

Moving Rutland Forward

Health impact assessment of Rutland County Council's:

- fourth local transport plan – Moving Rutland Forward,
- Rights of Way Improvement Plan, and
- Passenger Transport Strategy



Rutland
County Council

APPENDIX K – HEALTH IMPACT ASSESSMENT

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1 OVERVIEW

RCC is committed to helping residents improve their health and wellbeing - as such, the Health Impact Assessment (HIA) that follows, looks to identify any potential impacts that may result from the implementation of our:

- Fourth Local Transport Plan – Moving Rutland Forward (MRF),
- Rights of Way Improvement Plan (ROWIP), and
- Passenger Transport Strategy.

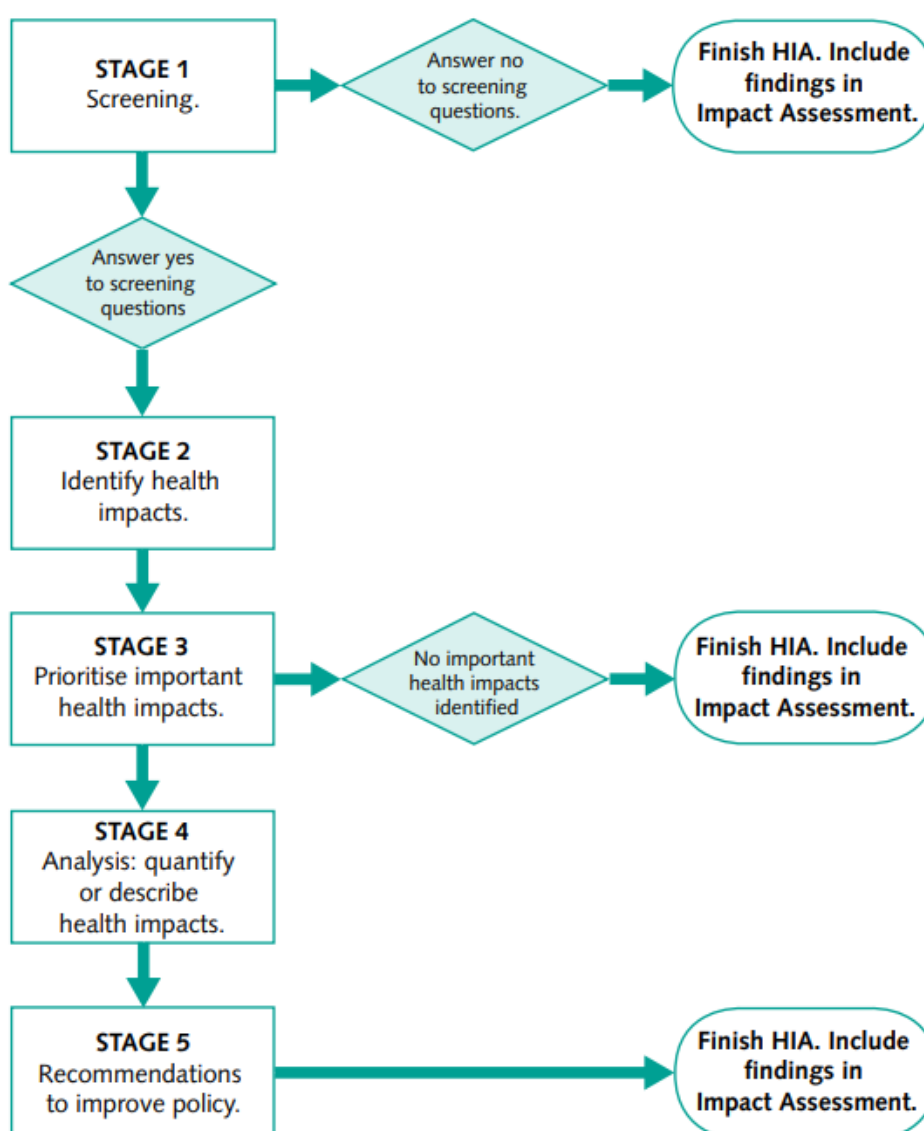
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2 PROCESS

Our MRF, ROWIP and Passenger Transport Strategy have been taken through a 5 stage HIA process – as detailed in figure 1. Following on from the public consultation on these documents the results of the HIA have been reviewed, to take into account the findings of the consultation.

The remainder of this document summarises the revised results of each of the 5 stages.

Figure 1 – Stages of a health impact assessment (Figure taken from the Department of Health's, 'Health Impact Assessment Tools' document)



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3 STAGE ONE – HEALTH IMPACT ASSESSMENT (HIA) SCREENING

Table 1 below provides a summary of the HIA screening of MRF, ROWIP and Passenger Transport Strategy.

