

## Appendix C

### Equality Impact Assessment (EIA) Form\*

*(Before completing this form, please refer to the supporting guidance document)*

The purpose of this form is to aid the Council in meeting the requirements of the Public Sector Equality Duty contained in the Equality Act 2010. This requires the Council to have “due regard” of the impact of its actions on the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not.

The assessment is used to identify and record any concerns and potential risks. The following actions can then be taken to address these issues:

- Remove risks - abandon the proposed policy or practice.
- Mitigate risks - amend the proposed policy or practice so that risks are reduced.
- Justify policy or practice in terms of other objectives.

1. Policy details	
<b>Name of policy</b>	Local Transport Plan (LTP4)
<b>Department and service</b>	Environment and Transport (E&T) Development and Growth Highway & Transport Commissioning Transport Strategy and Policy (TSaP)
<b>Who has been involved in completing the Equality Impact Assessment?</b>	<ul style="list-style-type: none"> <li>• Lynne Stinson Head of Service, Highways and Transport Commissioning Lynne.Stinson@leics.gov.uk</li> </ul>

\* This EIA forms part of a suite of complementary documents, including a Health Impact Assessment (HIA) and Strategic Environmental Assessment (SEA). The EIA, HIA and SEA provide a holistic picture of Leicestershire, which will be considered during the development of LTP4.

### 2. Objectives and background of policy or practice change

*Use this section to describe the policy or practice change. What is the purpose, expected outcomes and rationale? Include the background information and context*

### What is the proposal?

The County Council is currently developing its fourth Local Transport Plan (LTP4), which is a high-level strategy that covers the whole county. It will provide a vision for the county's future transport network, outlining how the Council work with Leicestershire's communities, businesses, organisations, stakeholders and transport providers to tackle inequalities and challenges across the county.

The LTP4 is 'agile', enabling us to react to new and emerging challenges and priorities. COVID-19, Brexit and the war in Ukraine have already had an impact on transport and infrastructure and the Council's approach will continue to evolve to deal with new and emerging challenges and priorities, including population change, an ageing population, travel demand, social isolation, obesity, health inequalities, deprivation, employment demand and climate change.

The LTP4 is being developed in 3 phases:

- **Phase 1:** [Core Document](#) 2026-2040 (current draft considered by the [Cabinet, May 2024](#) item 345):
  - concise high-level document, driven by national and local priorities.
  - supported by a suite of specialised policies and strategies, including the existing [Cycling and Walking Strategy](#), [Road Safety Strategy](#), Passenger Transport [Policy](#) & [Strategy](#), and [Network Management Policy and Strategy](#).
- **Phase 2:** Development of focused strategies and investment plans to deliver the Phase 1 Core Strategy.
  - Focused strategies, including 'safe and accessible transport networks'
  - Investment Plans, including:
    - Multi-Modal Area Investment Plan (MMAIPs) set out a holistic investment plan for transport at a local level, including Harborough, Charnwood, Loughborough, Melton, Hinckley and Ashby. Delivery mechanisms include Local Cycling and Walking Investment Plans (LCWIPs), Bus

	<p>Service Improvement Plan (BSIP), Rights of Way Improvement Plan (RoWIP), adapting to climate change and asset management programme.</p> <ul style="list-style-type: none"> <li>▪ County Strategic Transport Investment Plans involve working collaboratively with partners on cross boundary issues.</li> </ul> <p>• <b>Phase 3:</b> Monitoring and review, plus post 2050 vision ‘horizon scanning’.</p>
<p><b>What change and impact is intended by the proposal?</b></p>	<p><b>Change and impact</b></p> <p>The transport network has a key role in enabling movement, access to key services and employment etc and supporting economic growth. It has the potential to help futureproof our network and deliver transformative change. Its place-based approach will take account of how the transport network interacts with, and is connected to, local communities and essential services.</p> <p>The LTP4 has the potential to deliver a wide range of benefits to local communities and users of the network and advance equality of opportunity. Benefits include:</p> <ul style="list-style-type: none"> <li>• supporting and driving the economy</li> <li>• improving connectivity and accessibility to key services, including healthcare, employment, housing, food shopping and education</li> <li>• unlocking growth and ensuring development is sustainable</li> <li>• enabling access to new housing and employment opportunities</li> <li>• encouraging more people to cycle, walk, wheel and use passenger transport, providing opportunity for more sustainable and healthy transport choices</li> <li>• maximising social benefits and addressing wider social challenges e.g. severance, social exclusion, deprivation and public health</li> <li>• maximising environmental benefits and reducing the negative impact of our transport system on the environment, such as climate change and decarbonisation, air quality, traffic noise and health</li> <li>• Improving road safety and reducing the number of road casualties</li> </ul>

