

**CABINET – 28 OCTOBER 2025****DELIVERING THE LOCAL TRANSPORT PLAN (LTP4) 2025-2040**
NEXT STEPS**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to advise the Cabinet of the development of the Enabling Travel Choice Strategy (ETCS), which forms part of the full Local Transport Plan 2025-2040 (LTP4), and to seek approval of draft key 'policy positions' that are intended to form the fundamental basis of the ETCS for consultation.
2. The report advises the Cabinet of work undertaken to prepare three Multi-Modal Area Investment Plans (MMAIPs) pilots. The MMAIPs also form part of the full LTP4.
3. The Cabinet's approval is sought to undertake an initial consultation exercise (explained in Part B of this report), to inform the development of the ETCS and of the MMAIPs.

Recommendations

4. It is recommended that
 - a) The work undertaken to date on the development of the Enabling Travel Choice Strategy (ETCS) be noted;
 - b) The draft key 'policy positions' that are intended to form the fundamental basis of the ETCS (set out in paragraphs 42 to 67 of this report) be approved for consultation;
 - c) The work undertaken on the development of three pilot draft Multi-Modal Area Investment Plans (MMAIPs) for Market Harborough, Hinckley, and South-east Leicestershire be noted;
 - d) An eight-week initial consultation exercise be undertaken to inform the further development of the ETCS and three pilot MMAIPs;

- e) Subject to the outcomes of the consultation exercise, the Director of Environment and Transport:
- i. following consultation with the Cabinet Lead Member, the Director of Corporate Resources and the Director of Law and Governance, undertake further work to develop the ETCS, including a draft suite of policies;
 - ii. following consultations with the Cabinet Lead Member, undertake further work to develop the three draft MMAIPs;
 - iii. submits further reports to the Cabinet regarding the revised draft ETCS and each pilot MMAIP.

Reasons for Recommendation

- 5. The ETCS and the MMAIPs are being prepared as part of the Council's full LTP4.
- 6. The draft 'key policy positions' are fundamental to the ETCS, to ensure that the work progresses in the right direction. Subject to the outcome of the initial consultation proposed, it is intended that these will form the basis for the ETCS.
- 7. The ETCS policy position is also important for development of the MMAIPs. The MMAIPs are not themselves policy documents but will reflect the Council's existing and emerging policies/strategies including the ETCS.
- 8. The proposed initial consultation exercise would inform the development of the draft ETCS and the MMAIPs.
- 9. Further work to be undertaken by officers following the initial consultation exercise will enable the production of a draft ETCS and three MMAIPs, to be submitted to a future Cabinet meeting for a second consultation exercise.

Timetable for Decisions (including Scrutiny)

- 10. Subject to the Cabinet's approval, it is intended that an eight-week initial consultation exercise will take place in November and December 2025.
- 11. The Highways and Transport Overview and Scrutiny Committee will receive a report at its meeting on 6 November 2025 as part of the initial consultation.
- 12. Following the completion of the initial consultation exercise, a report will be presented to the Cabinet in spring 2026 to highlight the outcomes and present a draft ETCS document for consultation.

13. The timetable for the development of the draft MMAIPs and further consultation on the drafts will be finalised following consultation with the Cabinet Lead Member.

Policy Framework and Previous Decisions

14. The LTP4 CD was approved by the Cabinet on 22 November 2024 and subsequently by the County Council on 2 July 2025.

Resource Implications

15. The development of the LTP4 is being funded from existing Departmental budgets. A total of £250,000 has been allocated in the Department's Advanced Design Budget for 2025/26 to 2027/28. Alongside this, the Department for Transport (DfT) provided funding of approximately £179,000 for the development of the LTP4.
16. The LTP4 is a key document that informs the development of the Council's transport programmes, including the allocation of the Local Transport Grant (awarded to the Council by the DfT). It also provides the basis for funding submissions. Furthermore, it provides a basis for seeking to secure developer contributions through the development management (planning application) process.
17. The delivery of transport solutions under the ETCS or MMAIPs will be subject to the availability of funding, including as appropriate through future reviews of the Council's Medium Term Financial Strategy (MTFS) and the development of future Highways and Transportation Capital and Works programmes.
18. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

Legal Implications

19. It is intended that the ETCS will set out policies that deal with matters relating to the development of Local Plans (prepared by the district councils) and to the planning application process.
20. The planning system is governed by a complex suite of legislation, regulation and guidance and it will be necessary for the ETCS to be lawful in this regard.
21. The Director of Law and Governance has been involved with the work to date to develop the ETCS and will continue to be closely involved in its further development to ensure it is lawful in planning terms.
22. No specific legal implications have been identified in respect of the preparation of the MMAIPs at this time.

