



Oxfordshire County Council
Equalities Impact Assessment

OXFORD TRAFFIC FILTERS

11/11/2022

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Section 1: Summary details

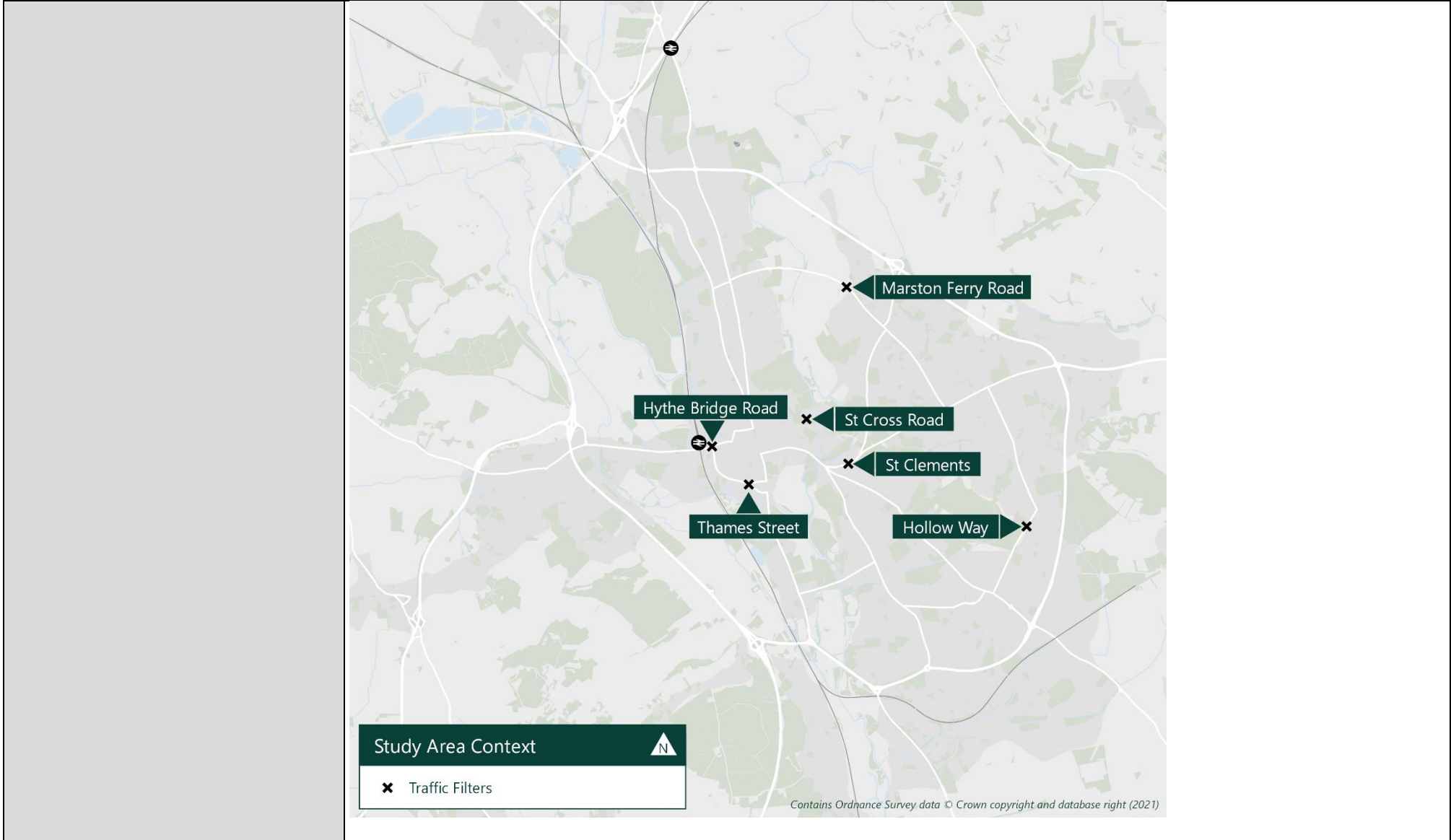
Directorate and Service Area	Environment & Place - Transport & Infrastructure
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	<p>Implementation of traffic filters at Hollow Way, Hythe Bridge Road, Marston Ferry Road, St Clements, St Cross Road and Thames Street. It is proposed to use an experimental traffic regulation order to trial the introduction of these filters and so impacts of the scheme can be monitored, and any changes made during the trial period, before any decisions on whether to introduce traffic filters on a permanent basis are made.</p> <p>In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals – a summary of changes and assessment of impacts of proposed scheme amendments on PCGs is at the end of this report.</p>
Is this a new or existing function or policy?	<p>Proposals for traffic filters in Oxford were first proposed in ‘Connecting Oxfordshire’, the county council’s previous Local Transport Plan adopted in 2015, and more specially the Oxford Transport Strategy. Traffic filters are included in the current Local Transport & Connectivity Plan, adopted in 2022, and emerging transport strategy for central Oxfordshire (the Central Oxfordshire Travel Plan).</p>
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>This EIA, developed by Steer, has been informed through direct engagement with Oxford City Council’s Inclusive Transport and Movement focus group. The group is comprised of people with experience of living, working and travelling around Oxford with a disability. It includes organisations such as KEEN Oxford, Wheels for Wellbeing, the Free Thinking Network, the University of Oxford, Ruskin College Oxford, a secondary school, and the Sensory Impairment Team at Oxfordshire County Council.</p> <p>The proposed Traffic Filters are intended to make bus journeys quicker and more reliable, enable the introduction of brand-new electric buses, make cycling and walking safer and more attractive, and reduce local air pollution to improve the health and wellbeing of Oxford’s communities. They are likely to have a net positive impact on the city’s residents, including Protected Characteristic Groups.</p>