<p><b>What is the rationale for this proposal?</b></p>	<p>The main challenge will be to minimise car dependency by ensuring the existence of realistic alternative forms of travel wherever possible. Where this is not possible, the Council will seek to ensure that traffic uses the most appropriate routes, to reduce the negative effects associated with traffic.</p> <p>The County Council has made a range of commitments to promote equality and diversity and to reduce disadvantage and inequality of opportunity. The LTP4 supports this commitment, providing opportunities to improve facilities and infrastructure across the whole county and linking transport to areas of employment, education, housing employment and key services.</p> <p><b>Rationale</b></p> <p>There is a <a href="#">statutory requirement</a> under the Local Transport Act 2008 to produce an LTP, which are a key mechanism for delivering local integrated transport and providing a strategic framework for delivering future transport infrastructure.</p> <p>A new Plan needs to be developed to replace <a href="#">LTP3</a> (2011-2026). Since the LTP3 was adopted, national and local policies, objectives and priorities have evolved and changed. The LTP4 will align with more recent national policy, including health and well-being and carbon reduction.</p> <p>The LTP4 will provide a vision for Leicestershire’s transport network into the future, taking account of the more recent Government policies and priorities, national and local challenges and new and emerging evidence and technology. The Council’s approach will be to:</p> <ul style="list-style-type: none"> <li>• base decisions on evidence.</li> <li>• ensure that measures contribute to national and local priorities.</li> <li>• maximise value for money.</li> <li>• focus funding to achieve the biggest impact for Leicestershire’s communities.</li> <li>• plan for future needs.</li> <li>• focus on approved programmes – any additional proposals must not delay, or detrimentally affect, progress on approved programmes, unless they provide even greater benefits.</li> </ul>
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	<p>The LTP4 Core Document must be in place by November 2024, so that it provides the basis for the Local Transport Fund (<a href="#">LTF</a>) delivery programme, which needs to be submitted to the Department for Transport (DfT) in December 2024.</p>
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### 3. Evidence gathered on equality implications – Data and engagement.

*What evidence about potential equality impacts is already available? This could come from research, service analysis, questionnaires, and engagement with protected characteristics groups (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation and community cohesion. Good practice also includes an assessment of needs and impact on other communities of interest).*

<p><b>What equalities information or data has been gathered so far?</b></p> <p><b>What does it show?</b></p>	<p>A wide range of information and data is helping to steer the development of the LTP4. This includes the Census data for <a href="#">Leicestershire</a>, Leicester Shire Rutland Statistics and Research (<a href="#">LSR</a>) and Public Health (e.g. Leicestershire Joint Health and Wellbeing <a href="#">Strategy</a> (2022-2032), Joint Strategic Needs Assessment (<a href="#">JSNA</a>) and <a href="#">2023</a> Health Inequalities report). Some headline information or data relating to Leicestershire is provided below:</p> <ul style="list-style-type: none"> <li>• an aging population - by 2043, the largest population group is expected to be those aged 65 and over.</li> <li>• 52.1% increase in residents living with dementia between 2023 and 2040.</li> <li>• 9% increase in the number of people suffering from common mental disorders by 2040.</li> <li>• only 20% of contributors to health outcomes relate to clinical care. Ease of access to formal and informal green space and active travel significantly improves physical and mental health (<a href="#">JHWS</a>)</li> <li>• social isolation can increase the risk of premature death by 30%<sup>1</sup>.</li> <li>• access to a range of food to maintain a healthy diet; having access to recreational sports facilities, greenspace and social activities for physical activity and good mental health and having access to transport to enable attendance at medical appointments and social activities all help maintain health and wellbeing.</li> <li>• travelling by active modes for short trips could save the NHS £17bn nationally over 20 years<sup>2</sup>.</li> </ul>
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<sup>1</sup> [Health and Wellbeing in Rural Areas, 2017](#) - Produced by LGA in partnership with Public Health England

<sup>2</sup> [The Lancet Medical Journal](#)

- 19% of children in Leicestershire were classed as either obese/overweight in 2019/20, and by year six this figure had increased to 30.6% in 2019/20.
- 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% of adults walked for travel at least three days per week.
- 64.5% of adults, aged 18 and over, were classed as overweight or obese in Leicestershire in 2018/19.
- Between 2023 and 2040 the total population aged 18 and over predicted to have diabetes will increase by 22.5%.
- In 2043 we expect a 5.5% increase in carbon emissions, impacting on air quality and the health of our communities.
- It is recognised that being overweight or obese heightens individuals to the risk to developing long term health conditions - there is a need for a transport network which works with the community and health professionals to promote a healthy and active lifestyle, but also provides efficient access to health services and facilities when they are required by all modes of transport.

