

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Highways Operations
Date:	17 June 2021
Title:	Active Travel – Update
Report From:	Director of Economy, Transport and Environment

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Purpose of this Report

1. The purpose of this report is to provide an update on the following projects included in the Active Travel (AT) programme of work:
 - School Streets Trial;
 - Workplace Cycle Parking Grant and E-Bike Loan; and
 - AT Temporary Schemes.

Recommendations

A) School Streets Trial

2. That approval is given for the implementation plan for the School Streets Trial, as outlined in this report, with active measures to be trialled at: Alverstoke Infant School, Gosport; Cadland Primary School, Holbury; and Harrison Primary School, Fareham; and control sites for monitoring and assessment during the trial to be sited at: Petersfield Infant School; Foxhills Infant School, Ashurst; and Elson Junior School, Gosport.
3. That authority to make the arrangements to implement the three individual school streets trial schemes be delegated to the Director of Economy, Transport and Environment.

B) Workplace Cycle Parking Grant and E-Bike Loan

4. That the Executive Member for Highways Operations approves the proposed Workplace Cycle Parking Grant and E-Bike Loan scheme and criteria, as outlined in this report.
5. That the Executive Member for Highways Operations notes the allocation value of £150,000 within the Department for Transport's (DfT's) Active Travel Fund award to Hampshire County Council for the Business Cycle Parking Grant and E-Bike Loan scheme and approves the proposed launch of this grant and loan from July 2021.

6. That authority is delegated to the Director of Economy, Transport, and Environment to award grants to successful applicants to the Workplace Cycle Parking Grant and E-Bike Loan Scheme, and to make the necessary arrangements, including contractual arrangements, in consultation with the Executive Member for Highways Operations.

C) Emergency Active Travel Temporary Schemes

7. That the Executive Member for Highways Operations confirms that all Active Travel temporary schemes should be removed in line with the Government's Roadmap to ease social distancing on the 21st June, or later if deferred, as outlined in the supporting report, and that authority is delegated to the Director of Economy, Transport, and Environment to make the necessary arrangements.
8. That a decision on removal of emergency active travel schemes in Winchester be deferred to July in order to allow traffic survey work to take place to inform the Winchester Movement Strategy, allowing an in-combination test of measures after other social distancing measures have come to an end.
9. That a new approach, based on presumption of support, will be adopted in relation to the use of the highway to support the hospitality sector, such as Section 171 licences, tables and chairs licences, and the suspension of parking bays, to be reviewed at the end of 2021.

Executive Summary

A) School Streets Trial

10. The report sets out the proposed approach for delivery of the School Streets trial schemes, as per the approved recommendations of the report to Cabinet in February 2021. The report also provides a summary of feasibility studies which have identified the three sites that are most suited to implementation of school streets interventions under this trial. It is proposed that site-specific scheme details, including implementation details, will be developed further and reported under delegated arrangements to the Director of Economy, Transport and Environment, as set out in the recommendations.
11. The School Streets initiative will provide an environment more favourable to alternative modes of transport to the private car around the schools and has the potential to reduce short car journeys within the local area by encouraging the increased use of active travel modes for school travel. This will support school travel plan targets and bring benefits in terms of reduced traffic congestion, improved air quality, and improvements to road safety around the school site, both perceived and actual.

B) Workplace Cycle Parking Grant and E-Bike Loan

12. Additionally, this paper provides an update on the delivery of the Business Cycle Parking Grant and E-Bike Loan scheme, as included within the DfT's Active Travel Fund bid, outlining the offer to be presented to businesses and organisations across Hampshire, as well as the criteria by which Hampshire County Council will assess the submission.

13. The Workplace Cycle Parking Grant and E-Bike Loan scheme will provide a real opportunity for the County Council to offer Hampshire businesses and organisations the support they need to enable and promote cycling to work on the provision that they can demonstrate commitment to active and sustainable travel.
14. Furthermore, it will provide the County Council with the chance to gather evidence on the demand for such an offer, which has the potential to support future bids to Government, e.g. the DfT's Capability Fund.
15. By engaging with businesses on a grant and loan such as this, there is an opportunity for the County Council to add value with its Travel Planning services and seek further improvements to the active and sustainable travel that those businesses and organisations undertake, particularly in areas where capital improvement are or will be undertaken.

