



Oxfordshire County Council

Equalities Impact Assessment

OXFORD TEMPORARY CHARGING SCHEME

12/06/2025

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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).	Implementation of a congestion charging scheme at points across Oxford (Hollow Way, Hythe Bridge Road, Marston Ferry Road, St Clements, St Cross Road and Thames Street). It is proposed to use the Transport Act 2000 to introduce six charging points (at previously approved traffic filter locations) to mitigate the Network Rail delays delay in the reopening the Botley Road. This will support bus services and help key workers, such as carers, in the city until the traffic filter trial can be undertaken.
Is this a new or existing function or policy?	The proposal is expected to have a broadly similar impact, in terms of traffic reduction and bus journey time improvements, as the approved traffic filters trial. The traffic filters in Oxford were first proposed in 'Connecting Oxfordshire', the county council's previous Local Transport Plan adopted in 2015, and more specifically, the Oxford Transport Strategy. The traffic filters are included in the current Local Transport & Connectivity Plan (LTCP), adopted in 2022, and the transport strategy for central Oxfordshire (the Central Oxfordshire Travel Plan). Given the impact of the temporary congestion charging scheme is expected be similar to traffic filters trial, it is fully in line with LTCP objectives, particularly in relation to the aims to replace or remove 1 out of every 4 current car trips by 2030 and 1 in 3 by 2030. The temporary charging scheme will also assist with reaching targets of increasing the number of cycle trips in Oxfordshire from 600,000 to 1 million per week and reducing road fatalities or serious injuries by 50%.

<p>Summary of assessment</p> <p>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?</p> <p>(following completion of the assessment).</p>	<p>The proposed temporary congestion charging scheme is intended to make bus journeys quicker and more reliable, support the introduction of brand-new electric buses and new bus routes, 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 temporary congestion charging scheme may inconvenience drivers or increase the cost of travel by car, especially 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 temporary congestion charging scheme increases 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 permits providing a 100% discount on the charge 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 of Oxfordshire (including unlimited permits for those living in the Central Permit Area Zone and 50 visitor day passes per year) to obtain day passes, and avoid the charge, 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 Temporary congestion charging scheme. 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.</p>
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Completed By	Steer (for traffic filters). Updated by Martin Kraftl
Authorised By	
Date of Assessment	12 June 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 significant delay (and continued disruption) of Network Rail's work to improve Oxford rail station has delayed the traffic filter trial. To mitigate this delay, Oxfordshire County Council is proposing a temporary congestion charging that is to be replaced by the traffic filter trial once Network Rail has completed its highway works and Botley Road has reopened. The temporary congestion charging scheme will be very similar to the traffic filters with two main differences:</p> <ol style="list-style-type: none"> 1. Instead of being a prohibition of cars (without an exemption or permit) at the six filter points, there will be a £5 daily charge (without an exemption or permit). All other vehicles will be able to travel through the six points without incurring a charge. Cars without an exemption or permit can choose to pay the charge or take an alternative route. All areas of Oxford currently accessible by car, will still be accessible by car without the need to pay congestion charge, apart from the area shown in Figure 1 (see point 2 below). However, for some journeys this may involve a longer distance to avoid paying the charge. 2. Due to the closure of Botley Road, a small area of the city will not be accessible without incurring a charge. This is known as the Central Permit Area Zone (see Figure 1). Residents (and their visitors) and businesses (staff only) will be able to apply for a permit providing a 100% discount on the charge.
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Proposals

Explain the detail of the proposals, including why this has been decided as the best course of action.

