



Oxfordshire County Council

Equalities Impact Assessment

Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP)

15 December 2022

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Section 1: Summary details

Directorate and Service Area	Environment and Place, Transport and Infrastructure
What is being assessed	Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP)
Is this a new or existing function or policy?	This is a new local policy for Abingdon. It is supported by the existing Local Transport and Connectivity Plan (LTCP) Policy 3 - Local Cycling and Walking Infrastructure Plans.
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>Development and implementation of LCWIPs for all the main urban settlements in Oxfordshire (LTCP Policy 3a) is one of Oxfordshire County Council's commitments to move towards the vision set out in the LTCP for "<i>an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive</i>".</p> <p>Whilst no negative equalities impacts have been identified which could arise as a direct result of approving the Abingdon LCWIP, there is a significant opportunity to tackle inequality.</p> <p>The LCWIP promotes investment in infrastructure which will help to improve the accessibility and inclusivity of the transport system in the Abingdon area. This will enable people with protected characteristics who do not currently feel safe travelling by active and sustainable modes to do so more easily, enable people to live active lifestyles, reduce the need for private car ownership and use, improve access for deprived areas, and contribute to a long term improvement in air quality.</p> <p>All individual highways schemes may result in unintended negative equalities impacts. This risk will be considered in detail on a scheme-by-scheme basis (using scheme-specific EIAs as appropriate) when the individual schemes promoted in the LCWIP are developed.</p>
Completed By	Sam Larkin, Transport Planner
Authorised By	
Date of Assessment	15 December 2022

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 Abingdon LCWIP is one of a number of LCWIPs under development for market towns across Oxfordshire (as required by LTCP Policy 3a).</p> <p>This is the first version of the Abingdon LCWIP to be considered for approval.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The LCWIP proposes:</p> <ul style="list-style-type: none"> • new and improved crossings for walking and cycling • junction redesign to prioritise walking and cycling movements • removal or modification of barriers on walking and cycling routes to improve accessibility • provision of additional high-quality cycle parking • on-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions) • provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles to active travel) • permissions for cycling on some routes where cycling is not currently permitted • new river crossings for walking and cycling over the rivers Thames and Ock • footway widening and public realm improvements • provision of new and improved walking and cycling routes between Abingdon and other key local destinations (outside the town)

<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>Evidence/Intelligence notes:</p> <ul style="list-style-type: none"> • Consultation outcomes - positive reception of draft LCWIP, constructive feedback received will be considered for inclusion in the LCWIP before it is approved. Review consultation outcomes report for details. • Review LCWIP document for details of the background information and data which was used to inform the document's proposals.
<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>As noted above, the adopted LTCP makes a clear commitment to develop an LCWIP for Abingdon. Policy 3a in the LTCP states that Oxfordshire County Council will "<i>[develop] Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.</i>"</p> <p>The LCWIP follows national guidance and is supported by both national and local policy. Using an alternative approach would mean deviating from the policies adopted in the LTCP and may reduce the likelihood of securing funding for active travel schemes in the Abingdon area.</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"/>	Provision of segregated cycle infrastructure offers additional benefits to children and elderly people, who often cycle more slowly and are less able to mix with general traffic (which can often prevent these groups from attempting active travel in locations where infrastructure provision is inadequate).	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Removal of barriers to access for people with disabilities (e.g., removing physical barriers which cannot be passed by wheelchair users, widening narrow footways, and eliminating the need for cycle users to dismount at certain locations, which can be a barrier to adapted cycle users)	Retain or relocate disabled parking bays to suitable locations when reallocating space to active modes. Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing

Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Removal of barriers to access for people with pushchairs and young children (e.g., physical barriers which cannot be passed, safer crossings)	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provision of segregated cycle infrastructure offers additional benefits to women, who are more likely to travel for caring trips, may be more likely to travel with children (and therefore to cycle more slowly and to be less able to mix with general traffic).	Ensure that a wide range of destinations are considered in order to cater for the diverse range of non-commuting utility trips made by women.	South and Vale Locality Team	Ongoing
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improved connectivity between Abingdon and the neighbouring villages by active modes.	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing
Armed Forces	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improved connectivity by active modes between the Dalton Barracks site and Abingdon town centre.	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Vale of White Horse LSOA 008C (Caldecott) is one of the most deprived communities in the county. The LCWIP proposes investment in infrastructure to improve access to, from and through this area by active modes, which will help to promote health and wellbeing, improved air quality and	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing

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
				access to local services for residents in this area.			

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improvements to staff's ability to travel (commuting and business travel) by active modes.	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential for improved access to schools, Abingdon Library, and Abingdon Community Support Service premises by active modes.	Consider unintended consequences of individual schemes during design work.	South and Vale Locality Team	Ongoing
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A

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

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	EIA to be reviewed during LCWIP updates. The LCWIP is a live document, and the EIA should be updated accordingly as and when changes are made to the LCWIP
Person Responsible for Review	South and Vale Locality Team
Authorised By	