



Oxfordshire County Council
Equalities Impact Assessment

IMPLEMENTING 'DECIDE & PROVIDE': REQUIREMENTS FOR TRANSPORT ASSESSMENTS

AUGUST 2022

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Section 1: Summary details

Directorate and Service Area	Communities, Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	'Implementing 'Decide & Provide': Requirements for Transport Assessments'
Is this a new or existing function or policy?	A new technical document to implement LTCP policy
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 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document sets out how developers will be required to follow the 'decide and provide' approach to transport planning through the transport assessments submitted as part of planning applications. The document has been devised to implement LTCP policy and will help to ensure that new developments make improvements to the transport and travel system that suitably mitigates the transport impacts of their development in line with the LTCP transport user hierarchy.</p> <p>This Equalities Impact Assessment shows that there is likely to be a benefit to various individuals, groups, and communities as a result of this technical document being implemented.</p>
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Authorised By	Hannah Battye, Head of Placemaking
Date of Assessment	01/09/22

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>Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP), adopted July 2022, outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system. One of the policies within LTCP that will be key to ensuring this vision is realised is Policy 36, which sets out how a 'decide and provide' approach to transport planning will be adopted.</p> <p>Part 'd' of Policy 36 states that we will, "Require transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document." This document has now been produced and its formal adoption by Cabinet is now recommended in order to allow the relevant OCC officers to ensure its requirements, and therefore the aims of the LTCP policy, are implemented in practice.</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>OCC's LTCP sets out the target of achieving a net-zero transport and travel system by 2040, improving health and wellbeing, tackling the climate emergency, reducing private car usage, and prioritising walking, cycling, and public transport. As detailed in the LTCP, in order to achieve this, fundamental changes to the way the county's transport network functions will need to be made. Such a substantial undertaking will necessarily entail a multi-pronged approach to reshaping the way places are connected.</p> <p>Stemming from the framework set out in the LTCP there will be numerous strategies which will contribute to setting out how the network is upgraded and reconfigured in order to achieve these aspirations. Amongst these, the forthcoming area transport strategies and transport corridor strategies will be key, as will OCC's new Parking Standards for New Developments document and OCC's Street Design Guide, which will help to ensure sites are master-planned to give primacy to high-quality walking, cycling, and public transport.</p> <p>Another significant element of realising these aims will be to make the shift from an approach to transport planning characterised as the 'predict and provide' approach towards adopting a 'decide and provide' approach instead.</p> <p>The Decide and Provide approach enables the Council to decide on the appropriate vision and objectives and then developers can provide a means towards that target and vision through planning applications. As such the 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document has been produced to ensure that new developments also adopt this approach. The primary aim of the document is to ensure that new developments contribute to improving the transport and travel system in accordance with the LTCP transport user hierarchy by giving primacy to walking, cycling, and public transport provision.</p>

<p>Evidence / Intelligence</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>The document is based on guidance that TRICS (2021) has produced, called the 'Guidance Note on the Practical Implementation of the Decide & Provide Approach' with further detail and requirements provided relevant to the LTCP. Further literature (both government and academic) is referenced throughout the document.</p> <p>It is thought to be one of the first instances of a local highway authority producing a document of this kind, i.e. completely reshaping the requirements for the way transport assessments are conducted by developers.</p> <p>An initial engagement process was undertaken which sought comments from a focussed group of internal colleagues. Following this, an engagement process was undertaken whereby input is being sought from officers at the district and city councils, industry professionals, and the authors of the guidance upon which the document is based.</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>Previous Local Transport Plans have not typically been supported by supplementary documents intended to ensure the effective implementation of OCC policy, so in that sense doing nothing was previously the option taken.</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"/>	By putting greater emphasis on ensuring that new developments contribute to improving walking, cycling, and public transport provision the document should make a positive contribution to ensuring that travel choices for all ages are more widely available and designed to be safe for all ages.	n/a	n/a	n/a
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to improving walking, wheeling, cycling, and public transport provision the document should make a positive contribution to ensuring that travel choices for people with disabilities are more widely available.	n/a	n/a	n/a
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a

Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a

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"/>	By putting greater emphasis on ensuring that new developments area designed to improve rural connectivity and contribute to improving walking, cycling, and public transport provision the document should make a positive contribution to ensuring that travel choices for people living in rural communities are more widely available and planned to connect to services, education and main centres.	n/a	n/a	n/a
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to improving walking, wheeling, cycling, and public transport provision the document should make a positive contribution to ensuring that travel choices for	n/a	n/a	n/a

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
				carers are more widely available.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lower income individuals and families may not have access or afford a private car. By putting greater emphasis on ensuring that new developments contribute to improving walking, cycling, and public transport provision the document should make a positive contribution to ensuring that affordable travel choices are more widely available.	n/a	n/a	n/a

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"/>	n/a	n/a	n/a	n/a
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The improved travel provisions as a part of decide and provide will help in supporting Public Health agendas of obesity, mental health and loneliness.	n/a	n/a	n/a
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"/>	By putting greater emphasis on ensuring that new developments contribute to improving walking, cycling, and public transport provision the document should make a positive contribution to ensuring that travel choices are more widely available thus contributing to the economic,	n/a	n/a	n/a

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

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
				social, and environmental well-being of the county.			

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	n/a
Person Responsible for Review	n/a
Authorised By	n/a