



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



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

24 February 2022

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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).	Cowley Low Traffic Neighbourhood (LTN)
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>A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking short cuts through a residential area by traffic filters (either planter or lockable bollard). A lockable bollard can be accessed by Emergency Services and Waste Services. This creates quieter and safer streets where residents can 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>
Completed By	Emma Walters, Senior Transport Planner, Localities Lead
Authorised By	OWEN JENKINS, Director of Growth and Economy, Communities

Date of Assessment	14/2/22
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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>Originally as part of the Department for Transport's tranche 1 funding, but now without allocated funding, in support of Oxford LCWIP policies to promote walking and cycling, the Council is consulting on an Experimental Traffic Regulation Order (ETRO) in Cowley to make existing traffic filters permanent or extended via an ETRO.</p>
<p>Proposals</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>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 also conducted an informal consultation with the general public and other stakeholders on its consultation webpage from 28/02/2021 for 6 months until 19/11/2021.</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>It is very difficult to prevent cut through traffic without traffic filters. For instance, traffic calming has been introduced on several cut through roads in Oxford to prevent through traffic, with some success in reducing traffic speed but not much success in preventing 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
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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>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>	Older people who are reliant on the car may experience delays or diversion to their normal journeys. Ensure that car access is adequate.	OCC Monitoring team	<p>Public consultation and perception surveys, alongside traffic and air quality monitoring</p> <p>March 2021 for duration of trial.</p>

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
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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 will still be able to reach their destinations but may take longer as traffic on arterial routes is still currently higher than expected and will need	The finding of the original surveys in 2020 is that disabled people who are reliant on the car may experience delays or diversion to their normal journeys and were therefore least supportive	OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring March 2021 for duration of trial.

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
				<p>longer to become effective, as well as additional travel costs.</p> <p>Pupils using Special Educational Needs transport require door to door pick up and there are concerns whether this service will run to time. Engagement with SEN Transport Team is ongoing and monitoring will be undertaken.</p>			
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"/>				
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There was considerably less full support for LTNs among BAME respondents (48%) than white respondents (67%), but including support	This issue needs to be monitored. It is not yet clear why BAME groups were less supportive.	OCC Monitoring team	March to Sep 2021

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
				<p>with reservations, there was still a majority support from both groups (White 76% and BAME 52%) when the original survey was carried out in 2020.</p> <p>Nevertheless, it is considered that the overall impact will be positive in terms of health and liveability in the area across all races</p>			
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>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 irrespective of sex.</p>			

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
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Some people attending mosques are finding congestion difficulties when travelling to the crematorium in Botley before dusk.</p> <p>Continue consultation and monitor impacts, if any, such as ability to access facilities.</p> <p>St Frideswide School and St Gregory the Great School are both Catholic and have a wider catchment area than many schools. They are experiencing staff resource and retention issues as well as school drop off and pick up congestion as many have no alternative but to use a vehicle</p>	<p>Investigating a bus to reduce the number of cars on the network may be a potential solution and therefore will need to work with mosque leaders and local councillors.</p> <p>Liaise with Crematorium re later hours and portable lighting in the winter to allow ceremony to be completed</p> <p>Increased use of car sharing</p> <p>Investigate use of school buses for those further afield</p> <p>Review location of filters subject to outcome of CMD</p>	<p>Localities Team / City</p> <p>Localities Team / Schools</p>	February 2022 onwards

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Journey time duration between clients increased	Monitor changes in travel behaviour and traffic flows to assess whether situation improves as people revisit how they travel.	Localities/Delivery/monitoring	Public consultation and perception surveys, alongside traffic and air quality monitoring March 2021 for duration of trial.
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

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"/>				
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 significantly this will have a negative impact on SEN school transport (see Disability section)	SENs transport providers to be provided with keys to lockable bollards on key routes	Delivery OCC	Feb 22 should trial be extended
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Interaction within community, feeling safer to use area through sustainable travel		Monitoring team	Perception surveys at intervals for duration of trial

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	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 within the LTN and thereby set a benchmark for further progress. Compared to pre July 2019 reference point, Measures will encourage modal shift to sustainable travel modes and thereby set a benchmark for further progress. Increase in traffic on main routes	Publicity on options for more sustainable and active travel modes	OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring
Our fleet	<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	Ensure that routes are understood by staff using motorised transport so that journey lengths are minimised	LTN Project Team	For duration of trial
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Positive – it will encourage cycling and walking to work		LTN Project Team	
Purchased services and products	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Maintained schools	<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		LTN Project Teams	Engagement For duration of trial
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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"/>	Modal shift from the motor vehicle to sustainable and active travel methods will reduce carbon emissions in the longer term		OCC Monitoring team	Public consultation and perception surveys, alongside traffic and air quality monitoring

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	14/2/22
Person Responsible for Review	Joanne Fellows
Authorised By	Owen Jenkins