Table 1 – HIA screening of our MRF, ROWIP and Passenger Transport Strategy

	No If there will be no health impact, provide a brief explanation for your response	Yes If there will be health impact(s) provide a brief explanation.
<p>Will the proposal have a direct impact on health, mental health and wellbeing?</p> <p>For example would it cause ill health, affecting social inclusion, independence and participation?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p><u>Health</u></p> <p>MRF: MRF sets out our vision to help improve the health and wellbeing of our residents – including through improvements to <i>road safety</i>.</p> <ul style="list-style-type: none"> • LIRG2 - Reduce the number of deaths and injuries on our county's roads. <p>ROWIP: Our ROWIP sets out our intention to review locations where the rights of way network meets the primary road network and consider whether we can make them <i>safer</i> for vulnerable users through enhanced signage and improved visibility.</p> <p><u>Mental health and social inclusion</u></p> <p>MRF: MRF aspires to improve social inclusion by providing passenger transport provisions that enable our residents (particularly our most vulnerable and elderly) to access health care and essential services.</p> <ul style="list-style-type: none"> • LIRG4 - A passenger transport network that caters for our most vulnerable residents

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>Passenger Transport Strategy: One of the strategy’s priorities is to meet the needs of our vulnerable and/ or rurally isolated residents. Indeed, our highest priority will be to provide a baseline passenger transport service or package of services that enable Rutland residents to have access to a local town at least once per week. It makes provision for meeting the needs of vulnerable people and reach communities that are at risk of social isolation – enabling them to access a range of services and facilities (including <i>inter alia</i> employment, education and healthcare).</p> <p>Furthermore, in line with our statutory duty, a particular priority for a baseline service will be to cater for the needs of people with impaired mobility due to disability or old-age frailty, as well as for people living in social isolation.</p> <p><u>Independence and participation</u></p> <p>MRF: MRF sets out our intention to help promote independence and participation by promoting available services and providing travel training for residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities. We will also look at opportunities to provide additional concessionary travel privileges for residents with disabilities or special educational needs.</p> <ul style="list-style-type: none"> • LIRG4 - A passenger transport network that caters for our most vulnerable residents • LIRS12 - Promote transport provisions • LIRS13 – Make services accessible

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<ul style="list-style-type: none"> • LIRS14 – Promote personal independence <p>Passenger Transport Strategy: Within our Passenger Transport Strategy we outline our intention to continue funding the national concessionary travel scheme for older and disabled people travelling in Rutland, as required by law.</p> <p>We currently also provide additional ‘discretionary’ travel privileges, which will be reviewed to determine whether they provide the best value for money or whether the funding for these elements could be better used to provide an improved baseline service for people living in settlements that currently have no local bus service.</p> <p>As a result of the strategy we will also examine the case for improving the transport concession for people who are disabled or have special educational needs – for example, allowing them to travel for free on local buses before 9.30 am to facilitate access to employment and training.</p> <p><u>Consultation feedback relating to health, mental health and wellbeing</u></p> <p><i>Mental health and wellbeing</i></p> <p>Through the consultation we received feedback on the following issues relating to mental health and wellbeing. In particular these related to</p>

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	No If there will be no health impact, provide a brief explanation for your response	Yes If there will be health impact(s) provide a brief explanation.
		<p>concern that changes to passenger transport could impact on independence and ability to access services and visit friends and family.</p> <ul style="list-style-type: none"> • 21 respondents provided feedback outlining how important public transport is to them. • Concern was raised by seven respondents who were worried about the impact of implementing a baseline service and two further responses were received regarding potential changes to the discretionary concessionary travel elements. • 3 respondents put forward feedback regarding the need for transport provisions, wherever possible, to be accessible by all. <p>Health</p> <p>Through the consultation we received feedback on the following issue relating to health:</p> <ul style="list-style-type: none"> • 10 respondents outlined the importance of road safety and traffic calming improvements.
<p>Will the policy have an impact on social, economic and environmental living conditions that would indirectly affect health?</p> <p>For example would it affect housing, transport, child development, education, good</p>		<p><u>Housing</u></p> <p>MRF: Within MRF we look to enable cycling and walking as travel options by ensuring suitable infrastructure and locations for new housing developments.</p> <ul style="list-style-type: none"> • PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand.

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
<p>employment opportunities, green space or climate change?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p>Passenger Transport Strategy: Our Passenger Transport Strategy sets out potential funding sources for future passenger transport improvements – including Section 106 agreement contributions from developers and Community infrastructure levy (CIL) contributions.</p> <p><u>Transport</u></p> <p>MRF: Within MRF we set out our intention to provide passenger transport provisions that meet the needs of our most vulnerable residents by providing an efficient network of passenger transport services that connect as many of the county’s residents and visitors as possible with a range of key services and facilities in a cost-effective way.</p> <ul style="list-style-type: none"> • LIRG4 - A passenger transport network that caters for our most vulnerable residents <p>ROWIP: Our ROWIP also sets out a statement of action to provide ‘a safer, more connected and accessible network for all’ - by creating new routes that make it easier for people to access the services they need and link the places they live with the surrounding countryside.</p> <p>Passenger Transport Strategy: Our Passenger Transport Strategy sets out our intention to provide passenger transport provisions that enable residents to have access to a local town at least once per week. It makes provision for meeting the needs of vulnerable people and reach</p>

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		<p>communities that are at risk of social isolation – enabling them to access a range of services and facilities (including <i>inter alia</i> employment, education and healthcare).</p> <p><u>Education and employment</u></p> <p>MRF: Within MRF we outline our commitment to ensuring our young residents have access to the transport provisions needed to enable them to attend school/ college.</p> <ul style="list-style-type: none"> • LERG1 - School transport provisions that serve the needs of our young residents, whilst being cost effective. <p>MRF also sets out our goal to improve travel to work options for our residents – particularly those without a personal vehicle.</p> <ul style="list-style-type: none"> • WRG1 - Transport options that support economic growth by enabling residents to access employment opportunities and in doing so help fulfil workforce shortages and reduce environmental impact. <p>Passenger Transport Strategy: Our Passenger Transport Strategy outlines how we plan to focus on supporting passenger transport services that are most likely to enable people to access a range of services and facilities (including <i>inter alia</i> employment, education and healthcare). Furthermore, our strategy focuses on supporting passenger transport trips</p>

