Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

Local Transport and Connectivity Plan

August 2021

Contents

Section 1: Summary details

Directorate and Service Area	Environment and Place, Strategic Infrastructure and Planning
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Local Transport and Connectivity Plan
Is this a new or existing function or policy?	New policy document
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 LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport 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 unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. Possible impacts include improved accessibility benefitting older and disabled residents. It will also help to improve connectivity for rural areas and create a more balanced transport system benefitting all residents, including those in areas of deprivation. Impacts also include benefits for other council services, such as through improved health and a significant contribution to reducing carbon emissions from transport by changing the way residents travel.
Completed By	Joe Kay / Melissa Goodacre
Authorised By	Lauren Rushen / Sandra Fisher-Martins
Date of Assessment	August 2021

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.	Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP outlines our long term vision for transport in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we implement. The current Local Transport Plan 4 (LTP4) was adopted by the Council in 2016. It has provided a strategic transport policy framework for Oxfordshire over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. The LTCP is an opportunity to develop a transport policy framework that reflects these changes and implements a new way of thinking.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport 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 unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in the following key categories in order to achieve this: - Walking and cycling - Healthy place shaping - Road safety - Digital connectivity - Public transport - Air and environmental quality - Network and congestion management - Innovation - Data - Freight

	• Regional connectivity • Local connectivity It was decided that this was the best course of action in order to address the following key challenges. These were identified from evidence base analysis, stakeholder engagement and public consultation: • Decarbonisation – Delivering a zero-carbon transport system is a critical part of contributing to UK targets and addressing climate change. • The private car – Increasing private car use is having negative impacts on human health and the environment. • Future growth – Proposals for over 85,000 new jobs and 100,000 new homes in the county will have a significant impact on our transport network. • Connectivity – There is a need to improve connectivity by all modes, particularly along certain corridors. • Wider challenges – Transport is also critical to addressing wider challenges, notably public health, inequalities, air quality, safety and climate action. This course of action was also required because previous approaches to reducing car use in the county have not been successful. Attempts to manage traffic flow and accommodate other modes have been unsuccessful as the car remains the dominant mode of choice. This has created environments that are not welcoming places for people and negatively impact on biodiversity and air quality.
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.	The LTCP is supported by an evidence baseline report. Analysis of this data has helped to identify the challenges and underpin the policies identified. 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

There have also been 2 rounds of public engagement on the LTCP to date. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics.

Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.

There has also been engagement with County Councillors through the cross-party Transport Cabinet Advisory Group and Locality Meetings and broader stakeholders via the LTCP Stakeholder Group. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes.

All of this engagement has helped to understand different groups needs and refine the proposals in the LTCP. |

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.	A do nothing approach was not considered appropriate for a range of reasons. This includes: - Changes to national, sub-national and local policy since 2016 that need to be reflected - The previous LTP4 does not account for new priorities such as decarbonisation - 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. During the policy drafting process, a range of policies have been developed and amended. There are currently over 80 policies in the LTCP, so we have not included all approaches that were considered here. However, reasons for not progressing certain approaches include poor alignment with the vision and broader objectives, level of ambition and feasibility challenges. The Integrated Sustainability Appraisal that accompanies the LTCP includes a more detailed assessment of reasonable alternatives.

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	☐	☒	☐	LTCP includes policies that will improve accessibility, benefitting older and younger residents. Key policies that will improve accessibility for different age groups are summarised below. **Walking and cycling** – All of the policies in the walking and cycling section seek to improve the choice of routes available and the range of resident they support. This includes developing greenways which will be traffic free routes for less experienced cyclists such as children. **School Streets** – Will improve road safety by closing roads and make it easier for children to access school by walking or cycling. **Community Transport** – Offers transport solutions to those that are elderly or less mobile, helping to improve accessibility and tackle isolation.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

| Disability | ☐ | ☒ | ☐ | LTCP includes policies that will improve accessibility, benefitting disabled residents.

Key policies that will improve accessibility for disabled residents are summarised below.

Transport user hierarchy – Outlines the way in which we will develop, assess and prioritise transport schemes and policies. This includes mobility aids and non-standard bicycles etc. ensuring future work will consider the needs of disabled residents.

Healthy Streets Approach - Embedding the Healthy Streets Approach into relevant guidance and decision making processes will improve the human experience of streets and consider factors directly related to disability.

Connected and Autonomous Vehicles (CAV) – Supporting the uptake of CAV's has the potential to improve the accessibility of disabled residents. | | Combination of policies will be delivered by a range of stakeholders. | Annual review and monitoring of LTCP. |

Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				

| Race | | ☒ | | LTCP includes policies that will help to improve access to walking and cycling infrastructure for ethnic minority groups.

Key policies that will help to achieve this are summarised below.

Walking and cycling - All of the policies in the walking and cycling section seek to improve the choice of routes available and the range of residents they support.

Health Impact Assessment (HIA) – By requiring HIA's for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed.

Community activation – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest need to benefit from the improvements. | | Combination of policies will be delivered by a range of stakeholders. | Annual review and monitoring of LTCP. |

Sex	☐	☒	☐	LTCP includes policies that will help to improve access to walking and cycling infrastructure for women. Key policies that will help to achieve this are the same as those summarised in the previous row.		Combination of policies 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	☐	☒	☐	The LTCP includes specific consideration for rural communities and includes polices that will improve connectivity. Key policies that will help to achieve this are summarised below. **Strategic active travel network (SATN)** – Development of the SATN will serve as a roadmap for planning walking and cycling improvements in the more rural areas of the county. **Greenways** – Development of Oxfordshire Greenways will provide off-road routes for active travel in rural areas. **Rural journeys** – This policy will ensure we work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity,		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

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
				accessibility, and contribute to delivery of our transport vision			
Armed Forces	☒	☐	☐				
Carers	☒	☐	☐				
Areas of deprivation	☐	☒	☐	The LTCP and its policies will benefit all residents including those in areas of deprivation. Key policies that will help to achieve this are summarised below. **Health Impact Assessment (HIA)** – By requiring HIA's for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed. **Community activation** – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

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
				need to benefit from the improvements. **Passenger micromobility** – Will improve simple, low cost access to bicycles and e-scooters for all residents and help to unlock more town for more people.			

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
Other Council Services	☐	☒	☐	The LTCP will benefit resident's health, wellbeing and accessibility. This will have positive impacts on other services such as public health.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Providers	☒	☐	☐				
Social Value [1]	☒	☐	☐				

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[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 3: Impact Assessment - Climate Change Impacts

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	☐	☒	☐	The LTCP will be a key part of changing how residents travel and reducing carbon emissions on our highways. This includes a policy which commits the council to assessing, managing and minimising embodied and operational carbon in transport infrastructure projects.	Assessment of embodied and operational carbon will help future transport infrastructure projects to mitigate or reduce future carbon emissions.	Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Our fleet	☒	☐	☐				
Staff travel	☐	☒	☐	Through the LTCP vision, policies and associated communication, the LTCP may help to change staff travel patterns and encourage the use of walking, cycling, shared and public transport.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Purchased services and products	☒	☐	☐				

	No Impact	Positive	Negative				
(including construction)							
Maintained schools	☒	☐	☐				

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

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:

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
Enable carbon emissions reduction at district/county level?	☐	☒	☐	The LTCP will be a key part of changing how residents travel and reducing carbon emissions from transport.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

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	February 2023 (annual review of LTCP following adoption in early 2022)
Person Responsible for Review	Joe Kay, Strategic Transport Lead
Authorised By	Lauren Rushen / Sandra Fisher-Martins