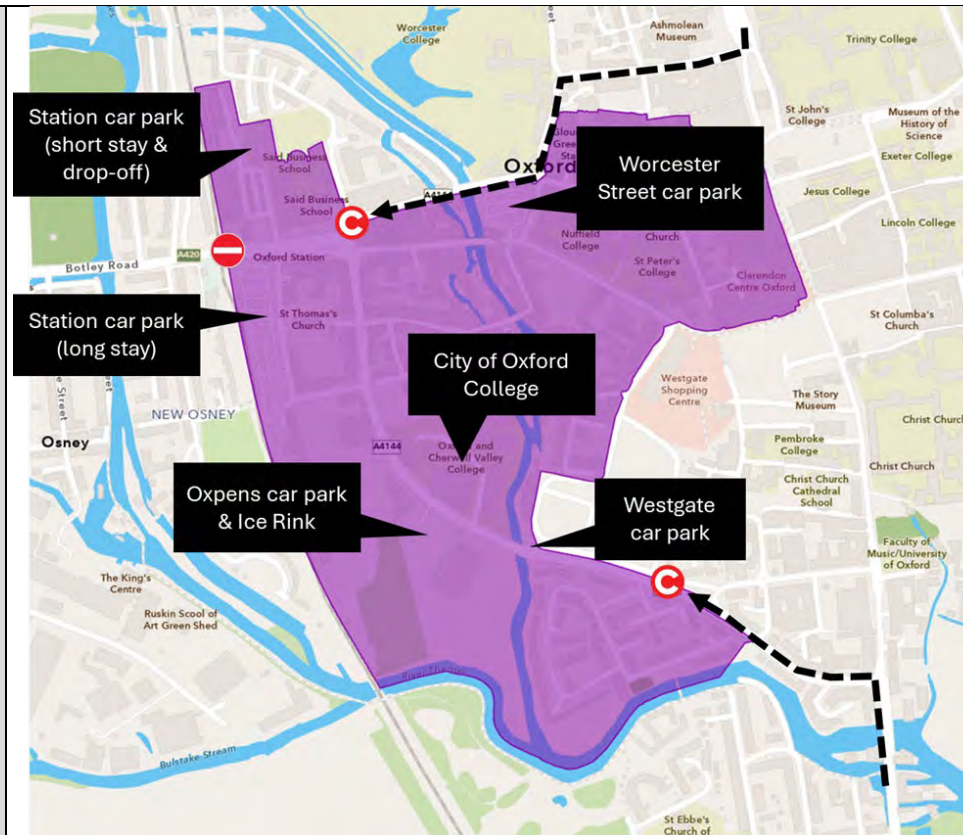
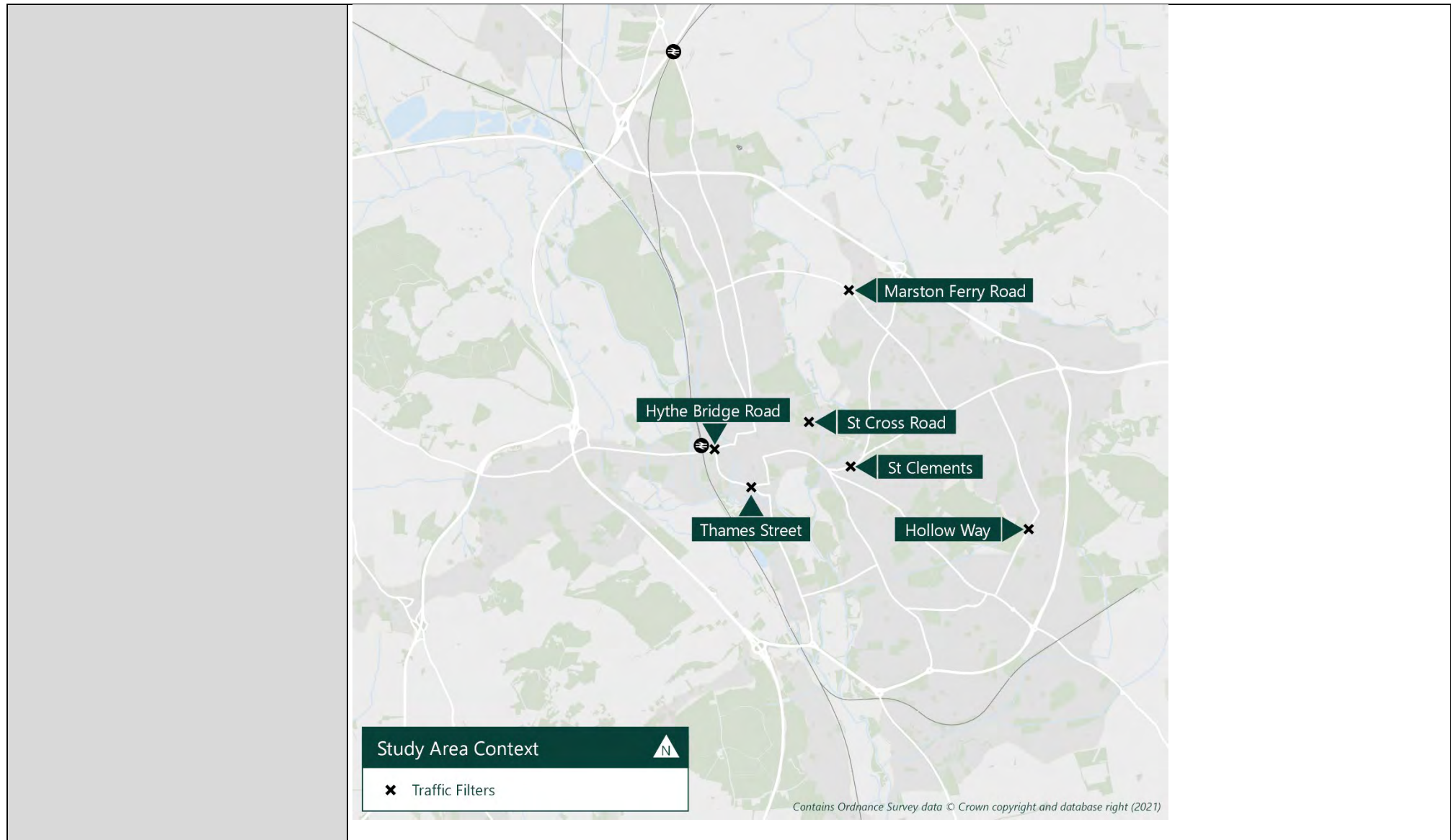


