



Oxfordshire County Council
Equalities Impact Assessment

LOCAL TRANSPORT AND CONNECTIVITY PLAN
DRAFT CENTRAL OXFORDSHIRE TRAVEL PLAN

November 2022

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Section 1: Summary details

Directorate and Service Area	Directorate - Environment and Place Service Area - Place Making
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Draft Central Oxfordshire Travel Plan (COTP)
Is this a new or existing function or policy?	A new policy document (COTP).
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 draft Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>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. We will monitor the progress of COTP to assess how it is delivering against identified targets. Where needed, updates to the document could be made.</p>
Completed By	Odele Parsons, Robert Freshwater, Senior Transport Planner
Authorised By	Joanne Fellows, Growth Manager / Hannah Battye, Head of Placemaking
Date of Assessment	18 August 2022

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Central Oxfordshire Travel Plan (COTP) forms part of the county’s statutory Local Transport and Connectivity Plan (LTCP).</p> <p>COTP sets out a vision for transport across the central Oxfordshire area and identifies a set of actions needed to deliver this. The plan’s targets and actions will be used to influence and inform how we manage transport and the types of schemes we implement.</p> <p>The current transport plan covering the area (the Oxford Transport Strategy) was approved by the council in 2015. Forming part of the county’s Local Transport Plan 4, OTS provided a strategic transport policy framework for the Oxford area 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. Informed by the council’s recently adopted LTCP, the COTP will develop a transport framework for the central Oxfordshire area that reflects these changes and implements a new way of thinking.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Central Oxfordshire Travel Plan (COTP) outlines a clear vision to deliver a zero-carbon central Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>Across the Central Oxfordshire area, we plan to achieve this by looking at ways to avoid unnecessary travel, reducing the need to travel, shifting travel use towards shorter sustainable travel trip options and improving our travel networks.</p> <p>The plan contains 22 actions which have been developed to help achieve the vision. The actions will lead to further individual projects which will be accompanied by bespoke Equalities Impact Assessments as appropriate.</p> <p>The 22 actions are:</p>

Action 1 - Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone for Oxford city centre.

Action 2 - Develop proposals for a set of strategic traffic filters for locations across Oxford.

Action 3 - Develop proposals for a Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council's administrative area, within the Oxford ring road.

Action 4 - Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas.

Action 5 – Support a case-by-case review of public parking provision across the area and a consolidation and/or a reduction in public parking provision where appropriate.

Action 6 – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes.

Action 7 – Regularly review parking pricing to favour sustainable travel.

Action 8 - Deliver a central Oxfordshire cycle network consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans.

Action 9 – Deliver a wayfinding scheme across central Oxfordshire's active travel network

Action 10 – To help meet Vision Zero, deliver junction improvements for active travel users where there:

- a) is a poor road safety record for those who are walking or cycling*
- b) is insufficient dedicated infrastructure for those walking or cycling*
- c) is significant severance for those walking and cycling*

Action 11 – Deliver:

- a) increased cycle parking at key destinations including for non-standard bikes*
- b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision*

Action 12 – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.

Action 13 – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030.

Action 14 – Alongside partners, deliver:

a) Oxford Station enhancements

b) a passenger rail service and two new passenger stations on the Cowley Branch Line

c) local rail capacity and service frequency enhancements

Action 15 – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire

Action 16 - Deliver a freight consolidation feasibility study and first / last mile delivery pilot.

Action 17 – Deliver a safer lorry scheme pilot across central Oxfordshire.

Action 18 - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach.

Action 19 – Alongside partners, deliver a City Centre Movement Framework for Oxford.

Action 20 - Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework

Action 21 – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.

Action 22 - Deliver publicly accessible electric vehicle charging points across central Oxfordshire.

It was decided that these actions are 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:

- **Climate and emissions:** Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.
- **Housing, jobs, and regeneration:** Over the period 2011 to 2031, 100,000 new homes will be built in Oxfordshire, with at least 15,000 required to meet Oxford City's unmet housing need. Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth.
- **Sustainable travel:** Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness of the area as a place to live and work. Space efficient travel options like public transport and active travel, can help significantly towards addressing this challenge. Currently, sustainable travel modes in the area face issues including:
 - **Time and reliability** - Average bus speeds in Oxford have been declining on key routes to and from the city centre and employment sites, with only 8mph achieved between the JR hospital and city centre via Cowley Centre during weekday peaks.
 - **Safety** – The Oxfordshire Cycle Survey 2019 identified 'Traffic Safety' as the single biggest issue for people cycling in Oxford.
- **Equality:** The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.
- **Health:** Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.

