Health and Wellbeing Impact Assessment (HIA) Tool to Support Leicestershire County Council Decision Making

Proposal Name: Annual Road Casualty Reduction in Leicestershire report (aligned to the Leicestershire Road Safety Strategy)

LTP4 focused strategy: 'A Safe, Accessible and Inclusive Transport Network'

Note: The annual 'Road Casualty Reduction in Leicestershire' report to the Highways and Transport Overview and Scrutiny Committee provides an update on road casualty statistics, performance against targets, collision and casualty trends and actions that are being taken to reduce road collisions and casualties in Leicestershire (Example: March 2024). It is aligned with the Road Safety Strategy and LTP4. The next casualty report will be published in March 2025.

Department: E&T   **Name of contact:** Lynne Stinson, Head of Service, Highways and Transport Commissioning

How to use this tool

This is your tool to enable you to carry out a 'desktop' HIA. It will help you look at the potential impacts of your proposal on the health and wellbeing on our communities in Leicestershire and consider the impact on health inequality. Below are some tips on how to fill out the columns:

- *Impact – To complete this section, have a think about what impact your proposal may have on each themes listed in the rows below, and importantly, if this impact will be positive or negative. Tick the '+' column for positive impacts and '-' for negative impacts.*
- *Likelihood – What is the likelihood of each impact? Try to support these decisions using available evidence.*
  Tick the '?' column if you are uncertain an impact will occur and 'I' if you are certain / have evidence an impact will occur.
- *Description of Impact – How will the proposal impact on the population? If it will impact specific group or populations differently, identify this- you could add in multiple rows to show this. How severe is the impact likely to be? Will it be instant or in the future?*
- *Recommendation – This is the space to write recommendations around how positive impacts could be maximised and negative impacts minimised. This may include further research and links to information you have found.*

Further guidance completing this form can be found in the HIA Support and Guidance notes.

What impact if any will the proposal have with regard to the themes listed below?

Theme	Impact		Likelihood		Description of impact • Scale -Think about inequalities- who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term	Recommendation (to minimise or maximise impact)
	+	**-**	**?**	**!**		
Social Cohesion and Community Does the proposal encourage social interactions in the community, help to install a sense of neighbourliness and local pride in the area? Does the proposal encourage community participation and increase social inclusion?	✓		✓		Loneliness and social isolation can occur in any community, including rural and isolated communities, older people and people with disabilities and/or mobility issues, or where people have to rely on public transport due to being unable to drive or not having access to a car. The Chief Medical Officer's Annual Report 2023 (Health in an Aging Society) notes that 'People move out of cities and large towns before older age, concentrating geographically in coastal, semi-rural or peripheral areas, often with relatively sparse services and transport links'. Transport needs to be available, accessible, affordable and appropriate to promote social inclusion. Good road safety supports the use of sustainable and active transport such as buses, walking, wheeling	• Delivering a safe, accessible, connected and resilient transport network *(extract from LTP4 Core Policy 2)* • Enable travel choice in Leicestershire's communities that reflects their unique needs *(extract from LTP4 Core Policy 3)* • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4)* • Continue to use data and evidence, including road collisions relating to deprivation, to identify areas experiencing the greatest number of collisions and casualties and/or where actions can potentially make the greatest difference • Continue to consider community concerns • Continue to work with partners and stakeholders, including the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) and Public Health (PH) to identify issues, potential solutions and raise community awareness such as through joint or complementary campaigns. • Support active travel through the Cycling and Walking Strategy (CAWS) and Local Cycling and Walking Infrastructure Plans (LCWIPs)

