



Oxfordshire County Council
Equalities Impact Assessment

Sustainable School Travel Strategy

July 2024

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Section 1: Summary details

Directorate and Service Area	Transport and Infrastructure, Transport Policy
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Oxfordshire County Council (OCC) School's Sustainable Travel Strategy (SSTS)
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).	<p>The OCC SSTS outlines what the County Councils vision for the promotion of sustainable travel to schools and how the County Council will work towards achieving the vision.</p> <p>This coordinated approach ensures that the strategy aligns with Council policies to address the climate emergency, support public health, address inequalities, and create healthier places to live and work in Oxfordshire. The key aims of the strategy are:</p> <ol style="list-style-type: none"> 1. Improving health and wellbeing for children, young people, and their families 2. Facilitating more sustainable travel choices for school and college journeys 3. Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable
Completed By	Mark Gregory
Authorised By	
Date of Assessment	01/07/2024

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Local authorities have a duty, as set out in S.508A (1) (c) of the Education Act 1996 to promote the use of sustainable travel on journeys to and from places of education in their area.</p> <p>This duty applies to travel to and from:</p> <ul style="list-style-type: none"> • schools • further education institutions • 16-19 academies <p>Sustainable travel in this context is that which may improve:</p> <ul style="list-style-type: none"> • The physical wellbeing of users, and/or • The environmental wellbeing of all or part of the local authority's area. <p>Sustainable travel includes:</p> <ul style="list-style-type: none"> • public transport and shared transport • active travel – walking, wheeling, cycling, and scooting.
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>This Sustainable School Travel Strategy complements the Council's Active Travel Strategy and Bus Service Improvement Plan (June 24) and underpins the Council's Local Transport Connectivity Plan 2022-2050.</p> <p>The intent and purpose of this work is to identify the impacts the county council has on active travel to schools and other educational establishments, both positive and negative.</p> <p>The strategy proposes an ambitious vision for the promotion of sustainable travel to schools in Oxfordshire. The vision outlines what we are working towards, sets the scale of change required and will help to ensure consistency between future short term route maps. It will also require us to work in partnership with schools, their communities, delivery partners and other stakeholders to deliver this ambition.</p> <p>In support of the vision, the strategy identifies a set of objectives and a strategic approach to guide the work on promoting active travel to schools and other education settings. The strategy is then supported by an action plan that identifies the work already underway and any new actions that we will be taking to deliver our vision and objectives.</p>

<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>National Travel Survey data (2022) reveals that over the 10 years from 2002 to 2022 there was no significant change in the main mode of travel to school in England for pupils aged 5-16. This was typically walking and car travel with the following breakdown:</p> <ul style="list-style-type: none"> • Less than 1 mile distance - most common mode of travel was walking, both for pupils aged 5-10 (86%) and 11-16 (90%) • Between 1 and 2 miles distance - walking was the most common mode for pupils aged 11-16 (62%) • Over 2 miles distance - car was the most common mode of travel. <p>The public engagement exercise in May 2024 (summery report – add in link), highlighted many priorities for the people of Oxfordshire with regard to school journeys, including:</p> <ul style="list-style-type: none"> • Improved cycling infrastructure, training & access to a range of purpose-built cycles (ie cargo bikes, adapted cycles) • More cycle training for primary school pupils and parents • Increased road safety education for pupils • Improved walking routes to schools/colleges including more pedestrian crossing areas • More regular, well-timed bus services with cheaper fares • Driver road safety education • Increased parking enforcement around schools <p>A focus group exercise (Travel & Transport Sounding Board) held with young people in March 2023 identified 3 key themes they felt needed to be addressed to encourage more sustainable travel:</p> <ul style="list-style-type: none"> • More transport choice to support the growing independence of young people across the county. • Investment in safer infrastructure options for young people – Dedicated cycle lanes, walking routes and access to buses (particularly those in rural areas). • More reliable and cost effective (with better ticketing options particularly between transport modes) buses that are better connected to ensure young people opt to take the bus as the first natural choice
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<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>OCC are required by the department of Education to develop a SSTS, many of the actions are linked to existing council work and so alternatives were not considered.</p> <p>For new actions and the vision, several proposals were considered and were refined through the officer workshop. A do-nothing approach was not considered appropriate for a range of reasons.</p> <p>This includes:</p> <ul style="list-style-type: none"> • Work to increase the levels of active travel to school aligns with delivery of Oxfordshire County Councils priorities. • The development of a car centric culture contributes to rising levels of childhood obesity and the related long term ill health issues.
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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"/>	<p>The strategy will help to promote sustainable travel to schools in the county, benefitting older and younger residents.</p> <p>Older and younger people are particularly susceptible to the impacts of poor air quality. In children this includes asthma and slower development of lung function. In the elderly, this includes lung cancer and dementia.</p> <p>The strategy will therefore help to improve the health and wellbeing of different age groups and raise awareness of the health benefits of walking and cycling on different age groups.</p>		Delivery by a range of stakeholders.	Annual review of SSTS action plan.

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The strategy will help to improve access to schools in the county, benefitting disabled residents.</p> <p>Congestion and poor air quality can exacerbate existing health conditions and people with existing health conditions are more susceptible to the negative impacts of air pollution.</p> <p>The strategy will support the provision of school's transport for children with an Education, Health, and Care Plan (EHCP) process for those pupils and students with additional needs</p> <p>The strategy will therefore help to improve the health and wellbeing of disabled residents and raise awareness of air pollutions impact.</p>		Delivery by a range of stakeholders.	Annual review of SSTS action plan.
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"/>			Delivery by a range of stakeholders.	Annual review of SSTS action plan.

Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The strategy will help to levels of active travel in the county, this will be offered to a whole school community and benefitting residents from a non-white ethnic background.		Delivery by a range of stakeholders.	Annual review of SSTS action plan.
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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"/>	<p>The strategy will help to improve access to sustainable travel opportunities in the county, including in rural communities.</p> <p>The strategy includes an action to engage parents and support the research and citizen science engagement, to understand and overcome the barriers to active travel, particularly in rural areas</p>		Delivery by a range of stakeholders.	Annual review of SSTS action plan.
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"/>	<p>The strategy will help to improve levels of active travel to schools and other education settings in the county, benefitting residents in areas of deprivation.</p> <p>Areas of high deprivation are often more polluted due to higher levels of traffic or industrial activities.</p>		Delivery by a range of stakeholders.	Annual review of SSTS action plan.

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>People in lower socio-economic groups are more likely to have pre-existing health conditions earlier in life. Support for active travel may add to the burden of poor health.</p> <p>Studies show increased health risks associated with exposure to a car dependant culture among those living in areas of higher socio-economic deprivation.</p> <p>The strategy will therefore help to improve the health and wellbeing of residents in areas of deprivation and raise awareness of the association between deprivation and lack of active travel opportunities.</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The strategy will help to improve council work on increasing levels of sustainable travel It will also help to raise staff awareness of school travel barriers and the actions that can be taken.		Delivery by a range of stakeholders.	Annual review of SSTS action plan.
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving levels of active travel will help to benefit residents health and wellbeing. This will have positive impacts on other services such as public health.		Delivery by a range of stakeholders.	Annual review of SSTS action plan.
Providers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Working in partnership with external partners will strength the development of the SSTS objectives			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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	July 2025
Person Responsible for Review	Mark Gregory
Authorised By	