



Oxfordshire County Council
Equalities Impact Assessment

NORTH OXFORD CORRIDOR – PRIORITY P1B – KIDLINGTON ROUNDABOUT

24 November 2022

Contents

Section 1: Summary details.....	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	6
Section 3: Impact Assessment - Additional Community Impacts	9
Section 3: Impact Assessment - Additional Wider Impacts	10
Section 4: Review	11

Section 1: Summary details

Directorate and Service Area	Environment & Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	North Oxford Corridor - Priority P1B - Kidlington Roundabout
Is this a new or existing function or policy?	New Transport / Highways Project
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).	Improved sustainable transport provisions at, and on approaches to, the Kidlington Roundabout including provision of new facilities for pedestrians and cyclists including wider, segregated and more direct routes including new signalised crossing points. Also includes extension of bus priority facilities, including new sections of bus lane with the overall aim of providing real choice to alternatives to the private car. Reduction of the speed limit further enhances safety for vulnerable road users.
Completed By	Andy Warren – Senior Project Manager
Authorised By	Aron Wisdom – Programme Lead
Date of Assessment	24/11/2022

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 project aims to improve the Kidlington Roundabout and its approaches specifically for public transport, cyclists and pedestrians encouraging a switch in mode from private car use. This project covers interventions with Oxford Road, Bicester Road and Frieze Way and forms part of an overall strategy to improve the North Oxford Corridor.</p> <p>A larger scheme was originally proposed including widening to the circulatory carriageway of the roundabout to provide additional lanes. This was met with objections during the initial consultation with regards to providing more space for motor vehicles, the need for better and more direct crossing points and the loss of a number of substantial trees. The resulting revised scheme was more positively received when consultation was re-run.</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>Improved bus, cycling and walking facilities on approach to and around the roundabout to encourage more use of sustainable transport modes and as a result less reliance on the private car. This will be achieved by providing safer and more attractive routes for pedestrians and cyclists (including signalised crossings), improving the journey experience and encouraging greater use of sustainable transport modes leading to reduction in vehicle emissions and improving air quality.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Traffic modelling for the project has been completed and results used to inform the proposals. In addition, an original public consultation with stakeholders, including residents, cycle groups and bus companies, was completed during June 2020 where comments were invited and those received used to further inform the design principles resulting in the current proposals. Formal consultation on the statutory elements including speed limit and</p>

<p>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>signalised crossing provisions was completed during October 2020 and results are due to be reported to CMD in January 2023.</p>
<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 number of corridor improvements were proposed at optioneering stage with the Kidlington Roundabout, alongside improvements to the A44 between Yarnton and Pear Tree Interchange being chosen to proceed using Housing and Growth Deal funding. The schemes formed the evidence base and mitigation for the growth identified in the Cherwell District Council Local Plan. A larger scheme was originally proposed including widening of the circulatory carriageway of the roundabout to provide additional lanes. This was met with objections with regards to providing more space for motor vehicles, the need for better and more direct crossing points and the loss of a number of substantial trees. The resulting revised scheme was more positively received when consultation was re-run.</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"/>	Safer, more direct routes for walking and cycling including controlled crossings			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wide facilities, improved lighting, crossings will have equipment fitted for visually impaired users			
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"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvements to bus journey times disproportionately benefitting women who are more likely to use buses.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Religion or Belief	<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
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better provision for bus travel and safer more direct walking and cycling routes			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Encouragement of sustainable transport providing alternatives to the private car. Car ownership results in a higher and disproportionate percentage of disposable income for those on lower wages			

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better provision for bus travel and safer more direct walking and cycling routes			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better provision for bus travel and safer more direct walking and cycling routes			

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	31 Mar 2023
Person Responsible for Review	Andy Warren
Authorised By	