



Oxfordshire County Council
Annex 4: Equalities Impact Assessment

A420 St Clements Area experimental bus lane & supporting measures

October 2024

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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).	A proposal to introduce a westbound bus lane on St Clements and Headington Road, Oxford
Is this a new or existing function or policy?	<p>The bus lane was introduced experimentally in July 2023. The proposal is now to make the scheme permanent. Delivering bus priority measures along key inter-urban bus routes in the Oxford area fully aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan. The proposal also supports Oxfordshire County Councils' vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.</p>
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 proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>Removal of the parking bay may have an impact on those who are more reliant upon private car, however, use of the parking bay is restricted to 30mins on most days Monday to Saturday and would only impact length space that could accommodate approximately 8 vehicles. Furthermore, alternative public car parking is provided at the St Clements car park a short distance away and which provides 80 car parking spaces including 4 disabled bays and with Blue Badge holder concessions. Blue Badge Holders can also park without restrictions in nearby streets (even though these are Controlled Parking Zones).</p> <p>The new bus lanes will provide benefits for access to the immediate area and as well as through journeys to the city centre, including by Park & Ride and local buses which carry hundreds of passengers on a daily basis.</p>
Completed By	Stewart Wilson for ETRO, updated by Martin Kraftl for TRO

Authorised By	
Date of Assessment	23 October 2024

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>Delivering bus priority measures along key inter-urban bus routes in the Oxford area fully aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan.</p> <p>The bus lane was introduced experimentally in July 2023. The proposal is now to make the scheme permanent and a Cabinet Member Decision is sought to authorise this.</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>The scheme incorporates a bus lane for westbound buses on the A420 on St Clements Street, Headington Road, with the following supplementary measures</p> <ul style="list-style-type: none"> a) Removal of the on-street parking bay between Caroline Street and Boulter Street, b) conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking), c) removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and d) creation of cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings.

<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>To inform the scheme design, preliminary engagement with statutory consultees and key stakeholder took place between 21st April and 26th May 2023, which involved emailing councillors at Oxfordshire County and Oxford City Councils, county and city officers, bus operators, emergency services, Oxford Preservation Trust, Historic England, University of Oxford Colleges, local interest and advocacy groups and local businesses. Letters were also sent directly to approximately 345 premises immediately adjacent to the proposed amendments to give advanced notice that the scheme is being developed.</p> <p>Twenty-seven responses were received during the informal consultation, comprising a mixture of residents, businesses and local groups/organisations. Feedback received primarily included concerns about the impact on pedestrians and cyclists; Low Traffic Neighbourhoods; loss of car parking; increased congestion/pollution and the monitoring and evaluation process. Officer responses to these concerns were set out in the Cabinet Member Decisions report in June 2023.</p> <p>A total of 106 online responses and three email responses were received during the formal consultation period, which ran from 7 October 2023 to 7 April 2024. Several stakeholder responses were also received.</p> <p>Monitoring data has been collected, which shows the scheme to be beneficial overall with no significant adverse transport impacts.</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>Alternative bus lane options were considered but these were forecast to have an impact on junction capacity and would have potentially required more complex signal design requirements and may have had road safety implications.</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 type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their age.</p> <p>Older people are often more reliant on bus travel and access it provides to the city centre, community centres and GP surgeries, for example. Improved bus journey times and bus reliability will help provide better access to these and other services.</p>	<p>Improved bus journey times and bus reliability.</p> <p>The nearby St Clements car park offers parking for 80 cars.</p>	OCC Project Team	Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on people with this protected characteristic.

<p>Disability</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their disability.</p> <p>People with some disabilities can be more reliant on public transport. Therefore, improved bus journey times and bus reliability will help them access services with ease.</p> <p>Removal of the on-street parking bay between Caroline Street and Boulter Street, may impact on those who might be more reliant on a car including those with some disabilities.</p> <p>There is no GP surgery or similar service on St Clements that might require public car parking nearby, and alternative car parking is provided at the St Clements car park; this has 80 car parking spaces including 4 disabled bays and with Blue Badge holder concessions.</p>	<p>Improved bus journey times and bus reliability.</p> <p>The nearby St Clements car park offers parking for 80 cars.</p>	<p>OCC Project Team</p>	<p>Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on people with this protected characteristic.</p>
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				Blue Badge Holders can also park without restrictions in nearby streets (even though these are Controlled Parking Zones).			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.

Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and parents with infants/young children are unlikely to be disproportionately impacted by the scheme.</p> <p>These groups may have a heightened need to use private cars for certain journey so might be affected by the removal of the car parking bay, but there is no GP surgery or similar service on St Clements that might require public car parking nearby, and alternative car parking is provided at the St Clements car park; this has 80 car parking spaces.</p> <p>More reliable bus services will improve safety (perceived and actual) especially for parents of young children and young children themselves.</p>	<p>Improved bus journey times and bus reliability.</p> <p>The nearby St Clements car park offers parking for 80 cars.</p>	<p>OCC Project Team</p>	<p>Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on people with this protected characteristic.</p>
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their race.</p>	<p>Not applicable</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sex.		Not applicable.	Not applicable.
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sexual orientation.	Not applicable	Not applicable.	Not applicable.

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People are unlikely to be disproportionately impacted by the scheme based on their religion or belief.</p> <p>The Oxford Mosque Society building is located just off St Clements on Bath Street, so those who access the Mosque by car may be affected by the removal of the parking bay on St Clements, however, the parking bay on St Clements can only accommodate around 8 vehicles with parking limited to 30 mins at certain times of the day. Alternative car parking is also provided at the St Clements car park; this has 80 car parking spaces including 4 disabled bays and with Blue Badge holder concessions.</p>	<p>Improved bus journey times and bus reliability.</p> <p>The nearby St Clements car park offers parking for 80 cars.</p>	<p>OCC Project Team</p>	<p>Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on people with this protected characteristic.</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>People who live in rural areas are unlikely to be disproportionately impacted by the scheme.</p> <p>Bus passengers including those travelling from outside Oxford, e.g. using the 280 bus service (Aylesbury to Oxford rail station), or the Park & Ride bus, will benefit from the expected improved bus journey time and reliability.</p>	Not applicable	OCC Project Team	Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on people with this protected characteristic.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Armed forces are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Carers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	People who live in areas of deprivation are unlikely to be	Not applicable	OCC Project Team	Monitoring and consultation was completed during ETRO period,

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>disproportionately impacted by the scheme.</p> <p>Bus passengers including those travelling from Barton, an area that experiences multiple levels of deprivation, will benefit from the expected improved bus journey time and reliability (the Barton bus service 8 travels through St Clements to the city centre).</p>			<p>which did not give rise to any concerns about negative impacts on people with this protected characteristic.</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"/>	<p>Council staff are unlikely to be disproportionately impacted by the scheme.</p> <p>Staff commuting to work by Park & Ride and local buses through St Clements will benefit from improved bus journey times and reliability.</p>	Not applicable	OCC Project Team	Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on this group, and indicates the scheme has been beneficial for bus journey times and other outcomes.
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other council services are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OCC providers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.

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
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Whilst the car parking bay will be lost, the number of spaces affected is small, and the bus lanes will provide wider benefits for access to the area by Park & Ride and local buses.	Improved bus journey times and bus reliability. The nearby St Clements car park offers parking for 80 cars.	OCC Project Team	Monitoring and consultation was completed during ETRO period, which did not give rise to any concerns about negative impacts on this social value, and indicates the scheme has been beneficial for bus journey times and other outcomes.

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	If the proposals if approved, this Equality Impact Assessment will be updated as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
Person Responsible for Review	OCC Project Team
Authorised By	