



Oxfordshire County Council

Equalities Impact Assessment

Middleton Stoney Road Active Travel Scheme

24/01/24 Rev 1

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Section 1: Summary details

Directorate and Service Area	Environment and Place – Infrastructure Delivery
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Middleton Stoney Road Active Travel Scheme
Is this a new or existing function or policy?	New project
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The scheme will introduce a new, high-quality cycleway along the full length of Middleton Stoney Road. A number of new pedestrian crossings will also be introduced.</p> <p>When designing changes to the public highway there is a potential to exclude access for people who identify with having disabilities, particularly those experiencing mobility issues or visual impairment.</p> <p>This may be impacted by narrow footway widths, poor walking surfaces, pedestrian crossings that don't comply with accessibility guidance and absence of blue badge parking.</p>
Completed By	Owen Bentley
Authorised By	John McLauchlan 02/02/24
Date of Assessment	24/01/2024

Section 2: Detail of proposal

Context / Background

Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.

In May 2022 Oxfordshire County Council (OCC) was allocated funding as part of the Active Travel Fund Tranche 3 (ATF3) funding round. This funding is allocated for infrastructure delivery and feasibility/design work on a selection of defined projects that OCC put forward in its bid.

The Middleton Stoney Road Active Travel Scheme is an infrastructure project that has been allocated funding for full delivery. ATF3 funding has been allocated by DfT for the full project lifecycle comprising scheme development, design, consultation, construction and monitoring & evaluation.

The Middleton Stoney Road scheme is located along the full length (1.6km) of Middleton Stoney Road, a radial route into Bicester town centre. It is Route 1 in the Bicester Local Cycling and Walking Implementation Plan (LCWIP), which was approved by Cabinet on 15 September 2020. Bicester LCWIP is a 10-year plan (2020 to 2031) to improve and increase cycling and walking in the town. The year 2031 is in line with the adopted Cherwell Local Plan which sets out the development framework for expansion of Bicester and forms the basis of the LCWIP targets and scheme delivery proposals. Bicester is undergoing rapid expansion, with population is forecast to increase from 30,000 to 55,000 by 2034.

<p style="text-align: center;">Proposals</p> <p style="text-align: center;">Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Middleton Stoney Road scheme connects new development being delivered in north-west Bicester with the town centre and railway station. When combined with cycle tracks being delivered at the development sites and quietways within the existing residential areas, the scheme will offer a great opportunity to transfer short distance journeys from car to cycle or walking.</p> <p>It is a condition of ATF3 funded schemes that they must be designed and implemented in accordance with the DfT's 'Cycle Infrastructure Design' Local Transport Note 1/20 (LTN1/20). There are five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. Networks and routes should be: Coherent, Direct, Safe, Comfortable and Attractive. Inclusive design and accessibility are key considerations in all five of these core design principles. Designers will aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people. Infrastructure should be legible, intuitive, consistent, joined-up and inclusive for all users.</p> <p>In accordance with LTN 1/20 requirements an initial concept design has been developed comprising the following elements:</p> <ul style="list-style-type: none"> a) a new 3m two-way segregated cycle track, b) five raised parallel crossings, c) associated tree planting and landscaping; and d) amendments to the existing traffic calming
<p style="text-align: center;">Evidence / Intelligence</p> <p style="text-align: center;">List and explain any data, consultation outcomes, research findings, feedback from service</p>	

<p>users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The scheme will be designed and constructed in accordance with LTN 1/20. This means that the physical layouts will accommodate the range of non-standard cycles and cycle combinations, including those used by families with young children, the elderly and people with disabilities.</p> <p>The proposals will introduce additional, safe road crossings to make crossing the road easier for all users. There are not expected to be any changes to parking or impacts on motor vehicles using the road.</p> <p>The proposals are strongly supported by Bicester Bicycle Users Group (BBUG), which represents cyclists of all ages and abilities in Bicester. Public consultation and engagement with key stakeholders, including groups representing people with disabilities will be carried out before the preliminary design is finalised.</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>OCC's Implementation of Active Travel schemes contributes explicitly to three of OCC's 9 priorities as set out in out in the Strategic Plan:</p> <p>Priority 1: Put action to address the climate emergency at the heart of our work.</p> <p>Priority 3: Prioritise the health and wellbeing of residents.</p> <p>Priority 5: Invest in an inclusive, integrated and sustainable transport network.</p> <p>The schemes also align with and indirectly contribute to other priorities in the Strategic Plan.</p> <p>Under Priority 5 in the Strategic Plan the stated commitment is: 'We will create a transport network that makes active travel the first choice for short journeys and invest in public transport to significantly reduce our reliance on</p>

	<p>car journeys. In areas of planned housing growth, we will prioritise active and public transport over road capacity for cars'.</p>
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In the context of OCC's fundamental vision and aims, doing nothing is not considered an option.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Changes to the highway can exclude those with disabilities where improvements made do not adhere to accessibility guidance / advice.</p> <p>Changes can also improve existing layouts by introducing greater accessibility</p>	<p>Engagement / consultation with accessibility groups to ensure the highway changes do not adversely impact disabled users.</p> <p>Design and construct in accordance with LTN 1/20</p>	Owen Bentley, Project Manager, OCC	To be arranged with the relevant accessibility groups. Comments on the proposals for the preliminary design should be integrated before the public consultation in Spring 2024.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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"/>	High quality, safe and convenient active travel routes into Bicester town centre from the edge of town and outlying areas will encourage active travel.		Owen Bentley, Project Manager, OCC	Comments on the proposals for the preliminary design should be integrated before the public consultation in Spring 2024.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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	June 2024
Person Responsible for Review	Owen Bentley
Authorised By	John McLauchlan