C) Emergency Active Travel Temporary Schemes

16. This paper seeks to provide an update on the status of the temporary schemes currently on the highway completed using AT Tranche 1 funding to respond to the Covid-19 pandemic. This paper also seeks approval to remove the emergency active travel schemes in alignment with the Government's Roadmap for easing social distancing on the 21st June, or later if deferred.
17. A limited number of temporary measures to support the hospitality sector, temporary placement of tables and chairs on highways or footways, will be permitted.
18. This report identifies temporary schemes in Winchester, where it is recommended that removal be deferred to allow traffic survey work to take place to inform the Winchester Movement Strategy by allowing an in-combination test of measures after other social distancing measures have come to an end.
19. In addition, this report details the legal basis on which the proposed retention of identified schemes will be made.

Contextual information

A) School Streets Trial

20. Following approval of the 'School Streets' report at Cabinet on 9 February 2021, the development of the School Streets pilot has progressed, both in terms of developing the implementation plan and also the technical review of the feasibility of delivering school streets interventions at the six shortlisted sites listed approved by Cabinet. It is proposed that of the six shortlisted sites, three will be taken forward for delivery of school streets interventions, for a trial period from July 2021 and into the Autumn term. The other three sites on the shortlist would be control sites for further monitoring and assessment.
21. At the three locations chosen for trial School Street initiatives, the roads providing the main route of pedestrian access to the school site will be closed to motor vehicles at the start and end of the school day. The road closure will be set out and marshalled by school staff or volunteers associated with the

school, who will manage access through the road closure. Access will remain available for residents, their visitors, emergency vehicles, disabled/blue badge, taxis and others as appropriate. It is proposed that site-specific scheme details, including implementation details, will be developed further and reported under delegated arrangements to the Director of Economy, Transport and Environment, as set out in the recommendations.

22. The trial sites and control sites would be subject to monitoring and assessment to gauge the effectiveness of the school streets interventions. It is planned that the results of the monitoring and assessment will be reviewed to enable a report to be brought back to Cabinet in late 2021/early 2022 with the outcomes and conclusions from the trial.

B) Workplace Cycle Parking Grant and E-Bike Loan

23. Following the announcement of the Active Travel Fund bid, Hampshire County Council was successful in securing £3.28million (capital and revenue mix) for a programme of measure to promote walking and cycling. Of that £3.28million, £150,000 was allocated to 'A grant for the construction of bike racks and shelters for up to 50 businesses. The grant will be provided for cycle storage only and will be in exchange for proof of signing up to the Cycle to Work scheme and a commitment to monitoring the take up for cycling to work'. An allocation of this was also for development and administration purposes for the grant scheme.
24. A significant amount of work has been undertaken since the funding announcement to identify the criteria and process by which businesses and organisations are to apply. Work has also been undertaken to find an appropriate route to offer an E-Bike, and potentially an E-Cargo Bike per organisation, on a free loan initially. Applicants will be able to apply for either a Workplace Cycle Parking Grant, or a free E-Bike Loan for one year.
25. It is anticipated that the development work that has been invested into this initiative will provide the basis for further future bids and offers to businesses and organisations, for example through the DfT's Capability Fund.

C) Emergency Active Travel Temporary Schemes

26. In May 2020 Hampshire County Council was awarded £863,000 AT Tranche 1 funding to respond to the Covid-19 pandemic with targets to:
 - enable social distancing by giving people more space;
 - reallocate road space to create safe environments for walking and cycling, to embed these habits; and
 - provide alternatives to public transport for key workers.
27. A total of 42 temporary schemes were delivered by Hampshire County Council and partners. In addition, supporting work included:
 - social distancing messages at thousands of bus stops;(posters/stencils/real time information);
 - more time given to pedestrians at 160 controlled pedestrian crossings;

- Variable Message Signs (VMS) advertising social distancing measures; and
 - radio campaigns.
28. Since May 2020, the temporary schemes have been monitored, and where appropriate removed or amended in response to feedback from local communities and changes in traffic behaviour.
29. On 17 March 2021, the County Council issued a press release stating that it is working in line with the Government's Roadmap for a cautious and gradual easing of lockdown restrictions.