This course of action was also required because previous approaches to reducing car use in central Oxfordshire, whilst having had some impact, have not resulted in a large enough reduction in car use and 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 COTP, draws on an evidence based for the Local Transport and Connectivity Plan (LTCP), summarised within the LTCP itself. Additional analysis of existing held datasets has helped to identify the challenges and underpin the actions identified. This has included:

- Local Authority air quality reporting
- Local Authority held traffic data
- National publicly available research and surveying
- National Travel Survey data
- Local Authority Health data
- Local Authority road collision data
- Local and national demographic data sets and projections

Underpinning the COTP document is a grounding in the adopted LTCP and its accompanying evidence which included three rounds of public engagement and consultation periods. During the drafting of the COTP document there has been broad engagement with various local council teams whose input and evidence has further helped to refine proposals. The plan is also informed by previous and more recent engagement on individual measures identified in COTP and their emerging technical work, for example identified traffic filter, Workplace Parking Levy and Zero Emission Zone proposals.

<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>A do nothing approach was not considered appropriate for a range of reasons. This includes:</p> <ul style="list-style-type: none"> • Changes to national, sub-national and local policy since 2016 that need to be reflected in updated policy for the area • The previous OTS and LTP4 does not account for new priorities such as decarbonisation • Doing nothing is also not an option because it would not address the problems of traffic congestion and local air pollution, and climate change would remain and worsen if nothing is done. <p>Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</p> <p>During the drafting process, a range of actions have been developed and amended. There are currently 22 identifiable actions in the COTP document. Additional actions have been considered but were not taken forward for reasons including duplication with the LTCP, poor alignment with the vision and broader objectives and level of ambition and feasibility challenges.</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
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Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>COTP includes actions that will improve accessibility, benefitting older and younger residents.</p> <p>Actions within COTP focus on incentivising active travel and reducing car movements across the central Oxfordshire area so as to make bus journeys faster and more reliable, and make walking, cycling and scooting safer so that more people will take these up. Measures are likely to benefit all age groups.</p> <p>Keeping physically active in mid-life helps to delay the onset and progression of many age-related health conditions and plays an important role in helping to manage the impact of health conditions, including mental health</p> <p>While proposals set out in COTP are likely to create safer, healthier streets for residents, they may lengthen</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if older and younger people are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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			<p>journey times for people who rely upon private car. In the short-to-medium-term, there may also be delays on some roads. Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition.</p> <p>Young people aged under 16 and older people aged over 65 are more vulnerable to poor air quality. Measures set out in COTP aim to enable mode shift, reducing pollutants emitted by private cars and encouraging more active travel. This is likely to benefit these age groups more than others by improving their air quality and health outcomes. Current younger generations will be more severely affected by projected severe pollution and climate outcomes in mid-</p>			
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				later decades of the 21 st century.			
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Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The COTP seeks to improve accessibility for people of all ages with disabilities by implementing schemes which improve bus journeys, improve air quality, improve safety of walking* and cycling as well as creating new direct routes.</p> <p>(*N.B: when we refer to 'walking' this also includes those who use wheeled mobility aids such as rollators or mobility scooters etc.)</p> <p>Through measures outlined in COTP that reduce vehicle traffic less busy roads would benefit disabled people whose impairments necessitate extra time to cross roads. For schemes such as the traffic filters, zero emission zone, and reviewing on-street car parking and CPZs – considerations will be given to how best to ensure these schemes take in to account the needs of blue badge</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if those who are disabled are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				<p>holders, for access and parking.</p> <p>In terms of enabling access to cycling for disabled people, there is increased likelihood that a disabled person may be using a non-standard cycle; this plan seeks to ensure that cycle infrastructure is accessible by non-standard cycles and that physical barriers such as guard railing do-not prohibit access for non-standard cycles, or mobility scooters, or even family travel equipment such as double-buggies, trailer bikes, box bikes, trikes, tandems etc.</p>			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People undergoing gender reassignment are unlikely to be disproportionately impacted by proposals set out within the COTP</p>			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People who are married or in a civil partnership are unlikely to be disproportionately impacted by proposals set out within the COTP</p>			

