



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Cherwell District Council and Oxfordshire County Council
Equality and Climate Impact Assessment

Walton Street Experimental Prohibition of Motor Vehicles ETRO

April 2021

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Section 1: Summary details

Directorate and Service Area	Growth and Place, Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Experimental Prohibition order of Motor Vehicles on Walton Street (Oxford)
Is this a new or existing function or policy?	No
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>This ECIA assesses the impact of the current ETRO measures on Walton Street (Oxford) aimed at incentivising active travel. The assessment is made against the context of an officer recommendation, to be taken to a Cabinet Members Decision meeting to terminate the ETRO and not advance an alternative area pilot proposal that has separately been consulted upon.</p> <p>The current ETRO trial on Walton Street is considered to have a number of positive outcomes for both protected groups and also on sustainability outcomes. It should be noted that whilst there are considered to be a number of positive outcomes of the current trial scheme (mainly brought about due to enhancement of active travel options and restriction of motor vehicle access in the area), there are particular geographic communities who have been negatively affected as a result of the proposals due to negative issues relating to displaced traffic (and hence air quality/ accessibility outcomes). Anecdotal feedback received by the county council has also been that the current trial has had a negative impact upon trade for local businesses. A full assessment of this has not been possible due to the ongoing impact of Covid-19 restrictions.</p> <p>The officer recommendation is for the removal of the current experimental trial measures on Walton Street. This is considered to have negative impacts (compared to the current trial situation) upon a number of groups including those</p>

	<p>of age and disability. It would also not support active travel measures of the county councils' wider commitments on improving air quality and climate challenges.</p> <p>In light of this, officers recommend that any decision to terminate the Walton Street ETRO, should be subject to a reinforced commitment to advance the numerous other significant transport measures for the City. These planned initiatives are considered to offer significant opportunity to secure active travel benefits to the Jericho and Walton Manor area and mitigate the impacts upon protected groups and on sustainability commitments. These measures include;</p> <ul style="list-style-type: none"> • 2021 - Consultation and delivery of active travel improvements to Banbury and Woodstock Road corridors • 2022 - Potential expansion of the Oxford Zero Emission Zone area to encompass the lower half of Walton Street and Jericho • 2023 onwards – Delivery of Woodstock Road/ Banbury Road Growth Deal Corridor Improvement schemes • 2023 onwards - Implementation of Connecting Oxford <p>A decision to terminate the current Walton Street ETRO, is also to be taken against the context of an area pilot proposal which has been developed and consulted upon by Oxfordshire County Council. The area pilot, has been proposed as an alternative to the existing Walton Street ETRO. Assessment of the area pilot proposal are that like the existing Walton Street ETRO, it would have positive outcomes for protected groups and also upon sustainability criteria. It is proposed that the area pilot would also have a more equitable distribution of impacts across the area, in order that particular local geographies are not disadvantaged by displaced traffic – an acknowledged challenge of the current Walton Street ETRO.</p>
<p>Completed By</p>	<p>Robert Freshwater, Senior Transport Planner, Communities</p>
<p>Authorised By</p>	<p>Eric Owens, Assistant Director: Growth and Place, Communities</p>
<p>Date of Assessment</p>	<p>12 April 2021</p>

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>In November 2019 Oxfordshire County Council (OCC) implemented a trial vehicle restriction on Walton Street (Oxford) close to its junction with Worcester Street to promote active travel, reduce impact of motor vehicles in the area and improve local air quality. This trial is due to finish on 17 May 2021. While the experimental Walton Street traffic filter has brought benefits, it has also been recognised that it has also generated some concerns among the local community. Public opinion on the measure was split with 51% supporting it, 43% objecting.</p> <p>A formal consultation on the ETRO concluded in May 2020. At a subsequent Cabinet Members Decision meeting, it was determined to keep the ETRO in place subject to development of an alternative Local Traffic Neighbourhood proposal. Following receipt of Government funding in late 2020, an alternative proposal to the ETRO was developed and consulted upon by OCC. The findings of this public consultation were that the majority (62%) had negative feelings towards the proposals. A recommendation is therefore being put to OCC's Cabinet Member Decision meeting to terminate the current ETRO and not to implement the area pilot scheme.</p> <p>Key Dates:</p> <ul style="list-style-type: none"> • 29 April - Council decision on existing Walton Street traffic filter ETRO and proposed new pilot • 17 May - Existing ETRO trial traffic filter on Walton Street ends (23:59)
<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 trial of a prohibition of motor vehicles restriction on Walton Street (Oxford) will cease on 17 May 2021. Before this date a decision is required on whether to retain the trial closure as permanent, introduce an alternative arrangement or instead remove the trial restriction.</p> <p>A recommendation is sought to terminate the trial restriction and remove associated traffic management measures, on the basis that the current trial measures and alternative measures proposed do not have wider community support and have generated a number of unintended consequences (including additional traffic flows on a number of smaller streets/ delivery difficulties) which have proven challenging to mitigate against.</p> <p>A subsequent consultation on alternative measures for the area was undertaken in March 2021. The results of a consultation on the proposals were that a majority (62%) of the respondents had a negative opinion of the measures. This included feelings from respondents that the proposed measures would not properly address air</p>

