



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

East Oxford Low Traffic Neighbourhood Proposal

16 December 2021

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Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Proposed East Oxford Low Traffic Neighbourhood scheme
Is this a new or existing function or policy?	Amendment to a new scheme
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>Drawing on funding secured through the Department for Transport's Active Travel Tranche 2 fund, a proposal to create a low traffic neighbourhood including quietways within Divinity Road Area, St Mary's and St Clement's has been developed and consulted on. The proposal puts forward benefits for people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions. As designed, the proposal does not intend to discriminate or unfairly disadvantage any individual or groups within the community. Monitoring of the scheme will be undertaken. The aim of the measures is to create a place that is accessible and beneficial for all.</p> <p>Restriction measures are implemented in an area where motorised traffic will be prevented from taking short cuts. These are intended to be enforced through physical measures, such as planters and bollards, which should create quieter and safer streets where residents may feel safer and more comfortable when making</p>

	local journeys by bus, by cycle or on foot. The measures are proposed as an effective means of promoting walking and cycling, in line with council objectives of public health, traffic decongestion, climate change and air quality. East Oxford was identified in the Local Cycling and Walking Infrastructure Plan as an area lacking cycling facilities and poorly served by connectivity to the city centre and surrounding area.
Completed By	Emma Walters, Senior Transport Planner
Authorised By	Owen Jenkins, Director of Growth and Economy
Date of Assessment	December 2021

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>Walking and cycling are good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life, air quality and has wider gain for the environment. These are substantial win-wins that benefit individual people and the community as a whole.</p> <p>In response to COVID-19, the DfT launched two funding streams for Active Travel. This project is in response to the second round of this funding announced in November 2020. The aim of this funding is to support active travel interventions that will meaningfully reallocate road space for cyclists and develop both cycling and walking as an attractive alternative mode of travel for short journeys, whilst encouraging public transport use. In addition, promoting active travel has many health benefits, including tackling obesity.</p> <p>According to the DfT Gear Change and Public Health England – A bold vision for cycling and walking publication 2020, physical inactivity is responsible for 1 in 6 deaths in Britain and costs £7.4 billion a year to business and wider society.</p> <p>Oxfordshire County Council is proposing an LTN in east Oxford, covering Divinity Road Area, St Mary's and St Clement's. The aim is to engage in a series of consultations with statutory stakeholders (Thames Valley Police, ambulance service, fire brigade and ODS refuse service), as well as key stakeholders and</p>
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	<p>the public, which have now taken place.</p> <p>Key Dates:</p> <ul style="list-style-type: none"> • 8 June - Public consultation on proposed LTN scheme opens • 29 June - Public consultation on proposed LTN scheme closes • 29 July - Council decision based on officer recommendations following consultation • August – October 2021 – targeted consultation and engagement with various stakeholders • 16 December – Cabinet Member decision on officer recommendations following targeted consultation • March 2022 - New ETRO measures implemented if approved • March – August 2022 - Formal consultation on how the measures are working • Before August 2023 – Decision on whether to make measures permanent
<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 proposed scheme would be introduced by an experimental traffic regulation order (ETRO) which will last no longer than 18 months. Within this period a decision will be made on whether to make the measures permanent.</p> <p>To make it easier for people to walk and cycle in this area, the proposal will restrict movements by motor traffic at the following locations:</p> <p>Divinity Road Area DR1 Divinity Road DR2 Southfield Road</p> <p>St Mary's SM1 Circus Road SM2 Temple Street SM3 Stockmore Street SM4 Marston Street SM5 James Street SM6 Bullington Road SM7 Leopold Street</p>