Circulation under the Local Issues Alert Procedure

23. This report will be circulated to all Members.

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PART B

Background

What is a Local Transport Plan?

24. There is a legal requirement for each Local Transport Authority (LTA), such as the County Council, to prepare an LTP. LTPs help to promote transport as an enabler to deliver on economic, environmental and social objectives by planning for transport infrastructure and initiatives to help people and goods travel around.

What is the LTP for Leicestershire (LTP4)?

25. The full LTP4 consists of several elements:



Figure 1: The elements of the full LTP4 for Leicestershire

26. The development work for the Council's LTP4 began in late 2021 and it is being phased.

Phase 1 – Completed

27. Phase 1 comprised the development and the adoption of the LTP4 CD. The LTP4 CD is a high-level document that, amongst other details, sets out a strategic vision for transport across the County, along with five Core Themes and six Core Policies. This was approved by the Council in July 2025.

Phase 2 – Underway

28. Phase 2 includes the development and the implementation of a series of Focused Strategies, of which the ETCS is one. Each Focused Strategy will set out more detail and explanation (than the LTP4 CD) about a particular area of work, for example as set out in this report about the Council's work to enable travel choice.

29. It will also include the development and implementation of MMAIPs, starting with the three pilot areas. The MMAIPs will set out the detailed work to be delivered in particular areas in line with the policies set out in the LTP4 CD and Focused Strategies.

Phase Three – At Early Stages

30. Phase Three will set out the LTP4 monitoring and review processes and also the Council's approach to looking ahead to a post-2050 vision for transport to ensure that the LTP4 and transport solutions can adapt to accommodate travel behaviour change, innovation, and changes to national policy.

Enabling Travel Choice Strategy – General Overview

What is the purpose of the ETCS?

31. The ETCS will set out in detail how the Council, as the LTA, will seek to enable people living and working in the County, in existing and new communities, to make informed travel choices.
32. The ETCS will sit above the current range of policies, plans and strategies that deal with particular means (modes) of travel (topic-specific strategies), such as the Cycling and Walking Strategy, the Passenger Transport Policy and Strategy, and the Network Management Policy and Strategy and Plan.
33. The ETCS will seek to give people opportunities to travel by all appropriate and relevant modes (see also paragraphs 38 to 41 below).
34. Making different choices of travel can bring health and environmental benefits. Where it helps to reduce traffic congestion, it can also bring economic benefits through reduced delays and interruptions to the movement of materials and goods. Enabling travel choice is also vital to achieving the delivery of sustainable development in accordance with the National Planning Policy Framework (NPPF), to the delivery of the Core Themes and Policies of the LTP4 CD, and to supporting the delivery of the strategic outcomes set out in the Council's Strategic Plan 2024-2026.
35. The primary purposes of the ETCS are, as per the vision for the DfT's proposed Integrated National Transport Strategy to:

“put people who use transport and their needs at its heart;”, and

“empower local leaders to deliver integrated transport solutions that meet the needs of their local communities”.

36. It is intended that the ETCS will focus on how the LTA can help to enable communities, current and future, to have improved access to the societal and economic services and facilities that they might need to use as part of their daily lives, such as workplaces, schools, education, healthcare, shops, and

leisure opportunities. The ETCS will also seek to enable access to local labour pools for existing and new businesses.

What will the ETCS Cover?

37. The ETCS will cover two key areas of work:

- a) How the LTA (and its partners, such as Public Health, Education, Adults and Communities, as necessary) will work with existing communities to understand them and any travel barriers that they face in seeking to access the services/facilities in their daily lives, and to seek to enable them to have realistic choices about how they travel to those services/facilities. That understanding will not just be about transport issues; it will include wider matters such as health, inequalities, levels of deprivation, and educational achievement. In some cases, enabling improved access might be about transport provision - such as an improved or new footway or cycleway, increasing the capacity of a junction, or providing a new passenger transport service. In other cases, it might be about bringing a service or facility closer to a community; for example, this could be a new surgery that is built as part of a new development, which would mean that people would then have a choice to walk to the surgery rather than having to drive to one that is much further away.
- b) How the LTA will seek to work with Local Planning Authorities (which at present, pending any local government reorganisation, are the district councils in Leicestershire) and with promoters of new developments (such as house builders) to deliver new places that will achieve genuine sustainable development in accordance with the NPPF. That is, to deliver places that contain new services and facilities and/or are well connected by a realistic and genuine choice of transport to services and facilities in the local area.