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		<p>at times when a range of different journey purposes are likely to be accommodated and demand is likely to be highest - giving the greatest benefit to the greatest number of residents within the available resources.</p> <p>When looking to support services – we will be particularly keen to support services that operate in the morning and afternoon peak periods that can support employment, education and training.</p> <p>The strategy also sets out our approach to using registered local bus services to provide school and college travel – where possible.</p> <p>Within the strategy we also set out intention to review our ‘Travel aid scheme’ – discretionary concessionary travel assistance for Rutland residents who are claiming Job Seekers Allowance and are actively seeking work Rutland.</p> <p><u>Green space</u></p> <p>MRF: MRF sets out our desire to promote, protect and provide opportunities to enjoy green spaces within our rural county.</p> <p>MRF goals of relevance include:</p> <ul style="list-style-type: none"> • VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides.

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<ul style="list-style-type: none"> • VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism. • PGG4 - Sustainable development that enhances and supports our county’s rural character and heritage. <p>ROWIP: Furthermore, our ROWIP sets our intent to protect the public rights of way network and influence development – ensuring that residents and visitors have access to public rights of way – providing health and wellbeing benefits.</p> <p><u>Climate change</u></p> <p>MRF: The following MRF goals outline our intention to deliver transport provisions in a way that limits negative environmental impacts, whilst promoting greener alternatives.</p> <ul style="list-style-type: none"> • PGG4 - Sustainable development that enhances and supports our county’s rural character and heritage. • PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand. <p>Passenger Transport Strategy: Furthermore, one of the aims of the Passenger Transport Strategy is ‘to work with commercial and voluntary sector partners to provide information, raise awareness and promote use of passenger transport services’. Promotion of passenger transport may</p>

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	<p>No</p> <p>If there will be no health impact, provide a brief explanation for your response</p>	<p>Yes</p> <p>If there will be health impact(s) provide a brief explanation.</p>
		<p>help encourage a shift away from single car occupancy and as such help reduce greenhouse gas emissions and improve air quality.</p> <p><u>Consultation feedback relating to social, economic and environmental living conditions that would indirectly affect health</u></p> <p><i>Environmental</i></p> <p>Through the consultation we received feedback on the following environmental issues:</p> <ul style="list-style-type: none"> • 6 respondents put forward their views on electric vehicles and transport related technology advancements. In particular, respondents were keen to see more information on such matters included within the plans. • We received 17 comments relating to: <ul style="list-style-type: none"> - development and the associated impact of growth on our transport network (4 of which related to HGVs) and - opportunities to improve transport provisions as a result of such development. • 5 respondents noted concern regarding the impact of development and new transport infrastructure on the environment. <p><i>Social</i></p> <p>Through the consultation we received feedback on the following social issue:</p>

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		<ul style="list-style-type: none"> Through the consultation a number of emails and letters requesting consideration of a relief road bypassing Caldecott (26 responses) and Uppingham (5 responses) were received. There was also an additional request for a further relief road for Oakham (1 response). Respondents showed concern regarding the volume, speed and number of cars and HGVs travelling through Caldecott and Uppingham as a result of development in surrounding counties.
<p>Will the proposal affect an individual's ability to improve their own health and wellbeing?</p> <p>For example will it affect their ability to be physically active, choose healthy food, reduce drinking and smoking?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p>MRF: Within MRF we set out a number of goals (and delivery solutions), that if achieved, would help enable resident's (and visitors) to be more physically active – in particular by encouraging walking and cycling for both transport and leisure.</p> <p>Relevant goals are:</p> <ul style="list-style-type: none"> PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand. PGG4 - Sustainable development that enhances and supports our county's rural character and heritage. LERG2 - High levels of walking and cycling to school and college – leading to improved health in our young, reduced congestion on our roads and improved local air quality. LIRG1 - Reduce car dependency within the County – in a way that doesn't hinder access to services or economic development. LIRG3 - Remove the barriers inhibiting our residents from walking and cycling, particularly those that would enable shorter utility

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	No If there will be no health impact, provide a brief explanation for your response	Yes If there will be health impact(s) provide a brief explanation.
		<p>journeys to be undertaken by bike and foot – helping to improve our residents’ health, access to services and our environment.</p> <ul style="list-style-type: none"> • VERG1 - An integrated network of walking, cycling and public rights of way routes that connect our villages and towns with each other and enable circular walks and rides. • VERG2 - Clear publicity of our public rights of way, cycling and walking infrastructure and events. Promotional materials that are easy to understand and tailored to the needs of different user groups. • VERG3 - Accessible leisure, recreation and tourism opportunities, complimented by a sustainable transport network and parking provision that supports tourism. <p>ROWIP: Within our ROWIP we also set out a statement of action to promote greater use of the public rights of way network and increase availability of information – assisting residents to explore and enjoy the Rutland countryside. Our ROWIP also sets out our intention to modernise the existing network and actively seek to reduce the number of structures on the network that might act as barriers to some users.</p> <p><u>Consultation feedback relating to an individual’s ability to improve their own health and wellbeing</u></p> <p>Through the consultation we received feedback on the following matters relating to an individual’s ability to improve their own health and wellbeing:</p>

