appropriate management of invasive species where applicable <p>Operation</p> <ul style="list-style-type: none"> None identified 	-	0
Digital connectivity and enhanced information	No effects expected on designated sites due to the nature of the intervention.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	No effects expected on designated sites due to the nature of the intervention.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0

G.3 Protect and improve air quality

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements ; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; 	<p>Construction</p> <p>New road, rail, pedestrian and / or active travel infrastructure projects have the potential to give rise adverse effects on air quality during construction. Construction plant and machinery may introduce air pollution and activities give rise to dust emissions. Such effects may disproportionately impact on vulnerable groups such as children and elderly and those who live in more deprived areas, where air quality tends to be worse. The potential for significant adverse effects without further project level assessment cannot be ruled out at this stage.</p> <p>Operation</p> <p>Where new infrastructure projects service private vehicles this may lead to adverse effects on air quality during operation. Highway Infrastructure improvements can lead to reduced congestion or a change in traffic patterns, through removal of pinch points, junction improvements etc. This would lead to a decrease in emissions, though this can be offset by an increase in vehicle kilometres as a greater volume of traffic may be attracted to the improved route Infrastructure that acts to encourage a modal shift away from private vehicles and towards public transport and active travel would be anticipated to reduce air quality pressures. It is to be noted that interventions that support uptake of low and zero emitting vehicles (such as EV charging stations) would also then act to reduce air quality pressures.</p>	<p>Design</p> <ul style="list-style-type: none"> High Occupancy Lanes and Cycle Lanes Increase distances between traffic and sensitive receptors Consideration of the impact of the scheme on Air Quality Management Areas and potential scheme realignment if necessary. Identify the potential for schemes that may have a beneficial impact on Air Quality Management Areas <p>Construction</p> <ul style="list-style-type: none"> Consideration of air quality in Construction Environmental Management Plans (CEMPs). Use of best practice construction techniques to minimise the impact on air quality, e.g. ensuring all plant and machinery are well maintained and not emitting excessive fumes. Use of zero emitting or low emitting vehicles/plant. Consultation with operators of facilities used by vulnerable groups such as schools, hospitals and care homes. <p>Operation</p> <ul style="list-style-type: none"> Management of vehicle speed Encourage use of Low Emission Vehicles 	--	++

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<ul style="list-style-type: none"> Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>				
Active travel routes – to include cycleways, footpaths and similar. These could be new	While there may be some adverse air quality emissions during construction, the range of schemes proposed will likely result in increased use of sustainable transport options (and support a modal shift to these options), including cycling and walking and will lead to a reduction in vehicle emissions. Air quality likely to improve	Construction <ul style="list-style-type: none"> Consideration of air quality in Construction Environmental Management Plans (CEMPs). Use of best practice construction techniques to minimise the impact 	--	++

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
routes or upgrades to existing	in discrete areas e.g. those pedestrian areas, with moderate beneficial effects at a local level.	on air quality, e.g. ensuring all plant and machinery are well maintained and not emitting excessive fumes Operation None identified		
Digital connectivity and enhanced information	No effects expected on air quality due to the nature of the intervention.	Construction • None identified Operation None identified	0	0
Ticketing, promotion and education programmes	Charges may influence vehicle ownership and usage and promote more sustainable travel methods which will lead to a reduction in vehicle emissions.	Construction • None identified Operation • None identified	0	++