What modes of travel will the ETCS cover?

38. Leicestershire is a mixture of differing places, including rural areas, villages, towns, and urban areas adjoining the City of Leicester. It is therefore not possible to impose a one-size-fits-all approach to enabling travel choice across the County; rather, through the ETCS, the LTA will seek to identify realistic transport solutions, prioritising those modes of travel that are most relevant for communities and places, both existing and planned for the future.
39. In some cases, the most realistic (and perhaps the only genuine) choice of travel will be by car. The ETCS therefore proposes to embrace all appropriate and relevant modes of travel, not just 'sustainable' travel.
40. Through the ETCS (and the other relevant local and national policies, strategies and plans), the LTA will continue to seek to make travel by car as safe, time

reliable and delay free as is reasonably possible, and to support people to switch to electric vehicles in line with the Government's policy.

41. The ETCS is not concerned solely with building new or improving existing infrastructure (such as capital funded solutions, like a new length of footway or cycleway, or a junction improvement) to enable travel choice but also measures that help to educate and promote travel choice opportunities (such as revenue funded solutions, like support for a new 'bus' services or travel education and training).

The ETCS – Proposed Key 'Policy Positions'

42. As indicated in Part A of this report, the ETCS is currently at an early stage of development and the next step is now to consult on the proposed 'policy positions' that will enable a strategy to be formulated. It is intended that the ETCS will contain a suite of policies that will provide a clear and transparent framework within which the LTA will work.
43. An initial set of six draft key 'policy positions' is set out below, representing an intended direction of travel.

1. Policy Position: Working to understand communities' needs

44. The LTA holds lots of evidence about the state and operation of the highways and transport networks in Leicestershire. But with the adoption of the LTP4 CD and creation of the ETCS, it is necessary to broaden its knowledge.
45. The ETCS will state that the LTA should work with a range of partners to understand Leicestershire's communities, including in respect of their health, economic circumstances/levels of deprivation, and educational attainment.
46. The LTA would then work with those partners to enable travel choice (including to bring services closer to people so that they can have a choice to walk or cycle) and help to tackle barriers so as to enable easier or better access to health care, jobs or educational opportunities, for example.
47. The ETCS will be open and realistic about what the LTA is able to achieve for communities. Notwithstanding recent transport funding announcements from the Government, it will be necessary to manage expectations. So, the focus of the full ETCS will have to be built around understanding and seeking to address communities' needs rather than wants.

2. Policy Position: Working through the Local Plan process

48. The NPPF dictates a 'plan-led' system, meaning that Local Plans should form the fundamental basis for planning to meet the future homes and job needs of an area and the allocation of sufficient land to meet such needs. Decisions made by the district councils that are responsible for the development of Local

Plans are thus fundamental to achieving sustainable development in accordance with the NPPF.

49. The ETCS will set out how the LTA will seek to work with district councils:
 - a) To ensure that the Local Plan evidence bases are accurate and include the current levels of accessibility to services and facilities;
 - b) To ensure that the authority responsible for the development of the Local Plan demonstrates how it has responded to the evidence:
 - i. To justify the selection of proposed site allocations;
 - ii. Through the development of the Plan's policy framework, especially to provide a clear and strong framework that requires new developments to be truly connected to existing communities and the wider area;
 - c) To ensure, where relevant, that for clusters of proposed allocation sites or sites that are proposed to be allocated along key transport corridors (such as main roads) that the Local Plan sets out, including through policies, how:
 - i. The master-planning of the sites is to be coordinated to promote the delivery of new services and facilities;
 - ii. The cumulative transport impacts are to be addressed, including in respect of securing developer contributions to deliver transport solutions to address the cumulative impacts.
50. The ETCS will make clear that the LTA will no longer consider a Local Plan to be in accordance with the requirements of the NPPF (that is, in planning terms, where it is not 'sound') where for example:
 - a) The spatial strategy is being justified as sustainable simply by dint of proposed site allocations' geographic locations;
 - b) The existing transport choices for the proposed allocation sites fail to provide appropriate, suitable, and safe access to services and facilities that future occupiers of the developments are most likely to require to access in meeting their daily needs;
 - c) The Local Plan fails to provide a sufficiently clear and strong policy framework to require and guide the site promoters to bring forward the proposals for enabling and improving transport choices as part of the overall 'visions' for their sites.