Feasibility Review

A) School Streets Trial

30. An initial review exercise has been undertaken, to consider the feasibility of implementation of a school streets trial scheme at each of the six shortlisted sites. The review included a design assessment of the likely scheme layout and how this would impact: school access; the traffic management implications for residents on affected roads and the surrounding areas; potential resourcing requirements associated with marshalling the scheme; and the assessment of risks to road users and marshals. The feasibility review determined that implementation of a school street road closure was technically feasible in terms of design and operation at all six sites. However, some of the six shortlisted sites present more of a delivery challenge than others.
31. For the trial to be of relevance to future decision making on school streets initiatives, sites of varying complexity in terms of design, implementation and operation should be selected. The recommendation of the feasibility review is to proceed with trials at three sites, which offer varying degrees of complexity in terms of design and operation but do not present significant implementation challenges. The sites recommended for implementation of school streets trial interventions are:
- Alverstoke Infant School, Gosport;
 - Cadland Primary School, Holbury, New Forest; and
 - Harrison Primary School, Fareham.
32. The three other sites shortlisted for the pilot present a higher level of complication in terms of design, delivery, or operation. A significant factor is the impact the proposed schemes may have on other existing services in the local area, such as school crossing patrols or bus routes. In these circumstances, the existing services are not compatible with the proposed school streets road closure, therefore adjustments will need to be made to how the existing services are provided. These changes and their related impacts on users are significant and whilst they may not affect the implementation of a future school streets scheme in these locations, they make the locations less suitable for a short duration trial. The locations

recommended for control sites for monitoring and assessment during the trial, and consideration for future school streets interventions if appropriate, are:

- Petersfield Infant School, Petersfield;
- Foxhills Infant and Junior School, Ashurst, New Forest; and
- Elson Junior School, Gosport.

B) Workplace Cycle Parking Grant and E-Bike Loan

33. Research has been undertaken to establish any similar schemes to the Workplace Cycle Parking Grant that have been managed by other Local Authorities. This has informed the development and preparation of the proposed application process. Key elements of this include encouraging take up from those businesses that are committed to sustainable and active travel through commitment to a Cycle to Work scheme, providing funds that enable effective and secure cycle storage, and providing the most support to those businesses and organisations whereby their size hinders the affordability of secure storage.
34. Other criteria that will be applied for eligibility of the Cycle Parking Grant include:
- employing between 10 and 5,000 employees;
 - being an organisation located within the county of Hampshire;
 - as an organisation, supporting a shift towards sustainable travel; and
 - owning the land on which the company wishes to use the grant or securing permission from the landowner.
35. Organisations that can apply to benefit their staff can be:
- individual organisations;
 - groups of two or more organisations e.g., a retail park;
 - NHS and other health care providers;
 - schools, colleges, and other educational providers;
 - charities and community interest companies;
 - Voluntary, Community and Social Enterprises; and
 - Limited companies.
36. Furthermore, it is agreed that the following cannot be funded:
- the provision of the grant or loan to organisations and businesses outside of Hampshire;
 - businesses and organisations looking to access the grant to fulfil a planning requirement;
 - maintenance and repairs of cycle parking;
 - insurance for bikes; and
 - PPE for the bike riders.
37. Legal advice has been taken to ensure the correct Terms and Conditions will be in place, such as ensuring that any aid given is not considered a prohibited subsidy under the Subsidy Control rules.

38. The E-Bike and E-Cargo bike loan scheme must be developed and implemented within the timescales of the Active Travel Fund requirements, without incurring excessive development costs in proportion to the funding available for this element of the offer. Therefore, the most effective and sustainable option to deliver this loan is through the County Council's own in-house transport provider (Hampshire Transport Management), which has a route to market through the Crown Commercial Services framework, utilising the services of Halfords. This will enable a flexible approach to meet the needs of the businesses and organisations in Hampshire, depending on where the greatest demand is shown to be.
39. A range of options as to what the offer could look like have been explored and assessed against the benefits and costs. Overall, it has been assessed that the greatest take-up would result from funding the full cost of the loan for up to one year. This is on the provision that the applicant can evidence its engagement and commitment in active and sustainable travel activities.

C) Emergency Active Travel Temporary Schemes

40. The proposed works involve the removal of all current Active Travel temporary schemes in line with the Government's Roadmap for easing social distancing on the 21st June, or later if deferred.
41. However, it is proposed to delay the removal of temporary schemes in Winchester to allow the County Council to undertake post-lockdown closures ahead of the school holidays. The removal of Winchester temporary schemes is being deferred in order to assess the combined impact of the Active Travel Scheme during school term time as lockdown eases, as the Winchester Movement Strategy proposes radical change, and accurate traffic data is therefore essential. Post-lockdown testing will also help the County Council to define future strategy. The Winchester temporary schemes involved are:
- Winchester (Hyde Street, Hyde Church Lane, North Walls, Jewry Street, The Broadway, Great Minster Street, and The Square).
42. Should the easing of social distancing be deferred beyond the 21st of June, the Executive Member for Highways Operations will receive a further update on proposals at the July Decision Day based on the most recent Government announcements.
43. In addition, to support economic recovery and the high street, measures implemented under Section 171 licences that support economic recovery will generally be supported. Future, and variations of existing, Section 171 licences and appropriate suspension of parking bays are proposed to be permitted, to allow hospitality businesses to apply for tables and chairs licences on the highway. This is a new approach that recognises the need for temporary local measures to support local businesses, which will be applied regardless of whether the application site was within an AT scheme.