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		<ul style="list-style-type: none"> • Twelve responses were received regarding the need to encourage sustainable travel alternatives, including walking, cycling and public transport. • 9 respondents outlined a desire for more/ improved footway and cycleway provisions and public rights of way. • 10 respondents providing feedback wanted to see more promotion of available services, provisions, infrastructure (such as walking and cycling routes and public rights of way) and sustainable travel alternatives.
<p>Will there be a change in demand for or access to health and social care services?</p> <p>For example: Primary Care, Hospital Care, Community Services, Mental Health and Social Services?</p> <p>You should consider whether any socioeconomic or equalities groups* will be particularly affected.</p>		<p>MRF: Within MRF we outline our intention to enable improved access to health care and essential services – particularly for our vulnerable and elderly residents.</p> <p>Relevant MRF goals include:</p> <ul style="list-style-type: none"> • PGG1 - Passenger transport provisions and a highway network that are resilient and adaptable to changing demand. • LIRG4 - A passenger transport network that caters for our most vulnerable residents. <p>Passenger Transport Strategy: Our Passenger Transport Strategy outlines how we plan to focus on supporting passenger transport services that are most likely to enable people to access a range of services and facilities - including <i>healthcare</i>.</p>
<p>Will the proposal have an impact on global health?</p>	<p>No</p>	<p>If yes, go to global health impact assessment tool.</p>

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4 STAGE TWO AND THREE – IDENTIFY AND PRIORITISE HEALTH IMPACTS

Table 2 identifies and prioritises the health impacts that may result from our MRF, ROWIP and Passenger Transport Strategy.

Table 2 – Identifying and prioritising health impacts

Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
Physical health: Helping to provide access to healthcare provisions – enabling our residents to receive treatment for medical conditions.	No. Benefit will be mostly seen by those residents without access to a personal vehicle - in particular our most vulnerable and elderly residents as well as young adults.	No	Yes	No	No	Important positive impact.
Mental wellbeing: Reduced social isolation by	No. Impact will be mostly seen	No	Yes	Yes	No	Important positive impact.

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>providing an efficient network of passenger transport services that connect as many of the county’s residents (in particular our most vulnerable and elderly) and visitors as possible with a range of key services and facilities – including healthcare provisions.</p> <p>However, through our Passenger Transport Strategy we may also look to review our</p>	<p>by those residents without access to a personal vehicle - in particular our most vulnerable and elderly residents as well as young adults and individuals on Job Seekers Allowance and actively seeking employment.</p>					

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>discretionary concessionary travel schemes –to determine whether they provide the best value for money or whether the funding for these elements could be better used to provide an improved baseline service for people living in settlements that currently have no local bus service.</p> <p>Existing local discretionary schemes include</p>						

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>our Access Travel scheme, which provides holders of English National Concessionary Travel Scheme passes half price journeys on voluntary cars schemes and the ability to swap their travel pass for £44 of travel tokens a year, which can be used to pay for travel on buses, trains and taxi services with participating operators.</p>						

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>If these discretionary elements are removed, some may feel that this could impact on social isolation by limiting the travel options available – potentially impacting on those without access to a bus service or those who prefer to travel by alternative means.</p> <p>Upon review of feedback received through the consultation, it is</p>						

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>clear that concern exists regarding how changes to passenger transport could impact on independence and ability to access services and visit friends and family.</p>						
<p>Mental wellbeing: Supporting <i>independence</i> through the provision of independent travel training for residents currently unable or restricted in their ability to travel independently, due to learning or</p>	<p>No. The benefits will be felt by those residents with learning or physical disabilities.</p>	<p>No</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Important positive impact.</p>

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>physical disabilities and through consideration of additional concessionary travel privileges for residents with disabilities or special educational needs.</p>						
<p>Physical health: Increased levels of physical activity through the promotion of walking and cycling – both for leisure and as a means of transport. However feedback through the</p>	<p>Yes - the plan has the potential to reach all residents.</p>	<p>No</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Important positive impact.</p>

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Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
consultation indicated that respondents wanted to see more promotion of available provisions, encouragement to undertake walking and cycling and more/ improved footway and cycleway provisions.						
Physical health: Work to improve road safety and as such strive to reduce road causalities and deaths.	Yes - the plan has the potential to reach all residents.	No	Yes	No	No	Important positive impact.

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Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
<p>Investigate opportunities to improve public rights of way (PROW) safety.</p> <p>Through the consultation feedback was received supporting the importance of delivering safety initiatives.</p>						
<p>Mental wellbeing: Helping our residents to <i>reach their full potential</i> by supporting access to</p>	<p>Yes - the plan has the potential to reach all residents - although those most likely to benefit are</p>	<p>No</p>	<p>Yes</p>	<p>Yes</p>	<p>No</p>	<p>Important positive impact.</p>

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>employment and education.</p> <p>However, within our Passenger Transport Strategy we also set out intention to review our ‘Travel aid scheme’ – discretionary concessionary travel assistance for Rutland Residents who are claiming Job Seekers Allowance and are actively seeking work. Through this scheme eligible residents can claim</p>	<p>residents without access to a personal vehicle.</p>					

