

Service and Community Impact Assessment (SCIA)

Front Sheet:

Directorate and Service Area:

Communities

What is being assessed (e.g. name of policy, procedure, project, service or proposed service change):

City centre transport improvements (exc. experimental closure of Queen Street – assessed separately)

Responsible owner / senior officer:

Martin Kraftl

Date of assessment:

June 2017

Summary of judgement:

The scheme needs to consider through its detailed design and construction stages the potential for adverse impacts with regard to people with visual impairments or others who feel vulnerable using zebra crossings, and ensure that these are mitigated against in the final scheme.

Detail of Assessment:

Purpose of assessment:

To inform Cabinet decision on proposed city centre transport improvements

You should also include the following statement to clearly set out the reasons and context for undertaking the assessment:

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic, and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief

- sex
- sexual orientation
- marriage and civil partnership

Social Value

Under the Public Services (Social Value Act) 2012 the Council also has an obligation to consider how the procurement of services contracts with a life value of more than £173,934¹ might improve the economic, social, and environmental well-being of the area affected by the proposed contract, and how it might act to secure this improvement. However, it is best practice to consider social value for all types of contracts, service delivery decisions and new/updated policies. In this context, 'policy' is a general term that could include a strategy, project or contract.

Context / Background:

In the light of the proposals in the Local Transport Plan and Oxford Transport Strategy, transport improvements are proposed in Oxford city centre, as part of a package which also includes an experimental closure of Queen Street to buses, taxis and private hire vehicles (**covered by a separate impact assessment**).

Proposals:

The improvements are intended to contribute towards the delivery of the Oxford Transport Strategy. The overall objectives of the proposals are to:

Provide additional capacity for future growth in city centre bus, cycle and walking trips (including those arising from the new Westgate centre)

Improve bus journey times, safety and air quality by reducing bus queuing at junctions

Improve safety, comfort and convenience for pedestrians and cyclists, particularly at junctions

The proposals include amendments to traffic regulation orders, bus stop clearways and provision of new zebra crossings in a number of city centre streets.

Evidence / Intelligence:

The proposals have been developed in response to previous consultations on city centre changes, coupled with analysis of data on loading activity, journey times,

¹¹ [EC Procurement Threshold for Services](#)

traffic flows (inc pedestrians and cyclists). Some elements of the proposals have been trialled in situ.

Alternatives considered / rejected:

Various options were considered through the design process, including alternative junction and crossing arrangements and various options for restricting loading.

Impact Assessment:

Identify any potential impacts of the policy or proposed service change on the population as a whole, or on particular groups. It might be helpful to think about the largest impacts or the key parts of the policy or proposed service change first, identifying any risks and actions, before thinking in more detail about particular groups, staff, other Council services, providers etc.

It is worth remembering that 'impact' can mean many things, and can be positive as well as negative. It could for example relate to access to services, the health and wellbeing of individuals or communities, the sustainability of supplier business models, or the training needs of staff.

We assess the impact of decisions on any relevant community, but with particular emphasis on:

- Groups that share the nine protected characteristics
 - age
 - disability
 - gender reassignment
 - pregnancy and maternity
 - race – this includes ethnic or national origins, colour or nationality
 - religion or belief – this includes lack of belief
 - sex
 - sexual orientation
 - marriage and civil partnership
- Rural communities
- Areas of deprivation

We also assess the impact on:

- Staff
- Other council services
- Other providers of council services
- Any other element which is relevant to the policy or proposed service change
- How it might improve the economic, social, and environmental of the area affected by the contract **if** the Public Services (Social Value) Act 2012 applies

For every community or group that you identify a potential impact you should discuss this in detail, using evidence (from data, consultation etc.) where possible to support your judgements. You should then highlight specific risks and any mitigating actions you will take to either lessen the impact, or to address any gaps in understanding you have identified.

If you have not identified an impact on particular groups, staff, other Council services, providers etc. you should indicate this to demonstrate you have considered it.

Impact on Individuals and Communities:

Community / Group being assessed (as per list above – e.g. age, rural communities – do an assessment for each one on the list)

Summarise the specific requirements and/or potential impact on this community / group, and then highlight the most significant risks and mitigating action that has been or will be taken.

Risks	Mitigations
<p>Age</p> <p>The proposals will remove a number of signal controlled pedestrian crossings and replace them with zebra crossings.</p> <p>Older people may feel more vulnerable using zebra crossings</p> <p>Unaccompanied children may also feel less safe using zebra crossings</p>	<p>There is no evidence to suggest zebra crossings are less safe than signal controlled crossings.</p> <p>The proposed crossings are within 20 mph speed limits, and have been designed to ensure good visibility.</p>
<p>Disabilities</p> <p>The proposals will remove a number of signal controlled pedestrian crossings and replace them with zebra crossings</p> <p>People with mobility or visual impairments may also feel less safe using zebra crossings</p>	<p>Consideration should be given at the detailed design stage to “splitting” crossings with a central refuge wherever possible, so that pedestrians need only deal with a single lane and direction of traffic at a time.</p>
<p>Other protected characteristics</p> <p>No effects identified.</p>	

Impact on Staff:

Summarise the specific requirements and/or potential impact on staff, and then highlight the most significant risks and mitigating action that has been or will be taken.

Risks	Mitigations
None identified	

Impact on other Council services:

Summarise the specific requirements and/or potential impact on other council services, and then highlight the most significant risks and mitigating action that has been or will be taken.

Risks	Mitigations
None identified	

Impact on providers:

Summarise the specific requirements and/or potential impact on providers of council services, and then highlight the most significant risks and mitigating action that has been or will be taken.

Risks	Mitigations
None identified	

Social Value

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.

How might the proposal improve the economic well-being of the relevant area?

The scheme will provide improved access to and within Oxford city centre for more people and therefore help to ensure the continued economic prosperity of the city.

How might the proposal improve the environmental well-being of the relevant area?

The scheme will encourage more trips to be made by bus, cycle or on foot and will reduce congestion, which will lead to reduced air emissions with the Oxford AQMA.

Action plan:

Summarise the actions that will be taken as a result of the assessment, including when they will be completed and who will be responsible. It is important that the officer leading on the assessment follows up to make sure the actions are completed, and updates the assessment as appropriate. Any significant risks identified should also be added to the appropriate service or directorate risk register, to ensure they are appropriately managed and reviewed.

Action	By When	Person responsible
Review design to ensure it meets the needs of people with visual or mobility impairments, older people, and unaccompanied children – including	Prior to start of construction	Project Sponsor

specific consideration of splitter islands at zebra crossings.		
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Monitoring and review:

Try to be as specific as possible about when the assessment will be reviewed and updated, linking to key dates (for example when consultation outcomes will be available, before a Cabinet decision, at a key milestone in implementation)

Person responsible for assessment:

Version	Date	Notes (e.g. Initial draft, amended following consultation)
1	June 2017	Prior to Cabinet decision
2	Prior to start of construction	Review of detailed design
3	Following completion	Review of outcomes