



**Oxfordshire County Council**  
**Equality and Climate Impact Assessment**

Quickway Cycle Route Proposals

January 2022

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Proposed Quickway Cycle Routes and Quietway Cycle Route
<b>Is this a new or existing function or policy?</b>	New
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Eight Quickways and one Quietway cycle routes in Oxford are being developed and consulted on, following funding from the Department for Transport's Active Travel Tranche 2 Fund. The Quickways aim to benefit people of all ages - including children on their journeys to school, students, residents, commuters and businesses.</p> <p>The proposals will benefit people with disabilities by removing car parking but by not preventing blue badge holders from parking for up to 3 hours unless there is loading or clearway restrictions in place. This could increase the amount of available space for people with disabilities to park and improve accessibility to businesses and residential properties. Also, through the provision of two new Zebra crossings for pedestrians and a general reduction in road traffic, the Quickways aim to reduce the overall number of car journeys and replace them with bicycle trips. The proposed routes will make cycling safer and more attractive for cyclists of all levels and enable a greater take up of cycling for all.</p> <p>The proposals also aim to assist Oxfordshire County Council's carbon emissions reductions as we</p>

	<p>encourage active travel for short journeys, as opposed to carbon intensive modes of travel.</p> <p>As designed, the proposal does not intend to discriminate or unfairly disadvantage any individual or groups within the community. However, on-street car parking spaces will be removed along the proposed quickway routes including one blue badge bay which could cause some accessibility issues for residents, businesses and people with disabilities. Blue badge holders will still be able to park along the routes for a period of 3 hours whilst displaying the parking clock unless there is loading or clearway restrictions in place.</p> <p>The aim of the quickways is to contribute to the creation of a city that is sustainable, accessible and beneficial for all.</p> <p>Improved measures are proposed along routes where cyclists and pedestrians will have improved facilities, greater priority and segregation from motorised traffic, making cycling and walking a more viable and attractive option. The measures are proposed as an effective means of promoting walking and cycling, as part of the council's objectives of improved public health, reduced traffic congestion, tackling climate change and improving air quality.</p> <p>East Oxford in particular was identified in the Local Cycling and Walking Infrastructure Plan as an area lacking cycling facilities and poorly served by connectivity to the city centre and surrounding area.</p>
<b>Completed By</b>	Mike Cooper, Senior Transport Planner
<b>Authorised By</b>	Eric Owens, Assistant Director: Environment and Place
<b>Date of Assessment</b>	23 July 2021

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Walking and cycling are not only good for our physical and mental health but have benefits for the whole community through improved air quality, reduction of traffic congestion and noise, and other factors. Switching more journeys to active travel will improve overall health and quality of life, and the local environment. These are substantial wins that benefit not only individuals, but the whole community.</p> <p>In response to COVID-19, the DfT launched two funding streams for active travel with a third tranche to which the County Council submitted a bid in October 2021. This project is in response to the second round of funding announced in November 2020. The aim of this funding is to support active travel interventions that will meaningfully reallocate road space for cyclists and develop both cycling and walking as an attractive alternative mode of travel for short journeys, while also encouraging public transport use.</p> <p>The promotion of active travel also has many health benefits, including tackling obesity and reducing preventable illnesses. According to the DfT Gear Change and Public Health England “A bold vision for cycling and walking” publication 2020, physical inactivity is responsible for 1 in 6 deaths in Britain and costs £7.4 billion a year to business and wider society.</p> <p>Oxfordshire County Council is proposing seven Quickways in the east Oxford area and one Quickway for St. Giles/Banbury Road and one Quietway along Parks Road both of which are proposed to the north of Oxford city centre.</p> <p>The aim of a quickway is to make it easier and quicker for people to cycle along the proposed routes which include the following roads:</p> <ul style="list-style-type: none"><li>• St Clement’s Street</li><li>• Morrell Avenue</li><li>• Marston Road</li></ul>
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	<ul style="list-style-type: none"> <li>• Cowley Road</li> <li>• Iffley Road</li> <li>• Donnington Bridge Road</li> <li>• Church Cowley Road/Between Towns Road</li> <li>• St Giles/Banbury Road</li> <li>• Parks Road (Quietway)</li> </ul>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Quickway routes proposed will include measures that are designed to improve cyclist accessibility, speeds and safety. Where appropriate they will include all or a combination of the following measures:</p> <ul style="list-style-type: none"> <li>• Cycle lanes up to 1.5 metres wide where possible</li> <li>• Advanced stop lines (ASLs) at all junctions and crossings</li> <li>• Zebra crossings</li> <li>• Elephant's feet (road markings that define a cycle crossing at a junction)</li> <li>• Wands and orcas (features which provide light segregation for cycle lanes and other traffic)</li> <li>• Yellow box highway markings</li> <li>• On-street car parking removal</li> <li>• Cycle symbols</li> </ul> <p>Quietways are well-connected cycle routes, with similar principles as quickways but following highway routes</p>

