Oxfordshire County Council

Equalities Impact Assessment

Transport Hub Strategy

March 2023

Contents

Section 1: Summary details

Directorate and Service Area	Environment and Place, Transport and Infrastructure
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Transport Hub Strategy
Is this a new or existing function or policy?	New strategy
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).	The Transport Hub Strategy provides more detail about how the county council will develop a network of transport hubs across the county. These will improve interchange between sustainable modes and help to reduce private car journeys. The Transport Hub Strategy seeks to improve accessibility and promote inclusion of all residents. Possible impacts include improved accessibility benefitting older and disabled residents. This includes a recognition that hubs should be developed with community involvement to generate buy-in and ownership. Transport hubs will also help to improve connectivity in rural areas and create a more balanced transport system benefitting all residents, including those in areas of deprivation.
Completed By	Joe Kay
Authorised By	Lauren Rushen
Date of Assessment	22/3/23

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.	The Local Transport Connectivity Plan (LTCP) was adopted by the county council in July 2022. The LTCP outlines the long-term vision for transport and travel in the county and the policies required to deliver this. The LTCP vision sets out the ambition to deliver a net-zero transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The LTCP also includes a set of headline targets to track delivery of the vision. This includes targets to replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030, deliver a net-zero transport network by 2040 and have zero, or as close as possible, road fatalities or life-changing injuries by 2050. In order to deliver these targets and deliver the vision for transport, the LTCP identified the need to improve multi-modal travel and better integrate different transport modes. The Transport Hub Strategy outlines how we will develop transport hubs to improve multi-modal travel. This is key to implementing the LTCP, particularly policies 22 and 23 which outline our proposal to make multi-modal travel as a central option for transport planning and to develop a network of transport hubs across the county.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Transport hubs are an existing concept with examples of ongoing and complete hubs both within the UK and across Europe. The majority of existing work uses the term 'mobility hub'. We have chosen to use the name 'transport hub' but the underlying concept is the same. During development of this strategy, we have reviewed transport hub work by other local authorities and organisations, to develop an Oxfordshire transport hub proposal. This incorporates many aspects from elsewhere but redefines and tailors them to the Oxfordshire context. We have outlined some essential criteria which all transport hubs in Oxfordshire must meet. Our essential criteria are: • Transport hubs must facilitate transport interchange between at least two transport mode options. • Transport hubs must have at least one element from each of the 4 element groups.

	• Transport hubs must have visual, social and community appeal. • Transport hubs must be accessible and understandable to all. To build on our essential criteria, we have defined 4 different types of transport hubs that we will develop in Oxfordshire. These typologies have been developed to outline the different size transport hubs we will be developing. The typologies also include the possible elements that could make up each transport hub type. The 4 typologies we have developed are: major interchange transport hubs, linking transport hubs, suburban and rural transport hubs and mini transport hubs.
Evidence / Intelligence 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.	Transport hubs were identified as a concept through the LTCP. The LTCP is supported by an evidence baseline report. Analysis of this data has helped to identify the challenges and underpin the policies identified, including the development of transport hubs. This report includes data about: • Policy context • Road and rail links • Private car • Public transport • Walking and cycling • Road safety • Air quality • Freight • Highway maintenance • Health • Natural and historic environment • Rivers and canals • Population • Young people • Deprivation • Urban vs rural • Economy • Digital connectivity

	- Future housing and jobs We have also reviewed existing work on transport hubs and a number of case studies are provided in the strategy. There was also a stakeholder workshop held to help the content of the strategy.
Alternatives considered / rejected 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.	During the LTCP policy drafting process, a range of policies have been developed and amended. As part of this policies were assessed and the transport hub policy was deemed a key area required to deliver the LTCP vision and targets. Alternatives that were considered were not progressed for various reasons including poor alignment with the vision and broader objectives, level of ambition and feasibility challenges. A do nothing approach was not considered appropriate for a range of reasons. This includes: - The need for a new approach to transport policy if we are to tackle transport and associated challenges in the county such as congestion and air quality. - The need to improve multi-modal interchange - The need to increase public transport usage

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	☐	☒	☐	Transport hubs will improve accessibility, benefitting older and younger residents. The criteria in the strategy will ensure they are well-designed and accessible to all. There may also be opportunities for local stakeholders or users to be involved with design to ensure they reflect the local user's needs.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

Disability	☐	☒	☐	Transport hubs will improve accessibility, benefitting disabled users. As highlighted above, the criteria in the strategy will ensure they are well-designed and accessible to all. There may also be opportunities for local stakeholders or users to be involved with design to ensure they reflect the local user's needs. The strategy also highlights that transport hubs will follow accessibility guidance for disabled users. Transport hubs will support residents with disabilities by making interchange easier and providing a range of services near key destinations.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				

| Race | | ☐ | ☒ | ☐ | Transport hubs will help to improve access to transport for ethnic minority groups.

Ethnic minority groups face different barriers to transport that transport hubs will help to overcome.

The strategy recognises that the components at each transport hub need to correspond to local user's needs and the purpose of journeys in the area. Community ownership and local connectivity is also central to the concept of transport hubs. It is therefore important that local evidence is collected and engagement is conducted with local stakeholders when designing the transport hub.

This will help to understand and overcome transport barriers faced by ethnic minority groups. | | Transport hubs will be delivered by a range of stakeholders. | Annual review and monitoring of LTCP. |
|------|---|---|---|---|---|---|---|---|

Sex	☐	☒	☐	Transport hubs will help to improve access to transport for women. The process for understanding local users needs outlined in the previous row will also help to understand and overcome barriers to transport faced by women. Transport hubs will also help to improve women's safety when using the transport network. The strategy outlines that when considering locations, it is important to take into account how well-lit the area is, whether there is any CCTV serving the location and the ease of access.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

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	☐	☒	☐	Transport hubs will help to improve transport connectivity in rural areas. This will be delivered through the proposals to develop rural transport hubs and mini transport hubs.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Armed Forces	☐	☐	☐				
Carers	☐	☐	☐				
Areas of deprivation	☐	☒	☐	Transport hubs will help to improve transport connectivity in areas of deprivation. As highlighted previously, understanding local users needs will help to shape transport hubs. This will ensure they include the facilities required to address barriers to transport in areas of deprivation. Transport hubs may also introduce new services such as shared bicycles which will increase the transport options available and improve connectivity.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

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	☒	☐	☐				
Other Council Services	☐	☒	☐	Transport hubs will help to benefit residents health, wellbeing and accessibility. This will have positive impacts on other services such as public health.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Providers	☒	☐	☐				
Social Value [1]	☒	☐	☐				

---

[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	July 2024 (annual review of LTCP)
Person Responsible for Review	Joe Kay, Strategic Transport Lead
Authorised By	Lauren Rushen