G.4 Reduce the impact on environmental noise from transportation sources

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>New road, rail, pedestrian and / or active travel infrastructure projects have the potential to give rise to noise pollution during construction. Construction plant and machinery may introduce new noise sources. Such effects may disproportionately impact on vulnerable groups such as children and elderly. The potential for significant adverse effects without further project level assessment cannot be ruled out at this stage.</p> <p>Operation</p> <p>Where new infrastructure projects service private vehicles this may lead to adverse effects on noise during operation. Highway Infrastructure improvements can lead to reduced congestion or a change in traffic patterns, through removal of pinch points, junction improvements etc. This would lead to a decrease in noise pollution, though greater volumes of traffic may be attracted to the improved route. Similarly new rail routes would introduce new noise sources but may also reduce noise pollution elsewhere.</p> <p>Infrastructure that acts to encourage a modal shift away from private vehicles and towards active travel would be anticipated to reduce noise pollution.</p>	<p>Design</p> <ul style="list-style-type: none"> • Increase distances between traffic and sensitive receptors • Encourage modal shift toward active travel • Integrate noise suppression/barriers where appropriate <p>Construction</p> <ul style="list-style-type: none"> • Methods to reduce noise during construction, e.g. use of electric vehicle/plant. • Consideration of noise in Construction Environmental Management Plans (CEMPs) • Use of construction noise barriers <p>Operation</p> <ul style="list-style-type: none"> • Management of vehicle speed • Encourage use of Low Emission Vehicles • Development and regular monitoring of KPIs 	--	++
Active travel routes – to include cycleways, footpaths and similar.	While there may be some adverse effects on noise during construction, the range of schemes proposed will likely result in increased use of sustainable	Construction	--	++

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
These could be new routes or upgrades to existing	transport options (and support a modal shift to these options), including cycling and walking and will lead to a reduction in vehicles and associated noise. Noise is likely to improve in discrete areas e.g. those pedestrian areas, with moderate beneficial effects at a local level.	<ul style="list-style-type: none"> Consideration of air quality in Construction Environmental Management Plans (CEMPs). Use of best practice construction techniques to minimise the impact on air quality, e.g. ensuring all plant and machinery are well maintained and not emitting excessive fumes <p>Operation</p> <ul style="list-style-type: none"> None identified 		
Digital connectivity and enhanced information	No effects expected on noise due to the nature of the intervention.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	Charges may influence vehicle ownership and usage and promote more sustainable travel methods which will lead to a reduction in vehicle use and associated noise.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	++

G.5 Reduce carbon emissions from transport and contribute to meeting the UK's net zero carbon target

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different</i></p>	<p>Construction</p> <p>New road, rail, pedestrian and / or active travel infrastructure projects have the potential to give rise to carbon emissions during construction. Construction plant and machinery as well as embodied carbon in construction materials are associated with adverse effects and it is likely that at least a subset of new infrastructure projects will give rise to significant carbon emissions.</p> <p>Operation</p> <p>Where new infrastructure projects service private vehicles this may lead to adverse effects on carbon emissions during operation. Highway Infrastructure improvements can lead to reduced congestion or a change in traffic patterns, through removal of pinch points, junction improvements etc. This would lead to a decrease in emissions, though this can be offset by an increase in vehicle kilometres as a greater volume of traffic may be attracted to the improved route. Effects would however reduce as adoption of EV and low emitting vehicles continues. Infrastructure that acts to encourage a modal shift away from private vehicles and towards public transport and active travel would be anticipated to reduce emissions.</p>	<p>Design</p> <ul style="list-style-type: none"> • Encourage shift towards active travel • Consideration of carbon emissions, including embodied carbon in design. • Design for reuse where possible <p>Construction</p> <ul style="list-style-type: none"> • Consideration of carbon emissions in Construction Environmental Management Plans (CEMPs). • Use of best practice construction techniques to minimise carbon emissions. Use of zero emitting or low emitting vehicles/plant. • Use of local sources for materials <p>Operation</p> <ul style="list-style-type: none"> • Encourage use of Low Emission Vehicles 	--	++