	<p>It is acknowledged that the Traffic Filters may inconvenience drivers and those who rely on cars; e.g., older and/or disabled people and people from certain ethnic groups. Several additional disproportionately negative impacts have also been identified in this assessment, with varying implications.</p> <p>Where the Traffic Filters increase journey times, this may have a disproportionately negative impact on non-professional carers for disabled and/or older residents who are more likely to be making regular trips by car. However, it is important to recognise that motor vehicle access to all locations has been maintained, and exemptions for Blue Badge holders, disabled tax class vehicles, taxis and private hire vehicles, and both professional and non-professional health and care workers will mitigate the worst of these potential impacts. The ability for residents to obtain day passes will also help mitigate impacts on people making fewer regular journeys for caring purposes.</p> <p>The Traffic Filters are also likely to reduce traffic volumes and create improved conditions for buses, leading to reduced journey times by public transport. This will disproportionately benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and 'Black/African/Caribbean/Black British' residents who have the highest public transport mode share by ethnic group in Oxford.</p> <p>There are also likely to be benefits for those who cycle (predominantly those aged 16-24 and those aged 25-44) due to the removal of through-traffic within the Traffic Filters. This will create a safer and more accessible environment for people cycling and has the potential to encourage people from all backgrounds to cycle.</p> <p>A series of potential mitigation measures have been outlined within this EqIA which are intended to eliminate or limit the potential disproportionately negative impacts identified. These range from implementing bus priority and service improvements to maximise the benefits of the filters, to accelerating Local Cycling and Walking Infrastructure Plan (LCWIP) schemes to enable more people to switch from driving to cycling or walking.</p>
Completed By	Steer
Authorised By	Owen Jenkins
Date of Assessment	An initial assessment was done on 19 August 2022, followed by a review in on 11 November 2022, informed by a public consultation, and to reflect recommended changes to the proposals.