Further information is provided in Sections 4 and 5.

### **Local data**

Equalities information or data for smaller geographical areas, such as districts, towns, villages or built-up areas, will enable us to identify areas where potential barriers and opportunities may occur. As an example, if there is a high percentage of deprivation, isolation or health inequalities, or communities who don't speak English or who don't have access to a car or van, then we would take this into account when engaging and implementing change.

Further local information and data will continue to emerge as Phase 2 is taken forward, including during engagement for focussed strategies and MMAIPs. This will complement information and data that is already available for the county, continuing to help shape the EIA and the LTP4.

	<p>This EIA is not a static document and will continue to evolve and be updated as new information and data becomes available such as from engagement, consultations, reports and studies, transport modelling and the Government.</p>
<p><b>What engagement has been undertaken so far?</b></p> <p><b>What does it show?</b></p>	<p><b>Early engagement – stakeholder conference</b></p> <p>During early development, various activities took place to gather information and data, including a high-level stakeholder conference (December 2023). This conference identified several issues, which are summarised in Section 5 under ‘engagement’, that will help to steer future development and engagement.</p> <p>In addition, a workshop with the County Youth Council for Leicestershire (<a href="#">CYCLe</a>) took place in May 2024. Engagement with a small group of children/young people who were service users within the children and family services took place. Feedback is summarised in Section 4 under ‘age’.</p> <p><b>Public engagement</b></p> <p>A process of stakeholder mapping has been undertaken, with special consideration given to engaging with equality groups. Public consultation, along with utilisation of existing meetings and communication channels, are being utilised to provide a range of engagement methods and maximise participation.</p> <p>The first public consultation will take place from 12<sup>th</sup> August to 23<sup>rd</sup> September 2024 (6 weeks). The consultation will seek thoughts on the approach to the development of the LTP4, based on the draft <a href="#">Core Document</a>. It will be open to all residents, businesses, organisations, key stakeholders, and local authorities.</p> <p>Where appropriate, the draft document will be amended to take account of comments received and to reduce any negative impact on target groups. Any specific scheme/location comments received during the consultation may be utilised during the development of Phase 2, or anonymised and passed to other teams for consideration.</p>

	<p>The outcome from the consultation will be presented to the Cabinet in November 2024, along with the final draft Phase 1 Core Document.</p> <p>The Council will continue to work with specialist colleagues to ensure that ongoing engagement is carried out in accordance with our engagement <a href="#">standards</a>, in the most effective way and at the most appropriate time.</p> <p><b>Going forward</b></p> <p>The Council will continue to communicate and engage during the development of Phase 2 focussed strategies, MMAIPS and schemes, so that the needs of communities can be considered during development and any negative impacts can be mitigated.</p> <p>Engagement will also be carried out during the development of other departmental policies and strategies. Any information, data or comments received that are relevant to the LTP4 will be taken into account, as part of our ongoing development of the LTP4.</p> <p>This EIA will help to inform ongoing engagement/consultations. It is not a static document and will be updated as new information and data becomes available.</p>
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#### 4. Benefits, concerns, and mitigating action

*Please specify if any individuals or community groups who identify with any of the ‘protected characteristics’ may potentially be affected by the policy and describe any benefits and concerns including any barriers.*

*Use this section to demonstrate how risks would be mitigated for each affected group*

##### **Benefits**

Leicestershire’s transport network has a key role in enabling our communities to achieve their ambitions through access to key services, employment, education, healthcare, social activities and green space. The LTP4 will outline how the Council will work with Leicestershire’s communities, businesses, organisations, stakeholders and transport infrastructure providers to tackle inequalities and challenges across the county, including health inequality, poor connectivity, isolation/social exclusion and the environment.