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Stage 2 – Identify health impacts	Will the health impacts affect the whole population or will there be differential impacts within the population.	Will the health impacts be difficult to remedy or have an irreversible impact?	Will the health impacts be medium to long term?	Are the health impacts likely to generate public concern?	Are the health impacts likely to generate cumulative and/ or synergistic impacts?	Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.
<p>a 4 week voucher entitling them to half price bus travel in Rutland.</p> <p>Some residents may feel the removal of this scheme could have a negative impact on mental health, by restricting the geography in which jobseekers can search for employment – thus limiting opportunities.</p>						
<p>Mental wellbeing: Providing access to green and open spaces as well as</p>	<p>Yes – however, we will also look to reduce the number of</p>	<p>No</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Important positive impact.</p>

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<i>leisure, recreation and tourism opportunities.</i>	structures on our PROW network that might act as barriers to use – particularly by those with restricted mobility.					
Physical health: Encouraging sustainable travel and development and mitigating the potential impact of development on our highway network – helping to reduce air pollution and associated health impacts.	Yes – in particular those living in our towns or along main roads.	No	Yes	No	No	Important positive impact.

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<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p>
<p>However feedback was received during the consultation, outlining concern regarding the impact of development on the environment and the need for greener travel options to be encouraged.</p>						
<p>Mental wellbeing: Mitigating the potential impact of development and vehicular traffic on our highway network – helping to reduce noise pollution and</p>	<p>Yes – in particular those living in our towns or along main roads.</p>	<p>No</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Important positive impact.</p>

APPENDIX K – HEALTH IMPACT ASSESSMENT

<p>Stage 2 – Identify health impacts</p>	<p>Will the health impacts affect the whole population or will there be differential impacts within the population.</p>	<p>Will the health impacts be difficult to remedy or have an irreversible impact?</p>	<p>Will the health impacts be medium to long term?</p>	<p>Are the health impacts likely to generate public concern?</p>	<p>Are the health impacts likely to generate cumulative and/ or synergistic impacts?</p>	<p>Stage 3 – Prioritise health impacts <p>Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p> </p>
<p><i>concern regarding safety.</i> <p>Through the consultation we received a number of requests for consideration of a relief road bypassing Caldecott and Uppingham.</p> </p>						

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5 STAGE 4 – ANALYSIS: QUANTIFY OR DESCRIBE IMPORTANT HEALTH IMPACTS

When reviewing the impacts outlined below, please cross refer to table 1.

5.1 HEALTHCARE PROVISIONS

Concern: Due to our county’s rural nature, residents without transport or with limited mobility may struggle to access essential services, including healthcare provisions such as doctor’s surgeries and dental facilities - impacting on health and wellbeing. This is particularly true for those residents without a doctor’s surgery and dental facilities within walking distance, who require hospital treatment outside of the countyⁱⁱ or wish to visit a family member in hospital.

Impact: Through MRF and the Passenger Transport Strategy we hope to improve access to medical provisions for Rutland residents – particularly for our most vulnerable and elderly residents

5.2 SOCIAL ISOLATION AND INDEPENDENCE

Concern: Due to our county’s rural nature, residents without transport or with limited mobility may be restricted in their ability to visit family or friends and, as a result, residents of all ages are at risk of social isolation, potentially impacting on both independence and mental health. These barriers are exacerbated by a lack of knowledge of what transport provisions exist meaning that even where transport provision is in place people may remain isolated due to a lack of knowledge of its existence.

Consultation feedback: A number of respondents to the consultation were concerned that any changes to passenger transport could impact on independence and ability to access services and visit friends and family.

Impact: The Passenger Transport Strategy aims to support independence and reduce social isolation, (in particular for our most vulnerable and elderly residents as well as young adults). It is understood how vital public transport is for residents, however, changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy, which overall will work to make services more equitable and reduce social isolation - in particular for our most vulnerable and elderly residents as well as young adults.

Should the review of concessionary travel result in the removal of the discretionary elements, we feel that this would be balanced out by the resulting improvements to the baseline passenger transport provisions (that would be available to all Rutland residents) that may then be possible. These improvements would ensure that all

APPENDIX K – HEALTH IMPACT ASSESSMENT

residents have access to a local town at least once per week, where this isn't provided by commercial local bus services – ensuring our services are more equitable.

Such improvements to the baseline service would ensure provision for meeting the needs of vulnerable people (for example, disabled people or older people with mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.

Furthermore, so long as it remains in place nationally, the English National Concessionary Travel Scheme for older and disabled people travelling in Rutland, will remain in place.

However, upon review of the discretionary concessionary travel elements, we recommend further consideration is given to any potential health and wellbeing impacts that may result from any changes.

Furthermore, actions included within MRF will support independence through the provision of independent travel training for residents currently unable or restricted in their ability to travel independently, due to learning or physical disabilities and through consideration of additional concessionary travel privileges for residents with disabilities or special educational needs.

5.3 PHYSICAL ACTIVITY

Benefit provided: Potential for increased levels of physical activity across all Rutland residents.

Concern: According to the 2011 census, 50.4% of Rutland residents stated they were in very good health, higher than that reported for the East Midlands as a whole (45.3%)ⁱⁱⁱ. Despite this however, the number of adults in Rutland reported¹ as having excess weight is increasing and is now higher than national and regional figures: 67.3% of adults opposed to 66.8% for the east midlands and 64.8% for England^{iv}. Furthermore, although there are good levels of cycling and walking for leisure within the county, there are lower levels of regular utility cycling than recorded for the region and England as a whole (0.5% in Rutland and 1.5% in the East Midlands)^v. In addition, the proportion of our residents walking for utility purpose, at all frequencies, is lower than that seen at a regional and national level. Data also indicates that fewer children walk or cycle to school in Rutland than nationally^{vi}.

