



Oxfordshire County Council
Equalities Impact Assessment

Thame LCWIP

15/07/2025

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Section 1: Summary details

Directorate and Service Area	Place Planning and Coordination, Place Shaping, Economy and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	The Thame Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	This is a new local policy for Thame. It is supported by the existing Local Transport and Connectivity Plan (LTCP) Policy 3 - Local Cycling and Walking Infrastructure Plans
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>The Thame LCWIP has been developed as required by the LTCP Policy 3a target to develop and implement LCWIPs for all the main urban settlements in Oxfordshire. This is part of Oxfordshire County Councils commitment to move towards the vision set out in the LTCP for an inclusive and safe net-zero Oxfordshire transport system.</p> <p>The LCWIP will help make active travel more accessible in Thame by creating a prioritised list of improvements to the cycle and walking network in the area. Therefore, reducing inequalities in transport accessibility.</p> <p>Possible Positive Impacts:</p> <p>Age and Disability: All improvements will be LTN 1/20 compliant. LTN 1/20s summary principles require infrastructure and routes to be accessible to all.</p> <p>Sex: Draft LCWIP suggests lighting to be installed where feasible. Increased usage of active travel routes as a result of improvements should increase safety by natural surveillance.</p> <p>Rural Communities: The LCWIP will help improve connectivity between more rural areas and the centre of Thame</p> <p>Staff: Increase ability for commutes to be undertaken by walking and cycling.</p>

	<p>Other Council Services: Improved access to council services.</p> <p>Social Value: Aims to improve active travel in the Thame area. Active travel has many social and environmental benefits as well as health co-benefits.</p> <p>Possible Negative Impacts:</p> <p>No negative impacts have been identified.</p>
Completed By	Jess Livesey and Harry Etchells
Authorised By	Hannah Battye
Date of Assessment	11/09/2025

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>"The Thame LCWIP is one of a number of LCWIPs under development for market towns across Oxfordshire (as required by LTCP Policy 3a). LCWIPs enable a long-term approach to developing/improving local cycle and walking networks.</p> <p>This is the first version of the Thame LCWIP to be considered for approval.</p>
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<p style="text-align: center;">Proposals</p> <p style="text-align: center;">Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The LCWIP has audited current routes and will provide a prioritised list of improvements to the cycling, walking and wheeling network in Thame supporting people to take more trips by active travel modes. This has been chosen as the best course of action as the LCWIP will help will ensure that improvements to the active travel networks in the area are prioritised effectively as well as helping secure funding for these improvements which in turn will help facilitate model shift as per the LTCPs vision.</p> <p>The LCWIP proposes:</p> <ul style="list-style-type: none"> • New/upgraded crossings • Junction improvements • Removal/modification of barriers • Widened footway • New/upgraded shared footway/cycleway • New footway • New/upgraded segregated cycleway • Traffic calming • New/upgraded lighting • School streets • Surface improvements • New traffic regulations • Permission for cycling • New/upgraded wayfinding • On-carriageway cycling improvements
<p style="text-align: center;">Evidence / Intelligence</p> <p style="text-align: center;">List and explain any data, consultation outcomes, research</p>	<p>Consultation Outcomes: Positive reception for Let’s Talk Consultation, Steering Group Meetings and Draft LCWIP</p> <p>Feedback from Services Users and Stakeholders: Support from Local Active Travel Groups, residents and councillors.</p>

<p>findings, feedback from service users and stakeholders etc, that 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>Constructive feedback received will be considered for inclusion in the LCWIP before it is approved.</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>As noted above, the adopted LTCP makes a clear commitment to develop an LCWIP for Thame. Policy 3a in the LTCP states that Oxfordshire County Council will:</p> <p>"Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity."</p> <p>The LCWIP follows national guidance and is supported by both national and local policy. Using an alternative approach would mean deviating from the policies adopted in the LTCP and may reduce the likelihood of securing funding for active travel schemes in Thame</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 checked="" type="checkbox"/>	<input type="checkbox"/>	The LCWIP will make help active travel more accessible by providing a list of prioritised improvements for cycling and walking routes in Thame. All improvements will be LTN 1/20 compliant. LTN 1/20s summary principles require infrastructure and routes to be accessible to all regardless of age.	N/A	S and V Locality	
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The LCWIP will make help active travel more accessible by providing a list of prioritised improvements for cycling and walking routes in Thame. All improvements will be LTN 1/20 compliant. LTN 1/20s summary principles require infrastructure and routes to be accessible to those with disabilities.	N/A	S and V Locality	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Many walking routes in Thame scored well for Actual and Perceived Safety during auditing for the LCWIP. Draft LCWIP further suggests improved lighting to be installed to increase the usability of routes outside of daylight hours. Increased usage of active travel routes as a result of improvements should increase safety by natural surveillance.</p>		S and V Locality	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No rural communities within the scope of the LCWIP area		S and V Locality	
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved active travel routes and infrastructure will help improve accessibility.			
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All LSOAs within the study are at least in the 40% least deprived LSOAs in the UK.		S and V Locality	

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide opportunities for workers to use active travel to commute for part or all of their journey.			
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Active travel accessibility increased in Thame including to council services such as the library.			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Aims to provide an accessible and inclusive active travel network in Thame by creating a prioritised list of improvements for cycling and walking routes. Active travel has many social and environmental benefits and health co benefits.		S and V Locality	

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	EIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EIA should be updated accordingly as and when changes are made to the LCWIP.
Person Responsible for Review	Harry Etchells – Place, Planning & Co-Ordination (South & Vale)
Authorised By	Hannah Battye