The LTP4 will enable the Council to deliver transport solutions that aim to:

- Meet the current and future needs of all users in a coordinated manner, enabling travel choice.
- Benefit all transport users, including passenger transport, cycling, walking and wheeling, car drivers and freight, including individuals or community groups who identify with any of the [protected characteristics](#).
- Provide wider economic and environmental benefits, help us to achieve a more prosperous and resilient Leicestershire.
- Increasing access to, and uptake of, active travel can increase levels of physical activity and help improve public health, helping to achieve a healthier and safer Leicestershire.
- Focus limited funds in the areas that are experiencing the greatest problems and where interventions could provide the greatest benefit.
- Balance our and our partners strategic priorities, including the Local Planning Authorities (through their Local Plans), Midlands Connect Strategic Transport Plan ([STP](#)), National Highways Road Investment Strategy ([RIS](#)) and Network Rail route utilisation strategies (RUS).
- Provide benefits to those who live in more deprived areas, or who do not have access to a car, by enhancing opportunities for active travel (walking, cycling, wheeling) or sustainable travel, such as passenger transport, including demand responsive transport (DRT), or car share.
- Encourage modal shift away from more polluting and less healthy forms of travel, which could help to reduce congestion (improving journey time reliability and air quality) and help towards a cleaner and greener Leicestershire.
- Increase social mobility and reduce deprivation, helping to reduce disadvantage and improve access to opportunities.

### **Concerns and mitigation**

The Council recognise that although the overall impact of the LTP4 might be positive, changes in specific areas may disproportionately affect certain groups, such as rural communities or older people. In this case the council would aim to work with communities and the public, as well as specialist colleagues and transport providers etc, to explore options to mitigate any negative impacts.

Group	What are the benefits of the proposal for those from the following groups?	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
<b>Age</b>	<p>All users of the transport network will benefit. Specific benefits may include:</p> <ul style="list-style-type: none"> <li>• Supporting Public Health’s approach to helping people live <a href="#">longer and healthier</a>.</li> <li>• Greater travel choice, including active and sustainable travel, which will help to support/improve health and wellbeing.</li> <li>• Improved accessibility – linking transport to: <ul style="list-style-type: none"> <li>○ areas of employment.</li> <li>○ education.</li> <li>○ residential growth.</li> <li>○ healthcare, food, shopping.</li> <li>○ green space and social opportunities.</li> </ul> </li> <li>• Benefits to those who live in more deprived areas, who do not have access to a car, or who experience social isolation, by enhancing opportunities for sustainable and active travel (walking,</li> </ul>	<ul style="list-style-type: none"> <li>• With an aging population, health needs are likely to increase due to the potential for the development of multiple chronic conditions. chronic conditions (see draft <a href="#">LTP4 Core Document</a>).</li> <li>• Engagement with the County Youth Council for Leics. (<a href="#">CYCLE</a>) in May 2024 identified their barriers to being able to move around the county: <ul style="list-style-type: none"> <li>○ <i>Information/communication</i> – not sure where to go, no bus route available, direct routes, things to do.</li> <li>○ <i>Cost</i> - cost, price, money.</li> <li>○ <i>Age</i> - identification, age, help for young travellers.</li> <li>○ <i>Time and convenience</i> – length of time spent travelling, time, timely connections, managing time, convenience, parking, traffic.</li> <li>○ <i>Miscellaneous</i> - crowds, rude bus drivers.</li> </ul> </li> <li>• Loneliness and social isolation can occur in any community, but</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to work with partners (such as Public Health) to align approach, support priorities, maximise benefits and minimise duplication.</li> <li>• Use evidence and data to identify priorities.</li> <li>• Ensure that the Council take a holistic approach, maximising benefits.</li> <li>• Take account of all road users when developing schemes/interventions.</li> <li>• New LTP4 focussed strategies to include ‘Safe &amp; Accessible Transport’ and ‘Passenger Transport Strategy’. These will take account of evidence and feedback during engagement.</li> <li>• Take an integrated and complementary approach between the department’s Strategies, Policies and Plans such as the LTP, Road Safety Strategy, Highways Design Guide and Cycling and Walking Strategy.</li> <li>• Support the Government’s initiatives and policies and adopt best practice, including the focus on vulnerable road users in the Highway Code.</li> <li>• Engagement / communication:</li> <li>• Ensure communication with groups/individuals is clear.</li> <li>• Manage expectations.</li> <li>• Provide targeted engagement.</li> </ul>

