

Active Travel Social Prescribing - Equality Impact Assessment

Title of EIA: Active Travel Social Prescribing
Department: Development and Growth
Service Area: Transport Strategy

Name of Author: James Ashton
Director: Sajeeda Rose
Strategic Budget: No

Brief description of proposal / policy / service being assessed:

Nottingham City Council in partnership with the Nottingham City Place-based partnership (formerly the Clinical Commissioning Group) and Primary Care Networks (PCNs) in areas 1, 3 and 6 to deliver a programme of interventions aimed at improving the take up of active travel through social prescribing in places where there is investment in active travel infrastructure. Our programme aims to support people with different levels of need using a mix of targeted motivational support to signpost people into suitable existing walking and cycling services and more intensive individual support as part of a personalised care package.

Active travel is hugely beneficial to physical and mental wellbeing but barriers like personal health, income, knowledge and confidence mean this opportunity is not equally available to all our citizens, with women, BAME communities, disabled people and older people walking and cycling less. Proposed activities will include buddying schemes with personalised activity plans for walking and cycling, promoting local graded walks and rides (print and online) using safe routes, supporting local groups and volunteering for self-organised social led walks and rides focussed around network improvements; working with local providers to scale up proven pilot activities such as walking buddy schemes to reduce isolation; tandem cycle rides for people with visual impairment; cycle training for people with learning disabilities.

Ensuring easy affordable access to a wider range of bikes to suit all abilities (adapted bikes, trikes, tandems, ebikes) through an extended bike library with associated clothing and equipment will underpin our cycle interventions. The programme will be delivered in three areas of Nottingham, Bulwell/ Top Valley, Aspley/Bilborough and St Ann's/Sneinton. These locations have been selected on the basis of health need and to make the most of existing and proposed physical infrastructure for walking and cycling.

Information used to analyse the effects on equality:

Information used to analyse the effects of the Bid measures on the equality groups was derived from:

- Census data
- Unemployment data
- Mosaic data
- Joint Strategic Needs Assessment for Nottingham and Nottinghamshire
- Transport and travel surveys

Relevant Data and Research:

Car ownership in Nottingham is also significantly lower than the average in England, with the 2011 Census suggesting that only 43.7% of households in the city have access to a car, compared to 25.8% in England. Car ownership is also particularly low amongst pensioners living alone as well as lone parents. With car ownership or access to car low in the city, importance is placed upon buses to provide access to work and education, and to limit levels of social isolation

[Population - Nottingham Insight](#)

Gender - The population of Nottingham City is comprised of 51% females and 49% males. Lone parents are predominantly female, which affects socioeconomic status and access to opportunities. Car ownership amongst lone parents tends to be low. Whilst women are motivated to travel actively for physical and mental health reasons, worries about their personal safety, convenience (particularly when taking multi-stop trips) and appearance are all barriers to preventing them from cycling and walking.

<https://www.sustrans.org.uk/our-blog/research/all-themes/all/exploring-gender-and-active-travel>

Disability – In Nottingham City, 18.1% of people have long-term health problems that limit day-to-day activities. Data collected by Transport Statistics (2019) found that people with a disability make fewer trips by car. Simultaneously, disabled people are also less likely to be a car driver, placing further importance on accessible transport both in terms of walking and cycling but also public transport.

Other evidence which might be relevant – There is emerging evidence that suggests air pollution can be associated with poorer mental health conditions. This includes potential links between air pollution exposure and increased rates of both depression and anxiety disorders. [Air pollution, mental health, and implications for urban design - a review - Centre for Urban Design and Mental Health \(urbandesignmentalhealth.com\)](http://urbandesignmentalhealth.com)

