



Oxfordshire County Council
Equalities Impact Assessment

Quiet Lanes Policy & Delivery Framework

29/04/26

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

Directorate and Service Area	Place Shaping / Place Planning
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Quiet Lanes Policy and delivery framework
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).	The are no negative impacts associated with the adoption of the quiet lanes policy. Rural communities will be positively affected, as intended consequences of quiet lanes is to reduce through traffic through rural communities, resulting in lower level of noise and air pollution, improve safety for non-motorised users and opportunities for place making, nature recovery.
Completed By	Dan McCrory (Technical Lead – Place Planning Central)
Authorised By	Melissa Goodacre
Date of Assessment	29/04/2026

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>This is a proposal to implement and test a countywide Quiet Lanes policy, as set out in the Policy Statement along with an associated framework for their implementation, in order to improve coherence and speed up the delivery of a type of scheme which has great potential for encouraging rural active travel, improving local amenities and road safety whilst providing resource efficiencies. Bringing forward the Quiet Lanes policy and pilot scheme, enables the County Council to use this as one mechanism to deliver rural transport and health improvements for communities, in accordance with the Local Transport & Connectivity Plan and Marmot Place Programme.</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>In the absence of a county-wide Quiet Lanes policy, delivery to date has been ad hoc, resource intensive and lacking network coherence, limiting impact despite multiple isolated examples.</p> <p>A standardised policy and assessment framework would streamline delivery, enable a step change in implementation, and improve consistency, understanding and compliance across Oxfordshire.</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>Evidence from Department for Transport (DfT) evaluations of existing Quiet Lane initiatives indicates that signage-only approaches generally have little to no impact on traffic volumes or vehicle speeds.</p> <p>Furthermore, a review conducted by the Transport Research Laboratory of several Quiet Lane pilot schemes concluded that “the best documented UK pilots show little to no systematic reduction in speeds or motor traffic</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>volumes from signs alone; user awareness may improve, but the lanes remain open to general traffic without enforceable restrictions.</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>Options for delivering quiet lanes can include proposals to mix traffic. This has been discounted as evidence from similar schemes across the country shows these do not have the desired effect in relation to encouraging active travel or environmental benefits.</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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to access services, schools, medical appointments, and potential restrictions of mobility.	Risk of negative impacts mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. Behaviour change interventions e.g. to cycle the route or information to increase awareness of the new sustainable travel options will take place.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.

Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to access services, medical appointments and ability to receive home care.	Risk of negative impacts mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. Behaviour change interventions e.g. to cycle the route or information to increase awareness of the new sustainable travel options will take place.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to access services, medical appointments and ability to receive home care.	Risk of negative impacts m mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. Behaviour change interventions e.g. to cycle the route or information to increase awareness of the new sustainable travel options will take place.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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"/>	Intended consequences of quiet lanes is to reduce through traffic through rural communities, resulting in lower level of noise and air pollution, improve safety for non-motorised users and opportunities for place making, nature recovery.	Behaviour change interventions to increase awareness of the new sustainable travel options will take place to enable nearby rural communities to maximise their use of the new quiet lanes to walk, wheel, cycle and horse ride.		
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Potential limitation to their ability to reach residents receiving home care	Risk of negative impacts mitigated against through the assessment criteria - schemes will only be implemented where there is an adequate alternative route that do not excessively add to journey time or create the need for circuitous journeys. When projects are identified, share with Carers Network for awareness.	Dan McCrory (Technical Lead, Place Planning Central)	Considered at project outset and monitored through experimental TRO period.

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
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Refugees, Asylum seekers and Undocumented migrants (i.e. vulnerable migrants)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Socio-Economic Duty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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
Person Responsible for Review	Dan McCrory (Technical Lead Place Planning)
Authorised By	Melissa Goodacre (Sustainable Transport Manager)