	<p>with lower traffic activity and are less direct.</p> <p>Prior to going to the public and businesses in the vicinity of the proposed routes, from June 2021 Oxfordshire County Council began consultations with statutory stakeholders that included members (city and country council), Thames Valley Police, ambulance service, fire brigade, bus operators, cycle groups, resident groups and ODS refuse service amongst others. Consultation with these key stakeholders helped form the quickways proposals being presented to the public and local businesses and will continue as part of the communications and engagement strategy throughout the quickways development process. After the initial public and business consultation exercise, the Quickway proposals were refined further before going forward for Traffic Regulation Orders in November and December 2021 where further statutory consultation was undertaken. A final quickway programme will be presented for Cabinet Member decision in January 2022.</p> <p>Dates for consultation and scheme delivery:</p> <ul style="list-style-type: none"> <li>• 20 September 2021 - Public consultation on proposed Quickway schemes opens</li> <li>• 31 October - Public consultation on proposed Quickway schemes closes</li> <li>• 11 November TRO public consultation starts</li> <li>• 17 December TRO public consultation ends</li> <li>• 27 January 2022 - Council decision based on officer recommendations following consultation</li> <li>• March 2022 work commences on site.</li> </ul>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the</p>	<p>In line with government guidance and our statutory obligations Oxfordshire County Council will be undertaking monitoring and cycle counts if the proposals are implemented.</p> <p>The county council has been monitoring air quality since March 2021, while city council data has been ongoing pre-Covid-19. Key roads, such as Cowley Road, Iffley Road and Morrell Avenue have been monitored since early 2019 and remain ongoing. It is proposed that monitoring on all the approved and installed quickways will be undertaken using permanent automatic traffic counts from July/August 2022.</p> <p>Stakeholder workshops were conducted in May and June 2021 to identify the key principles to work to and discuss possible options on how we consult the wider public and businesses on the Quickway proposals.</p>

<p>judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Oxfordshire County Council will undertake a consultation in late September/October for stakeholders, businesses and the general public. The consultation will include a questionnaire survey for responders to give their feedback. The final questions of the survey ask for demographic details to understand whether there are any equality issues. We will be able to analyse the data according to equalities groups. Where there is a significant discrepancy in support or objection between groups, it is considered important to understand the reasons. Further comments will be provided in an accompanying report to the county council's Cabinet Member for decision on Thursday 27 January 2022. The report will also include the results of the TRO consultation will be undertaken between 11 November 2021 and 17 December 2021.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Oxfordshire County Council is currently looking at measures to promote active travel. To incentivise active travel i.e. cycling, e-scooters and walking within the east Oxford area, the proposed Quickways are aimed at providing real transport choices. Evidence from Public Health England shows that well designed, accessible cycle routes and pedestrian facilities can encourage people to walk or cycle more as part of their daily routines, leading to a healthier lifestyle. Streets that have less traffic can encourage people to spend more time in an area and thus provide economic benefits, for example for local retail.</p> <p>By introducing new routes that make cycling safer and more attractive for cyclists of all levels we will enable a greater take up of cycling.</p> <p>To achieve behavioural change towards active forms of travel, we must provide the infrastructure to support people to change their travel habits.</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>Allows all ages to cycle safely along the proposed Quickways which will increase sustainable travel within the area.</p> <p>Increased number of Zebra crossings will encourage more walking and improve safety for pedestrians.</p> <p>E-scooters will be able to use proposed cycle routes, as it is illegal to travel using pavements.</p>		PLEASE ADD A NAME OR ANONYMOUS JOB TITLE HIN THIS COLUMN SO PEOPLE KNOW WHERE THIS WORK SITS	Implementation of new TRO from March 2022, monitoring from June 2022

