

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker</b>	Executive Lead Member for Adult Social Care and Public Health
<b>Date:</b>	16 July 2024
<b>Title:</b>	Active Travel Grant
<b>Report From:</b>	Director of Public Health

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### Purpose of this Report

1. The purpose of this report is to seek approval from the Executive Lead Member for Adult Social Care and Public Health to open a grant scheme for district and borough councils in Hampshire to increase participation in active travel.

### Recommendation(s)

2. For the Executive Lead Member for Adult Social Care and Public Health to approve the total spend up to £500,000.00 for an active travel grant scheme open to district and borough councils in Hampshire as set out in this report.
3. For the Executive Lead Member for Adult Social Care and Public Health to delegate authority to the Director of Public Health, in consultation with the Executive Lead Member, to approve individual grant amounts and terms within the total expenditure approved.

### Executive Summary

4. This report introduces the Active Travel Grant, which aims to increase participation in active travel modes among Hampshire residents. It outlines the purpose and mechanisms for the proposed grant scheme which seeks to support development of local delivery of active travel initiatives.

### Contextual information

5. Improving healthy life expectancy and reducing health inequalities are key priorities for Hampshire Public Health as defined in the Hampshire Health and

Wellbeing Board Strategy 2019-24, the Public Health Strategy 2023-2026, as well as in the Hampshire and Isle of Wight 'We Can Be Active' Physical Activity Strategy 2021.

6. Hampshire County Council declared a climate emergency and The Climate Change Strategy 2020-2025 includes a target to achieve carbon neutrality by 2050.
7. The recently updated Hampshire Local Transport Plan (LTP 4, Feb 2024) includes two guiding principles: Give people a choice of high-quality travel options and provide a transport system that promotes high quality, prosperous places and puts people first. Both principles require greater emphasis on walking and cycling. District and Borough Councils are well placed to deliver the interventions, because they support their local communities and understand their needs. The grant may also enable them to expand existing local interventions and test best practice.
8. Being physically active benefits both physical and mental wellbeing, including prevention of long-term conditions, maintenance of a healthy weight, improved mood and self-esteem and development of strength and balance. In Hampshire, 67.2% of adults and 48% of children and young people meet the chief medical officer's physical activity guidelines. Traveling via active modes is a good way to incorporate activity within daily routine. In addition, 2.22% of adults cycle and 11.7% walk for travel on at least 3 days per week in Hampshire compared to 2.33% and 15.14% respectively in England.
9. Exposure to long term poor air pollution reduces life expectancy through increased risk of CVD, respiratory disease and lung cancer, while short term exposure can also exacerbate asthma and increase the risk of respiratory or CVD related hospital admissions. In Hampshire 18% of the population are exposed to high NO<sub>2</sub> levels and 5% are exposed to high PM<sub>2.5</sub> levels.
10. A grant is defined as a sum of money to support a particular activity. It does not usually cover the entire cost of the activity and it is legally considered to be a one-sided gift, rather than a payment in exchange for services.
11. This grant fund would enable district and borough councils to implement evidenced based interventions that increase participation in active travel. These could include but are not limited to:
  - Development of resources (wayfinding, maps, websites etc)
  - Incentivisation
  - Gamification
  - Bike Hire/loan schemes
  - Route identification
  - Cycle Training
  - Walking and/or cycling events
  - Behaviour change (training and campaigns)

- School travel schemes
- Workplace travel schemes
- Walking programmes
- Equipment hire

12. The districts and boroughs which may receive grants are: Basingstoke and Deane, Eastleigh, East Hampshire, Fareham, Gosport, Hart, Havant, New Forest, Test Valley, Rushmoor and Winchester.

## **Finance**

13. The grant scheme proposal in this record would commit expenditure totalling up to £500,000 over the financial years 24/25, 25/26, 26/27 & 27/28. The source of the funding is the public health grant. Although funding is committed until 2027/28, an evaluation to assess the impact and effectiveness of the grant will be completed at the end of each year. This will determine if the grant will be offered in the subsequent year or if alternative active travel interventions should be explored.