Figure 1: Central Permit Area Area

The temporary congestion charging scheme is designed to make bus journeys faster, reduce traffic and make walking and cycling safer. When it is operating, private cars will not be allowed through certain sections of roads without a permit.

A similar concept was first introduced in 2015 in the Oxford Transport Strategy which was part of the county's local transport plan at the time.

	<p>How will the temporary congestion charging scheme operate?</p> <p>Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the charge points. Traffic signs will identify the location of each charge point, including operational hours and vehicles that are exempt to travel through or have a valid permit.</p> <p>Any driver of a vehicle that goes through the charge point and is not exempt or using a valid permit, will be liable for the charge. If payment of the charge is not paid by midnight after a vehicle passes any of the six filter charging points, the vehicle owner will be issued with a penalty charge notice (Currently £70 but £35 if paid within two weeks). One daily charge will allow a vehicle to pass any of the six charge points, unlimited times until midnight of the day of the charge.</p> <p>Where will the temporary congestion charging scheme be located?</p> <p>The proposals include six charging points. 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 temporary congestion charging scheme definition as of Spring 2025, at which point the scheme, and its exemptions were initially defined. Changes may be made post-consultation in summer 2025.

Scheme definition for this EqIA

The congestion charge points at St Clement's, St Cross Road, Thames Street and Hythe Bridge Street will be operational between the hours of 7am to 7pm, seven days a week. The congestion charging points on Marston Ferry Road and Hollow Way will be operational between the hours of 7am to 9am and 3pm to 6pm and will not operate on Sundays.

Exemptions for:

- All buses (not just registered local buses)
- Special vehicles such as emergency services.
- Mopeds
- Motorbikes.
- Light Goods Vehicles
- Heavy Goods Vehicles

Permits for private cars will be available for:

	Permit name	Details
1	Central Permit Area Residents' vehicles and visitors' vehicles	Unlimited vehicles Unlimited passes for residents 50 visitor passes per permit
2	Oxford Permit Area Residents' vehicles	3 vehicles per permit ¹ 100 day passes per permit 3 permits per household
3	Oxfordshire Permit Area Residents' vehicles	3 vehicles per permit ¹ 25 day passes per permit 2 permits per household
4	Taxis and private hire vehicles	Unlimited vehicles
5	Hearses and funeral cars	Unlimited vehicles

