



***Cherwell***  
DISTRICT COUNCIL  
NORTH OXFORDSHIRE



# **Cherwell District Council and Oxfordshire County Council Equality and Climate Impact Assessment**

TEMPLATE

September 2020

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Communities Growth and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Oxfordshire Street Design Guide
<b>Is this a new or existing function or policy?</b>	New guidance document
<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>The guide will be used by developers and their teams to bring forward development and engage in pre-application discussions with the county council. It provides guidance on street design which seeks to prioritise sustainable and healthy travel. It stresses the importance of prioritising walking and cycling. It also requires developers to provide sufficient infrastructure that meets the needs of users with all abilities.</p> <p>The assessment has identified an overall positive impact on equality and climate impact. Largely positive impacts have been identified for age, race, sex and communities that experience deprivation. The guidance may have some negative impacts on age, disability and rural communities in terms of their dependency on use of the private car. However, the guide requires developers to consider issues street design presents to users with varying abilities and concerns and the need to create spaces which encourage natural surveillance and pleasant streets. Furthermore, this guide will be monitored yearly and any amendments identified will be addressed.</p>
<b>Completed By</b>	Chanika Farmer – Transport Development Control Lead
<b>Authorised By</b>	Amrik Manku – Growth Manager
<b>Date of Assessment</b>	11 March 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>With 85,000 new jobs and 100,000 new homes planned for Oxfordshire up to 2031, it was felt that the county council should provide up to date guidance to developers to help bring forward new development. Availability of guidance would help developers understand the county council's expectations for new developments as well streamline the planning application process by proposals being brought forward being in line county council requirements which would mean fewer delays to planning consent, thus ensuring that growth is brought in a timely fashion.</p>
<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>Oxfordshire County Council aims to enable Oxfordshire as a whole to become zero-carbon by 2050. This ambition extends into our role as the Local Highway Authority when advising and assessing new developments. To act on climate change, we need to prioritise walking, cycling and using public transport. The Design Guide presents how we can prioritise active and healthy travel through street design in new developments.</p> <p>The need for an updated design document was identified to replace the 'Residential Roads Design Guide', bring guidance in line with Local Transport Plan 4 and emerging Local Transport Connectivity Plan (which this guide will sit under) as well as updated national guidance.</p> <p>This document has been created in consultation with external stakeholders and the District Councils as described below.</p> <p>The Design Guide refers to national guidance, particularly <i>Manual for Streets</i> (Department for Transport, 2007), <i>Inclusive Mobility</i> (Department for Transport, 2005) and <i>Local Transport Note 1/20 Cycle Infrastructure Design</i> (Department for Transport, 2020). It also refers to the <i>Walking Design Standards</i> and <i>Cycle Design Standards</i> which have been adopted by the county council.</p> <p>The Oxfordshire Street Design Guide follows the same user hierarchy in <i>Manual for Streets</i> with pedestrians at the top, then cyclists, then public transport users and finally other motor traffic. This aligns with Oxfordshire County Council's ambitions to become zero-carbon as a county by prioritising sustainable and healthy travel.</p> <p>The document requires developers to engage with the county council at a very early stage of the development planning process, rather than delaying it until the masterplan has been formed to allow us to influence the form of the development with a view to creating a development that is weighted in favour of sustainable and healthy travel.</p>

	<p>The document is moving away from providing strict geometries to recognise that Oxfordshire is a diverse place and each development is unique. It provides some street examples to demonstrate how our requirements can be achieved. It requires developers to provide attractive and convenient connections for pedestrians and cyclists and footways and cycle routes to be designed in accordance with <i>Inclusive Mobility</i> (DfT, 2005) and <i>Local Transport Note 1/20 Cycle Infrastructure Design</i> (DfT, 2020) respectively.</p> <p>The guide provides guidance on cycle parking for all new developments and requires provision for cargo bikes, mobility impaired bicycles, scooters, etc. It also provides guidance on bus stop design within new developments and its interaction with cycle routes and footways.</p> <p>The guide discusses the approach the county council is taking in terms of car parking design and our preference to reduce private parking stock (garages, on plot parking) and increase the use of unallocated / allocated on-street parking. This allows flexibility in street design when private car dependency reduces in future which would allow on-street parking could be converted to other uses such as pocket parks, planting, cycle routes, Connected and Autonomous vehicles routes, etc.</p> <p>The Design Guide also provides guidance on drainage and landscaping where these form parts of the street. The use of Sustainable Urban Drainage systems is required where possible and planting within the street is encouraged. It also discusses how refuse and recycling collection needs can be accommodated within street design.</p> <p>The project team has also worked with the Innovation Hub team to include guidance on how innovation can form part of street design. Detail is provided on innovative street lighting provision as well as electric vehicle charging. Innovation is fast paced and ever changing and therefore it is difficult to provide design parameters. However, we have knowledge of emerging innovations which already have some level of evidence in place to show likely efficacy which we have outlined within the guide.</p>
<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</p>	<p><b>Research</b></p> <p>The document has been drafted in line with the following national and local documents:</p> <ul style="list-style-type: none"> <li>• National Design Guide (Ministry of Housing, Communities and Local Government 2021)</li> <li>• Manual for Streets (Department for Transport, 2007)</li> <li>• Manual for Streets 2 (CIHT, 2010)</li> <li>• Inclusive Mobility (Department for Transport, 2005)</li> </ul>

to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.