3. Policy Position: Working with Local Planning Authorities and site promoters through the planning application process

51. As set out above, the LTA will expect Local Plans to provide a robust policy basis for creating new communities and places of employment that provide occupiers with a genuine and realistic choice of travel.
52. Building on that foundation, it will be important to ensure that the LTA, through its role as a Statutory Consultee in the planning application process, can clearly understand how the Local Plan policies are being translated into reality in respect of site-specific development proposals and planning applications. The ETCS will set out that the LTA will expect site promoters:
 - a) To provide, in accordance with NPPF requirements, a clear vision for a site ('place vision'). The ETCS will be clear that the preparation of a 'place vision' is essential, because that will then dictate the site's economic and societal relationships with the 'outside world', which in turn is essential to inform the development of a 'transport vision' for that place.
 - b) To demonstrate how the place and transport visions will be delivered in practice (how they are validated) over the lifetime of a development. This includes where to validate the vision, it is essential and necessary to improve the inadequate existing transport provision (such as to improve an existing cycleway or footway).
 - c) To prepare a 'Monitoring and Management Strategy', against which the delivery in practice of the visions will be tracked over the lifetime of a development.
53. The ETCS will mark a move away from simply assessing a proposed development's peak hour traffic impacts (albeit, that is likely to still be an important consideration) to a more wholistic 'vision-led' approach based around understanding the existing and future needs of communities to access services/facilities, and identifying and delivering the transport solutions that are of an appropriate, suitable and safe standard.

4. Policy Position: Piloting new and innovative ideas

54. Whilst the Council has piloted transport solutions - such as the initial 'Fox Connect' service and School Streets - it is keen to take steps to be more proactive in the light of the LTP4. The ETCS should set out that the Council, as the LTA, will take opportunities to pilot, trial and learn where new or innovative solutions are identified that would meet a community's or business' identified needs.
55. The Director of Corporate Resources will be closely involved in the development of the wording for any 'piloting' policy that is to be included in the ETCS, including in respect of any budget setting implications.

5. Policy Position: Considering what represents 'value for money'

56. The Council will continue to make best use of its own budgets, and the funding that the Council receives from external sources will remain of the upmost importance.
57. However, the Government has signalled that it intends to change the national guidance (known as 'The Green Book') that is used to appraise project business cases to put less emphasis on the monetary benefits of a proposal and greater emphasis on the wider benefits of a project. An example given (at section 3.2 of the Findings and Actions document) is in terms of achieving growth in household incomes through building more housing and improving transport connectivity.
58. Reflecting the direction of changes to national guidance, the ETCS will set out that in considering what represents 'value for money', the Council will not simply consider how much an intervention costs (although that will remain an important consideration), but what other benefits it might achieve or deliver in tackling wider identified issues, such as in respect of:
 - a) Enabling active travel to address a health issue;
 - b) Helping to tackle environmental issues (such as poor air quality);
 - c) Addressing inequality or social exclusion or providing for the needs of those in the community who are more vulnerable.
59. The Director of Corporate Resources will be closely involved in the development of the wording of any 'value for money' policy to be included in the ETCS.

6. Policy Position: Facilitating efficient delivery of safe and suitable infrastructure that supports local community need

60. The design of highway infrastructure delivered in Leicestershire, as with all places, is informed by national and local design standards. This includes schemes ranging from cycle lanes, footways and crossings through to complex junctions, bridges, and large distributor roads. These design standards are outlined in an array of guidance, which includes the County Council's Leicestershire Highway Design Guide, the Government's Design Manual for Roads and Bridges, the Government's Manual for Streets and the Government's Local Transport Notes, including LTN 1/20 (Cycle infrastructure design).
61. Design standards aid the consistent delivery of safe and suitable schemes. As recognised through national standards, an inclusive part of the guidance and the processes which outline design standards includes consideration and accommodation for "departures" from design standards in certain circumstances.
62. Departures are an important element of enabling successful and efficient delivery of safe and effective schemes, by addressing and overcoming

constraints which might be associated with a specific location, and also by enabling innovation to be included in schemes which bring about a betterment.