<i>magnitude than a new active travel route or new roundabout.)</i>				
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	While there may be some adverse CO2 emissions during construction, the range of schemes proposed will likely result in increased use of sustainable transport options (and support a modal shift to these options), including cycling and walking and will lead to a reduction in vehicle emissions. CO2 levels likely to improve in discrete areas e.g. those pedestrian areas, with moderate beneficial effects at a local level.	<p>Construction</p> <ul style="list-style-type: none"> Consideration of emissions in Construction Environmental Management plans (CEMPs) Use of best practice construction techniques to minimise the impact on air quality, e.g. ensuring all plant and machinery are well maintained and not emitting excessive fumes <p>Operation</p> <ul style="list-style-type: none"> None identified 	--	++
Digital connectivity and enhanced information	Where improved digital infrastructure, skills and equipment are delivered this may increase flexible working arrangements and the capacity to 'work from home' as well as encourage the provision of services digitally. In doing so, this reduces the need to travel which consequent benefits on CO2 emissions.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	Charges may influence vehicle ownership and usage and promote more sustainable travel methods which will lead to a reduction in vehicle emissions.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	++

G.6 Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction New road, rail, pedestrian and / or active travel infrastructure projects would lead to an increase in impermeable area during construction and therefore may contribute to increased flood risk by increasing runoff to nearby watercourses. The route of the schemes may also be located within flood zones and therefore would be liable to flooding.</p> <p>Operation New road, rail, pedestrian and / or active travel infrastructure projects would lead to an increase in impermeable area and therefore may contribute to increased flood risk by increasing runoff to nearby watercourses. However, new infrastructure projects would be expected to integrate adaptation and resilience measures and therefore be at reduced risk of flooding.</p>	<p>Design</p> <ul style="list-style-type: none"> • Careful route selection – avoid flood areas if possible • Design to consider flood protection measures, flow routes and flood storage capacity <p>Construction</p> <ul style="list-style-type: none"> • Consideration of storm water runoff and dewatering operations in Construction Environmental Management Plans (CEMPs). • Use of best practice construction techniques to minimise the impact on flooding, e.g. use of temporary SuDS features to control site runoff <p>Operation</p> <ul style="list-style-type: none"> • Use of SuDS (sized to allow for a changing climate) 	--	++

Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	These are for the most part located within urbanised lands and there is not likely to be increases in impermeable area (or marginal increases in worst case).	<p>Construction</p> <ul style="list-style-type: none"> Consideration of water quality and pollution in Construction Environmental Management Plans (CEMPs) Use of best practice construction techniques to minimise the likelihood of a pollution incident occurring <p>Operation</p> <ul style="list-style-type: none"> None identified 	-	0
Digital connectivity and enhanced information	There are no effects anticipated in relation to increase climate change resilience and reducing flood risk.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	There are no effects anticipated in relation to increase climate change resilience and reducing flood risk.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0

G.7 Protect and enhance cultural heritage assets and their settings, and the wider historic environment including buildings, structures, landscapes, townscales and archaeological remains and their settings.

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude</i></p>	<p>Construction New infrastructure projects may have a detrimental effect on the character and setting of heritage assets and therefore impact on their quality and distinctiveness. Construction of infrastructure also has the potential for previously unknown heritage features to be disturbed or damaged. There is always a potential for unknown heritage features to be discovered or damaged during construction</p> <p>Operation New infrastructure projects may have a detrimental effect on the character and setting of heritage assets and therefore impact on their quality and distinctiveness. However, junction improvements, removal of pinch points etc may also provide an opportunity for improvement – particularly in relation to heritage features located in the townscape, where congestion may be reduced and to railway heritage features.</p>	<p>Design</p> <ul style="list-style-type: none"> • Consideration of character, setting, level of protection and potential need for conservation during planning and design • Consideration of opportunities for enhancement of known features of industrial and cultural heritage significance <p>Construction</p> <ul style="list-style-type: none"> • Precautions for unexpected heritage discovery during construction • Potential need for archaeological watching brief during construction, particularly in areas not previously developed • Consideration of unexpected heritage discovery in Construction Environmental Management Plans (CEMPs) <p>Operation</p> <ul style="list-style-type: none"> • None identified 	--	+