	<p>quality/ climate issues and could represent a safety issue for vulnerable groups.</p> <p>Whilst the action to terminate the Walton Street ETRO and not implement alternative measures is recognised to have a number of negative impacts upon groups and sustainability outcomes, officers consider this is the best course of action in view of the local consultation response and also the counties continued commitment to deliver a range of other measures for the area (Connecting Oxford, Zero Emission Zone, Banbury and Woodstock Rd Corridor Improvement Works) which in themselves are anticipated to have positive outcomes for both protected groups and sustainability outcomes.</p>
<p>Evidence / Intelligence</p> <p>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>Consultation on the Walton Street ETRO prohibition of motor vehicles was undertaken between November 2019 and May 2020 – reported to the Cabinet Member in July 2020. Of the 630 responses to the consultation, opinion on the trial measure was split – 51% support, 43% objection.</p> <p>Stakeholder feedback was received during the consultation suggesting that the trial had a negative impact on business trade in the area and an adverse impact of displacing traffic onto a number of smaller streets in the Jericho/ Walton Manor area.</p> <p>A subsequent consultation on alternative measures for the area was undertaken in March 2021. Whilst the county councils separate ECIA on the proposals highlights a positive outcome of the proposals on groups, the results of a consultation on the proposals were that a majority (62%) of the respondents had a negative opinion of the measures. This included feelings from respondents that the proposed measures would not properly address air quality/ climate issues and could represent a safety issue for vulnerable groups.</p> <p>Equalities monitoring questions and analysis were included within the online survey consultation. Of those that responded, 10% indicated that they had a disability. There was some evidence within the consultation to suggest that those with a limiting disability may be slightly more likely than those with no disability to feel positive about the proposed traffic pilot scheme consulted upon. scheme (32% of those with a limiting disability, compared to 27% of those with no disability). Most age groups were also well represented in the area pilot consultation, although only 2% of respondents were aged under 25. Those aged between 45-54 appear slightly more likely than other age</p>

	groups to feel positive about the proposed traffic pilot scheme (31% of 45-54s, compared with 25% of 35-44s and 23% of 65-74s). The vast majority (96%) of respondents identified as being of white ethnicity, which corresponded with the heavy prevailing demographic of the area
<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>An alternative active travel pilot scheme was consulted upon Oxfordshire County Council. Assessment of this proposal, suggests a positive outcome for protected groups and positive environmental and climate outcomes.</p> <p>The option however is not sought as the recommended approach, in response to a majority (62%) negative feedback on proposals received at recent consultation. Other options to promote active travel in the area were rejected because they were either beyond available budgets or would have taken too long to develop.</p> <p>Longer term options to secure active travel benefits in the area are still being advanced via a combination of other county council schemes including Connecting Oxford and the Oxford Zero Emission Zone. It is considered that in combination a number of these measures would be a significant step to delivering the benefits sought through the original Walton Street ETRO scheme.</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Terminating the ETRO would disincentivise some age groups from feeling they could cycle and walk safely within the area. This could lead to a decrease use of active and sustainable modes of travel within the area. Conversely, implementation of the alternative area pilot proposals recently consulted upon, or permanent implementation of the Walton Street ETRO (neither recommended) would be expected to have positive outcomes for this group as a result of younger and older age groups feeling more safe to walk/ cycle around the area</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals.</p>		Removal of the ETRO May 2021
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Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Removal of the trial closure could be expected to make disabled people on foot, using a cycle, a wheelchair or motorised scooter feel less comfortable using the road as a result of increased motorised traffic in the area. Removal of the trial closure would reduce opportunities for people to benefit from additional exercise and opportunities for social interaction. Conversely, implementation of the alternative area pilot proposals recently consulted upon, or permanent implementation of the Walton Street ETRO (neither recommended) would be expected to have positive outcomes for this group as a result of users feeling more safe to walk/ cycle around the area. This is supported by a raised proportion of people in this group indicating they had a 'positive' view on the area pilot proposals consulted upon by OCC.</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals.</p>		<p>Removal of the ETRO May 2021</p>
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Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is evidence from Sustrans (https://www.sustrans.org.uk/media/2930/2930.pdf) that women don't feel safe and are hesitant to start or restart cycling. Removing the traffic restriction on Walton Street and hence allowing additional motor vehicles would potentially make the area less attractive for this group. A permanent implementation of the current ETRO, or implementation of the area pilot proposal meanwhile (neither recommended) would reduce traffic volumes in the area and encourage those who might else not feel safe to cycle	Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals and also through other developer led proposals brought forward what will be required to conform to the Oxfordshire Design Guide which promotes a strong active travel requirement.		
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	People in areas of deprivation are more reliant on bus and active travel modes and less on car. If implemented the measure proposed would disincentivise more affordable sustainable travel options. By contrast, implementation of the current ETRO or area pilot scheme proposals, neither	Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a		Removal of the ETRO May 2021