	<p>cycling, wheeling and passenger transport).</p>	<p>can be more of a common occurrence/ can be seen more by older communities.</p> <ul style="list-style-type: none"> <li>• The <a href="#">State of Ageing</a> report (2023) notes that we need age-friendly environments, including accessible public spaces and transport.</li> <li>• Poor air quality can disproportionately impact children and older people. It is expected that the LTP4 will help to improve air quality across Leicestershire.</li> <li>• Some communication methods may be a barrier to some older individuals.</li> </ul>	<ul style="list-style-type: none"> <li>• Explain that not all interventions are visible and benefits may not be easily measured.</li> <li>• Utilise the expertise of equalities and communication colleagues, where appropriate.</li> </ul>
<b>Disability</b>	<p>All users of the transport network will benefit. Specific benefits may include:</p> <ul style="list-style-type: none"> <li>• Supporting Public Health’s approach to helping people live <a href="#">longer and healthier</a>.</li> <li>• Supporting improvements to air quality and noise from transport.</li> <li>• Improved accessibility such as to healthcare, green space and social opportunities.</li> <li>• Increased confidence for all road users, with potential for greater uptake of active and sustainable travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced access such as healthcare, education, employment, food shops, green space.</li> <li>• Loneliness and social isolation can occur in any community but can be more of a common occurrence/ can be seen more by those with a disability or mobility issues.</li> <li>• Potential difficulties with the use of public transport for neurodivergent communities (such as with noise), which may act as a deterrent (identified during youth engagement).</li> </ul>	<ul style="list-style-type: none"> <li>• Take account of all road users when developing schemes/interventions.</li> <li>• Continue to be mindful of the Government guidance, consultations and policies, such as ‘Inclusive Transport <a href="#">Strategy</a>: achieving equal access for disabled people’ (2018).</li> <li>• Continue to work with partners, such as Public Health, to align approach, support priorities, maximise benefits and minimise duplication.</li> <li>• Utilise the expertise of equalities and communication colleagues, where appropriate.</li> <li>• New LTP4 focussed strategies to include ‘Safe &amp; Accessible Transport’ and ‘Passenger Transport Strategy’. These will take account of evidence and feedback during engagement.</li> </ul>

		<ul style="list-style-type: none"> <li>• Some communication methods may present a barrier to users with hearing or visual impairments or learning difficulties.</li> <li>• Unintended negative impact of some actions such as low noise electric cars may present a challenge to those who use sound to assess safety (RNIB).</li> <li>• Fewer transport options for blind and partially sighted people and more reliant on passenger transport – can be more difficult to get around such as detecting approaching vehicles or judging gaps in traffic (RNIB).</li> </ul>	<ul style="list-style-type: none"> <li>• Make the LTP4 available in different formats, on request.</li> <li>• Recognise different travel requirements e.g. for people who use memory, visual clues or feeling/hearing (RNIB presentation). Consider RNIB's key principles:             <ol style="list-style-type: none"> <li>1. Pedestrians separated from vehicles.</li> <li>2. Crossings must be accessible.</li> <li>3. Kerbs must be detectable.</li> <li>4. Clear &amp; clutter-free pavements.</li> <li>5. Transport hubs must be accessible.</li> <li>6. Maintain vehicle access.</li> <li>7. Accessible consultations.</li> <li>8. Equality Impact Assessments.</li> <li>9. Communicate changes.</li> </ol> </li> </ul>
<b>Race</b>	All users of the transport network will benefit.	No concerns identified.	<ul style="list-style-type: none"> <li>• The Council will continue to use data and evidence, including from the 2021 <a href="#">census</a>, to identify areas where the Council's approach may need to be focussed/adjusted.</li> <li>• As an example, if there's a high percentage of households with no people who have English as a main language, or where there is a high percentage of people from specific communities or religions, the Council would consider cultural barriers and opportunities when consulting or implementing change.</li> <li>• The Council will continue to utilise the expertise of partners and equalities and communication colleagues, where appropriate.</li> </ul>