Finance

A) School Streets Trial

44. Funding awarded from the Department for Transport's Active Travel Fund (ATF) Tranche 2 award has been re-allocated to fund this trial up to a total of £66,000. The finance and funding of the School Streets trial is as set out in the February report to Cabinet.

B) Workplace Cycle Parking Grant and E-Bike Loan

45. Funding awarded from the DfT's Active Travel Fund has provided £150,000 to cover the cost of staff time, marketing and promotional support, and the actual awards and loans. It is anticipated that approximately 90% will be allocated for the latter. This will undergo periodic checks depending on the levels of interest in the fund, which may then require additional support from marketing and comms to reach a wider audience.
46. In terms of the actual grants and loans to be offered, it is proposed that a graduated grant system is applied which is designed to support SMEs.
47. For the E-Bike and E-Cargo Bike Loan, the same principle was considered, but discounted as it would make for a more complicated administrative task for what is a relatively low-cost initiative. Furthermore, to gain the full benefits of what is still a relatively new concept, a year is considered to be a more effective period of time to evaluate if it's a worthy investment for a business or organisation.
48. Therefore, whilst the demand will be reviewed regularly, it is expected that approximately two thirds of the budget will be apportioned for the Cycle Parking Grant, and a third to the E-Bike and E-Cargo Bike Loan.
49. As outlined previously, businesses and organisations will be expected to take note of and pay due diligence to ensure they do not breach the State Aid threshold, which will be included within the Terms and Conditions.

C) Emergency Active Travel Temporary Schemes

50. The removal of temporary schemes was included in the original scheme budgets and will be met by the Active Travel Fund.

Statutory Procedures

A) School Streets Trial

51. The legal basis for the road closure will be through an Experimental Traffic Regulation Order (ETRO), which will prohibit the use of motor vehicles in the affected road during specified time periods.

B) Workplace Cycle Parking Grant and E-Bike Loan

52. No Statutory procedures will be required for the Workplace Cycle Parking Grant and E-Bike Loan Scheme.

C) Emergency Active Travel Temporary Schemes

53. The justification for the current Temporary Traffic Regulation Orders (TTROs) for Emergency Active Travel Temporary schemes was to support social distancing, and on this basis, it is recommended that the emergency active travel schemes are removed when social distancing comes to an end.
54. Depending on the terms of each of the Orders made, it may be necessary to revoke them in accordance with the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 and in such cases, the relevant processes shall be followed.
55. It is proposed that the removal of current TTROs for the following schemes is deferred to facilitate the Winchester traffic surveys and a further update will be reported to the July Executive Member for Economy, Transport and Environment Decision Day:
 - Winchester (Hyde Street, Hyde Church Lane and North Walls). The scheme to continue under the Traffic Regulations Order currently in place which ends on 21 September 2021; and
 - Winchester (The Broadway, Great Minster Street and The Square). The current schemes are promoted by Winchester City Council, with the Traffic Regulation Order processed by the County Council. It is proposed to continue the scheme under the current Traffic Regulation Order and to align with the current Table and Chairs (Pavement) licence, which ends at the end of September 2021.

Consultation and Equalities

A) School Streets Trial

56. There has been extensive engagement with the six schools under consideration while proposals have been in development. During development of the school streets proposals, discussions will be had with the schools and key stakeholders. Public communications will be undertaken in advance of delivery to provide information on the scheme proposals to stakeholders, residents, businesses and the school community. During the trial period, public views on the impact of the schemes will be sought. This feedback will inform the decision on whether to keep, modify or remove the scheme and associated ETRO following the initial trial period. In addition, the schemes have been developed in close liaison with Hampshire County Council children's services, and the relevant executive members have been briefed.
57. An equalities impact assessment has been undertaken for the school streets pilot proposals and as described in the report to Cabinet in February 2021, it has been found to have a neutral impact on people with protected characteristics.

B) Workplace Cycle Parking Grant and E-Bike Loan

58. To date the consultation of the offer to fund the Workplace Cycle Parking Grant and E-bike Loan has mainly been internal, with some reference to the

offers made by other Local Authorities and advice sought from organisations such as Sustrans.