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					and cycling, as well as motorcycling, which increase opportunities for social interaction and community participation. Reducing collisions and casualties - or fear of collisions - and improving access and inclusion, helps people to move around, reducing social isolation, inequalities and improving independence.	• Where appropriate (such as in the development of policies, schemes and data / evidence gathering), engage with partners, stakeholders and communities and/or equalities groups, utilising adopted engagement standards and principles to identify issues and discuss ideas for potential solutions. • Consider possible options during development of the Multi-Modal Area Investment Plans (MMAIPs).
Employment and the Economy Does the proposal create new employment in the area or boost local economy/use of services? Does the proposal reduce unemployment and economic activity, improve workplace conditions, offer access to gaining new skills? *Health inequalities are driven by structural determinants - including the economic and environmental conditions in which people age and work*	✓		✓		Good road safety minimises the negative impact of collisions and delays on the local environment, the highway network, businesses and the economy. It supports the use of sustainable and active transport such as buses, walking, wheeling and cycling and motorcycling, increasing access to work and training. Reducing collisions and casualties not only helps all users of the transport network to move around more safely, but also helps network resilience, helping the network to	• Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets *(extract from LTP4 Core Policy 2)*. • Enabling travel choice in our communities that reflects their unique needs *(extract from LTP4 Core Policy 3)*. • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4)*.

| Theme | Impact | | Likelihood | | Description of impact | Recommendation |
	+	-	?	!	• Scale -Think about inequalities-who will it impact on, which groups? • Severity- Mild/ Moderate/ Severe? • Timing- Short/ Medium/ Long term	(to minimise or maximise impact)
					function more efficiently, reducing negative impacts on businesses and improving access to employment, education and training.	• Embrace innovation and collaboration … to ensure a resilient transport network *(extract from LTP4 Core Policy 5).* • Support active travel through the CAWS and LCWIPs. • Continue to use data and evidence to identify areas experiencing the greatest number of collisions and casualties. • Continue to work with partners and stakeholders, including the LLRRSP and PH to identify issues, potential solutions and raise community awareness such as through joint or complementary campaigns.
Transport Does the proposal impact on road safety, active travel, cycling and walking facilities and infrastructure? Does the proposal cause community severance ? Does it impact on accessing public transport?	✓			✓	Transport can contribute to a number of health hazards and health inequalities. As an example, poverty and disadvantage are linked to road collisions (see the Faculty of Public Health FPH policy brief. Sept 2024). Vulnerable groups, such as children, the elderly and people with mental disability or long-term illnesses, are also more exposed to health-related externalities of the transport system. However, transport can also be a powerful tool for improving the conditions that influence health. Active travel is beneficial for	• Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services *(extract from LTP4 Core Policy 2).* • Enabling travel choice in Leicestershire's communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment. *(extract from LTP4 Core Policy 3).* • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4).*

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					people's physical and mental health and wellbeing. It increases physical activity and reduces the risk of numerous diseases, while reducing the number of cars on the road and associated health hazards.
					
					 Good road safety limits the negative impact on people's health and wellbeing, the local environment and on people's opportunities and quality of life. Reducing collisions and casualties - or the fear of collisions - helps all users of the transport network to move around more safely. It helps to support sustainable and active travel, reduces our carbon footprint, and supports the Council's aims to tackle climate change and improve health outcomes.
					
					 Use of evidence to identify issues will ensure that enforcement, education and engineering action are targeted at areas that will provide the greatest benefit. As an example, a Birmingham initiative identified issues with seatbelt
						• Embrace innovation and collaboration … to promote the health and wellbeing within Leicestershire's communities. *(extract from LTP4 Core Policy 5).*
						 • Continue to work with partners and stakeholders, including the LLRRSP and PH to identify issues, potential solutions and raise community awareness such as through joint or complementary campaigns Continue to use evidence to identify areas experiencing the greatest number of collisions and casualties.
						 • Continue to utilise information from communities, including areas of concern.
						 • Working with PH, assess collisions relating to deprivation, including comparison with national data, in order to reduce road safety inequality due to socio-economic disadvantage.
						 • Ongoing monitoring of road collision / casualty data, and performance against new casualty reduction targets, via the annual *'Road Casualty Reduction in Leicestershire'* report, the Council's annual delivery report and E&T's performance reports, which include five performance indicators relating to road safety:
						    o Total casualties on Leicestershire roads.
						    o Number of people killed or seriously injured (KSIs).