<i>than a new active travel route or new roundabout.)</i>				
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	Cultural heritage assets in close proximity may be adversely impacted during construction. Reducing vehicles in town centres will help to conserve cultural heritage assets during operation.	Construction <ul style="list-style-type: none"> Any activities within close proximity which could cause damage or disturbance to these assets, including parking vehicles should be avoided and be managed via a CEMP. Operation <ul style="list-style-type: none"> None identified 	-	+
Digital connectivity and enhanced information	No effects expected on cultural heritage due to the nature of the intervention.	Construction <ul style="list-style-type: none"> None identified Operation <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	No effects expected on cultural heritage due to the nature of the intervention.	Construction <ul style="list-style-type: none"> None identified Operation <ul style="list-style-type: none"> None identified 	0	0

G.8 Protect and enhance the character and quality of landscapes and townscapes and visual amenity.

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>New infrastructure (particularly new linear projects) can have a detrimental effect if located in designated areas, or areas of open space such as rural areas. Effects would be reduced in already developed, more urban areas, though here new infrastructure can encroach on areas identified as open space / recreation. It is considered that a majority of new infrastructure projects have the potential to cause significant adverse effects on landscape and visual amenity during construction.</p> <p>Operation</p> <p>In some circumstances there may be an opportunity for enhancement of landscape and visual e.g., as part of wider regeneration and where landscape enhancement forms part of scheme design. New active travel links afford potential to enhance visual amenity and reduce pressures on landscape by encouraging a modal shift away from private cars.</p>	<p>Design</p> <ul style="list-style-type: none"> Careful route selection, especially in rural areas. Particular protection to nationally designated areas required, with avoidance if possible Consideration during planning / design to landscaping and screening, with care taken in choice of materials and species used Consideration of potential opportunities for landscape enhancement <p>Construction</p> <ul style="list-style-type: none"> Use of best practice construction techniques and Construction Environmental Management Plan (CEMP) to ensure that the character and quality of landscapes and townscapes are maintained as far as practicable during construction <p>Operation</p> <ul style="list-style-type: none"> None 	--	+
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	There may be short term, slight adverse impacts on visual amenity during construction. There may be opportunities to improve townscape during operation.	<p>Construction</p> <ul style="list-style-type: none"> Use of best practice construction techniques and Construction Environmental Management Plan 	-	+

		(CEMP) to ensure that the character and quality of landscapes and townscapes are maintained as far as practicable during construction		
		Operation		
		• None identified		
Digital connectivity and enhanced information	No effects expected on landscape, townscape or visual amenity due to the nature of the intervention.	Construction	0	0
		• None identified		
		Operation		
		• None identified		
Ticketing, promotion and education programmes	No effects expected on landscape, townscape or visual amenity due to the nature of the intervention.	Construction	0	0
		• None identified		
		Operation		
		• None identified		

G.9 Protect, enhance and promote geodiversity

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>New infrastructure projects can lead to direct loss of or encroachment onto geodiversity sites. Indirect effects can also be experienced via noise, pollutant deposition etc.</p> <p>Operation</p> <p>While effects are unlikely to be significant during operation, indirect effects can be experienced via noise, pollutant deposition etc.</p>	<p>Design</p> <ul style="list-style-type: none"> Avoidance of designated geodiversity sites Consideration of the potential for geodiversity enhancement <p>Construction</p> <ul style="list-style-type: none"> Consideration of geodiversity and designated sites and habitats in Construction Environmental Management Plans (CEMPs) <p>Operation</p> <ul style="list-style-type: none"> None identified 	---	0
<p>Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing</p>	<p>New cycleway infrastructure has the potential to impact geodiversity sites, although it is expected that where mitigation can be implemented effects will be minor during construction.</p>	<p>Construction</p> <ul style="list-style-type: none"> Consideration of geodiversity and designated sites and habitats in Construction Environmental Management Plans (CEMPs) Consideration of the potential for geodiversity enhancement 	-	0