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>Proposals for traffic filters were included in the Oxford Transport Strategy (OTS) in 2015. The OTS formed part of “Connecting Oxfordshire”, the county’s fourth Local Transport Plan. The Local Transport sets the transport policies and priorities for the county, identifying objectives, policies, and plans for transport improvements. Connecting Oxfordshire aimed to ensure that the county's transport systems are fit to support Oxfordshire's ambitious plans for growth to 2031.</p> <p>The traffic filter proposals are one of three proposed “Core Transport Schemes”, alongside a Workplace Parking Levy and Zero Emission Zone.</p> <p>A Strategic Outline Business Case for the Traffic Filters and Workplace Parking Levy assessed a long list of potential options for a public consultation. This consultation, along with some transport modelling and further engagement with key stakeholders, further informed the definition of six traffic filters, which are assessed in this EqIA.</p>
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<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Traffic filters are designed to make bus journeys faster, reduce traffic and make walking and cycling safer. When they are operating, private cars will not be allowed through certain sections of roads without a permit.</p> <p>The concept of traffic filters was first introduced in 2015 in the Oxford Transport Strategy which was part of the county's local transport plan.</p> <p>How will the traffic filters operate?</p> <p>Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the traffic filters. Traffic signs will identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through.</p> <p>Any driver of a vehicle that goes through the traffic filter and is not exempt, will be issued with a penalty charge notice (Currently £70).</p> <p>Where will the traffic filters be located?</p> <p>The proposals include six traffic filters. Three of these will be located in the city centre on St Cross Road, Thames Street and Hythe Bridge Street.</p> <p>The remaining three filters will be located on: St Clements, Marston Ferry Road and Hollow Way.</p>
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The equalities assessment was undertaken based on the traffic filters scheme definition as of Spring 2022, at which point the scheme and its exemptions were initially defined. Work to refine the scheme, based on some transport modelling, emerging outputs from this EqIA and stakeholder engagement has informed alteration of the scheme definition that is being consulted on in September 2022.

Scheme definition for this EqIA

Traffic Filters operational between the hours of 7am to 7pm, seven days a week

Exemptions for:

- Blue Badge holders & disabled tax class vehicles
- All buses (not just registered local buses)
- Taxis and private hire vehicles
- Community transport vehicles
- Special vehicles such as emergency services.
- Health and care workers

Revised scheme definition for September 2022 consultation

The traffic filters will operate 7 days a week from 7am to 7pm. The traffic filters on Marston Ferry Road and Hollow Way will not operate on Sundays.

Exemptions for:

- All buses (not just registered local buses)
- Taxis and private hire vehicles
- Community transport vehicles
- Special vehicles such as emergency services.
- Mopeds
- Motorbikes.
- Commercial Vans or lorries.
- Heavy Goods Vehicles

Permits for private cars will be available for:

- Blue badge holders & disabled tax class vehicles.
- Health or care workers.
- Non-professional carers.
- Cars used as goods vehicles by businesses based in the permit area (see below).
- Residents living in the permit area (see below), on up to 100 days per year (see website for full details).

Car permits will be available for all residents and businesses (subject to conditions) located in:

- Oxford City Council's administrative area.
- North Hinksey Parish.
- South Hinksey Parish.
- Cumnor Parish east of the A420, including Botley, Dean Court, Cumnor Hill, Chawley and parts of Cumnor.

Households and businesses in these areas can apply for 100 permits for each vehicle owned.

The changes directly informed by this EIA are as follows:

- Permits for Non-professional carers. This mitigates the impact on carers and the people they care for.
- Day passes for residents within the ring road. This reflects the EIA's summary that the Traffic Filters would affect some 'essential' journeys for PCGs (Disability and Age in particular), but that these trips are varied, and it is challenging to define and administer specific exceptions on a case-by-case basis. Day passes are therefore a more general exemption that mitigates the impact on PCGs.



