



Oxfordshire County Council
Equalities Impact Assessment

Lane Rental Scheme for Oxfordshire

April 2023

Contents

Section 1: Summary details	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	6
Section 3: Impact Assessment - Additional Community Impacts.....	7
Section 3: Impact Assessment - Additional Wider Impacts.....	8
Section 4: Review	9

Section 1: Summary details

Directorate and Service Area	Environment and Place – Highway Maintenance and Operations – Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Lane Rental Scheme for Oxfordshire
Is this a new or existing function or policy?	New
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Lane Rental identifies which of our roads will be subject to additional charges to undertake road and street works. It imposes additional charges on those wanting to work on this part of the network at peak times. Impacts include reduced congestion at key times, promotes innovation in the industry, provides for surplus revenue which can be reinvested back into the network and compliments, as the next evolution of network management, the key priorities of the County Council.</p> <p>The proposal does not discriminate or unfairly disadvantage individuals or groups within the community.</p>
Completed By	Keith Stenning – Head of Network Management
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Having established and successful Permit Scheme in Oxfordshire for the management and control of works on the highway network, an opportunity exists to create a Lane Rental Scheme for Oxfordshire which will designate our busiest road as Lane Rental, which requires greater financial charges on those wishing to work on the network.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Introduce Lane Rental to Oxfordshire. This will allow greater control of works on key routes, at key times, for network management, reduce congestion, improve bus journey times, free up the network of disruptive works and where they do take place, create surplus income which can be reinvested into the highway network to make improvements.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>A scoping document has been provided which outlines the benefits of the scheme. Scheme documents are being prepared for submission to the Department for Transport following a consultation process. Evidence is based on trial schemes undertaken in London and Kent, and the experiences of other local authorities in the South East that have Lane Rental Schemes.</p>

<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>This is the next evolution of the existing Permit Scheme for Oxfordshire. The County is not required to implement a scheme but the benefits, detailed in the scoping report, are considerable. The do nothing option has been rejected as it does not meet the ambitions of the County Council.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved network management. Improved bus journey times.		Network Management	Through the live of Lane Rental.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lane Rental surpluses can be bid for to enhance services and highway improvements.		Network Management via the bidding process.	Through the life of Lane Rental.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact is the balance between the charges, bidding and innovation in the industry.		Network Management and the Industry.	Through the life of Lane Rental.
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Lane Rental refunds society for the detrimental impacts of road and street works.		Network Management and the Industry.	Through the life of Lane Rental.

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	Annual review as part of the Department for Transport requirements for Lane Rental Schemes.
Person Responsible for Review	Keith Stenning – Head of Network Management
Authorised By	