



# **Oxfordshire County Council**

## **Equalities Impact Assessment**

Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26

12/03/2025

## 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.....	10
Section 3: Impact Assessment - Additional Wider Impacts.....	12
Section 4: Review .....	13

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place, Transport Policy.
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	The proposed Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>  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>The BSIP vision, aims and Delivery Plan all share the central aims of improving and growing the local bus network.</p> <p>The Delivery Plan includes schemes to break down the barriers (real or perceived) to bus use, encouraging people to travel in a more sustainable way and enabling people to access important services (healthcare, shopping, education, employment, training).</p> <p>The BSIP Delivery Plan is therefore considered to have a positive impact on individuals and communities more broadly. Some of the expected benefits are reduced congestion, improved accessibility, improved air quality and a stronger commercial bus network for Oxfordshire.</p> <p>There are considered to be no negative impacts from an EIA standpoint.</p>
<b>Completed By</b>	Katharine Broomfield
<b>Authorised By</b>	Melissa Goodacre
<b>Date of Assessment</b>	12/03/2025

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Department for Transport (DfT) has allocated total bus funding of £10,146,513 to Oxfordshire County Council for the financial year 2025/26. This is known as the Bus Grant and comprises both Capital and Revenue BSIP funding together with the Local Authority element of Bus Service Operators Grant (LA-BSOG).</p> <p>The County Council is required by the DfT to produce and publish a BSIP Delivery Plan for 2025/26 by 31 March 2025. This is a condition for release of the Bus Grant funding by DfT.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Delivery Plan aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives:</p> <ul style="list-style-type: none"> <li>* maintain the existing bus network;</li> <li>* make incremental improvements to core services;</li> <li>* make significant enhancements to bus stop infrastructure;</li> <li>* provide for improvements to the bus fleet; and</li> <li>* undertake design work for further bus priority enhancements.</li> </ul> <p>The Delivery Plan has been approved by Oxfordshire's Bus Enhanced Partnership Board and aligns with the ambitions of the Oxfordshire BSIP. Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Consultation and stakeholder engagement was undertaken during March and April 2024 in developing the latest version of the Oxfordshire BSIP. This was used to shape the aspirations and proposals contained within from which the Delivery Plan 2025/26 has been prepared.</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>Council officers, bus operators, bus user group representatives and other parties have been involved in putting together and reviewing the Delivery Plan and have indicated their support.</p> <p>There is research that indicates certain groups are statistically more reliant on bus and are therefore more frequent bus users. These include younger and older people, women, those with protected characteristics of disability, race, pregnancy and maternity, people in rural locations, and those on lower incomes. All these groups will therefore benefit from improvements proposed in the updated BSIP.</p> <p>Buses can help reduce congestion, improve air quality, and enhance road safety, which are all factors that affect the quality of life and well-being of residents and visitors.</p> <p>As evidenced in numerous texts, reducing car journeys is fundamental in enabling us to achieve global climate targets of limiting the global temperature increase to 1.5 degrees. A fully loaded double decker bus can take 75 cars off the road. In this sense all buses can be viewed as 'green' regardless of how they are fuelled or emissions levels.</p>
<p><b>Alternatives considered / rejected</b></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>Producing a Delivery Plan is a condition for receipt of the 25/26 Bus Grant funding. Not receiving this funding would result in the inability to deliver on proposed bus improvement schemes this year and therefore was rejected as an option.</p> <p>Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</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
<b>Age</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Younger and older people are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People with disabilities are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Women are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Black, Asian, and minority ethnic (BAME) households tend to have the highest rates of poverty and are therefore statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Women are statistically more likely to rely on buses. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.



<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Religion or Belief</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could be impacted positively through improved services supporting access to religious events or places of worship.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

### 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
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The impacts of transport poverty are worst for poor people in rural areas. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers are likely to be unpaid or on low income and therefore would benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Those on lower incomes are statistically more likely to rely on buses. In addition, access	To consider this group when developing the	Technical Lead for Bus Service	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner</b> (* Job Title, Organisation)	<b>Timescale and monitoring arrangements</b>
				to work is greatly improved by more accessible and affordable public transport opportunities. Therefore this group will benefit from improvements to bus services and access.	details of schemes within the Delivery Plan.	Improvement (OCC)	including satisfaction both for bus users and non users.

### 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
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Access to work is greatly improved by more accessible and affordable public transport opportunities. Therefore this group will benefit from improvements to bus services and access.	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is likely to be a neutral impact on this group	To consider this group when developing the details of schemes within the Delivery Plan.	Technical Lead for Bus Service Improvement (OCC)	Delivery of schemes by 31 March 2026. Quarterly monitoring of KPIs including satisfaction both for bus users and non users.

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
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Buses provide affordable, accessible, and reliable transportation, especially for those who may not have other options. They connect people to jobs and customers to businesses, facilitate access to education and essential services, promote social inclusion, and contribute to environmental improvements by encouraging a shift from private to public transport.	None	Technical Lead for Bus Service Improvement (OCC)	N/A

## 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.

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<sup>1</sup> 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

<b>Review Date</b>	Overall there are not thought to be any negative impacts on the above groups, so therefore this will be monitored on an on-going basis as schemes develop. In some cases, a scheme specific EIA may be completed.
<b>Person Responsible for Review</b>	Technical Lead Bus Service Improvement
<b>Authorised By</b>	Melissa Goodacre, Sustainable Transport Manager