- Local Transport Note 1/20 Cycle infrastructure design (Department for Transport, 2020)
- Healthy Streets Toolkit (TfL, 2007)
- District Councils' design guidance
- OCC Walking and Cycle Design Standards
- OCC Climate Action Framework

**Consultation**

In December 2020 to January 2021 a consultation was circulated to key stakeholders in order to gather views on the draft document. Key stakeholders included cycle, pedestrian, civic, disabled user groups, developers and district councils. A list of stakeholders consulted is provided at Annex 1. A total of 45 responses were received and 15 more detailed responses in the form of letters were also received. Key findings from this and how the document has been amended to address these points is shown below.

Summary of responses to online consultation	How has the Oxfordshire Street Design Guide been amended to address this issue?
The Guide needs to clarify what it <i>doesn't</i> include	Edited to ensure that it is clear that the design guide is for design of streets in new developments only.
Needs some clarification regarding <i>guidance</i> and <i>standards</i> , and how the guidance can be <i>enforced</i>	The design guide will become an adopted document and new developments will need to conform with its requirements. Officers will refer to this guidance when assessing planning applications for new developments.
Needs more decisive language	The document has been edited to ensure that we use more decisive language to make it clear what we are seeking from new developments.

	More priority for pedestrians, cyclists and the less able	The user hierarchy has been made clearer with a new section which follows the user hierarchy set out in Manual for Streets (DfT, 2007) with priority given to pedestrians and cyclists. The design guide is also in line with Inclusive Mobility (DfT, 2005) and therefore ensures that design incorporates requirements of the less able.
	More regarding <i>connectivity</i> to existing places	Being addressed with current draft amendments.
	Too <i>car-orientated</i>	The project team does not agree with this view, however amendments have been made to the document to make it clear that we seek priority for pedestrians and cyclists with all street design.
	Needs to make more commitment to <i>Manual for Streets</i> and <i>LTN 1/20</i>	Makes relevant references to both Manual for Streets and LTN 1/20 and is clear that the design guide should be used in conjunction with these documents.
<p>An internal consultation on the design guide was also undertaken within the Growth and Place and Community Operations service areas to understand officer views. This identified the need to add more detail around street lighting, limit of dwellings to be served from one access, innovation, electric vehicle charging, drainage and design for schools etc. The draft document was amended following this consultation.</p>		
<p><b>Critical Friend Review</b></p>		
<p>A Critical Friend was appointed by the project team to review the draft document and was undertaken in February 2020. This found that the guide was well illustrated and clearly written but found that more detail should be provided on how developers can engage with the county council and the need for firmer language to be clearer of the requirements from developments. These points are currently being reviewed by the project team and will be addressed through the current revisions to the document.</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>Many suggestions were put forward during the stakeholder engagement and not all of these have been taken forward. The amendments that were made to the draft were selected as they met the objectives and aims of the design guide (the objectives and aims of the design guide were not challenged). The suggestions that were not included have not been disregarded but are being considered as further areas of work that will be reviewed when additional funding sources are available in the future.</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"/>	The design guide seeks to provide access to a range of sustainable and healthy travel options to create a mode shift towards walking, cycling and use of public transport which will benefit people of all ages. There is a presumption in favour of active travel within the guidance which may positively impact upon younger users as active travel is encouraged and provided for while it may negatively impact upon some elderly (with reduced mobility) who are dependent on a private car to travel.	Ongoing monitoring of the document any impacts in practice. As the document will be a live document, it can be amended yearly to reflect any changes required.	Transport Development Control Lead (North), Oxfordshire County Council	Ongoing

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Disability is a wide concept, of particular relevance to this assessment is the consideration of wheelchair, mobility impaired, blind and partially sighted users.</p> <p>The design guide requires street design to provide adequate footways in accordance with Inclusive Mobility (DfT, 2005) and cycle parking for mobility impaired users to be provided. It provides examples of appropriate crossing points within developments and use of tactile paving for example. There is a presumption in favour of active travel within the guidance which may negatively impact upon mobility impaired people who are dependent on a private car to travel.</p> <p>Mental health has also been considered and it has been concluded that the guide would result in a positive</p>	Ongoing monitoring of the document any impacts in practice. As the document will be a live document, it can be amended yearly to reflect any changes required.	Transport Development Control Lead (North), Oxfordshire County Council	Ongoing
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				impact by encouraging the provision of pocket parks, landscaping etc which improves the street scene and access to green spaces which has a positive impact on mental health and wellbeing.			
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Evidence shows that people from black and ethnic minorities are less likely to take up cycling ( <i>Cycling for Everyone</i> , Sustrans and Arup, 2020). By providing attractive and convenient cycle routes in new developments, a mode shift to cycling is anticipated amongst all groups.			