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Positive impacts are expected to include;</p> <p>Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children</p> <p>Improvements in air quality are likely to disproportionately benefit pregnant people. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – factors associated with infant mortality.</p> <p>Potential disbenefits could include;</p> <p>Pregnant people and parents with infants/young children may find cycling and walking more difficult, e.g. due to physical exertion when pregnant or the practicalities of children travelling by foot or cycle. These groups may</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if those who are pregnant or on maternity leave are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				<p>therefore have a heightened need to use private cars.</p> <p>Note that any specific transport or accessibility needs experienced by the Pregnancy & Maternity characteristic are likely to be covered in the 'Disability' or 'Sex' section of this table.</p>			
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<p>Race</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential positive impacts include;</p> <p>Proposals within COTP are likely to reduce congestion within the central Oxfordshire area and within the Oxford ring road specifically. This may create improved conditions for buses. People identifying as 'Black/African/Caribbean/Black British' are most likely to use public transport at 31 per cent mode share.</p> <p>Measures to incentivise active travel are likely to benefit 'White' and 'Mixed or Multiple' ethnicity residents, who are more likely to walk or cycle.</p> <p>Measures to incentivise bus travel should also benefit 'Black/African/Caribbean/Black British' residents, who are more likely to use public transport – these journeys</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if specific racial groups are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				typically start and end on foot or cycle.			
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<p>Sex</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>COTP includes actions that will help to improve safe access to walking, cycling and public transport infrastructure for women. Particularly the actions for Primary Routes (Quickways), wayfinding schemes and Vision Zero. Women are more likely to walk, cycle and travel by public transport (journeys that typically start and end on foot or cycle) than men. They are more likely to benefit from reduced traffic volumes and subsequent improved road safety conditions.</p> <p>Potential disbenefits; While women in Oxford are slightly less likely to travel by car or van than men (57 per cent vs 59 per cent), those who currently do so may be less able or comfortable to switch to other modes. Women may be more hesitant to walk or cycle because of an increased threat or fear of crime, especially at night. This</p>	<p>The detail of each COPT action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the Sex characteristic including impact on women.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COPT plan.</p>
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				means that women may feel they have fewer alternatives to avoid the increased journey times and associated costs of continuing to travel by private car.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the COTP based on their sexual orientation			

Religion or Belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Places of worship within the central Oxfordshire area may disproportionately benefit in terms of reduced traffic volumes, improved air and noise pollution, and safer roads compared to places of worship outside the ring road. It should be easier, safer, and more convenient to walk and cycle to these places of worship as a result. Improving conditions for cycling and walking is likely to benefit those who regularly attend places of worship. These destinations are generally used locally within cycling and walking catchments. 	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if religious groups and/ or places of worship are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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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"/>	<p>COTP seeks to improve access to facilities from the rural areas both within and outside of the central Oxfordshire area including access to employment, key facilities and services, with a focus on doing so by non-car means; or with a shorter car journey and the need to interchange to bus, rail or active travel mode. The plan identifies transport hubs as potential locations where key facilities could be provided for rural communities.</p> <p>Careful consideration will be required to ensure that people from rural areas are not disadvantaged over those dwelling in urban areas where there is greater choice over transport mode.</p>	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for rural communities.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People in the armed forces are unlikely to be disproportionately impacted by the COTP.			
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Travel for Carers, both employed carers and those under informal arrangements, can	detail of each COPT The	Rob Freshwater,	In line with the individual project

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
				<p>have complex needs/complex journeys. This could be due to the origin and destination, the mobility/disability/age of the person being cared for or the type of goods or equipment that needs transport for or with that person. Every situation is different.</p> <p>Many carers will be car dependent and without blue-badge parking permits. It is therefore likely that the COTP will disadvantage some people in this group, through a focus on trips can be carried out by walking, cycling or public transport, or that a blue-badge will enable access or parking; neither of which is likely to be the case.</p> <p>The 2021 Oxfordshire Joint Strategic Needs Assessment reports there being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more. The introduction of some of the measures proposed in COTP may increase journey times in the short term</p>	<p>action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for Carers both those formally employed or those with informal arrangements.</p>	<p>Senior Transport Planner.</p>	<p>which will arise from the action and/or planned revisions of the COPT plan.</p>

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
				and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on disabled people reliant upon this care. Reduced traffic congestion on roads could improve accessibility for some who depend upon private car usage.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The COTP and its actions will benefit all residents including those in areas of deprivation. By requiring Health Impact Assessments for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed. Proposals set out in COTP are likely to reduce congestion across the area. This may create improved conditions for buses. Those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements.	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for areas of deprivation	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

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
				<p>Cycling and walking are also normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips.</p> <p>Community activation – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest need to benefit from the improvements.</p> <p>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.</p>			

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"/>	Staff will not be disproportionately impacted as a result of proposals set out in the COTP	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications on county council staff.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The COTP will benefit resident's health, wellbeing and accessibility. This will have positive impacts on other services such as public health.</p> <p>However, there may be specific services which need to change work practices due to the transport implications. E.g. conducting home visits/site visits within a specific geographic area by a</p>	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider the implications across Other Council Services.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

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
				specific person on a specific day.			
Providers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	COTP will improve accessibility for providers using sustainable transport however it potentially increases journeys times for Council providers using cars and vans	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider the implications across Other Council Service providers	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Measures set out in the COTP will bring social value benefits such as making bus journeys quicker and more reliable, make cycling and walking safer and more attractive, and reducing local air pollution to improve the health and wellbeing of communities across central Oxfordshire. Proposals are likely to have a net positive impact on the	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider implications on social value	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

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

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
				area's residents, including Protected Characteristic Groups.			

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	Autumn 2022
Person Responsible for Review	Robert Freshwater
Authorised By	Hannah Battye