



**Oxfordshire County Council**  
**Equalities Impact Assessment**

Wallingford Area Local Cycling and Walking Infrastructure Plan

February 2026

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Place Planning and Coordination, Place Shaping, Economy and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	The Wallingford Area Local Cycling and Walking Infrastructure Plan (LCWIP)
<b>Is this a new or existing function or policy?</b>	This is a new local policy for the Wallingford area. It is supported by the existing Local Transport and Connectivity Plan (LTCP) Policy 3 - Local Cycling and Walking Infrastructure Plans
<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 Wallingford Area 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 the Wallingford area 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 Impacts:</p> <p>Positive:</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: Actual and Perceived Safety on traffic free routes was not identified as an issue through auditing for the LCWIP. Although the Draft LCWIP suggests proposals which will enhance safety for woman and girls, as guided by studies into this, such as installing lighting 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 Wallingford via other modes of travel beyond private car use.</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 Wallingford area. Active travel has many social and environmental benefits as well as health co-benefits.</p> <p>No negative impacts have been identified.</p>
<b>Completed By</b>	Jess Livesey
<b>Authorised By</b>	Hannah Battye, Head of Place Shaping
<b>Date of Assessment</b>	25/02/2026

## 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 Wallingford Area 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 Wallingford Area LCWIP to be considered for approval.</p>
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<p style="text-align: center;"><b>Proposals</b></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 the Wallingford Area 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 modal shift as per the LTCPs vision.</p> <p>The LCWIP proposes:</p> <ul style="list-style-type: none"> <li>• New and improved crossings for walking and cycling</li> <li>• Junction redesign to prioritise walking and cycling movements</li> <li>• Removal or modification of barriers on walking and cycling routes to improve accessibility</li> <li>• Provision of additional high-quality cycle parking</li> <li>• On-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions)</li> <li>• Provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles to active travel)</li> <li>• Permissions for cycling on some routes where cycling is not currently permitted</li> </ul>

	<ul style="list-style-type: none"> <li>• Footway widening</li> <li>• Provision of new and improved walking and cycling routes between the Wallingford Area and the surrounding towns and other key local destinations (outside the town)</li> </ul>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research 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>Consultation Outcomes:</p> <ul style="list-style-type: none"> <li>• First Map and Pin Exercise: 24<sup>th</sup> March 2025. In total, 534 comments were received on the map.</li> <li>• The findings of the Map and Pin analysis have been used to inform the network development and have fed into the development of design recommendations for the LCWIP route.</li> <li>• Public Engagement on draft LCWIP 19<sup>th</sup> November 2025 to 07 January 2026. 64 comments were received on the online Let's Talk platform. Additionally, 7 respondents provided a response via email. Constructive feedback received has been considered for inclusion in the LCWIP before it is approved.</li> </ul> <p>Regular steering group meetings for each stage of the LCWIP which included local active travel groups, councillors and Wallingford Area Mobility Group, as well as initial site visits with members of each community to understand and realise opportunities for active travel based on local knowledge.</p> <p>Local mobility group included in steering group and early consultation for the LCWIP including site visits to the towns within the geographic scope.</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>As noted above, the adopted LTCP makes a clear commitment to develop an LCWIP for the Wallingford Area. 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 the Wallingford Area.</p>
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**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"/>	The LCWIP will help make active travel more accessible by providing a list of prioritised improvements for cycling and walking routes in the Wallingford Area. 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 Place Planning, OCC	
<b>Disability</b>	<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 the Wallingford Area. 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 Place Planning, OCC	

<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Actual and Perceived Safety on traffic free routes was not identified as an issue through auditing for the LCWIP. Although the Draft LCWIP suggests proposals which will enhance safety for woman and girls, as guided by studies into this, such as installing lighting where feasible. Increased usage of active travel routes as a result of improvements should increase safety by natural surveillance.	N/A	S and V Place Planning, OCC	
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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### 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"/>	Some areas within the scope of the LCWIP are rural villages.  The LCWIP will help improve connectivity between these areas and Wallingford and other larger towns that act as a service hub.	N/A	S and V Place Planning, OCC	
<b>Armed Forces</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RAF Benson in the scope of the LCWIP. Improved access for military personnel to local amenities and destinations.	N/A	S and V Place Planning, OCC	
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved active travel routes and infrastructure will help improve accessibility.	N/A	S and V Place Planning, OCC	
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All LSOAs within the study are at least in the 30% least deprived LSOAs in the UK.			

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

<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

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
				and environmental benefits and health co benefits.			

## 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.

<b>Review Date</b>	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.
<b>Person Responsible for Review</b>	Rosie Lawrence and Jess Livesey – Place Planning and Coordination (South & Vale)
<b>Authorised By</b>	Hannah Battye, Head of Place Shaping