



***Cherwell***  
DISTRICT COUNCIL  
NORTH OXFORDSHIRE



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

January 2021

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Growth and Place, Communities
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Cowley Low Traffic Neighbourhoods (LTNs)
<b>Is this a new or existing function or policy?</b>	No
<b>Summary of assessment</b> 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>A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by traffic filters. This creates quieter and safer streets where residents may feel safer and more comfortable when making local journeys by bus, by cycle or on foot</p> <p>Low Traffic Neighbourhoods (LTN's) were proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting walking and cycling, in line with Council objectives of public health, decongestion, climate change and air quality. Temple Cowley, Church Cowley and Florence Park (Cowley) were chosen as priority areas in response to residents' complaints about traffic and to improve the cycle routes running through the neighbourhoods.</p>
<b>Completed By</b>	Patrick Lingwood, Active Travel Hub Lead
<b>Authorised By</b>	ERIC OWENS      Assistant Director: Growth and Place, Communities

<b>Date of Assessment</b>	12/01/2021
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## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Originally as part of tranche 1 funding from the Government's Active Travel Fund, but now with Council funding, in support of Oxford LCWIP policies to promote walking and cycling, the Council is consulting on changes in Cowley to introduce traffic filters to encourage walking and cycling and improve liveability in the area</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Low Traffic Neighbourhoods introduce filters to remove through traffic to increase safety and attractiveness of the area. They are also being introduced to improve the comfort, safety and convenience of Oxford Cycle Route 16, in support of wider policies to promote active travel and safety</p>

<p><b>Evidence / Intelligence</b></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>In line with Government guidance, alongside its statutory obligation to consult with emergency services and other statutory consultees, Oxfordshire County Council also conducted an informal consultation with the general public and other stakeholders on its consultation webpage from 23/11/2020 for 3 weeks until 18/12/2020.</p> <p>The consultation included a questionnaire survey of respondents. The final questions of the survey asked demographic details to understand whether there were any equality issues. This section looks at whether these groups support the LTN trial or not. Where there is a significant discrepancy in support between groups, it is considered important to understand the reason for that. Generally, the data shows that there are not major equality issues from the LTN introduction.</p>
<p><b>Alternatives considered / rejected</b></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>It is very difficult to prevent rat-runs without traffic filters. For instance, traffic calming has been introduced on several rat-runs in Oxford to prevent through traffic, with some success in reducing traffic speed but not much success in preventing through traffic.</p> <p>Traffic calming already exists in Rymers Lane and Cornwallis Road-Littlehay Road in Florence Park and Crescent Road in Temple Cowley, but all these roads have high levels of through traffic.</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
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Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The traffic filters are expected to make older people and children feel more comfortable using the road either walking or cycling by removing most motorised traffic. As such these facilities will encourage more opportunities for older people and children to benefit from additional exercise and opportunities for social interaction.</p> <p>Older people who are reliant on the car may experience delays or diversion to their normal journeys.</p> <p>The questionnaire completed by respondents to the consultation showed that full support for the LTNs was similar by age group (fully support: under 34 (66%), age 35-64 (60%), over 65 (56%)).</p>	Ensure that car access is adequate.	OCC Monitoring team	March to Sep 2021
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<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The traffic filters are expected to make disabled people on foot, using a cycle, a wheelchair or motorised scooter feel more comfortable using the road either walking or cycling by removing most motorised traffic. As such these facilities will encourage more opportunities for people to benefit from additional exercise and opportunities for social interaction.</p> <p>There was also considerably less full support among respondents with a disability (37%) for the LTN than non-disabled respondents (57%), though including support with reservations, 45% of disabled respondents supported the LTN trial against 36% who did not support it. Within the disabled groups, those with hearing issues were most supportive (56%), followed by those with general health issues (51%), those with sight issues (43%) and those with mobility issues were least supportive (33%).</p> <p>The findings of the survey is that disabled people who are</p>	<p>Ensure that car access is adequate.</p>	<p>OCC Monitoring team</p>	<p>March to Sep 2021</p>
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<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There was considerably less full support for LTNs among BAME respondents (48%) than white respondents (67%), but including support with reservations, there was still a majority support from both groups (White 76% and BAME 52%).</p> <p>Nevertheless it is considered that the overall impact will be positive in terms of health and liveability in the area.</p>	This issue needs to be monitored. It is not yet clear why BAME groups are less supportive. This issue will need to be investigated.	OCC Monitoring team	March to Sep 2021
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The questionnaire completed by respondents to the consultation showed that full support for the LTNs was similar by gender (62% fully support)			

<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Religion or Belief</b>	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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"/>	People in areas of deprivation are more reliant on bus and less on car. The LTNs improve the cycle route to Littlemore, Blackbird Leys and Greater Leys. The main purpose of the LTNs is to improve the cycle routes to these areas.			

### Section 3: Impact Assessment - Additional Wider Impacts

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<b>Social Value <sup>1</sup></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<sup>1</sup> 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 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 related 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
Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Generally positive as it will reduce traffic and thereby set a benchmark for further progress			
Our fleet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Generally positive as it will reduce traffic and thereby set a benchmark for further progress	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised		
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive – it will encourage cycling and walking to work			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<b>Maintained schools</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive – it will encourage more children to walk or cycle and thereby increase health and attention			
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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
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive - will encourage walking and cycling whilst also reducing pollution. Will also act as a mechanism to influence driver behaviour, by reducing the ease of journeys by the private car thereby incentivising consideration of other modes.			

## 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.

<b>Review Date</b>	<b>01/08/2021</b>
<b>Person Responsible for Review</b>	<b>Jo Fellows</b>
<b>Authorised By</b>	