<p><b>Disability</b></p>				<p>The Quickways will remove on-street car parking but retain blue badge parking for the allotted 3 hours. Thus, the amount of space available for blue badge holders is significantly increased improving options and accessibility.</p> <p>One residential blue badge space will be removed on Iffley Road. However, contact with the property who originally requested the space have stated it is no longer required.</p> <p>Residents with mobility concerns who had car parking permits for some of the Quickways will have to park on side roads. This could give them a longer distance to walk to their property.</p> <p>The cycle routes are expected to make</p>	<p>Monitoring of the parking situation on side streets is proposed. Additional blue badge spaces on the side streets could be provided going forward.</p>		<p>Implementation of new TRO from March 2022, monitoring from June 2022.</p>
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<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The breakdown of respondents is not known at this stage.	Easy Read version produced to consult with diverse groups and those who have literacy or language needs.		

<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence from Sustrans that some people do not feel safe and are hesitant to start or restart cycling. The aim of introducing the Quickways along the proposed routes will make cycling safer and more attractive for cyclists of all levels and enable a greater take up of cycling irrespective of sex.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Work with various religious groups to ascertain their views on the Quickways proposals.	Through the public consultation process in September/October and the TRO consultation in November/December.		Implementation of new TRO from March 2022, monitoring from June 2022.

### Section 3: Impact Assessment - Additional Community Impacts

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner</b> (*Job Title, Organisation)	<b>Timescale and monitoring arrangements</b>
<b>Rural communities</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Whilst the routes are being installed there may be some delay in travel journeys for carers and it could take longer to access their destination. After Quickway implementation there may be a reduction in vehicle traffic along the proposed routes as people start to consider alternative modes, thus improving carers' journey times. The Quickway schemes support the aims and objectives of Connecting	Continuously monitor scheme via the public perception survey's	Innovation Hub	Implementation of new TRO from March 2022, monitoring from June 2022.

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner</b> (*Job Title, Organisation)	<b>Timescale and monitoring arrangements</b>
				Oxford, which is a strategic approach to reduce traffic in and out of Oxford. Connecting Oxford is currently being developed and will significantly reduce traffic on these routes.			
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People in areas of deprivation are more reliant on bus and less on car. The main purpose of the scheme is to improve the cycle routes to these areas, which in turn should be of benefit to bus operators and passengers. The county council will continue to work with bus companies to maintain service levels and encourage bus use in			Implementation of new TRO from March 2022, monitoring from June 2022

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner</b> (*Job Title, Organisation)	<b>Timescale and monitoring arrangements</b>
				line with Connecting Oxford.			

### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If journey times were to increase over a sustained period it could have a negative impact on SEN school transport (see Disability section)	Continuous communication and monitoring of service		Implementation of new TRO from March 2022, monitoring from June 2022.
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Interaction within community, feeling safer to cycle			Implementation of new TRO from March 2022, monitoring from June 2022

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area



### Section 3: Impact Assessment - Climate Change Impacts

OCC aims to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to climate change impacts?

	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Energy use in our buildings or highways</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Compared to pre-July 2019 reference point, Measures will encourage modal shift to sustainable travel modes especially cycling and thereby set a benchmark for further progress			Implementation of new TRO from March 2022, monitoring from June 2022
<b>Our fleet</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Compared to pre-July 2019 reference point, Measures will encourage modal shift to cycling and thereby set a benchmark for further progress.	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised		Implementation of new TRO from March 2022, monitoring from June 2022

<b>Staff travel</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage cycling to work for those that live and work in Oxford.			Implementation of new TRO from March 2022, monitoring from June 2022
<b>Purchased services and products</b> (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable.			
<b>Maintained schools</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage more children to walk or cycle and thereby increase health and attention levels			Implementation of new TRO from March 2022, monitoring from June 2022

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Enable carbon emissions reduction at district/county level?</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage cycling and less car trips, therefore reducing pollution and CO2. Will also act as a mechanism to influence driver behaviour, by reducing the ease of journeys by private car thereby incentivising consideration of other modes.			Implementation of new TRO from March 2022, monitoring from June 2022.

#### **Section 4: Review**

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	<b>December 2021</b>
<b>Person Responsible for Review</b>	<b>Mike Cooper, Senior Transport Planner, Growth and Place</b>
<b>Authorised By</b>	<b>Eric Owens, Assistant Director for Growth and Place</b>