	6	Car clubs	Unlimited vehicles
	7	Driving instructors' vehicles	3 vehicles per permit
	8	Blue badge holders	2 vehicles per permit
	9	Disability vehicles	2 vehicles per permit
	10	Disability benefit recipients' vehicles	2 vehicles per permit
	11	Vehicles used in connection with students with special educational needs	2 vehicles per permit
	12	Unpaid carers' vehicles	2 vehicles per permit 2 permits per care recipient address
	13	Community health or care workers' personal vehicles	3 vehicles per permit One vehicle to be used per day
	14	Community health or care providers' vehicles	Unlimited vehicles
	15	Vehicles used for home-to-school transport	Unlimited vehicles
	16	Frequent hospital patients	2 vehicles per permit
	17	Firefighters' personal vehicles	3 vehicles per permit One vehicle to be used per day
	18	Business goods vehicle	Unlimited vehicles
	19	Personal goods vehicle	1 vehicle per permit
	20	Central Permit Area workplace parking users' vehicles	3 vehicles per permit One vehicle to be used per day
	Free day passes will be available for all residents and businesses (subject to conditions) located in:		
	<ul style="list-style-type: none"> • 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 free day passes for each vehicle owned per car, per calendar year (max 3 cars per household). Residents in Oxfordshire can apply for 25 free day passes per car, per		

	<p>calendar year (max 2 cars per household). Households and businesses in the Central Permit Area Zone (see above).</p> <p>The exemptions and permits have been devised through extensive engagement and consultation, as well as informed by the EQIA, for the traffic filters. As the temporary congestion charge scheme is less impactful than the proposed traffic filter trial, these are deemed acceptable for the temporary congestion charge scheme. The scheme will be monitored during its operation with updates to the EQIA as appropriate. Further information can be found in the EQIA for the traffic filters here at Annex 10 and Annex 14.</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>This is covered in the in the EQIA for the traffic filters here at Annex 10 and Annex 14.</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>
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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
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 temporary congestion charge scheme 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 temporary congestion charge scheme is 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. 	<p>Retain the traffic filters non-professional carers permit</p> <p>Monitoring and evaluation of access to healthcare, identifying the source(s) of any disruption</p> <p>Retain the traffic filters day passes available for regular hospital visits.</p> <p>Retain the traffic filters day passes for residents of Oxfordshire and add a Central Permit Zone Area.</p> <p>Investigate using the income generated to improve/subsidise public transport</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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
				<ul style="list-style-type: none"> Older people are more likely to live with mobility impairments. Some age-related impairments may not fall under the Equality 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. Young people aged under 16 and older people aged over 65 are more vulnerable to poor air quality. The temporary congestion charge scheme aims 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 temporary congestion charge scheme is 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 			

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
				<p>Oxford, the number of people impacted is likely to be high.</p> <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 temporary congestion charge scheme, noise and air pollution may worsen on neighbourhood distributor roads as private cars are redirected to avoid the charge. This may impact residents living on these roads; including younger and older people, whose health is more susceptible to pollutant exposure. While the temporary congestion charge scheme is 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 			

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
				<p>uncomfortable for them, particularly if they suffer from one or more underlying health condition.</p> <ul style="list-style-type: none"> • Longer journeys would likely also mean increases in individual fuel consumption and its associated costs. Some 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 introduction of the temporary congestion charge scheme 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. • 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 			

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
				west of the city, meaning older people are more likely to have to change their journeys to avoid the charge. 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 checked="" 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 – comprehensive and safe cycle infrastructure is therefore particularly important to disabled cyclists. Less busy roads would benefit disabled people whose impairments necessitate extra time to cross the road, or whose 	<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> <p>Retain the traffic filters permits for blue badge holders.</p> <p>Retain the traffic filters professional care workers permit, mitigating the impact on</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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
				<p>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.</p> <ul style="list-style-type: none"> • There are three Special Educational Needs (SEN) schools within the area covered by the temporary congestion charge: 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 temporary congestion charge is 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>carers, and those reliant upon carers</p> <p>Retain the traffic filters non-professional carers permit</p> <p>Retain the traffic filters permit 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>Retain the traffic filters day passes available for regular hospital visits.</p> <p>Retain day passes for residents of Oxfordshire</p>		

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				<p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> • The temporary congestion charge 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 			

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
				<p>Traffic Filters and may experience longer journey times if travelling via the ring road.</p> <ul style="list-style-type: none"> 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 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. 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 			