63. Departures from design standards often relate to proposed improvements to existing roads, where there are often greater constraints: seeking to provide a segregated cycleway along an existing road fronted by houses would be more difficult than for an open plot of land for, say, housing or employment use.
64. Departures are exceptions which can vary in their nature and scale, with corresponding levels of risks. Whilst minimising departures is important in terms of minimising risks, that should not be a reason to stifle innovation or hinder the delivery of a scheme that would otherwise provide a betterment in provision for the communities that need it and that will ultimately use it.
65. Therefore, it is intended that the ETCS will foster a positive approach to design departures. The LTA will work with scheme promoters and other partners, such as Local Planning Authorities, towards reaching acceptance of a scheme which involves existing or new highway infrastructure, provided that its design and delivery meets a range of criteria and objectives. These could include, for example, where a scheme that is being proposed:
 - a) Supports the wider principles of LPT4 and its core policies;
 - b) Aligns with the ETCS policies and objectives;
 - c) Aligns with the Local Plan, Place Vision and Transport Vision for the location - where applicable;
 - d) Is considered safe, as demonstrated by a road safety audit;
 - e) Is innovative in its design and/or delivery approach;
 - f) Does not place the Council at an unacceptable risk in terms of legal, financial or reputational liability;
 - g) Would not represent a contradiction to a reasonable duty of care;
 - h) Duly considers network resilience and maintenance;
 - i) Provides a betterment that is in the best long-term interests of communities and businesses by supporting positive outcomes.
66. The intention is that the Council's design departure procedure will be updated in line with the policies that will ultimately be set out in the ETCS.
67. The Director of Corporate Resources (in respect of their insurance and assurance responsibilities) will be closely involved in the development of the wording of any departures policy to be included in the ETCS.

Multi-Modal Area Investment Plans and the Relationship to the ETCS

68. Further to the Cabinet's decision in November 2024, work is being undertaken on draft MMAIPs for the three pilot areas of Market Harborough, Hinckley, and South-east Leicestershire.
69. Whilst the ETCS is countywide, the MMAIPs will focus on particular areas of the County. Their development and implementation will be driven, amongst

other things, by the policies in the LTP4 CD and the Focused Strategies, such as the ETCS. Thus, MMAIPs will summarise the issues that people living in those areas face in reaching the services/facilities that they need and will build up the detail of the actions for the Council to undertake in particular areas.

70. As well as reflecting countywide policies, the MMAIPs will also draw on information from the existing and emerging local policy and strategy documents (for example, the 2017 Market Harborough Transport Strategy). They will also draw on any new evidence, including as collected through the proposed initial consultation exercise that is set out in the next section of this report.
71. As communities and businesses across Leicestershire vary in nature, it is likely that their priorities in respect of access to services and facilities, and labour pools, will also differ. This has implications for the 'objectives' and 'themes' that a MMAIP will be built around, and in turn, this has implications for the types and priorities of the solutions to enable choices of travel.
72. Drafts for each of the three pilot MMAIPs will be prepared, as informed by the proposed initial consultation exercise outlined below. Once prepared, they will be presented to the Cabinet for approval to consult; the reports to the Cabinet will set out why the evidence has led to the identification of the 'objectives' and 'themes', and in turn the actions that the Council is planning to undertake and deliver that are particular to that area.

Proposed Initial Consultation Exercise

73. Subject to the Cabinet's approval, the initial exercise is planned to take place for eight weeks during November and December 2025.
74. In the interests of efficiency and minimising the number of separate ways in which the Council engages the exercise has been designed to cover the development of both the ETCS and the pilot MMAIPs. It is intended that it will be branded as 'The Big Travel Survey'. It will therefore focus on communities and business across the County, including in the three MMAIP pilot areas. The partners and stakeholders that are to be engaged will include health bodies, education bodies, parish, town and district councils, and the 'development industry' (including, landowners and developers, such as house builders, promoters and those who provide specialist advice, including planning consultants and agents and lawyers).
75. In recognition that differing audiences are likely to have differing interest, it is proposed that the exercise will be developed around two channels but with all of the consultation materials being available to all parties.
 - a) Communities channel: a key purpose of the exercise will be to gather evidence about existing communities and the services that they are needing to access, alongside businesses and their employees and any travel-related challenges that they face. It will thus seek views on:

- i. The location and types of services, facilities that people need to reach, and any issues they have in accessing these in a safe, easy and relevant way.
 - ii. The labour pools that businesses need to access.
 - iii. The objectives/themes that should be prioritised for the area.
 - iv. The potential solutions that could help to support and/or improve the connections to services, facilities and labour pools for existing and future communities and places of work. The solutions may not be limited to transport-specific interventions but could involve, for example, bringing services closer to communities.
- b) Partners and stakeholders channel: this will provide an early opportunity for comments to inform the development of the draft ETCS, including the first draft of policies, and to share the work that has been completed to date on the development of the three pilot MMAIPs. It will thus:
- i. Explain why an ETCS is being prepared and what it is and is not in principle.
 - ii. Set out the policy areas that the ETCS is intended to cover, including the draft key 'policy positions'.
 - iii. Set out the MMAIP pilot proposals and the existing evidence that has been identified, and to ask for any evidence that partners or stakeholders might hold that could be valuable to support the development of the drafts of the three pilot MMAIPs.
76. It is expected that there will be particular interest from the district councils and the 'development industry' in the ETCS, especially the draft key 'policy positions' relating to the development of Local Plans and the site promotion and development.
77. The outcome of the initial consultation exercise will be used by officers to develop a draft of the ETCS document, including a first draft of its policies. It will also be used to inform drafts of each of the three pilot MMAIP documents.
78. The proposals for the future consultations on the draft ETCS document and on each of the three draft MMAIP documents will be set out in future reports to the Cabinet.

Concluding Summary

79. The ETCS will provide the Council with a countywide strategy to enable communities to be able to access the services and facilities that they are likely to need as part of their daily lives with a genuine and realistic choice of travel and help businesses to access pools of labour.
80. The ETCS has will also have significant implications for district councils in preparing Local Plans and for parties looking to promote new developments.

81. The draft key 'policy positions' set out above will provide the foundation for a suite of policies which will form the ETCS, providing a clear and transparent policy framework that sets out how the County Council will seek to work with the Local Planning Authorities (and site promoters) whilst managing communities' expectations.
82. Development of MMAIPs for three pilot areas - Market Harborough; Hinckley; and South-east Leicestershire - will be driven, amongst other things, by the policies that were set out in the LTP4 CD and the ETCS. They will focus on issues faced by people living and working in those areas and build up the detail of planned work.
83. Subject to the Cabinet's approval, the initial consultation exercise will be undertaken in November and December 2025 to seek views from communities, partners and stakeholders to inform development of a draft ETCS document and the draft MMAIPs for each of the three pilot areas. When these drafts have been prepared, they will be submitted to the Cabinet for further consideration.

Equality Implications

84. An Equality and Human Rights Impact Assessment (EHRIA) screening was first undertaken in 2021 at the inception stage of the LTP4 project, which identified a neutral impact. A full EHRIA was produced in October 2021.
85. A refreshed Equality Impact Assessment was undertaken in 2024, as part of the LTP4 CD's development. This helped to shape the final document, and it was presented to the Cabinet in November 2024.
86. Equality implications will continue to be considered as the ETCS and the MMAIPs are developed.

Human Rights Implications

87. There are no human rights implications arising from the recommendations in this report.

Other Implications and Impact Assessments

Health Implications

88. In agreement with Public Health, a high-level Health Impact Assessment of the LTP4 CD was undertaken in April 2024; it identified a positive impact.
89. For the ETCS, it has further been agreed with the Council's Director of Public Health to prepare an initial health impact assessment, with a full assessment to be completed on the draft Strategy. A similar approach is likely to be taken for the development of MMAIPs.

90. The initial consultation exercise will provide opportunities to gather further information that will inform the ongoing assessment of health implications. These opportunities are likely to include seeking to understand communities' access to health service needs, seeking data about the health of communities, and to understand the extent to which enabling active means of travel in an area might be an appropriate solution to helping communities to better access services and facilities.

Strategic Environmental Assessment

91. A high-level Strategic Environmental Assessment was undertaken in April 2024 on the LTP4 CD. A full assessment was presented to the Cabinet in November 2024.

Background Papers

Report to the Cabinet on 24 May 2024 – Development of the Local Transport Plan (LTP4) 2026-2040

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7506&Ver=4>

Report to the Cabinet on 22 November 2024 – Local Transport Plan (LTP4) – Outcome of Consultation and Approval of Core Document

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=7511&Ver=4>

Report to the County Council on 2 July 2025 – Local Transport Plan 4

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=7859&Ver=4>

A Local Transport Plan for Leicestershire – Core Document 2025-2040:

https://www.leicestershire.gov.uk/sites/default/files/2025-01/LTP4-Core-Document-2025-2040_0.pdf