14. Each district or borough may receive grants of up to a total of £25,000 in the financial year.

15. The grant will be a competitive process and grants will be awarded based on the following criteria:

- Alignment to the aims and objectives of the active travel grant
- A clearly defined local need and proposed impact on health inequalities
- Sustainability beyond the funding period
- Capacity and capability to deliver the proposed project
- Ability to monitor and evaluate outcomes

16. Grants would be approved only when an action and spend plan has been developed and approved by the Active Travel Grant team. The grant agreement would specify that the funding must be utilised in 12 months from the date the funding is received.

17. All grant agreements have conditions that enable the County Council to require repayment of the award or any part of it if it remains unspent at the end of the grant period, or if there is a material breach of the grant agreement.

## **Performance**

18. The provision of grants by statutory bodies always presents a degree of risk. Specific risks that statutory bodies are required to manage include organisations accepting funding without providing any activity; organisations not delivering the service as expected; and there being an under spend on the expected activity.

19. A number of mechanisms have been employed successfully over a number of years to mitigate and alleviate these risks. These include nominating a liaison officer from the County Council whose responsibility is to monitor how the grant is spent and specifying within the grant agreement that the grant is 'restricted' funding for the provision of the specified activity only.
20. The Active Travel Grant team will also support the District & Borough to monitor and evaluate their local programme.
21. All organisations awarded a grant sign a declaration stating they accept that grant funding can only be awarded for the given period and no commitment exists from the County Council to continue funding after this time, or in subsequent years.

### **Consultation and Equalities**

22. A full Equalities Impact Assessment has been submitted for the Active Travel Grant; this has been adapted for this proposal and is included, in full, later in this report.
23. A formal consultation has not been completed. Some engagement with the district and borough councils and colleagues from other services (Transport, Universal services) has taken place to understand if there is appetite and interest in the grant scheme and capacity to deliver if funding is awarded. The public health team have not engaged in a consultation with residents, because the aim of the grant is to enable district and borough councils to take a placed based approach to active travel and if required, they should seek input from residents.

### **Climate Change Impact Assessment**

24. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience impacts of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
25. Climate Change Adaptation and Mitigation. The following climate variables pose a vulnerability to the Active Travel Grant as identified by the adaptation tool, storm & wind events, rainfall & flooding and heat events. These are primarily related to the risk of physical activity via walking or cycling outdoors during extreme weather conditions. In order to mitigate these risks, there is a need to communicate extreme weather guidance and information about staying safe during weather warnings. It may also be necessary for partners to adapt their delivery during extreme weather if it is deemed unsafe.

26. Carbon Mitigation. At this moment in time, it has not been possible to estimate the impact that the Active Travel Grant will have on carbon emissions. However, it is anticipated that if the district and borough councils deliver effective interventions that encourage a mode shift from cars to walking and cycling, carbon emissions will be reduced. A clearly defined monitoring and evaluation plan will be used as a scoring criterion when reviewing applications. This should enable the grant to be awarded to projects that can evidence impact at the end of the funding period.

## **Conclusion**

27. Public Health seeks to increase participation in active travel modes across Hampshire. The grant scheme proposed in this paper aims to support local implementation of this aim in district and boroughs in Hampshire.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	Yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

## EQUALITIES IMPACT ASSESSMENT:

### Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

### Equalities Impact Assessment:

**Geographical impact:** The Active Travel Grant scheme will be a competitive grant and it will not be possible to award funding to each district and borough council in Hampshire. There will therefore be some geographical inequality as a result of the active travel interventions being delivered in specific locations. However, there will be an evaluation of the impact of the grant funding and recording of lessons learnt to enable this to be shared with all locations across Hampshire. If successful there will also be an opportunity for additional rounds of funding.

**Proposed Change:** The grants proposed in this paper all represent additional opportunities and therefore are of additional benefit to those they seek to serve. The proposed Active Travel grants offer funding to district and borough councils to develop and implement evidence based interventions to increase participation in methods of active travel.