		Operation		
		• None identified		
Digital connectivity and enhanced information	No effects expected on geodiversity due to the nature of the intervention.	Construction	0	0
		• None identified		
		Operation		
		• None identified		
Ticketing, promotion and education programmes	No effects expected on geodiversity due to the nature of the intervention.	Construction	0	0
		• None identified		
		Operation		
		• None identified		

G.10 Protect soil resources and avoid land contamination

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
New Infrastructure Projects Including: <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; 	<p>Construction</p> <p>New infrastructure projects could potentially be located within moderate to good agricultural lands, or greenfields, hence leading to a decrease in quality soils. There is also a potential that new areas could become contaminated e.g. following accidental pollution / road runoff etc. Other schemes may provide an opportunity to remediate contaminated land.</p> <p>Operation</p> <p>There is also a potential that new areas could become contaminated e.g. following accidental pollution infrastructure projects could introduce</p>	<p>Design</p> <ul style="list-style-type: none"> Avoidance of best and most versatile agricultural land Remediation of land contamination if in existence <p>Construction</p> <ul style="list-style-type: none"> Consideration of soil quality and pollution in Construction Environmental Management Plans (CEMPs) Use of best practice construction techniques to minimise the likelihood of a pollution incident occurring 	--	+

<ul style="list-style-type: none"> Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	new sources of contamination e.g. through road runoff and pollution incidents.	<p>Operation</p> <ul style="list-style-type: none"> Use of SuDS and / or conventional pollution control techniques such as petrol interceptors to prevent soil pollution 		
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	Depending on their location new active travel routes could potentially negatively affect soil and agricultural land. Interventions may provide an opportunity to re-use some previously developed land, although this will be dependent on the route or location of storage.	<p>Construction</p> <ul style="list-style-type: none"> Consideration of soil quality and pollution in Construction Environmental Management Plans (CEMPs) Use of best practice construction techniques to minimise the likelihood of a pollution incident occurring Use of SuDS and / or conventional pollution control techniques such as petrol interceptors to prevent soil pollution Remediation of land contamination if in existence <p>Operation</p> <ul style="list-style-type: none"> None identified 	-	+
Digital connectivity and enhanced information	These interventions are unlikely to have an impact on soils or contaminated land.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0

Ticketing, promotion and education programmes	These interventions are unlikely to have an impact on soils or contaminated land.	<p>Construction</p> <ul style="list-style-type: none"> • None identified <p>Operation</p> <ul style="list-style-type: none"> • None identified 	0	0
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G.11 Protect and enhance the water environment

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>New infrastructure projects would likely result in an increase in impermeable areas, potentially leading to increased contaminated surface water runoff. Pollution incidents may also occur during construction</p> <p>Operation</p> <p>New infrastructure projects would likely result in an increase in impermeable areas, potentially leading to increased contaminated surface water runoff. Pollution incidents may occur during operation as a result of accidents on new road infrastructure. New active travel infrastructure projects would not be expected to result in deterioration of the water environment and may reduce pressures by encouraging a modal shift away from private cars.</p>	<p>Design</p> <ul style="list-style-type: none"> Explore opportunities for use of SuDS <p>Construction</p> <ul style="list-style-type: none"> Consideration of water quality and pollution in Construction Environmental Management Plans (CEMPs) Use of best practice construction techniques to minimise the likelihood of a pollution incident occurring <p>Operation</p> <ul style="list-style-type: none"> Use of SuDS and / or conventional pollution control techniques such as petrol interceptors 		
<p>Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing</p>	<p>Pollution incidents which could potentially impact the water environment through run off, are possible during construction.</p> <p>Reducing the number of private cars on the roads may reduce the potential for contamination of the water environment by pollution.</p>	<p>Construction</p> <ul style="list-style-type: none"> Consideration of water quality and pollution in Construction Environmental Management Plans (CEMPs) Use of best practice construction techniques to minimise the 	-	+

		likelihood of a pollution incident occurring	
		Operation	
		• None identified	
Digital connectivity and enhanced information	This type of intervention is unlikely to give rise to impacts on the water environment.	Construction	0 0
		• None identified	
		Operation	
		• None identified	
Ticketing, promotion and education programmes	This type of intervention is unlikely to give rise to impacts on the water environment.	Construction	0 0
		• None identified	
		Operation	
		• None identified	

G.12 Promote sustainable use of resources and natural assets including maximising the use of alternative, secondary and recycled materials, reducing the level of waste generated.