<b>Sex</b>	All users of the transport network will benefit.	The risk of being the victim of a crime, and the fear of crime, could be a deterrent to using certain forms of transport.	<ul style="list-style-type: none"> <li>• Where information or data indicates sex-based issues, the Council will consider how it may need to adjust our approach to address barriers or opportunities. As an example, if fear of crime affects use of active or sustainable travel, the Council will review available best practice to seek solutions.</li> <li>• Develop focussed strategies, including ‘safe and accessible transport networks’ to investigate issues.</li> <li>• The Council will continue to utilise the expertise of equalities and communication colleagues, and work collaboratively with Public Health, communities and communications colleagues to develop and deliver campaigns that promote the messaging on safer transport.</li> <li>• Utilise guidance when developing proposals (such as Designing out Crime and Safer Parks) and the Council’s Highway Design Guide and other guidance/best practice.</li> </ul>
<b>Gender Reassignment</b>	All users of the transport network will benefit.	The risk of being the victim of a crime, and the fear of crime, could be a deterrent to using certain forms of transport.	<ul style="list-style-type: none"> <li>• Develop focussed strategies, including ‘safe and accessible transport networks’ to investigate issues.</li> </ul>
<b>Marriage and Civil Partnership</b>	All users of the transport network will benefit.	No concerns identified.	
<b>Sexual Orientation</b>	All users of the transport network will benefit.	The risk of being the victim of a crime, and the fear of crime, could	<ul style="list-style-type: none"> <li>• Where information or data indicates sex-based issues, we will consider how we may need to adjust our approach to address barriers or</li> </ul>

		be a deterrent to using certain forms of transport.	<p>opportunities. As an example, if fear of crime affects use of active or sustainable travel, the Council will review available best practice to seek solutions.</p> <ul style="list-style-type: none"> <li>• Develop focussed strategies, including ‘safe and accessible transport networks’ to investigate issues.</li> <li>• The Council will continue to utilise the expertise of equalities and communication colleagues, where appropriate.</li> </ul>
<b>Pregnancy and Maternity</b>	<p>All users of the transport network will benefit. Specific benefits may include:</p> <ul style="list-style-type: none"> <li>• improved accessibility.</li> <li>• improved journey times and reliability.</li> </ul> <p>The LTP4 has the potential to help improve air quality.</p>	<p>Reduced accessibility and delays such as to healthcare.</p> <p>Poor air quality can disproportionately affect pregnant people and unborn children.</p>	<ul style="list-style-type: none"> <li>• Although no specific impact was identified in local data, improving the transport network will provide a wide range of benefits, including to congestion and delays.</li> <li>• The Council will continue to use the Government, partner and other information/data and expertise to identify priority areas.</li> </ul>
<b>Religion or Belief</b>	<p>All users of the transport network will benefit.</p>	<p>No concerns identified.</p>	<ul style="list-style-type: none"> <li>• See Race above.</li> <li>• In addition, the Council’s <a href="#">Inter Faith Forum</a> brings together representatives from faith communities, along with other interested individuals and professionals, from across the county. It provides a place where policy makers can consult with faith communities.</li> <li>• It also includes a <a href="#">diversity calendar</a>, which could be beneficial when planning engagement.</li> </ul>
<b>Other groups</b> Communities of interest may include rural isolation,	<p>All users of the transport network will benefit. Specific benefits may include:</p>	<p>Leicestershire is largely rural by nature, leading to an increased proportion of residents at risk of living in isolation. This is particularly true for</p>	<ul style="list-style-type: none"> <li>• The Council will continue to use data and evidence, including from the 2021 <a href="#">census</a>, Joint Strategic Needs Assessment (<a href="#">JSNA</a>) and <a href="#">2023 JSNA</a> health inequalities report, to</li> </ul>

<p>deprivation, health inequality, carers, asylum seeker and refugee communities, looked after children, armed forces.</p>	<ul style="list-style-type: none"> <li>Improving access to key services improved accessibility (such as to education, employment, shops, green space and social opportunities) through public transport provision and active travel can help improve social inclusion, social connectivity and the wellbeing of communities</li> <li>Active travel can also improve health outcomes through active travel and access to key services</li> <li>The LTP4 has the potential to positively impact on low-income groups, who may not have access to a private car as a primary mode of transport, through improving access to active and sustainable transport.</li> </ul>	<p>older population groups. Although loneliness and social isolation can occur in any community, it may be seen more in rural and isolated locations or occur due to being unable to drive or not having access to a car.</p> <p>The LTP4 SEA notes that a previous consultation has raised general concerns that rural areas, which have an older age profile, were going to be neglected as a result of cutbacks (LCC EHRIA: Review of Highway Asset Management Policy and Strategy, 2017<sup>3</sup>).</p>	<p>identify areas where the Council's approach may need to be focussed/adjusted.</p> <ul style="list-style-type: none"> <li>As an example, if there's a high percentage of deprivation, isolation or health inequalities, the Council would consider barriers and opportunities when developing the LTP4 or implementing change.</li> <li>The Council will continue to utilise the expertise of partners, including Public Health, and specialist colleagues, where appropriate.</li> </ul>
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<b>5. Action Plan and Recommendations</b>			
<i>Use this section to describe concerns further. Produce a framework to outline how identified risks/concerns will be mitigated.</i>			
<b>What concerns were identified?</b>	<b>What action is planned?</b>	<b>Who is responsible for the action?</b>	<b>Timescale</b>
<p>Engagement:</p>	<ul style="list-style-type: none"> <li>Discuss availability/development of maps with communications team</li> <li>Review event invitations such as to make more personal.</li> </ul>	<p>Lynne Stinson</p>	<p>2024/25</p>