<p><b>Sex</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><i>'Men on average cycle 2.5 times more trips and four times as far as women, and male adults in their forties cycle the most....Women are more likely to be worried about personal safety and experience anti-social behaviour whilst travelling.'</i> (Cycling for Everyone, Sustrans and Arup, 2020)</p> <p>Given that the design guide prioritises walking and cycling, some users, particularly women, may be concerned about personal security. The aim of the design guide is to provide safe attractive routes in new developments for everyone to use and to enable a greater take up of cycling irrespective of sex. The guidance discusses the need to create streets which encourage natural surveillance and open spaces which discourage anti- social behaviour.</p>	<p>The design guide requires good design which means that personal security issues are considered at design stage of new developments. However, ongoing monitoring of the document will be undertaken to assess any impacts in practice. As the document will be a live document, it can be amended yearly to reflect any changes required.</p>	<p>Transport Development Control Lead (North), Oxfordshire County Council</p>	<p>Ongoing</p>
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<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Religion or Belief</b>	<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
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pre-existing rural communities may be more isolated and have less access to take part in active travel	Developers are required to demonstrate how new development will integrate with existing built up areas and how people living or working within the new developments will be able to access facilities outside of the development. This consideration will ensure that facilities in rural communities will be considered in the context of new development.	Transport Development Control Lead (North), Oxfordshire County Council	Ongoing
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The guide encourages developers to reduce the need for on plot parking which may negatively impact on carers in an official setting.	The guide does not preclude the provision of short stay or visitor parking and the allowance for visitors passes where parking controls are imposed. Furthermore, the provision of infrastructure for alternative modes of transport may mean that this	Transport Development Control Lead (North), Oxfordshire County Council	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
					negative impact is only experienced in the short term.		
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The design guide seeks for new developments to be designed with priority for walking and cycling. This requires consideration of personal security along routes and safety for vulnerable users. Walking and cycling are the most accessible modes of transport regardless of economic background, the design guide seeks to ensure that these modes are thereby safe for all users.			



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

<b>Additional Wider 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* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Officers will be able to refer to this guidance when assessing new developments and require development to conform with this guidance.			
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The guide provides information on other service areas such as schools, maintenance, etc and thereby shares information with developers who can consider these requirements when designing new developments.			
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Social Value <sup>1</sup></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<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 and CDC aim 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
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing provision for walking and cycling may support switch from cars to active travel for business mileage			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The guide emphasises the need for attractive and safe walking and cycling routes to school.			

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:

<b>Climate change 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>Enable carbon emissions reduction at district/county level?</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The prioritisation of walking and cycling in new developments as required by the guide will eventually result in a mode shift towards sustainable transport and thus reduce carbon emissions.			

## 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>25 May 2022</b>
<b>Person Responsible for Review</b>	<b>Chanika Farmer</b>
<b>Authorised By</b>	<b>Eric Owens</b>

**Annex 1 - Stakeholder Groups Consulted – Formally Consulted**

A1 Taxis
A2B Taxis
ABC Radio Taxis Oxford
Active Oxfordshire
Age UK
Ambulance
Begbroke Science Park
Blenheim Estate
Botley Taxis
Bus Users Oxford
Campaign For Better Transport
Castle Complex Manager
Chiltern Railways
Christchurch College

City Centre Manager
Clarendon Centre
Community First Oxfordshire
Covered Market Manager
CPRE
Cycling Touring Club
Cyclox
Experience Oxfordshire
Fire & Rescue
Freight Transport Association
Friends of the Earth
Grosvenor
GWR - Station Manager
Hackney Cabs
Highways England
Land Securities
Living Streets

London Oxford Airport
My Life my choice (learning disabilities)
Network Rail
Oxford Association for the Blind
Oxford Brookes University
Oxford Cars
Oxford City Cars
Oxford Civic Society
Oxford Colleges
Oxford Health NHS Foundation Trust
Oxford Pedestrians Association
Oxford Preservation Trust
Oxford University
Oxford University Estates
Oxford University Hospital
Oxfordshire CCG
Oxfordshire Cycling Network

Oxfordshire Deaf Direct
Oxfordshire Local Enterprise Partnership
Oxfordshire MIND
OXLEP
OxTRAG
OxWED
Passenger Focus - now called Transport Focus
Pedal and Post Bicycle Cargo and Freight
Pembroke College
Road Haulage Association
ROX
Said Business School
Sustrans
Thames Valley Police
Transport Studies Unit, University of Oxford
Westgate Oxford Alliance



Other groups consulted include:

- Internal teams (15/07/20)
  - City and District Councils (14/12/20)
- Developers and Consulta