59. The scheme is an offer to organisations, whereby suitable applicants need to apply for a grant or an e-bike and therefore the promotion of the scheme will be undertaken through marketing via Hampshire County Council webpages, Twitter and Facebook to reach as many organisations within Hampshire as possible. Existing workplaces networks such as through My Journey will also be used.
60. A review will be undertaken at the end of the grant and loan period to assess the effectiveness and attractiveness of the offer and what could be done to improve it should a future grant or loan be made available.
61. An overview assessment has been undertaken with the Equality and Engagement Team, to have due regard to the nine protected groups of the Equalities Act. This has highlighted the grant and loan is likely to have a neutral impact on all groups with protected characteristics. This is because the cycle parking grant and E-bike loan will be offered to all organisations across Hampshire, irrespective of the composition of the workplace, and therefore does not exclude members of the community. The grant and loan also don't require any financial contribution by any individual employee.

C) Emergency Active Travel Temporary Schemes

62. Clear and timely press and web communication is essential as the Government Road Map is followed and 'rolled out'. This is a key element in supporting the recommendations of this report.
63. All other organisations that have promoted temporary schemes on the highway will be notified of the County Council's position, following consideration of this report.
64. Local members will be notified in advance of any changes to temporary schemes.
65. An Equalities Impact Assessment was completed for individual temporary schemes as part of the original approval to implement the schemes. This was based on protecting public health and reacting quickly to change the scheme post opening in response to any issues raised.

Programme

A) School Streets Trial

66. As described in the February 2021 report to Cabinet, the trial is planned to commence at the end of the Summer term in July 2021, through until at least the October half term. The associated ETRO will be in continuous effect during term-time only (allowing a pause in the trial during school holiday periods). The proposal to Cabinet states that the trials will be reviewed in October 2021, at which time a decision will be required on whether to keep, modify or remove the scheme and associated ETRO following the initial trial period.

B) Workplace Cycle Parking Grant and E-Bike Loan

67. In line with the wider Active Travel Fund programme, all funding for the Workplace Cycle Parking Grant and E-Bike Loan will be committed by the end of March 2022. It is anticipated that following approval of this report, the grant and loan application will be launched in July 2021 and run for approximately a month, with the option to extend should there be insufficient applications.
68. Once applications have been processed and approved, the initial decision on successful applicants will be determined at Officer level, prior to consultation with the Director for Economy, Transport and Environment who will have final sign off and approval on Officer decision.
69. Monitoring and evaluation of the awarded schemes will be undertaken in line with the DfT's requirements and will help to inform future bids, as well as providing useful case studies to promote the success of the scheme.

C) Emergency Active Travel Temporary Schemes

70. All schemes to be removed from the highway will be removed as soon as practicable from the end of the Government Roadmap when all social distancing measures are lifted. It is expected this can be completed in approximately three weeks.

Legal and Insurance

A) School Streets Trial

71. The County Council will undertake appropriate public engagement, conduct detailed risk assessments, and provide appropriate training/guidance and equipment to the marshals who will be operating the scheme. These elements of the pilot are in development and the specific detail will be included in the individual scheme project appraisal reports. The insurer will be fully appraised of the details and confirmation that the school streets activities are insured will be sought in advance of the trials going to site.

B) Workplace Cycle Parking Grant and E-Bike Loan

72. Consultations with the Legal Team have been undertaken which is preparing the appropriate Terms and Conditions to be put in place between the Council and the successful workplace recipients to cover both the requirements of the Workplace Cycle Parking Grant and E-Bike Loan.

C) Emergency Active Travel Temporary Schemes

73. Legal requirements are addressed under the Statutory Procedures section.

Climate Change Impact Assessments

74. 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.

A) School Streets Trial

75. The decision relates to a number of individual projects, which are subject to assessment individually. Overall, the pilot will encourage a modal shift toward active travel for journeys to school, bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits.

B) Workplace Cycle Parking Grant and E-Bike Loan

76. The scheme will endeavour to assess the climate change impact of the individual cycle parking facilities being implemented through the use of the Workplace Cycle Parking Grant. However, the nature of the scheme should be recognised for its positive impact as it encourages the use of sustainable active travel over motorised vehicle use.

C) Emergency Active Travel Temporary Schemes

77. Given the temporary nature of the schemes and the proposed delay to remove existing arrangements, there is no need for the removal or retention of AT temporary schemes to be processed using the County Council Climate Change tools.