<sup>3</sup> [https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/7/19/EHRIA-Review-of-Highway-Asset-Management-Policy-and-Strategy-HMSPR\\_v5.0-signed.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/7/19/EHRIA-Review-of-Highway-Asset-Management-Policy-and-Strategy-HMSPR_v5.0-signed.pdf)

<ul style="list-style-type: none"> <li>• No readily available maps for use with engagement as an easy visual aid.</li> <li>• Relevant stakeholders are invited to events.</li> <li>• Need to maximise interactions at events e.g. from speakers and in break-out sessions.</li> <li>• Because the LTP4 is such a wide ranging Plan, it's easy to cover too much and potential confuse people.</li> <li>• Need to emphasise the significance of direct consultation with target groups, which will:             <ul style="list-style-type: none"> <li>○ enrich the EIA with firsthand perspectives and insights.</li> <li>○ enhance its comprehensiveness and relevance.</li> <li>○ acknowledge and react to an evolving context.</li> <li>○ align with current challenges and priorities.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Build a more comprehensive invitee list – ensuring key sectors and relevant stakeholders are included.</li> <li>• Have more focused breakout sessions - to get the most of attendees.</li> <li>• Focus on key issues, priorities and purpose of event, to help plan and focus the events.</li> <li>• Gather information/comments in a more focussed way</li> <li>• Set up a working group, to be used as a 'sounding board' (conference attendees to be invited)</li> <li>• Focus on end user voice, active and meaningful engagement throughout the development of the LTP4.</li> <li>• Continue to engage with target groups, update the EIA and review the approach to the LTP4 development, as new information and data becomes available.</li> </ul>		
<p>Need to identify equalities barriers and opportunities, including communities who may not engage.</p>	<ul style="list-style-type: none"> <li>• The Council's approach should facilitate full participation from groups such as the elderly, children, and young people, those with <a href="#">protected characteristics</a>, and other communities. As an example, the Council have engaged with the County Youth Council for Leicestershire (<a href="#">CYCLE</a>) and will continue to engage</li> </ul>	<p>Lynne Stinson</p>	<p>2024/25</p>

	<p>with them as the LTP4 develops, to feed in the views of young people.</p> <p>The Council have plans to engage with the Leicestershire Equalities Challenge Group (<a href="#">LECG</a>) to feed in the voice of people with protected characteristics.</p> <p>Efforts are being made to feed in the voice of the blind - as identified via the LTP4 'Communities, Communications and Engagement' workstream.</p> <ul style="list-style-type: none"> <li>• The Council plan to continue to use a mixture of engagement mechanisms to ensure equal access to information and services. The Council will continue to use data and evidence, including from the 2021 <a href="#">census</a>, to identify areas where the Council's approach may need to be focussed/adjusted. As an example, if there's a high percentage of households with no people who have English as a main language, or where there is a high percentage of people from specific communities or religions, the Council would consider cultural barriers and opportunities when consulting or implementing change.</li> <li>• The Council will continue to utilise the expertise of equalities and communication colleagues, and work collaboratively with Public Health, communities and communications colleagues to develop and deliver campaigns that promote the messaging on safer transport.</li> <li>• Follow the Council's consultation and engagement <a href="#">principles</a>.</li> <li>• Utilise the experience of Local Members with their local communities.</li> <li>• Utilise Council meetings and expertise e.g. the <a href="#">Inter Faith Forum</a> and <a href="#">diversity calendar</a>.</li> </ul>		
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<p>An aging population, isolation and deprivation.</p>	<ul style="list-style-type: none"> <li>• Review information and data to identify priority areas.</li> <li>• Work with partners and specialist colleagues to develop interventions and maximise engagement.</li> <li>• Improve mode choice, including active and sustainable travel.</li> <li>• Improve accessibility – linking transport to healthcare, education, employment, shops, green space and social activities.</li> <li>• Continue to utilise the expertise of partners, including Public Health, and equalities and communication colleagues, where appropriate.</li> </ul>	<p>Lynne Stinson</p>	<p>2024/25</p>
<p>Health inequalities are widening. Leicestershire has some poor performing communities against national averages.</p>	<ul style="list-style-type: none"> <li>• Continue to use data and evidence, including from the 2021 <a href="#">census</a>, Joint Strategic Needs Assessment (<a href="#">JSNA</a>) and <a href="#">2023 JSNA</a> health inequalities report, to identify areas where the Council's approach may need to be focussed/adjusted.</li> <li>• Consider what measures can be introduced to improve health and wellbeing such as active travel and improved accessibility.</li> <li>• Consider messaging on health, carbon, and active travel (see core themes in <a href="#">LTP4 Core Document</a> page 28).</li> <li>• Work with Public Health and consider opportunities for collaboration with other partners.</li> <li>• Undertake, or source, research regarding behaviour change, in order to maximise benefits.</li> </ul> <p>Note: It is recognised that some changes and benefits, including behaviour change and improvements to health inequalities, may take some time before benefits can be observed, and others may be more challenging to quantify.</p>	<p>Lynne Stinson</p>	<p>2024/25</p>