<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>Engagement with the Oxford Inclusive Transport and Movement focus group</p> <p>Steer directly engaged with Oxford City Council’s Inclusive Transport and Movement focus group to present and discuss the scheme proposals and potential impacts on PCGs. The group meets every six weeks, and is comprised of people with experience of living, working and travelling around Oxford with a disability. It includes organisations such as KEEN Oxford, Wheels for Wellbeing, the Free Thinking Network, the University of Oxford, Ruskin College Oxford, a secondary school, and the Sensory Impairment Team at Oxfordshire County Council.</p> <p>Steer presented to the group twice, initially on the scope of this EIA, then a follow up to present headline findings from the assessment. Feedback was gathered during and after both sessions and has been used to directly inform the EIA. Dialogue will continue with the focus group to gather feedback on this document during the public consultation phase.</p> <p>Feedback from wider consultation on the scheme undertaken by the relevant councils, including parish councils, churches and others, was also provided to Steer to inform the assessment.</p> <p>Quantitative data</p> <p>A separate EIA document has been produced which sets out all of the data that was collated in full.</p> <p>The primary data source used to inform the quantitative analysis in this EIA was the 2011 Census. Though this data is now more than a decade old, it remains the most comprehensive dataset available. The 2011 Census benefits from being an official and rigorous dataset and having standardised geographies that match other Office of National Statistics (ONS) datasets to enable cross-tabulation.</p> <p>For each protected characteristic, data was collated and analysed, with comparisons made at borough, regional and national level (where relevant). Due to limitations of the 2011 Census dataset, certain data was not accessible at a district or county level – in these cases, national data for England was used.</p> <p>Though 2021 Census data was collected prior to the publication of this report, its results were not available in time to inform this EqIA. While the initial population data released in summer 2022 was used, the 2011 Census remains the key data source for this document. The Office for National Statistics (ONS) expects to publish all other main 2021 Census data and analysis within two years of the census.</p>
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	<p>Qualitative data</p> <p>A number of additional data sources have been used to inform the qualitative analysis aspects of this EIA, including research from authorities such as Oxfordshire County Council, Transport for London, and inclusive transport organisations like Wheels for Wellbeing.</p> <p>Consultation – September/October 2022</p> <p>In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals – a summary of changes and assessment of impacts of proposed scheme amendments on PCGs is at the end of this report.</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>Doing nothing is not an option because the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done.</p> <p>Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</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"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> Keeping physically active in mid-life helps to delay the onset and progression of many age-related health conditions and plays an important role in helping to manage the impact of health conditions, including mental health. People in mid- (and later-) life are less likely to walk or cycle than younger people. The Traffic Filters could support these people to live more active lives with quieter streets and improved bus journey times (bus journeys typically start and end on foot or cycle). The Traffic Filters are designed to reduce traffic volumes across Oxford, which is likely to improve road safety. While this would benefit all age groups, those aged under 16 or over 60 disproportionately suffer severe injuries in road traffic collisions and are likely to benefit the most from improved road safety. Older people are more likely to live with mobility impairments. Some age-related impairments may not fall under the Equality 	<p>Non-professional carers to be exempt based on Carers Allowance receipt</p> <p>Monitoring and evaluation of access to healthcare, identifying the source(s) of any disruption</p> <p>Day passes for residents within the ring road and in Cumnor, North Hinksey and South Hinksey</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<p>Act definition of the 'Disability' PCG. They can include slower movement and reaction times or a need to use mobility aids. A reduction in traffic volumes is likely to be particularly beneficial to those who require extra time to cross the street.</p> <ul style="list-style-type: none"> • Young people aged under 16 and older people aged over 65 are more vulnerable to poor air quality. The Traffic Filters aim to enable mode shift, reducing pollutants emitted by private cars and encouraging more active travel. This is likely to benefit these age groups more than others by improving their air quality and health outcomes. • The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. 16-24-year-olds are the age group with the highest usage of public transport and should therefore benefit the most from these improvements. Due to the low mean age across large parts of central Oxford, the number of people impacted is likely to be high. <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> • Over the short-to-medium-term, as drivers change their behaviour in response to the 			
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				<p>Traffic Filters, noise and air pollution may worsen on neighbourhood distributor roads as private cars are redirected from the restricted routes. This may impact residents living on these roads; including younger and older people, whose health is more susceptible to pollutant exposure.</p> <ul style="list-style-type: none"> • While the Traffic Filters are likely to create safer, healthier streets for residents, they may lengthen journey times for people who rely upon private car. In the short-to-medium-term, there may also be delays on the ring road as many private cars become unable to cross Oxford directly. Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition. • Longer journeys would likely also mean increases in individual fuel consumption and its associated costs. Many older people are less likely to have the means to shoulder these increased costs. There may be a disproportionately negative impact on older people as a result of the financial burden of longer journey times. • Older people aged 65 and over are more likely to make frequent visits to medical facilities than other age groups. The 			
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				<p>introduction of the Traffic Filters may lead to some of these journeys being extended for those who aren't Blue Badge holders. It may also lead to increased fuel costs.</p> <ul style="list-style-type: none"> The east of the city has a high number of medical care centres, including Oxford's largest hospital. Older people driving (or being driven) to these care centres will be required to use the ring road to circumvent Oxford, which may lead to longer journey times. There is less access to GPs in the west of the city, meaning older people are more likely to have to change their journeys to avoid the filters. However, the population of this particular area is lower than other areas, which should reduce the number of people impacted. 			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> Reduced traffic volumes within the ring road during operational hours should improve conditions for cyclists and pedestrians. This would disproportionately benefit disabled cyclists, many of whom rely on upon cycling as their primary means of travel or as a mobility aid. It should be noted that some disabled cyclists may be unable to dismount and remount their bike at difficult or dangerous parts of their routes – 	<p>Monitoring and evaluation of filters to capture impacts on non-Blue Badge holders who travel by taxi</p> <p>OCC to publicise the scheme and ensure that all materials are fully accessible</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<p>comprehensive and safe cycle infrastructure is therefore particularly important to disabled cyclists.</p> <ul style="list-style-type: none"> • Less busy roads would benefit disabled people whose impairments necessitate extra time to cross the road, or whose mobility aids require travelling along the road. They would allow for use of the carriageway to avoid temporary blockages or hazardous pavements. Conditions would likely be safer and more comfortable for those with visual or hearing impairments, which add complications to navigating streets as a pedestrian. • There are three Special Educational Needs (SEN) schools within the area covered by the Traffic Filters: an Oxfordshire Hospital School site, the Iffley Academy and the Northern House Academy, as well as other schools with SEN facilities. These schools will receive the benefits outlined above, including improved air quality, reduced noise pollution, and quieter, safer streets. • The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. Some disabled people may be reliant on public transport and would therefore benefit from these improvements. 	<p>Professional care workers are exempt, mitigating the impact on carers, and those reliant upon carers</p> <p>Exemptions for families with SEN children who are entitled to free travel and in receipt of mileage allowance or direct travel payments from OCC</p> <p>Monitoring and evaluation of access to healthcare, identifying the source(s) of any disruption</p> <p>Day passes for residents within the ring road</p>		
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				<p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> • The Traffic Filters may lengthen journey times for those with impairments who rely upon private cars or taxis. Increased journey times may lead to further discomfort and anxiety for some disabled people and have a detrimental impact on their mental and/or physical health. • Some disabled people may find the changes confusing and stressful due to a need to change routes when travelling by private car. For some, this may limit their ability to undergo their daily routines in the short-term. • There are a number of SEN schools within the area impacted by the Traffic Filters, both within the ring road and immediately outside of it. Mabel Prichard School, Endeavour Academy, and Orion Academy are just outside of the ring road. Students at these schools may be impacted by the redirection of traffic to the ring road by the Traffic Filters and may experience longer journey times if travelling via the ring road. • Oxfordshire Hospital School caters for children who are unable to attend school for medical reasons and have a site which is very close to the proposed Marston Ferry Road filter, north of the Swan School Access Road. The Iffley Academy in the south of the 			
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				<p>city caters for children with complex moderate learning difficulties and emotional and behavioural difficulties. Northern House Academy in the north of the city caters for children with emotional and behavioural difficulties aged 5-11. Students attending these schools will likely experience many of the impacts outlined above, both positive and negative.</p> <ul style="list-style-type: none"> • Disabled people are more likely to make frequent visits to medical facilities. The introduction of the Traffic Filters may lead to some of these journeys being extended for those who aren't Blue Badge holders. This can present additional problems and discomfort for disabled people who are not able to sit for long times. It may also lead to increased fuel costs. As explained under 'Age', the spatial distribution of medical facilities in Oxford may influence this impact. 			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme on this basis.</p>	Not applicable	Not applicable.	Not applicable.
Marriage and Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme on this basis.</p>	Not applicable	Not applicable.	Not applicable.