	Could particularly benefit X	May adversely impact X	How different groups could be affected (Summary of impacts)	Details of actions to reduce negative or increase positive impact (or why action isn't possible)
People from different ethnic groups.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The measures will be aimed at citizens who would benefit from increased physical activity with particular focus on women in low income families, people being referred for social prescribing for mental health or social isolation reasons and 2 specific clinical cohorts in Nottingham University Hospitals Trust's Active Hospitals programme hepatology and ante- natal clinics (Adults with non-alcoholic fatty liver and women with gestational diabetes).</p> <p>For those accessing the programme there should be the following impacts:</p> <ul style="list-style-type: none"> • Positive economic impacts (and the associated social, health and well-being benefits) through improving access to work by active travel. • Positive health impacts through encouraging people to walk and cycle and through expanded travel horizons. • Increased confidence through exercise and social interaction. <p>The programme will people into a programme of available active transport</p>	<p>The majority of social prescribing referrals in the city are for mental health and wellbeing and/or social isolation. Our package will:</p> <ul style="list-style-type: none"> • Offer personalised provision and "What Matters to Me" will be at the heart of inclusive and supportive delivery with options for individual or group level support. This will cater for people who lack social confidence and need a more personalised one to one approach to motivate and build confidence through to people experiencing social isolation who might prefer the more social element of group activities. These activities will be delivered over period of 6- 12 weeks allowing time to build relationships with clients and for friendships to develop. • Support women by providing family friendly active travel package to support low income families and to provide women-only support which will include childcare. • Services will be delivered in the local areas in community settings and by working with established community
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Women	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Trans	<input type="checkbox"/>	<input type="checkbox"/>		
Disabled people or carers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Pregnancy/ Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>		
Lesbian, gay or bisexual people.	<input type="checkbox"/>	<input type="checkbox"/>		
Older	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Younger	<input type="checkbox"/>	<input type="checkbox"/>		
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).	<input type="checkbox"/>	<input type="checkbox"/>		
<i>Please underline the group(s) /issue more adversely affected or which benefits.</i>				

			<p>services through signposting into community level provision or through 1to1 or more intensive personalised activity programmes.</p> <p>All activities seek to address barriers to participation for our target groups including access to bikes, suitable clothing and footwear for active travel, knowledge skills and confidence.</p> <p>These services will benefit citizens by:</p> <ul style="list-style-type: none"> • Helping those who are unemployed to broaden their travel horizons to access jobs and training through the jobseeker travel support service (e.g journey buddying, cycle training, cycle loan) • Providing bike maintenance skills/ training and free cycle loans and access to out door clothing which will help to reduce barriers to using bikes for transport. • Helping those in low income households with health needs to broaden their travel horizons with access to cycle training, cycle maintenance and buddying located to support cycling in communities with low levels of activity/ lower income areas. • Helping those in employment enhance their travel options including active forms of travel which could improve their health. • Providing 1to1 and Group Walking sessions with a journey buddy which will help to build confidence • Providing personalised travel plans and information about walking and cycling routes for citizens in their local area. • Providing 1to1 and group training to enable people to cycle and encourage healthy, active lifestyles. 	<p>groups to help people access support through familiar and trusted channels they already engage with.</p> <p>This delivery model will promote community cohesion by enabling targeted groups to access the services and travel confidently.</p> <p>Citizens with specific health needs such as those with a disability or limited mobility or with mental health needs will be referred by the Social Prescribing Link Workers or Health and Wellbeing Coaches to appropriate active travel service providers registered with the Greenspace social prescribing Trusted Providers Accreditation to ensure service providers can offer the right support to meet the specific needs of each client.</p> <p>Activities such as group walks and cycle training will be commissioned for particular groups of users as required in each PCN area (e.g. age related, people with disabilities, women, cultural communities, BAME groups). Examples of such projects within the programme include led tandem rides for people with visual impairment; a programme of women only bike mechanics training including childcare to enable participation; all ability cycle training taster sessions delivered in a supportive environment.</p> <p>The e-bike library will offer free loans from a pool of specialist and adapted e-bikes, e-trikes, e-tandems and - companion bikes to make cycling accessible to all abilities and for people with specific health or mobility needs.</p> <p>A co-design approach will ensure that our programme will make active travel possible for those who would most benefit from being more active, being more connected to people and opportunities, better mental health and wellbeing. This process will be</p>
--	--	--	---	--

			supported by the CCG's patient co-design network, My Life Choices to bring lived experience to input to service specifications and commissioning of active travel services in the programme.
--	--	--	--

Outcome(s) of equality impact assessment:

- No major change needed •Adjust the policy/proposal •Adverse impact but continue
- Stop and remove the policy/proposal

Arrangements for future monitoring of equality impact of this proposal / policy / service:

Review assessment following feedback from Equality and Diversity Team

Approved by (manager signature):

Chris Carter
Chris.Carter@nottinghamcity.gov.uk

Date sent to equality team for publishing:

First Draft sent

Send document or link to:
equalityanddiversityteam@nottinghamcity.gov.uk