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>Construction of new transport infrastructure would likely result in a requirement for significant additional resources and increased waste production. There may be opportunities for the use of recycled materials in construction.</p> <p>Operation</p> <p>Where new infrastructure projects encourage uptake of public and sustainable transport modes, beneficial effects on resources and natural assets would be anticipated.</p>	<p>Design</p> <ul style="list-style-type: none"> • Sustainable design measures <p>Construction</p> <ul style="list-style-type: none"> • Consideration of waste hierarchy and use of recycled or re-used materials in a Site Waste Management Plan (SWMP) <p>Operation</p> <ul style="list-style-type: none"> • Encourage the use of electric vehicles 	--	+

Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	Construction of new active travel routes would result in use of materials and in waste production.	<p>Construction</p> <ul style="list-style-type: none"> Consideration of waste hierarchy and use of recycled or re-used materials in a Site Waste Management Plan (SWMP) <p>Operation</p> <ul style="list-style-type: none"> None identified 	-	+
Digital connectivity and enhanced information	This type of intervention is unlikely to impact on resources and waste.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	This type of intervention is unlikely to impact on resources and waste.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0

G.13 Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>New infrastructure projects will require staff to construct and therefore maintain / improve employment in the construction industry.</p> <p>Operation</p> <p>New infrastructure projects may improve accessibility to existing employment areas as well as accessibility to development land widening the range of potentially accessible employment opportunities. New active travel infrastructure can also contribute towards improving tourism in the area.</p>	<p>Design</p> <ul style="list-style-type: none"> • Consideration of economic growth at route option selection stage <p>Construction</p> <ul style="list-style-type: none"> • Provide employment opportunities to unskilled / apprentices at construction stage <p>Operation</p> <ul style="list-style-type: none"> • Implement a plan of maintenance and improvement to ensure that the connectivity to commercial / economic centres is maintained 	++	++
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	These interventions may create employment opportunities during the construction phase and during operation	Construction	+	+

	there may be improved access and connectivity for all.	<ul style="list-style-type: none"> Provide employment opportunities to unskilled / apprentices at construction stage 		
		Operation		
		<ul style="list-style-type: none"> None identified 		
Digital connectivity and enhanced information	Potential loss of ticket vendors would have adverse effects on job availability.	Construction	0	-
		<ul style="list-style-type: none"> None identified 		
		Operation		
		<ul style="list-style-type: none"> None identified 		
Ticketing, promotion and education programmes	Operation of these schemes may help to reduce congestion in areas and therefore improve access to employment and skills	Construction	0	+
		<ul style="list-style-type: none"> None identified 		
		Operation		
		<ul style="list-style-type: none"> None identified 		

G.14 Support the wider coordination of land use and energy planning across the Lancashire area

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
New Infrastructure Projects Including:	Construction No significant effects identified Operation A coordinated approach to the delivery of new infrastructure projects should support and create opportunities for wider land use planning across the Lancashire area. This includes providing sustainable connectivity and transport options at land zoned for development.	Design <ul style="list-style-type: none"> Consideration of economic growth at route option selection stage Construction <ul style="list-style-type: none"> Provide employment opportunities to unskilled / apprentices at construction stage Operation <ul style="list-style-type: none"> Implement a plan of maintenance and improvement to ensure that the connectivity to commercial / economic centres is maintained 	0	++

- Public realm improvements

Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)

Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	An expanded active travel network would require effective land use and transport planning coordination and can result in economic and social benefits (reduced congestion, enhanced quality of life, aid economic growth, facilitating movement of goods and services).	Design <ul style="list-style-type: none"> Consideration of transport needs in relation to land use plans and planning requirements 	0	++
Digital connectivity and enhanced information	No effects expected on land use, energy or transport planning.	Construction <ul style="list-style-type: none"> None identified Operation <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	No effects expected on land use, energy or transport planning.	Construction <ul style="list-style-type: none"> None identified Operation <ul style="list-style-type: none"> None identified 	0	0

G.15 Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>Construction of new infrastructure projects affords employment opportunities however may lead to severance and accessibility issues, which may also disproportionately impact on those without access to private cars.</p> <p>Operation</p> <p>New road schemes will primarily benefit those in ownership of cars, though some benefit will likely be experienced by bus passengers and users of taxis. While new rail links will be available to all to avail of, ticket cost will be a key consideration. New bus infrastructure projects would typically promote greater health and wellbeing for all citizens, as they would provide better, more comfortable facilities. Access may also be increased to employment opportunities and public services / recreational facilities which has consequent benefits in respect of health and wellbeing. New active travel schemes may benefit disadvantaged groups in society by providing free pedestrian and cycleway access and enjoyment.</p>	<p>Design</p> <ul style="list-style-type: none"> • Consider opportunities to improve access • Introduction of footpaths and cycle lanes (if nature of carriageway allows) • Consider potential for severance from key public services, or opportunities to improve access <p>Construction</p> <ul style="list-style-type: none"> • Ensure consideration of access to key public services is maintained <p>Operation</p> <ul style="list-style-type: none"> • Implement a plan of maintenance and improvement to ensure that footpaths and cycle lanes remain an attractive option • Regular reviews of ticket pricing / consideration of affordability 	-	+++

Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	<p>There may be some adverse air quality emissions during construction which may impact children and those with respiratory conditions.</p> <p>There will be improved health benefits during operation as a result of increased physical activity. Increased uptake of cycling and walking would reduce vehicle use and associated GHG, therefore providing health benefits to all citizens.</p> <p>Certain groups may be unable to easily access this intervention (disabled, pregnant women, elderly)</p>	<p>Construction</p> <ul style="list-style-type: none"> Consideration of air quality in Construction Environmental Management Plans (CEMPs). <p>Operation</p> <ul style="list-style-type: none"> Implement a plan of maintenance and improvement to ensure that footpaths and cycle lanes remain an attractive option 	-	++
Digital connectivity and enhanced information	No effects expected on health and well-being are anticipated.	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	0
Ticketing, promotion and education programmes	<p>The intervention will have benefits on air quality and therefore the physical health and wellbeing of children and those with respiratory illnesses.</p> <p>These charges may be unaffordable for some and therefore restrict car usage among some socio-economic groups. This may have a knock on effect on access to health care services which may not be easily accessed by public transport / walk/ cycle options.</p> <p>Incurring public transport costs in addition to pre-existing costs for an already purchased vehicle may have adverse financial effects on disadvantaged groups, thus having an adversely impact on mental wellbeing.</p>	<p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> Regular reviews of pricing / consideration of affordability 	0	+ -

G.16 Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> • New highway links – to include new roads and new road links; • Highway Infrastructure improvements – to include road widening and junction improvements; • New rail links – to include new rail links, as well as light rail and mass transit expansion; • Rail infrastructure improvements – to include of upgrades to rail facilities; • Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and</i></p>	<p>Construction</p> <p>Construction of new infrastructure projects affords employment opportunities however may lead to severance and accessibility issues, which may also disproportionately impact on those without access to private cars.</p> <p>Operation</p> <p>New road schemes will primarily benefit those in ownership of cars, though some benefit will likely be experienced by bus passengers and users of taxis. While new rail links will be available to all to avail of, ticket cost will be a key consideration. New bus infrastructure projects would typically promote greater equality of opportunity for all citizens, as they would provide better, more comfortable facilities. Access may also be increased to employment opportunities and public services / recreational facilities. New active travel schemes may benefit disadvantaged groups in society by providing free pedestrian and cycleway access and enjoyment.</p>	<p>Design</p> <ul style="list-style-type: none"> • Consider opportunities to improve access • Introduction of footpaths and cycle lanes (if nature of carriageway allows) • Consider potential for severance from key public services, or opportunities to improve access <p>Construction</p> <ul style="list-style-type: none"> • Ensure consideration of access to key public services is maintained <p>Operation</p> <ul style="list-style-type: none"> • Implement a plan of maintenance and improvement to ensure that footpaths and cycle lanes remain an attractive option • Regular reviews of ticket pricing / consideration of affordability 	-	+++