Consultation feedback: Feedback through the consultation indicated that respondents wanted to see more promotion of available provisions, encouragement to undertake walking and cycling and more/ improved footway and cycleway provisions.

¹ 2013-2015

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Impact: MRF and the ROWIP *have potential* for increased levels of physical activity across all residents. However, to address consultation feedback we have added further detail to MRF regarding promotion and communication of such activities.

MRF also refers to our local cycling and walking infrastructure plan (due to be developed during the first implementation plan) – a document that will set out the gaps in our walking and cycling network.

With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.

5.4 ROAD COLLISIONS

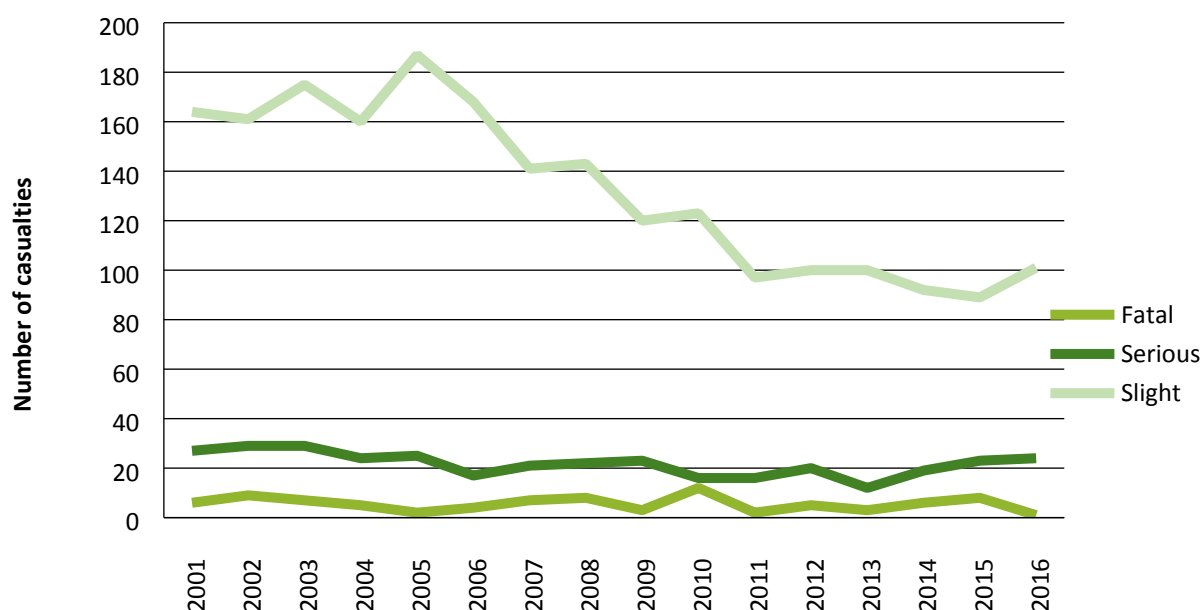
Concern: Between 2001 and 2016 there were 2556 casualties on our roads – of these 347 were serious (35 of these occurred on the A1) and 88 were fatal (13 of these occurred on the A1)^{vii}. Figure 2 shows how road casualty figures in Rutland have changed since our first local transport plan (LTP1) was launched in 2001. Although the number of slights has decreased significantly during this time, the number of fatal and serious casualties has remained relatively constant. Furthermore, it is our belief that no death or serious casualty should be considered acceptable, and as such we aspire to continually reduce the number of casualties on our roads, with the ultimate long-term goal of a highway network free from death and serious injury^{viii}.

Consultation feedback: Through the consultation feedback was received supporting the importance of delivering safety initiatives.

Impact: MRF sets out our intention to produce a road safety strategy during the life of the first MRF implementation plan. Through MRF and the road safety strategy we will set out our actions to reduce the number of casualties and deaths on our roads.

Figure 2 - Number of road casualties in Rutland, by severity, between 1st January 2001 and 31st December 2016^{ix}

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5.5 EMPLOYMENT AND EDUCATION

Concern: Within Rutland a number of businesses are sited in remote, rural locations and/or operate shift patterns – making them hard to access by public transport. Our 2016 travel survey^x provided some evidence of this – with 49% of those struggling to access work (stating public transport as barrier) and 22% saying they worked shift patterns.

Furthermore, future population growth will result in an increasing demand on school transport provisions; however, there are a limited number of bus and taxi operators within the area – making it hard and potentially expensive to procure the services required (especially the more specialist ones). In addition, there are limited special educational needs (SEN) and post-16 education facilities in Rutland therefore a large proportion of students travel out of county.

Impact: MRF and the Passenger Transport Strategy may bring positive impacts for those residents without access to a personal vehicle.

Should the review of concessionary travel result in the removal of the discretionary 'Travel Aid Scheme' we feel that this would be balanced out by the resulting improvements to the baseline passenger transport provisions (that would be available to all Rutland residents) that may then be possible. These improvements would ensure that all residents have access to a local town at least once per week, where this isn't provided by commercial local bus services – ensuring our services are more equitable.

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Such improvements to the baseline service would ensure provision for meeting the needs of vulnerable people (for example, disabled people or older people with mobility difficulties or other health needs) and will reach communities that are at risk of social isolation.