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					compliance resulting from cultural differences (May 2023) – education campaigns were amended to maximise seatbelt wearing. Although it is difficult to pinpoint the exact contribution that any one intervention makes to road safety, we can say that road safety interventions (engineering, education and enforcement), along with changes to legislation, medical care, vehicle design and societal shifts, have all contributed to improving road safety and reducing road casualties in Leicestershire over the decades. It is possible to quantify the scale of casualty reduction savings in Leicestershire, based on casualty data and the Government's costs for an average casualty. As an example, in 2022 the average cost attributed to a casualty was £92,168, which takes a wide range of factors into consideration, including lost output, medical and ambulance, police, insurance and	○ Total casualties involving road user, walking, cycling and motorcyclists (excluding cars). ○ Number of people killed or seriously injured (KSI), walking, cycling and motorcyclists (excluding cars). ○ Road safety satisfaction (NHT satisfaction survey). • Utilise evidence, information and data to inform the Council's approach. • Monitor the impact interventions and adjust our approach, where appropriate. • Undertake collision investigations, road safety audits and fatal collision reviews. • Continue to support the Government's road safety objectives/approach and take account of new policies and guidance, where appropriate. • All work will continue to take account of road safety during development and delivery. • Utilise a range of measures to improve road safety for all road users, reduce speeding, encourage safe and responsible driving behaviours and discourage heavy vehicles and through-traffic from using unsuitable routes. Examples of initiatives are provided in the 2023 casualty report appendix and traffic management schemes

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					admin and damage to property. Using this cost, the casualty savings in Leicestershire have been calculated as: • Savings over ten years £95,854,720. • Savings over five years £33,180,480.	
Physical Activity Think about how the proposal may impact on people being physically active, participate in active play or active travel. *Health behaviours are influenced by wider determinants of health including income.*	✓			✓	Regular physical activity is good for physical and mental health and wellbeing. Physical activity can support weight management, muscle strengthening, and improve health conditions. Just 10 minutes of brisk walking per day could make a difference (Get Active and Active travel and mental health). Obesity is a significant challenge effecting our communities across Leicestershire: • Between 2023 - 2040 the total population aged 65 and over with a BMI of 30 or more will increase by 34.7% • Between 2023 and 2040 the total population aged 18 and over	• Enabling travel choice in our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment *(extract from LTP4 Core Policy 3).* • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4).* • Continue to work with partners and stakeholders, including the LLRRSP, PH and Cycling UK to identify issues, potential solutions and raise community awareness such as through joint or complementary campaigns. • Continue ongoing monitoring of road collision / casualty data, including for vulnerable users.

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					predicted to have diabetes will increase by 22.5% • 26% of the population are identified as being inactive, undertaking less than 30 minutes of exercise a week. • Only 2.4% of adults across Leicestershire cycled for travel at least three days a week in 2018/19 and only 18.5% walked for travel at least three days per week. There is a need for a transport network that works with the community and health professionals to promote a healthy and active lifestyle and also provides efficient access to health services and facilities by all modes of transport. Active transport is a key method to undertake physical activity. The 2023 annual report of the Director of PH notes that 'we want to work more closely with local planning authorities to increase provision of active travel and high-quality walking and cycling infrastructure in new developments. Newly built	• Support vulnerable users through the CAWS and LCWIPs. • Subject to funding, maintain priority routes using a risk-based assessment. • All infrastructure will consider road safety, cycling and walking. • Continue to maximise opportunities to secure funding to deliver cycling, walking and wheeling infrastructure. • Continue to support Choose How You Move (CHYM) programmes and PH's Healthy Workplace scheme. • Continue to maintain the interactive map of 1,800 miles of public footpaths, which was made available to the public to encourage walking. • Where appropriate (such as in the development of policies, schemes and data / evidence gathering), continue to engage with partners, stakeholders and communities and/or equalities groups, utilising adopted engagement standards and principles to identify issues and discuss ideas for potential solutions. • Utilise a range of measures to improve road safety for all road users, reduce speeding, encourage safe and responsible driving behaviours and discourage heavy vehicles and through-traffic from using unsuitable