Fear of crime.	<ul style="list-style-type: none"> <li>• Undertake research.</li> <li>• Develop the LTP4 focused strategies, including a new focused strategy for 'safe and accessible transport network'.</li> <li>• Communicate and engage, so that the needs of communities can be considered during development and any negative impacts can be mitigated.</li> </ul>	Lynne Stinson	2024/25
Need to acknowledge the evolving context of the LTP4 and the EIA, since initial assessment (2021) - particularly the tangible effects of COVID-19 and Brexit. Shifting the focus from 'anticipated' impacts to 'real' effects will provide a more accurate reflection of the strategy's adaptation to current challenges.	<ul style="list-style-type: none"> <li>• Review the LTP4 and the LTP4 EIA.</li> </ul>	Lynne Stinson	

<b>6. Way forward</b>	
<b>How will the action plan and recommendations of this assessment be built into decision making and implementation of this proposal?</b>	<ul style="list-style-type: none"> <li>• This EIA is not a static document – it will be reviewed on a regular basis and updated as new information and data becomes available. This will include after engagement and consultations – it will help to shape the development of the LTP4, the Council's approach to engagement and the final LTP4 documents.</li> <li>• The Council will continue to utilise the expertise of partners, specialist colleagues and existing meetings and forums.</li> <li>• The Council will continue to monitor the impact of our approach, learn from things that go well – or not so well - and adjust our approach, where appropriate</li> </ul>

	<ul style="list-style-type: none"> <li>• The Council will continue to utilise evidence, information and data to inform our approach, helping to shape this EIA and the LTP4 itself. As an example:</li> <li>• Development of focussed strategies, including ‘safe and accessible transport networks’, to investigate and help mitigate issues.</li> <li>• New information/data will become available during development, including from Government guidance, stakeholders, the public, specialist colleagues, research or transport modelling.</li> <li>• New and emerging technology, materials and techniques may emerge.</li> <li>• New barriers and opportunities may be identified that affect our approach in certain areas.</li> <li>• Project Board will be provided with regular updates.</li> </ul>
<p><b>How would you monitor the impact of your proposal and keep the EIA refreshed?</b></p>	<ul style="list-style-type: none"> <li>• Ongoing reporting and monitoring via the Project Board.</li> <li>• Feedback from colleagues, partners and the public such as from meetings, forums, engagement.</li> <li>• Review the EIA after engagement.</li> <li>• Report progress to the Cabinet (<a href="#">November 2024</a>).</li> <li>• Where appropriate, monitor against performance indicators, which are reported in:             <ul style="list-style-type: none"> <li>○ the Highways and Transport quarterly Performance report (see example report: <a href="#">March 2024</a> (item 58 and Appendix), which includes KPI performance dashboard).</li> <li>○ The Council’s annual Delivery Report and Performance Compendium, which sets out the Council’s progress and performance over the last year. See example <a href="#">Performance Compendium 2023</a> (item 291, Appendix B).</li> </ul> </li> <li>• Once initiatives are introduced, the Council will undertake local monitoring, where appropriate, to assess effectiveness and steer the development of future initiatives.</li> </ul>
<p><b>Sign off by DEG Chair/Director or Head of Services</b></p>	<p><i>Ann Carruthers 09/10/2024</i></p>



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