However, upon review of the discretionary concessionary travel elements, we recommend further consideration is given to any potential health and wellbeing impacts that may result from any changes.

5.6 LEISURE OPPORTUNITIES

Concern: Our 2016 countywide travel survey^{xi} highlighted public concern regarding the lack of dedicated or off road circular routes available for walkers, cyclists and horse riders. Survey respondents also wanted to see more information regarding what routes exist, upcoming events and clearer sign posting and way marking to help with navigation^{xii}.

Additionally, Rutland Water sits centrally within the county and draws tourists from a wide area. However, despite its popularity, at certain times it can be hard to reach without a car (with the reservoir itself acting to some extent as an access barrier - due to its size and central position the county). This is also true for a number of other tourist destinations and some sport and recreation locations. To a lesser extent it also applies to some of our public rights of way (PROW) - where routes start in the countryside and cannot be reached by public transport.

Furthermore, Rutland's rural nature and heritage are of vast importance, but construction can threaten our green spaces and PROW² network and can also lead to over development and loss of sense of place.

Combined, these barriers reduce opportunities for health and wellbeing activities.

Impact: MRF and our ROWIP outline how we will encourage and provide access to green and open spaces as well as leisure, recreation and tourism opportunities.

Providing access to leisure opportunities has the potential to provide positive benefits to all residents.

5.7 AIR QUALITY AND THE ENVIRONMENT

Concern: Within Rutland there are high levels of car dependency (figure 3) – in part due to our county's rural nature and dispersed settlement locations, and part due to

² Defined as footpaths, bridleways, restricted byways and byways open to all traffic.

APPENDIX K – HEALTH IMPACT ASSESSMENT

preference. High levels of car use can cause congestion and have a negative impact on health and the environment.

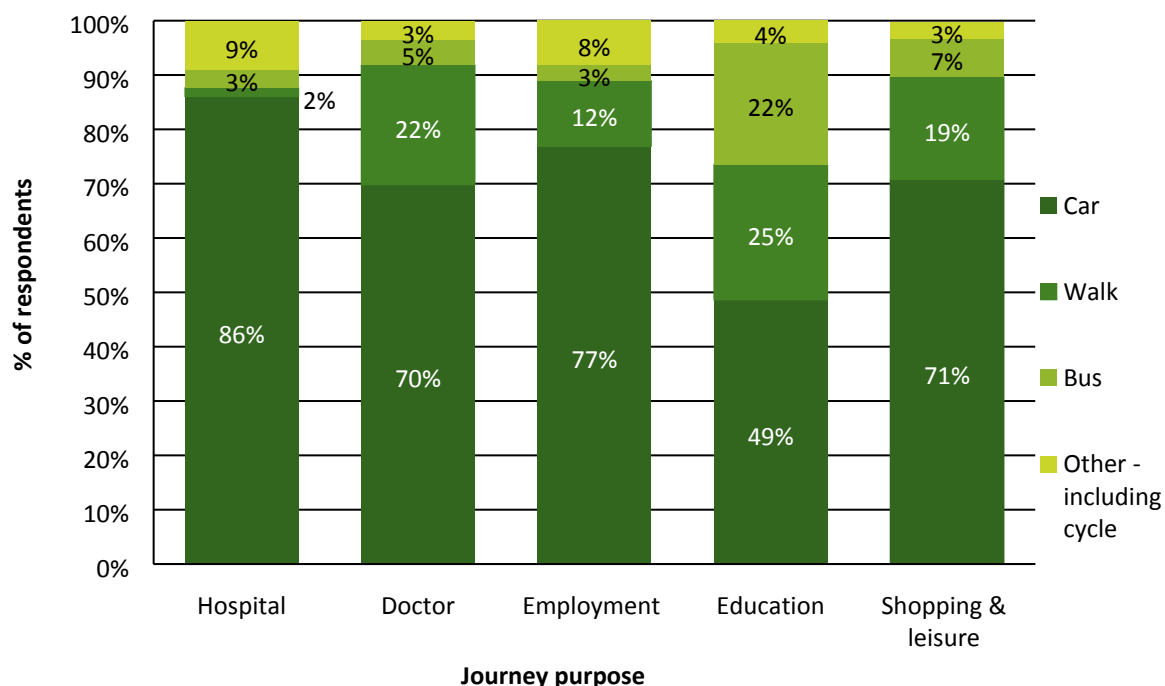
Air quality in Rutland is generally good and there are no air quality management areas within the county^{xiii} - however, when looking at the presence of fine particulate matter pm2.5^{xiv} within the county, the highest levels are found along the A1^{xv}.

Consultation feedback: Feedback was received during the consultation, outlining concern regarding the impact of development on the environment and the need for greener travel options to be encouraged.

Impact: MRF aims to tackle air pollution and associated health impacts. Indeed, the section on Population Growth (in Moving Rutland Forward) sets out solutions to minimise any potential negative impacts associated with development and growth. Wording within this section has also been enhanced.

Furthermore, MRF sets out our intention to produce a Sustainable Travel Statement that will outline our approach to electric vehicle charging and green travel alternatives. The statement will also outline (along with the Highway and Transport Communication plan – also due to be produced during the early years of the first MRF implementation plan) mechanisms to promote and encourage sustainable travel options.