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					areas should ideally prioritise cycling and walking as the preferred means of transport and the adoption of 20 mph limits/zones where appropriate'. Good road safety supports all users of the transport network, including the vulnerable and those who want to use active modes (such as walking, wheeling and cycling), particularly for shorter trips. Reducing collisions and casualties - or fear of collisions - and improving access and inclusion, helps people to move around, helps all users of the transport network to move around more safely, supporting physical activity through active travel.	routes. Examples of initiatives are provided in the 2023 casualty report appendix and traffic management schemes • The Council will continue to utilise evidence, information and data to inform its approach and monitor the impact of our road safety and casualty reduction interventions on collisions, fear of crime and/or travel behaviour, if evidence is available (as an example, the impact of the street lighting initiative on cycling and walking).
Housing Think about any effects the proposal may have on the affordability of housing, affordability of heating home,	✓		✓		Reducing collisions and casualties - or fear of collisions - and improving access and inclusion, helps people to move around, helps people to move around more safely. It maximises the use of all transport modes, including sustainable and active travel and motorcycles /	• Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services *(extract from LTP4 Core Policy 2)*. • Enabling travel choice in Leicestershire's communities that reflects their unique needs *(extract from LTP4 Core Policy 3)*.

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neighbourhood design, access to green/blue space. *Health inequalities are driven by structural determinants- the economic and environmental conditions in which people live, age and play*					mopeds, providing a range of opportunities for people to travel to/from home, work, leisure and green/blue space. Feedback from visually impaired groups during the LTP4 engagement suggested issues with the design, such as that the footbaths are not designed well and are a trip hazard and accessible crossing points, particularly near busy roads for example.	• Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4)*. • Where appropriate, continue to utilise developer S106 contributions to introduce cycling, walking and wheeling and safety measures in support of Local Plans. • The Leicestershire Highway Design Guide (LHDG) states that development must be accessible for all highway users and must maximise the uptake of sustainable travel choices. • Where appropriate (such as in the development of policies, schemes and data / evidence gathering), engage with partners, stakeholders and communities and/or equalities/disability groups, utilising adopted engagement standards and principles to identify issues and discuss ideas for potential solutions.
Diet and Nutrition Think about how the proposal could encourage or discourage people from accessing healthy food choices, affordability of healthy choices, ability to grow own food.					N/A	N/A

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Does the proposal impact on sustainable food production? *Health behaviours are influenced by wider determinants of health including income.*						
Education and skills Think about how the proposal could encourage or discourage people from improving their educational attainment, impact on opportunities to develop new skills or providing opportunities for volunteering/ apprentices. *Educational attainment is linked to health behaviours and health outcomes.*	✓		✓		Good road safety helps all users of the transport network to move around, improving access to education, training and volunteering and apprenticeships. It supports the use of sustainable and active transport, such as buses, walking, wheeling and cycling, as well as motorcycling and minimises the negative impact of collisions and delays on the network, improving network resilience. In May 2024, the County Youth Council for Leicestershire (CYCLe) identified barriers to being able to move around the county, including poor information/communication, cost, age, time and convenience, reliability and negative impacts on neurodiverse communities. Examples provided included buses not turning up, which added stress and urgency to alternative journeys	• Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services *(extract from LTP4 Core Policy 2)*. • Enabling travel choice in Leicestershire's communities that reflects their unique needs *(extract from LTP4 Core Policy 3)*. • Support active travel through the Cycling and Walking Strategy and LCWIPs. This supports safe and connected cycling and walking routes, including to education and significant employment centres. • Where appropriate (such as in the development of policies, schemes and data / evidence gathering), engage with partners, stakeholders and communities and/or equalities/disability groups, utilising adopted engagement standards and principles to identify issues and discuss ideas for potential solutions, including Special Educational Needs and Disabilities (SEND). • Consider possible options during development of MMAIPs.

