



ANNEX 4

# **Oxfordshire County Council**

## **Equalities Impact Assessment**

Garsington Road, Oxford: Active Travel Scheme

June 2024

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment and Place – Infrastructure Delivery
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Garsington Road Active Travel Scheme
<b>Is this a new or existing function or policy?</b>	New project
<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 project aims to provide pedestrians, cyclists and school children with safer crossing facilities and priority on the Garsington Road corridor between the Eastern Bypass and the junction with Between Towns Road. The scheme will provide segregated facilities to separate cyclists from motor vehicles and pedestrians. 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>The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>The proposals may have a positive impact with regard to protected characteristics for age and disability through the provision of improved crossing facilities on Garsington Road and the segregation of pedestrians and cyclists.</p> <p>The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will be reviewed again after the infrastructure is improved and it has been used for a sufficient period of time.</p>
<b>Completed By</b>	Tayo Akinyosade
<b>Authorised By</b>	John McLauchlan

<b>Date of Assessment</b>	30/05/2024
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## 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>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. Two adjacent projects along Oxford Cycle Route (OCR) 14, on Garsington Road B480, received funding.</p> <ul style="list-style-type: none"> <li>• Improvements to OCR 14 on Garsington Road between Hollow Way and the Eastern Bypass, for design and construction only</li> <li>• Improvements to OCR 14 (Between Towns Road B480 and B4495 Junctions, as well as Cowley Interchange) - for scheme feasibility and preliminary design only.</li> </ul> <p>The Garsington Road Active Travel scheme is strongly aligned with the County Council's 'vision' set out within the 'Local Transport &amp; Connectivity Plan (LTCP, 2022 – 2050)', which includes reducing the need to travel by private car journeys through making walking, cycling, public and shared transport the natural first choice. In addition, the scheme will play an important role in helping us to meet the headline targets that underpin the vision and key themes that are set out in the LTCP.</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>The Garsington Road Active Travel scheme is prioritised in recognition of the need to improve walking, wheeling, and cycling connectivity along the route. The routes and extents of the cycle network have been defined in the Local Cycling and Walking Infrastructure Plan (LCWIP), which can be considered as a master plan with incremental delivery required to achieve the full envisaged cycling and walking network.</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</p>

	<p>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>The section for design and construction is a 200-metre section of Garsington Road between the B480/Hollow Way junction and the Garsington Road/John Smith Drive Roundabout (the entrance to Oxford Business Park). In this location there is a missing section of segregated cycle path on the southern side of the road. The proposals also include the installation of a Signalised (toucan) crossing for pedestrians and cyclists on Garsington Road, located approximately 74 metres east of the junction with Phipps Road, and the delivery of improved side road entry treatments at the St Lukes Road, Napier Road and Phipps Road junctions and also on the northern and southern arms of the John Smith Drive Roundabout.</p> <p>The section for feasibility and preliminary design only will provide improved walking, wheeling and cycling facilities at the Between Towns Road and Hollow Way junctions and will also include a review of toucan crossings at the Garsington Road /Eastern Bypass junction to consider reducing the number of stages that pedestrians and cyclists have to cross in this section of the route, and to realign the route according to desire line.</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 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>Public consultation and engagement with key stakeholders, including groups representing people with disabilities have been carried out as part of design stage of the project.</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>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 car journeys. In areas of planned housing growth, we will prioritise active and public transport over road capacity for cars'.</p> <p>In the context of OCC's fundamental vision and aims, doing nothing is not considered an option.</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 improved active travel facilities and safer crossing facilities for school children, and addition of signalised crossing on Garsington Road will assist residents of various ages (especially those with mobility issues) to access local services and facilities			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved crossing facilities and segregation of pedestrians and cyclists will provide greater accessibility	Engagement / consultation with accessibility groups to ensure the highway changes do not adversely impact disabled users.  Design and construct in accordance with LTN 1/20	Tayo Akinyosade, Project Manager, OCC	To be arranged with the relevant accessibility groups. Early engagement was undertaken in February 2024 before the informal public consultation
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"/>				



<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<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"/>	High quality, safe and convenient active travel routes in Garsington Road will encourage active travel between Oxford city and rural areas to the east of the city when considering the entire route including its extents up to Grenoble Road.	Early engagements with key stakeholders were undertaken in February 2024 before the informal public consultation.	Tayo Akinyosade, Project Manager, OCC	Comments on the proposals for the preliminary design should be integrated before the public consultation.
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Carers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<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 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>	October 2025 (1 year after scheme implementation)
<b>Person Responsible for Review</b>	Tayo Akinyosade
<b>Authorised By</b>	John McLauchlan