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> • Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children. It should also benefit pedestrians with prams who require additional time to navigate curbs and other obstacles when crossing the road. • Less busy roads also mean that those travelling with prams are able to use the carriageway to circumvent temporary blockages on the pavement (e.g. if a bin has been inappropriately left on the pavement or a car has been parked illegally). • Improvements in air quality are likely to disproportionately benefit pregnant people. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – factors associated with infant mortality. New-born babies and infants, who are more vulnerable to pollution due to their developing airways and rapid breathing, are also likely to disproportionately benefit. • Expectant and recent mothers may be more likely to make frequent visits to medical facilities. Where these journeys are walked or cycled, they are likely to be subject to less 	<p>Bus service improvements</p> <p>Monitoring and evaluation of the number of cyclists and collisions involving cyclists</p>	<p>OCC Project Team</p>	<p>On-going monitoring and engagement during the trial (ETRO) period</p>
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				<p>pollution with reduced traffic volumes. Exposure to poor air quality while at home should reduce immediately for those within the area covered by the Traffic Filters. For those on boundary roads, assuming mode shift away from private car trips is achieved, air quality will improve over time.</p> <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> • Pregnant people and parents with infants/young children may find cycling and walking more difficult, e.g. due to physical exertion when pregnant or the practicalities of children travelling by foot or cycle. These groups may therefore have a heightened need to use private cars. The Traffic Filters are likely to lengthen journey times as private cars are required to circumvent them via the ring road. The filters may have a disproportionately negative impact on those pregnant people and parents with infants who are more reliant upon private car. • For those whose journeys are extended, there may be associated increases in fuel costs or taxi fares. Pregnant people and others who are reliant upon private cars or taxis are likely to be disproportionately impacted by these costs. 			
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				<ul style="list-style-type: none"> Expectant and recent mothers may be more likely to make frequent visits to medical facilities. Where these journeys are made by private car, they may take slightly longer due to the Traffic Filters. This could have negative impacts on mothers who may experience discomfort when travelling for a long time and may have an increased need to access personal amenities. Expectant and recent mothers are more likely to travel for childcare and other essentials. The Traffic Filters may negatively impact on the journey times and/or costs of these regular journeys. 			
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> The Traffic Filters are likely to improve conditions for active travel by reducing traffic volumes, which may lead to a reduction in conflicts between road users. This will disproportionately benefit 'White' and 'Mixed or Multiple' ethnicity residents, who are more likely to walk or cycle. It should also benefit 'Black/African/Caribbean/Black British' residents, who are more likely to use public transport – these journeys typically start and end on foot or cycle. The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. People 	Implementation to be accompanied by travel demand management	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<p>identifying as 'Black/African/Caribbean/Black British' are most likely to use public transport at 31 per cent mode share.</p> <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> The Traffic Filters may extend journeys for certain road users, as private cars without an exemption will be required to circumvent Oxford via the ring road. Impacted journeys are also likely to incur additional costs, e.g. in the form of taxi fares or increased fuel usage. This is likely to have a disproportionately negative impact on those who drive the most, including 'White' and 'Black/African/Caribbean/Black British' people. However, a large proportion of both of these groups is not likely to be impacted as 52 per cent and 55 per cent respectively walk, cycle or use public transport. 			
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> Women are more likely to walk, cycle and travel by public transport (journeys that typically start and end on foot or cycle) than men. They are more likely to benefit from reduced traffic volumes and subsequent improved road safety conditions. 	<p>Monitoring and evaluation of patterns of crime and anti-social behaviour linked to the filters</p> <p>Bus service improvements</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