Figure 3 – Modes of travel by journey purpose^{xvi}



5.8 NOISE LEVELS AND PERCEPTION OF SAFETY

Concern: Over the coming years we are likely to see significant business growth in the towns and cities of surrounding counties and to a lesser extent in Rutland^{xvii}. There is a risk that this could lead to the increased passage of heavy goods vehicles through our county – which if not managed, could negatively impact our environment, tourism offer, road conditions and residents' quality of life. Indeed, economic and population growth can result in increased car journeys and HGV passage – both of which have negative environmental impacts and the potential to raise resident concern regarding traffic volumes (and associated noise) and road safety.

Consultation feedback: Concern relating to such matters was raised through the consultation, through which we received a number of requests for consideration of a relief road bypassing Caldecott and Uppingham.

Impact: Through MRF we will work to mitigate the impact of development and increased traffic and the potential impact on noise levels and perception of safety. Furthermore, in response to the consultation feedback we have amended wording within MRF – outlining our approach to traffic monitoring.

6 RECOMMENDATIONS TO IMPROVE POLICY

Running throughout our MRF, ROWIP and Passenger Transport Strategy is a vision to deliver a transport network and services that meet the needs our most vulnerable and support a high level of health and wellbeing (including combating rural isolation).

This vision, in combination with our response to consultation feedback and the results of this health impact assessment, have lead us to the conclusion that the implementation of our MRF, ROWIP Passenger Transport Strategy will have a positive overall impact on our resident's health and wellbeing.

It is advised however, that the following recommendations are implemented:

- During the review of discretionary concessionary passenger travel schemes, ensure further consideration is given to any potential health and wellbeing impacts that may arise as a result of any changes,
- Ensure that, if necessary, consideration is given to the potential health impacts of any large projects that may come about as a result of implementing these strategic documents.

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- ⁱ Department of Health (2010). *Health Impact Assessment Tools*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/216008/dh_120106.pdf (Accessed: February 2018)
- ⁱⁱ 29% of question respondents in our 2016 countywide travel survey said they found it difficult travelling to hospital. Source: Rutland County Council (2016), *Rutland travel survey*, Unpublished, (Accessed: October 2017)
- ⁱⁱⁱ Office for National Statistics (2012). *Table KS301EW – 2011 Census: Key Statistics for local authorities in England and Wales*, available at: https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuskeystatisticsforlocalauthoritiesinenglandandwales/r21ewrttableks301ewladv1_tcm77-290709.xls (Accessed: November 2017)
- ^{iv} Public Health England (2016), *Prevalence of underweight, healthy weight, overweight, obesity, and excess weight among adults a local authority level for England*, available at: <http://webarchive.nationalarchives.gov.uk/20170210160927/https://www.noo.org.uk/gsf.php5?f=314326&fv=22336> (Accessed: November 2017)
- ^v Department for Transport (2016), *Table CW0104 – Proportion of how often and how long adults cycle for by local authority*, available at: <https://www.gov.uk/government/statistical-data-sets/how-often-and-time-spent-walking-and-cycling-at-local-authority-level-cw010> (Accessed: November 2017)
- ^{vi} Source: Department of Education (2011), *Table 15 – State – funded primary, secondary and special schools – number of pupils by mode of travel to school*, available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/219066/sfr12-2011latv2.xls, (Accessed: November 2017)
- ^{vii} Rutland County Council, *Police collision data*, unpublished (Accessed: November 2017)
- ^{viii} *A vision in line with that of the Parliamentary Advisory Council for Transport Safety – see:* <http://www.pacts.org.uk/safe-system/>
- ^{ix} Rutland County Council, *Police collision data*, unpublished. (Accessed: November 2017)
- ^x Rutland County Council (2016), *Rutland travel survey*, Unpublished (Accessed: October 2017)
- ^{xi} Source: Ibid
- ^{xii} When looking at the responses received in our 2016 county wide travel survey, regarding improvements to encourage walking, nearly 13% of respondents to the question stated the need for improved promotion and nearly 9% felt clearer route signposting was needed. The survey indicated that this was also true for cycling, although to a lesser extent. Source: Ibid
- ^{xiii} Rutland County Council (2017). *Rutland local transport plan - strategic environmental assessment*, unpublished. (Accessed: December 2017)
- ^{xiv} Inhalation of particulate pollution can have adverse health impacts. Human – made particulate matter. Particulate matter is released during the combustion of solid and liquid fuels. Particulate matter can be naturally occurring or human made. In the case of pm2.5, human–made sources are more common, with naturally occurring particulate matter only making a small contribution to levels. Source: Department for Environment, Food and Rural Affairs (2018). *Public Health: Sources and Effects of PM2.5*, available at: <https://laqm.defra.gov.uk/public-health/pm25.html> (Accessed: January 2018)
- ^{xv} Department for Environment, Food and Rural Affairs (2018), *Background mapping data for local authorities*, available at: <https://uk-air.defra.gov.uk/data/laqm-background-home> (Accessed: January 2018)
- ^{xvi} Rutland County Council (2016), *Rutland travel survey*, Unpublished, (Accessed: October 2017)
- ^{xvii} Nearby Corby is one such location. Corby’s population is estimated to double between 2011 and 2031 – it is Northamptonshire County Council’s hope that such growth will support on going regeneration and result in more housing, leisure opportunities and shopping provisions. Source: North Northamptonshire (2011), *Joint Core Strategy 2011 – 2031*, available at: http://www.nnjpu.org.uk/docs/Joint%20Core%20Strategy%202011-2031_Jan3_Main-Minor_v5.pdf (Accessed: December 2017)