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', the spatial distribution of medical facilities in Oxford may influence this impact.			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme on this basis.	Not applicable	Not applicable.	Not applicable.
Marriage and Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme on this basis.	Not applicable	Not applicable.	Not applicable.
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Potential disproportionately positive impacts <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 	Bus service improvements Monitoring and evaluation of the number of cyclists and collisions involving cyclists Retain day passes for residents of Oxfordshire	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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
				<p>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).</p> <ul style="list-style-type: none"> 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 pollution with reduced traffic volumes. Exposure to poor air quality while at home should reduce immediately for those within the area covered by the temporary congestion charge. For those on boundary roads, assuming mode shift away 	<p>Retain the traffic filters day passes available for regular hospital visits.</p> <p>Investigate using the income generated to improve/subsidise public transport</p>		

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
				<p>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 temporary congestion charge could lengthen journey times as private cars are required to circumvent them via the ring road if decide to not pay the charge. The temporary congestion charge 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. Pregnant people and others who are reliant upon private cars are likely to be disproportionately impacted by these costs. 			

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
				<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 avoid the charge. 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 temporary congestion charge may negatively impact on the journey times and/or costs of these regular journeys. 			
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> The temporary congestion charge is 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 	<p>Implementation to be accompanied by travel demand management</p> <p>Investigate using the income generated to improve/subsidise public transport</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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
				<p>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.</p> <ul style="list-style-type: none"> The temporary congestion charge is likely to reduce congestion within the ring road. This may create improved conditions for buses. People identifying as 'Black/African/Caribbean/Black British' are most likely to use public transport at 31 per cent mode share. <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> The temporary congestion charge may extend journeys for certain road users, as private cars without an exemption or permit will be required to circumvent Oxford via the ring road. Impacted journeys are also likely to incur additional costs, e.g. 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' 			

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				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 checked="" 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. 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 temporary congestion charge is likely to reduce congestion within the ring road. 	<p>Monitoring and evaluation of patterns of crime and anti-social behaviour linked to the filters</p> <p>Bus service improvements</p> <p>Retain day passes for residents of Oxfordshire</p> <p>Investigate using the income generated to improve/subsidise public transport</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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
				<p>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> <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 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.

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
Religion or Belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> Places of worship within the area impacted by the temporary congestion charge 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 temporary congestion charge is 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. 	<p>Investigate using the income generated to improve/subsidise public transport</p> <p>Keep under review</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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
				<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. <p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> 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 			

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
				impact on places of worship closest to the centre of Oxford. The temporary congestion charge may therefore have a disproportionately negative impact on people visiting places of worship within Oxford's ring road by car.			

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. Rural areas are less well served by buses and cycling may not be an option for those making longer trips into the city. However, Oxford has a comprehensive park and ride system which will be improved 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.

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> Community-based professional carers can apply for a permit providing a 100% discount from the charge whilst at work Non professional carers registered as a carer with their GP can apply for a permit providing a 100% discount from the charge <p>This means both types of carer should benefit from the scheme as they will not need to pay the charge but will benefit from quicker journey times in the city due to reduce congestion.</p>	<p>Retain the professional carers' permit from the traffic filters scheme</p> <p>Retain the traffic filters non-professional carers' permit</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Potential disproportionately positive impacts</p> <ul style="list-style-type: none"> The temporary congestion charge is likely to reduce congestion within the ring road. This may create improved conditions for buses. Those on lower incomes are less likely to have 	<p>Monitor short-term disruption on boundary roads as the scheme is implemented</p> <p>Investigate using the income</p>	OCC Project Team	On-going monitoring and engagement during the temporary period of the scheme

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>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.</p> <ul style="list-style-type: none"> • Cycling and walking are normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. • 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. Generally speaking, these conditions should improve with reduced traffic volumes. 	<p>generated to improve/subsidise public transport (targeted)</p> <p>Improve cycling infrastructure and affordability</p> <p>Retain residents' permits</p>		

				<p>Potential disproportionately negative impacts</p> <ul style="list-style-type: none"> • People on lower incomes will be less able to pay the charge than people on higher incomes. Whilst it is possible to reach most destinations without passing a charging location, those accessing destinations in the Central Permit Area (see figure 1) without a permit would need to pay the charge between 7am and 7pm. • 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 times by private car, taxi and public transport. • 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. 			
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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 temporary period of the scheme
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 temporary period of the scheme
Social Value¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The temporary congestion charge will bring social value benefits such as making bus	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
				journeys quicker and more reliable, 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	During scheme operation
Person Responsible for Review	Martin Kraftl
Authorised By	