Conclusions

A) School Streets Trial

78. The report sets out the proposed approach for delivery of the School Streets trial schemes, as per the approved recommendations of the report to Cabinet in February 2021. The report also provides a summary of feasibility studies which have identified the three sites that are most suited to implementation of school streets interventions under this trial.
79. Subject to Executive Member for Highways Operations approval of the recommendations in this report, the specific scheme details will be developed, and approval will be sought from the Director of Economy, Transport and Environment via a delegated decision report.
80. Trials would commence in July 2021 and continue into the Autumn term. During this period, monitoring and assessment of the impact of the trials will be undertaken. This information will be used to inform a decision on whether to extend, modify or remove the scheme and associated ETRO. Findings of the trials any conclusions to be drawn will be reported back to elected members following the conclusion of the trials in late 2021/early 2022.

B) Workplace Cycle Parking Grant and E-Bike Loan

81. This report sets out the proposed Workplace Cycle Parking Grant and E-Bike Loan scheme, to be launched in July 2021 to meet the requirements of the Active Travel Fund bid.
82. This report also provides a recommendation that the approved list of beneficiaries is signed off under powers delegated to the Director for Economy, Transport and Environment prior to award.
83. Monitoring and evaluation will be undertaken in line with the requirements of the Active Travel Fund and will also help provide recommendations that can be used for future bids or further travel planning work secured through Traded Services.

C) Emergency Active Travel Temporary Schemes

84. This report sets out the County Council's approach to the Government's Roadmap to ease social distancing in relation to Active Travel schemes.
85. The report also sets out the justification, means, and benefits of delaying the removal of a small number of temporary schemes.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> School Streets (Report to Cabinet) Workplace Cycle Parking Grant and E-Bike Loan ETE Capital Programme Monitoring EMETE Decision Day	<u>Date</u> 9 February 2021 14 th January 2021
Direct links to specific legislation or Government Directives	
<u>Title</u> DfT Active Travel Fund Final Allocations (https://www.gov.uk/government/publications/emergency-active-travel-fund-local-transport-authority-allocations/emergency-active-travel-fund-total-indicative-allocations)	<u>Date</u> 13 th November 2020

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

EQUALITIES IMPACT ASSESSMENT:

1. 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 characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic 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 which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

School Streets Trial

An equalities impact assessment has been undertaken for the proposal and it has been found to have a neutral impact on people with protected characteristics. Individual assessments will be carried out for specific schemes, but the proposed trial will provide an opportunity to assess the approach more generally, particularly in relation to potential impacts on people with disabilities and older people, who may have to travel further at specific sites when escorting children to school. Other potential impacts to be monitored might fall upon other groups that may feel vulnerable escorting children to school on foot rather than by vehicle. It is assessed that there would be a positive impact for younger people (school pupils) through increased opportunity for physical activity, reduced road danger, and potential reductions in air pollution. A potential positive impact could also be experienced by people with disabilities not reliant on a private car as the environment would be safer e.g. people with visual impairment, mobility scooter.

Workplace Cycle Parking Grant and E-Bike Loan

An overview assessment has been undertaken with the Inclusion and Diversity team, to have due regard to the Public Sector Equality Duty. This has highlighted the grant and loan scheme itself, at the point of award by the County Council, is likely to have a neutral impact on all groups with protected characteristics. This is because the cycle parking grant and E- bike loan will be offered to all organisations across Hampshire, irrespective of the composition of the workplace and therefore does not exclude members of the community. The grant and loan also do not require any financial contribution by any individual employee.

To mitigate against any differential negative impacts, our guidance to organisations that are successful, will therefore include that they consider Equality and Diversity when promoting the cycle parking and e-bike loan to staff.

Emergency Active Travel Temporary Schemes

This report proposes Active Travel temporary schemes should be removed in line with the Government's Roadmap to ease social distancing. This will signify a return to business-as-usual activity in relation to managing the highway. Therefore, the proposals are considered to have a neutral impact on people with protected characteristics.

This report proposes that removal of emergency active travel schemes in Winchester be temporarily deferred to allow traffic survey work. Equalities Impact Assessment work was completed for all Winchester temporary schemes when the schemes were first implemented.

This report proposal regarding applications associated with the 'use of the highway to support the hospitality sector', will be a return to business-as-usual activity, with a change of approach to presume support. Given there are already checks and balances in place as part of the licence approval process, such as ensuring there is sufficient footway space, the proposals are considered to have a neutral impact on people with protected characteristics.