			<ul style="list-style-type: none"> Increasing residents' access to favourable cycling conditions is likely to disproportionately benefit women considering the higher number of total journeys they make compared to men. While relatively few women cycle currently, reducing traffic volumes will remove a significant barrier to doing so – women report safety issues as a more significant barrier to cycling than men. The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. Women are slightly more likely to use public transport than men and are therefore more likely to benefit from improved bus journey times and reliability brought on by reduced congestion. <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> While women in Oxford are slightly less likely to travel by car or van than men (57 per cent vs 59 per cent), those who currently do so may be less able or comfortable to switch to other modes. Women may be more hesitant to walk or cycle because of an increased threat or fear of crime, especially at night. This means that women may feel they have fewer alternatives to avoid the increased 			
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				journey times and associated costs of continuing to travel by private car.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sexual orientation.	Not applicable	Not applicable.	Not applicable.
Religion or Belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> • Places of worship within the area impacted by the Traffic Filters may disproportionately benefit in terms of reduced traffic volumes, improved air and noise pollution, and safer roads compared to places of worship outside the ring road. It should be easier, safer, and more convenient to walk and cycle to these places of worship as a result. This brings with it a number of health and other benefits to visitors and may encourage more of them to take up active travel – including people who currently feel unable to do so due to fears regarding road safety. • The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. People travelling by bus to places of worship in Oxford are likely to benefit and the improvements may encourage more people to use public transport instead of private car. 	To be kept under review	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