<i>effects of different magnitude than a new active travel route or new roundabout.)</i>			
Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing	Interventions may benefit disadvantaged groups in society by greater access to affordable / free transport routes. Certain social groups may be unable to fully utilise areas (disabled, pregnant women, elderly).	Construction • None identified Operation • Implement a plan of maintenance and improvement to ensure that footpaths and cycle lanes remain an attractive option	0 + -
Digital connectivity and enhanced information	Deprivation imbalance could prevent access of digital information to certain groups during operation.	Construction • None identified Operation • None identified	0 -
Ticketing, promotion and education programmes	Affordability of charges may restrict car usage among some socio-economic groups. Incurring public transport costs in addition to pre-existing costs for an already purchased vehicle may have adverse financial effects on disadvantaged groups.	Construction • None identified Operation • Regular reviews of pricing / consideration of affordability	0 --

G.17 Promote fairness and equity in rural connectivity

Intervention Type	Likely effects	Typical specific Mitigation for type of scheme	Likely effect without mitigation	Likely effect with mitigation
<p>New Infrastructure Projects</p> <p>Including:</p> <ul style="list-style-type: none"> New highway links – to include new roads and new road links; Highway Infrastructure improvements – to include road widening and junction improvements; New rail links – to include new rail links, as well as light rail and mass transit expansion; Rail infrastructure improvements – to include of upgrades to rail facilities; Public realm improvements <p><i>Note that significance of effect for this intervention type is expected to vary significantly depending on the nature of the new infrastructure projects and a wide range of variables including the location, proximity to sensitive features and nature of scheme (i.e. a new highway is likely to give rise to different effects and effects of different magnitude than a new active travel route or new roundabout.)</i></p>	<p>Construction</p> <p>No significant impacts identified</p> <p>Operation</p> <p>New infrastructure projects give significant potential to improve connectivity within and between rural communities. New rail, bus stations or other infrastructure in rural communities may have significant benefits. However, infrastructure projects that act to expand and refurbish existing transport infrastructure will not contribute to rural connectivity goals.</p>	<p>Design</p> <ul style="list-style-type: none"> Opportunities to improve connectivity with rural communities should be integrated in design <p>Construction</p> <ul style="list-style-type: none"> None identified <p>Operation</p> <ul style="list-style-type: none"> None identified 	0	++
<p>Active travel routes – to include cycleways, footpaths and similar. These could be new routes or upgrades to existing</p>	<p>Potential for slight beneficial effects where active travel routes connect to rural areas.</p>	<p>Design</p> <ul style="list-style-type: none"> Opportunities to improve connectivity with rural communities should be integrated in design <p>Construction</p>	0	+

		<ul style="list-style-type: none"> • None identified 		
		Operation		
		<ul style="list-style-type: none"> • None identified 		
Digital connectivity and enhanced information	Digital connectivity may offer opportunities to improve connectivity to rural areas.	Construction		
		<ul style="list-style-type: none"> • None identified 	0	0
		Operation		
		<ul style="list-style-type: none"> • None identified 		
Ticketing, promotion and education programmes	No effects on rural connectivity are anticipated.	Construction		
		<ul style="list-style-type: none"> • None identified 	0	0
		Operation		
		<ul style="list-style-type: none"> • None identified 		