



Oxfordshire County Council Equalities Impact Assessment

Woodstock Road Sustainable Travel Improvements
June 2024

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Section 1: Summary details

Directorate and Service Area	Environment and Place – Placemaking
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Woodstock Road Sustainable Travel Improvements
Is this a new or existing function or policy?	New 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).	<i>The Woodstock Road Sustainable Travel Improvements scheme is a transport and connectivity project that aims to improve bus journey reliability and make Woodstock Road (A4144) safer for pedestrian, cycling and mobility-aided access. The proposals extend between St Giles in Oxford city centre and the Wolvercote Roundabout (A40). The proposals are designed to work with other measures to improve and encourage journeys made by walking or wheeling, cycling and public transport.</i> The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community. The proposals may have a positive impact with regard to protected characteristics for age and disability. 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
Completed By	Robert Freshwater
Authorised By	
Date of Assessment	14/06/2024

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>Through the Oxfordshire Growth Deal, funding has been allocated to the Woodstock Road (A4144). Significant new homes and jobs are planned in areas to the immediate north of Oxford. The location of this growth is proximal to existing services in order to afford the greatest potential for trips to/from these development areas to be made by sustainable transport means. The Woodstock Road (A4144) is one of the key corridors linking planned growth in these areas (Kidlington, Oxford North, Yarnton, Begbroke) to facilities and in Oxford city centre and across the wider city.</p> <p>Making sustainable transport modes like public transport, walking and cycling more attractive is consistent with the counties adopted transport strategy and has multiple cross benefits for addressing growing congestion issues across the wider city including improving public health outcomes and improving air quality/ climate outcomes.</p> <p>This project forms only one phase of a much wider set of infrastructure proposals including:</p> <ul style="list-style-type: none"> • HIF2 A40 Bus priority improvements • Oxford North developer led highway proposals for A40 and A44 (A34 to Wolvercote) • A44 North Oxford Corridors (Loop Farm to Yarnton) • Peartree Interchange Improvements
<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 project involves delivery of infrastructure measures along the Woodstock Road (A4144)</p> <ul style="list-style-type: none"> • A reversal of the bus lane between the A40 and Squitchey Lane • <i>New and improved side road crossings which would increase pavement space, increase entry ramps and reduce crossing distances for people walking. Improvements are proposed at the following side roads: Bevington Road, St Margaret's Road (East), St Margaret's Road (West), South Parade, Little Clarendon Street, Observatory Street, St Bernard's Road, Plantation Road, Leckford Road, Canterbury Road, Farndon Road</i> • <i>An extension of the shared use, off-road cycle path on the western side of Woodstock Road between the junctions of Frenchay Road and St Margaret's Road to maintain cycling amenity whilst we assess the outcome of the traffic filter trial</i> • <i>Installing solar studs along cycle lanes throughout Woodstock Road to improve visibility. Solar studs are solar-powered 'cats-eye' lights that sit flush with the path surface, so they do not impact the smoothness of</i>

	<p><i>the lane, and only light once it is dark. Further details about solar studs can be found in the FAQs section of this page</i></p> <ul style="list-style-type: none"> • <i>A new zebra crossing on Woodstock Road between Observatory Street and Bevington Road</i> • <i>Localised sections of improvements to the condition of footway/off-road segregated cycle lanes</i> • <i>Various road marking amendments, including some measures proposed in the county council's 2021 'Quickways' consultation for Woodstock Road</i> • <i>Introduce a new full time bus stop clearway on the east side of the Woodstock Road just north of the junction with St Giles</i> • <i>Locally relocate a marked parking bay (limited stay parking) outside Belsyre Court on the Woodstock Road in order to accommodate an informal pedestrian crossing.</i>
<p>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.</p>	<p>To inform the scheme design, experience was drawn from a wide variety of other schemes across Oxford where the aim was to improve the environment for sustainable travel users e.g. Frideswide Square, side road entry treatments along many of the city's main roads, Toucan crossings and shared use facilities etc etc Officers also undertook a process of co-production with a number of key stakeholder to inform proposals. Teedback from this consultation will be used to inform further development of design proposals including consideration for those of protected characteristic Officer responses to concerns about possible negative impacts on pedestrians are set out in the Cabinet Member Decision's report that this EIA is an annex to.</p>

<p>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.</p>	<p>An extension of the bus lane reversal was considered, however this was considered to have a significant detrimental effect upon active travel users heading southbound.</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
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	Robert Freshwater	To be arranged with the relevant accessibility groups. Early engagement was undertaken in spring 2024 before public consultation
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be impacted by the scheme			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be impacted by the scheme.			

Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pregnant people and parents with infants/young children are likely to be slightly benefited by proposals. These groups should find that the improved infrastructure for pedestrians and cyclists makes travelling along the Woodstock Road a more comfortable/ attractive experience.			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their race			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their sex			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their sexual orientation			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be impacted by the scheme based on their 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved reliability and journey times of public transport routes, as well as safe and convenient active travel routes on Woodstock Road will encourage sustainable travel between Oxford and rural areas to the north and west of the city	Early engagements with key stakeholders were undertaken in late 2023 and early 2024 before public consultation	Robert Freshwater	
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Armed forces are unlikely to be impacted by the scheme.			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Carers are unlikely to be impacted by the scheme			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People in areas of deprivation are typically more reliant on bus and active travel modes which are proposed for improvement through the scheme			

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"/>	By making public transport, walking and cycling along the Woodstock Road more attractive including to/from the city centre, options for travelling to council owned buildings in Oxford city centre and nearby e.g. County Hall, Rewley Road fire station, will be improved			
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making public transport, walking and cycling along the Woodstock Road more attractive including to/from the city centre, options for travelling on council services, will be improved			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Providers are unlikely to be impacted by the scheme			
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvements to the Woodstock Road will increase the connectivity of both communities local to the road and those who use it by improving the accessibility of retail, leisure and employment facilities. Improvement measures will enhance the quality of the built environment and create a more pleasant street scene for all users			

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	If the proposals if approved, this Equality Impact Assessment will be reviewed as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
Person Responsible for Review	Robert Freshwater, Infrastructure Development Lead, Placemaking
Authorised By	