			<ul style="list-style-type: none"> • Improving conditions for cycling and walking is likely to benefit those who regularly attend places of worship. These destinations are generally used locally within cycling and walking catchments. • Religious commitments can sometimes leave little time for sporting activities. For example, as young Muslims attend mosque after school, they do not have as much leisure time as those from non- (or other) religious backgrounds. Creating environments that enable and encourage people to walk and cycle can lead to exercise being built into their day instead of having to go out of their way to get it. • • Potential disproportionately negative impacts • • There are many places of worship within the ring road. Accessing these locations may involve extended journey times for some visitors, who may now be required to travel via the ring road during operational hours. This is likely to have the largest impact on places of worship closest to the centre of Oxford. The Traffic Filters may therefore have a disproportionately negative impact on people visiting places of worship within Oxford's ring road by car. 			
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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
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> People who live in rural areas are unlikely to be disproportionately impacted by the scheme. Car journeys from outside of the ring road to destinations within central Oxford may be slightly impacted due to increased motor traffic on the ring road during peak hours, however this is not considered to be a disproportionate impact in the context of the scheme. 	Not applicable	Not applicable.	Not applicable.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> There is no armed force component to the area as there are no military bases or ranges. Regardless, special vehicles such as military vehicles will be exempt from the filters. 	Not applicable	Not applicable.	Not applicable.
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> Older people often rely on friends and family members for daily care. The 2021 Oxfordshire Joint Strategic Needs Assessment reports there 	Non-professional carers are exempt based on Carers Allowance receipt	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) 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
				<p>being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more. The introduction of Traffic Filters in Oxford may increase journey times and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on older people reliant upon this care.</p> <ul style="list-style-type: none"> • Disabled people are more likely to rely upon family members or friends for daily care, as some impairments may require assistance which is not provided by paid carers. The 2021 Oxfordshire Joint Strategic Needs Assessment reports there being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more. 	Professional carers are exempt		

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
				<p>The introduction of Traffic Filters in Oxford may increase journey times and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on disabled people reliant upon this care.</p>			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> • The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. Those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements. • Cycling and walking are normally the lowest-cost transport modes. 	<p>Consider additional LTN interventions to reduce the potential of displaced motor traffic using residential streets outside of the ring road</p> <p>Monitor short-term disruption on boundary roads as the scheme is implemented</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) 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
				<p>Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips.</p> <ul style="list-style-type: none"> Reduced traffic volumes are likely to disproportionately benefit lower income households within the ring road, as (nationally) those on lower incomes are more likely to live in areas with hazardous road conditions as well as worse air and noise pollution. These conditions should improve with reduced traffic volumes. <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> Many of the most deprived areas in Oxford are outside of the ring road. These areas may be subject to increased traffic volumes along the ring road as a result of the filters, which could impact the ability of residents to walk and cycle as well as potentially increasing their journey 	<p>Invest in prioritised bus services</p> <p>Improve cycling infrastructure and affordability</p>		

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
				<p>times by private car, taxi and public transport.</p> <ul style="list-style-type: none"> Increased traffic volumes are also likely to worsen air quality and noise pollution for residents of the most deprived areas near to the ring road. This may be detrimental to some of these residents' health and/or quality of life. 			

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"/>	Staff will not be disproportionately impacted. Staff in PCGs may experience impacts as set out above.	Not applicable.	Not applicable.	Not applicable.
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential increased journey times for Council Services using cars and vans	Exemption for essential journeys to provide Council services (e.g. refuse collection, maintenance, carers).	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period
Providers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential increased journeys times for Council providers using cars and vans	Exemption for commercial vehicles used by Council providers (e.g. those delivering equipment)	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period
Social Value¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed Traffic Filters will bring social value benefits such as making bus journeys quicker and more reliable, enabling the introduction of	Not applicable.	Not applicable.	Not applicable.