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					and increased the risk of accidents caused by having to rush to complete journeys in different ways such as at pedestrian crossings or driving. This could also potentially impact on college/work attendance. The annual Leicestershire SEND report notes that the top search in 2023 was school transport (11.4%), indicating its importance to the community.	
Air Quality & Noise Think about how air pollution and noise could be impacted reducing car use, traffic congestion, reducing noise disturbances	✓		✓		The UK chief medical officer's 2022 report 'Air Pollution' highlights the association between air quality and health outcomes, emphasising that long-term exposure is harmful to health. In 2024, the FPH noted that poverty is strongly correlated with air pollution, noise and road collisions with disadvantage linked with higher density of roads and traffic, poor air quality, higher noise levels and collisions. Across the whole transport network, road-based travel is a key	• Enabling travel choice in Leicestershire's communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment *(extract from LTP4 Core Policy 3).* • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4)* • Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and delivering travel choice to promote health and wellbeing within

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CAWS					contributor to poor air quality, which undermines the health of Leicestershire's communities, notably with respiratory illnesses. By 2043, the Council expect the following challenges in Leicestershire: • 69% increase in vehicle delay observed across the network. • 30% increase in freight demand across the County. • 29% increase in vehicle kilometres travelled across the County. • 5.5% increase in carbon emissions impacting on air quality and the health of Leicestershire' communities. Improving road safety helps to support a wide range of sustainable and active travel e.g. cycling, walking, wheeling and bus. This reduces car dependency, helping to reduce key pollutants and provides opportunities, through active travel, for people to improve their health.	Leicestershire's communities (*LTP4 Core Policy 5*). • Support vulnerable users through the CAWS and Local Cycling and LCWIPs. • Monitoring the effectiveness of interventions • Use and investigate existing, new and emerging technology. • Utilise a range of measures to improve safety, reduce speeding, encourage safe and responsible driving behaviours and discourage heavy vehicles and through-traffic from using unsuitable routes. • Support the transition to electric vehicles. • Continue to work with the district councils to address air quality issues. • Continue to work with partners and stakeholders, including the LLRRSP and PH to identify issues, potential solutions and raise community awareness such as through joint or complementary campaigns. • Utilise data and evidence to help identify where there are air quality issues. • Utilise the latest guidance and best practice to identify potential solutions.

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					Health improvements through a potential reduction in carbon emissions will also make it more pleasant to walk/cycle/wheel alongside roads for commuters.	
Crime Reduction and Community Safety Does the proposal discourage crime and antisocial behaviour, reduce fear of crime, promote safe environment.	✓			✓	The overarching objective of the Road Safety Strategy, which includes new casualty targets, is to improve road safety and reduce collisions, promoting a safe environment. The annual casualty report provides an update on road casualty statistics, performance against targets, collision and casualty trends and actions that are being taken to reduce road collisions and casualties. The Council work with partners, including the LLRRSP to develop and deliver a wide range of engineering, education and enforcement initiatives, including speed initiatives and vehicle activated signs to discourage speeding, education and campaigns	• Delivering a safe, accessible, connected and resilient transport network (extract from LTP4 Core Policy 2). • Continue to support the LLRRSP. • Continue to support national and local initiatives and campaigns. • Build on collaboration with partners, including PH, in order to deliver holistic road safety benefits. • Research, implement and evaluate new technologies that could impact road safety such as electric vehicles, micromobility, driverless cars, speed limiters and 'connected vehicles'. • Utilise a range of measures to improve safety. For all road users, reduce speeding, encourage safe and responsible driving behaviours and discourage heavy vehicles and through-traffic from using unsuitable routes. Examples of initiatives are provided in the 2023 casualty report appendix. • Continue to monitor data and evidence to identify the impact of measures and initiatives on collisions/casualties, fear of crime and/or

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					to tackle illegal and antisocial driving.	travel behaviour, where evidence is available such as street lighting initiative and impact on cycling/walking. • Continue to utilise information from communities, including areas of concern. • Support Leicestershire Police enforcement / campaign activities through the LLRRSP. • Monitor health inequalities, including road safety for vulnerable groups and in areas of deprivation, and take action to address issues when appropriate. • Parking: Working with the police and partners on enforcement, restrictions and campaigns such as 'invisible disability' and 'stay on the level'. • Provide communities with information on how they can get involved in road safety improvement traffic management schemes. • Research and monitor the impact of new road infrastructure, design and technology on driver behaviour.
Alcohol, Tobacco, Illegal drug use Does the proposal impact on the supply/use of alcohol and tobacco. Will it create an environment that discourages illegal drug use? *Health behaviours are influenced by wider determinants of health.*					N/A	N/A