	<p>SM8 Magdalen Road SM9 Barnet Street SM10 Howard Street</p> <p>St Clement's SC1 Rectory Road SC2 Princes Street</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>In line with government guidance, alongside its statutory obligation to consult with emergency services and other statutory consultees, Oxfordshire County Council will be undertaking surveys if measures are implemented. The county council has been monitoring air quality since March 2021, whilst city council data has been ongoing pre-Covid-19. Boundary roads, such as Cowley Road, Iffley Road and Morrell Avenue have been monitored since early 2019 and are ongoing. Further monitoring in Divinity Road and Cowley Road will be undertaken using permanent automatic traffic counts from July/August 2021. Analysis of the whole LTN area has been ongoing since 2019 using Geofence and will be procured for 2020/2021. Journey time data is also available using Google Journey Planner and is based on current congestion levels for cars.</p> <p>Workshops were conducted with relevant stakeholders in March, April and May 2021 to identify principles to work to and discuss possible options. Oxfordshire County Council has undertaken a (non-statutory) 3 week consultation 8 – 29 June 2021 for stakeholders and the general public. The consultation includes a questionnaire survey for responders to give their feedback. The final questions of the survey ask for demographic details to understand whether there are any equality issues. We can analyse the data according to equalities groups. Where there is a significant discrepancy in support or objection between groups, it is considered important to understand the reason for that. Further targeted engagement with mosques, taxi companies and minor design changes to Howard Street were carried out as part of the CMD decision given in July 2021 (see main CMD report).</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>Oxfordshire County Council is currently looking at measures to promote active travel. To incentivise active travel i.e. cycling and walking and use of public transport within the area, the proposed scheme is to make vehicle travel less desirable for motorists and hence make the streets more appealing to cyclists and pedestrians, which given the budget, was the only real option. Evidence from Public Health England shows that well designed, accessible streets can encourage people to walk or cycle more as part of their daily routines, leading to a healthier lifestyle. Streets that encourage people to linger and spend time can also provide economic benefits, for example for local retail.</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"/>	<p>Allows all ages to cycle and walk safely within the proposed LTN area, which will increase sustainable travel within the area.</p> <p>E-scooters will be able to use existing roads, as it is illegal to travel using pavements.</p>			Implementation of new ETRO March 2021

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There are potentially both positive and negative impacts. This traffic scheme is expected to make disabled people on foot, using a bicycle, a wheelchair or motorised scooter feel more comfortable using the road either walking or cycling by removing most motorised traffic. Dimensions between filters are wide enough for wheelchairs and mobility scooters and as such, these facilities will encourage more opportunities for people to benefit from additional exercise and opportunities for social interaction. It should be noted that people who cannot use sustainable methods of travel should benefit from less traffic on neighbouring routes when using motorised vehicles, but there is</p>			Implementation of new ETRO March 2021
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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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	71% of respondents were white.	Easy Read documents were produced to consult with diverse groups and those who have literacy and language barriers. See also religion and engagement with mosques.		

Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence from Sustrans that some people, particularly women don't feel safe and are hesitant to start or restart cycling. The aim of reducing vehicle movements in the area allows safer, more attractive routes for everyone to use and to enable a greater take up of cycling and walking a irrespective of sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable			

Religion or Belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Work with various religious groups i.e. access to mosques and churches for worship</p>	<p>Joint workshop held with the 4 leaders of the mosques to assess the impact of the proposals on access to the mosques.</p> <p>Continue consultation and monitor impacts, if any, such as ability to access facilities via the ETRO process</p>		<p>Implementation of new ETRO March 2022</p>
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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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Whilst scheme beds in, travel journeys for carers may take longer to access destination	Continuously monitor scheme via the public perception survey's	Innovation Hub	Implementation of new ETRO March 2022
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 main purpose of the scheme is to improve the cycle and walking routes to these areas and work with bus companies to encourage use.			Implementation of new ETRO March 2022

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
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If journey times extend will have a negative impact on SEN school transport (see Disability section)	Continuous communication and monitoring of service		Implementation of new ETRO March 2022
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Interaction within community, feeling safer to use area through sustainable travel			Implementation of new ETRO March 2022

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 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"/>	Compared to pre July 2019 reference point, Measures will encourage modal shift to sustainable travel modes and thereby set a benchmark for further progress			Implementation of new ETRO March 2022
Our fleet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Compared to pre July 2019 reference point, Measures will encourage modal shift to sustainable travel mode and thereby set a benchmark for further progress.	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised		Implementation of new ETRO March 2022

Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage cycling and walking to work and use of public transport			Implementation of new ETRO March 2022
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not applicable.			
Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	It will encourage more children to walk or cycle and thereby increase health and attention levels			Implementation of new ETRO March 2022

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"/>	It will encourage walking and cycling, therefore reducing pollution and CO2. 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.			Implementation of new ETRO March 2022

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	December 2021
Person Responsible for Review	Emma Walters, Senior Transport Planner, Growth and Place
Authorised By	Owen Jenkins, Director of Growth and Economy