**Will the proposed project/service change affect people in the protected characteristics groups or any of the other groups for consideration? Yes**

**Who does this impact assessment cover?: All**

**Has engagement or consultation been carried out?: No**

**Describe the consultation or engagement you have performed or are intending to perform:** Some engagement with the district and borough councils and colleagues from other services (Transport, Universal services) has taken place to understand if there is appetite and interest in the grant scheme and capacity to deliver if funding is awarded. The public health team have not engaged in a consultation with residents, because the aim of the grant is to enable district and borough councils to take a placed based approach to active travel and if required, they should seek input from residents.

**Age public impact:** Neutral

**Age staff impact:** Neutral

**Assessment Rationale:** Evidence shows that older adults are less likely to be active than adults from younger age ranges. All grant applications will be required to outline how their proposal will address health inequalities within their district and borough council. Walking remains an accessible form of physical activity and travel for older adults and walking events for local residents could support people to walk for travel on a more regular basis.

**Disability social impact:** Positive

**Disability staff impact:** Neutral

**Assessment Rationale:** Evidence shows that residents of a disability or long term health condition are less likely to achieve the chief medical offers physical activity recommendations of 150 minutes moderate to vigorous activity a week. All grant applications will be required to outline how their proposal will address health inequalities within their district and borough council. An example, would be to offer the hire of accessible bikes for use within the local area to improve the options available for walking and cycling.

**Sexual orientation public impact:** Neutral

**Sexual orientation staff impact:** Neutral

**Assessment rationale:** The active travel grant will not specifically support people within this defined characteristic, the interventions are open to those who wish to travel via active methods irrespective of sexual orientation.

**Race social impact:** Positive

**Race staff impact:** Neutral

**Assessment Rationale:** Evidence shows that residents of white ethnic origin are more likely to achieve the chief medical offers physical activity recommendations of 150 minutes moderate to vigorous activity a week. In Hampshire, Asian and mixed ethnicities are less active than their white counterparts. All grant applications will be required to outline how their proposal will address health inequalities within their district and borough council. An example, would be to offer



information about local walking and cycle routes in a variety of languages to raise awareness of the locally available options for walking and cycling.

**Religion or belief social impact:** Neutral

**Religion or belief staff impact:** Neutral

**Assessment Rationale:** The active travel grant will not specifically support people within this defined characteristic, the interventions are open to those who wish to travel via active methods irrespective of religion or belief.

**Gender reassignment public impact:** Neutral

**Gender reassignment staff impact:** Neutral

**Assessment Rationale:** The active travel grant will not specifically support people within this defined characteristic, the interventions are open to those who wish to travel via active methods irrespective of gender reassignment.

**Sex public impact:** Positive

**Sex staff impact:** Neutral

**Assessment Rationale:** Evidence shows that females are more likely to be inactive than males. All grant applications will be required to outline how their proposal will address health inequalities within their district and borough council. An example, would be to offer cycle training specifically for women and girls to boost confidence and encourage cycling.

**Marriage or civil partnership:** Neutral

**Marriage or civil partnership:** Neutral

**Assessment Rationale:** The active travel grant will not specifically support people within this defined characteristic, the interventions are open to those who wish to travel via active methods irrespective of marriage or civil partnership status.

**Pregnancy and maternity public impact:** Neutral

**Pregnancy and maternity staff impact:** Neutral

**Assessment Rationale:** The active travel grant will not specifically support people within this defined characteristic. However, there is evidence to support the benefits of physical activity during and after pregnancy to improve mental and physical wellbeing. The interventions are open to those who wish to travel via active methods irrespective of pregnancy and maternity.

**Poverty public impact:** Positive

**Poverty staff impact:** Neutral

**Assessment Rationale:** Evidence shows that residents living in the most deprived areas (IMD) are less likely to achieve the chief medical officers physical activity recommendations of 150 minutes moderate to vigorous activity a week. All grant applications will be required to outline how their proposal will address health inequalities within their district and borough council. An example, would be to offer a free bike hire scheme or incentivisation scheme with rewards for those who travel via active methods.

**Rurality public impact:** Neutral

**Rurality staff impact:** Neutral

**Assessment Rationale:** All grant applications will be required to outline how their proposal will address health inequalities within their district and borough council. Route mapping or provision to improve links between rural and urban locations could be an option to increase active travel, but there is also a risk that district and borough councils will focus their efforts on urban locations, which are more likely to have had infrastructure developments.