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Energy Use, Waste Minimisation and Climate Change Does the proposal impact on energy use, energy efficiency and waste? Can carbon emissions and waste be minimised? Does the proposal impact on: • refuse services? • Encourage recycling? • Contribute to net zero? • Impact climate change?	✓		✓		Reducing road collisions will support the efficient running of the highway network and minimise delays and diversions, which could help to reduce energy and carbon. Reducing road collisions and casualties - and the fear of collisions - and improving access and inclusion, helps people to move around, increase the use of sustainable and active travel modes (cycling, walking, wheeling and bus), contributing to net zero and improving health outcomes.	• Enabling travel choice in Leicestershire's communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting the environment *(extract from LTP4 Core Policy 3).* • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4).* • Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and delivering travel choice to promote health and wellbeing within our communities *(LTP4 Core Policy 5).* • Continue to monitor data and evidence to identify the impact of measures and initiatives on collisions/casualties, fear of crime and/or travel behaviour, where evidence is available.

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Access to Public Services Does the proposal impact demand for local services? Does the proposal impact on accessing health or social care services? *Health inequalities can be driven where there are differences in distribution of resources, services*	✓		✓		The demographics of the population in Leicestershire is changing. With an aging population, health needs are likely to increase, due to the potential for the development of multiple chronic conditions. • By 2040 there will be 29% of people 18 and over who have longstanding health conditions caused by a stroke. • A 35.5% increase in the population aged 65 and over predicted to have long term health conditions caused by bronchitis and emphysema. • By 2040 the total population aged 18 and over predicted to have diabetes will increase by 22.5%. • By 2040 it is expected that the number of residents living with dementia will increase by 52.1%. In May 2024, the County Youth Council for Leicestershire (CYCLe) identified barriers to being able to move around the county, including poor information/communication, cost, age, time and convenience,	• Delivering a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services *(extract from LTP4 Core Policy 2).* • Enabling travel choice in Leicestershire's communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing *(extract from LTP4 Core Policy 3).* • Work collaboratively to identify and develop innovative transport related solutions which promote health & wellbeing … while enabling travel choice *(extract from LTP4 Core Policy 4).* • Support vulnerable users such as through the CAWS and LCWIPs. • Monitor the effectiveness of interventions. • Continue to use data and evidence, including road collisions relating to deprivation, to identify areas experiencing the greatest number of collisions and casualties and/or where actions can potentially make the greatest difference. • Continue to consider community concerns. • Continue to work with partners and stakeholders, including the LLRRSP and PH to identify issues, potential solutions and raise community awareness such as through joint or

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					reliability and negative impacts on neurodiverse communities. Examples provided included buses not turning up, which added stress and urgency to alternative journeys. This could also potentially impact on access to public services. The annual Leicestershire SEND report notes that the top search in 2023 was school transport (11.4%), indicating it's importance to the community. There is a need for a transport network that works with the community and health professionals to promote a healthy and active lifestyle, but also provides efficient access to health services and facilities. Reducing road collisions and casualties – and the fear of collisions – and improving access and inclusion, will improve confidence in using a range of sustainable and active travel modes (such as cycling, walking, wheeling,	complementary campaigns Where appropriate (such as in the development of policies, schemes and data / evidence gathering), engage with partners, stakeholders and communities and/or equalities/disability groups, utilising adopted engagement standards and principles to identify issues and discuss ideas for potential solutions, including Special Educational Needs and Disabilities (SEND) colleagues. • Consider possible options during development of MMAIPs. • Work with partners to maximise passenger transport use.

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					bus) and help people to access services.	

Useful Contacts

- Advice and support to fill out this form can be obtained through the Public Health team - please email HIA@leics.gov.uk
- Health Impact e-form guidance notes
- Health Impact e-form

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