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
				of which are recommended would incentivise sustainable modes of travel which are more directly beneficial to these groups.	combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals and also through other developer led proposals brought forward what will be required to conform to the Oxfordshire Design Guide which promotes a strong active travel requirement		

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"/>	Not applicable			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Social Value ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Removing the current Walton Street ETRO is considered to reduce informal interaction within community, as residents/users less incentivised to use sustainable travel to interact. Retention of current measures or	Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel		End of Walton Street ETRO period May 2021

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
				implementation of the proposed area pilot (neither recommended) would have an alternate positive impact	benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals and also through other developer led proposals brought forward what will be required to conform to the Oxfordshire Design Guide which promotes a strong active travel requirement		

Section 3: Impact Assessment - Climate Change Impacts

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

The action sought through this ECIA would, in itself, not complement ambitions to become carbon neutral. The measure would incentivise vehicle use over alternative sustainable travel modes. However in seeking this action, a reinforced commitment will be sought to deliver on a wider programme of planned transport measures which collectively represent a significant step towards realising climate targets. Measures include;

- Consultation and delivery of active travel improvements to Banbury and Woodstock Road corridors
- Potential expansion of the Oxford Zero Emission Zone area to encompass the lower half of Walton Street and Jericho
- Delivery of Woodstock Road/ Banbury Road Growth Deal Corridor Improvement schemes
- Implementation of Connecting Oxford

It is considered that implementing the action sought by this ECIA will place greater priority on the delivery of these significant transport schemes which in themselves offer a significant step to reducing carbon emissions within Oxford

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable.			
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

Maintained schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>For those County Council run schools in the Jericho/ Walton Manor area, that are indirectly served by Walton Street, terminating the Walton Street ETRO will disincentivise children to walk or cycle and thereby negatively effecting health and attention levels.</p> <p>Alternative proposals to either retaining the existing ETRO or implementing the area pilot proposal (neither recommended) would have an alternate positive impact on this criteria</p>	<p>To explore whether the maintained schools in the area are interested/ suitable for applying to the school streets programme.</p>		<p>Removal of the ETRO May 2021</p>
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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
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<p>Enable carbon emissions reduction at district/county level?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Terminating the ETRO will disincentivise walking and cycling. It will act as a mechanism to influence driver behaviour, by incentivising the ease of journeys by the private car therefore increasing pollution and co2. There would be expected to be some positive benefits for a number of local roads which have been subject to concerns of displacement of vehicle traffic during the current ETRO . Conversely retention of the existing ETRO or implementation of the area pilot would be expected to have positive carbon emission outcomes</p>	<p>Securing active travel benefits, providing enhanced sustainability outcomes remains a key county council priority (as set out within Local Transport Plan 4). Alternative options to secure active travel benefits that will directly benefit the area are being advanced via a combination of other county council schemes including Connecting Oxford, the Oxford Zero Emission Zone and Banbury and Woodstock Road Corridor Proposals.</p>		<p>Removal of the ETRO May 2021</p>
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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	17 August 2021
Person Responsible for Review	Eric Owens, Assistant Director for Growth and Plance Emily Schofield, Acting Head of Strategy
Authorised By	Eric Owens, Assistant Director for Growth and Plance Emily Schofield, Acting Head of Strategy