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
				brand-new electric buses, make cycling and walking safer and more attractive, and reducing local air pollution to improve the health and wellbeing of Oxford's communities. They are likely to have a net positive impact on the city's residents, including Protected Characteristic Groups.			

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	10 November 2022
Person Responsible for Review	Stewart Wilson
Authorised By	Owen Jenkins

Review details:

In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals as set out in Annex 5. The following amendments to the Traffic Filters scheme are proposed:

1. Changing the timings for the filters as follows:
 - Hythe Bridge, Thames Street, St Cross Road and St Clements: 7 days a week; 7am – 7pm
 - Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm, but with a phased introduction (7am – 9am and 3pm – 6pm initially, only moving to all-day operation if supported by monitoring)
2. Amending the proposals to expand the residents' day passes beyond the Oxford permit area by adding a yearly maximum total of 25 day passes per vehicle for residents of Oxfordshire (with a maximum of one vehicle per person and up to two vehicles per household). Residents in the Oxford permit area, who are most affected by the scheme, would still receive a yearly maximum total of 100 day passes per vehicle (with a maximum of one vehicle per person and up to three vehicles per household).

3. Amending the permit area to include properties in the Shotover Hill area and residential areas immediately adjacent to Barton
4. Expanding the eligibility criteria for the non-professional carers' exemption to include anyone with informal caring responsibilities, but restrict the exemption to ONE traffic filter of the applicant's choosing.
5. Adding a new exemptions for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing for people with short-term mobility problems who are not eligible for a Blue Badge
6. Adding a new exemption for car club cars
7. Making residents of existing and future car-free developments (whether inside or outside the permit area) ineligible for residents' day passes

Overall, the amendments do not affect the fundamental rationale for the proposals, and the location and design of the filters is unaffected. The amendments focus on the operation of the filters (timing), and the definition of permits and exemptions and terms of their geography and eligibility criteria.

The following amendments are likely to have an impact on those with protected characteristics, notably Age and Disability:

- The amendment to the timings of the Traffic Filters
- Expanding the exemptions policy to allow anyone with informal caring responsibilities, patients receiving frequent hospital treatment and people with short-term mobility problems through the traffic filters.

The expected impact of these amendments has been assessed in the table below

The impacts identified of proposed amendments are all positive compared to the scheme definition that formed the basis for this EqIA. However, the proposed amendments introduce some further complexity to the proposals, with implications for the communications that would accompany their introduction.

Assessment of impacts of proposed scheme amendments

Proposed amendment	Impact of amendment(s)	Protected characteristic impacted	Impact on those with protected characteristics	Residual impact
Amendment to the timings of the Traffic Filters	Different Traffic Filters will have differing times of operation, requiring drivers to be aware of the specific times of operation at each location.	Disability - Some disabled people may find the changes to the environment confusing and may be distressed by the need to change route when travelling by private car or taxi.	Differing timings across the various Traffic Filters has the potential to further confuse some disabled people about the proposed scheme.	Some disabled people may still find the changes to the environment confusing, therefore the mitigation already proposed in the EqIA (OCC to provide clear communications on the proposals) remains valid and should be given high priority
Expanding the exemptions policy to allow anyone with informal caring responsibilities to pass through the Traffic Filters	Exempting anyone with informal caring responsibilities will ensure that anyone who provides care to disabled or older residents can drive through the Traffic Filters. This will likely reduce journey times.	Disability, Age – both protected characteristics can rely upon essential care to be provided by non-professional carers	Reduced journey times will likely reduce discomfort and anxiety for some disabled people.	n/a

Patients receiving frequent hospital treatment to be exempt from the Traffic Filters	Exempting these people will allow them to travel by car to the hospital without having to avoid Traffic Filters.	Disability, Age – both protected characteristics are more likely to need to make frequent hospital visits	Reduced journey time/distance will likely benefit people making these frequent trips.	n/a
People with short-term mobility problems to be exempt from the Traffic Filters	Exempting these people will allow them to drive to without having to avoid Traffic Filters.	Disability, Age – both protected characteristics are more likely to have mobility problems (short term or otherwise)	Reduced journey time/distance for people travelling by car.	n/a