



Oxfordshire County Council
Equalities Impact Assessment

CHERWELL STREET, BANBURY – BUS SERVICE IMPROVEMENT SCHEME

8th August 2024

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Section 1: Summary details

Directorate and Service Area	Environment & Place, Place Planning North
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Cherwell Street, Banbury bus service improvement scheme
Is this a new or existing function or policy?	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>The scheme is to reduce bus journeys times into Banbury town centre along the Cherwell Street corridor by one sequence of the traffic signals. As well as reducing journey times this is expected to help improve bus journey time reliability which will make the bus services more attractive.</p> <p>Non-bus benefits include improving pedestrian safety through new crossing facilities at the Bridge Street and the George Street junction and to enhance pedestrian accessibility. Also future-proofing the area for further development (Eastern AT Corridor, Swan Close, Banbury Master Plan).</p>
Completed By	Colm McAllister
Authorised By	
Date of Assessment	08/08/2024

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>This scheme is part of OCC's Bus Service Improvement Plan. There are considerable delays for buses on Cherwell Street, Bridge Street, through to the bus terminal area in Banbury Town Centre. This is because the Bridge Street and Cherwell Street junctions are over-capacity for vehicles during peak periods. A review of the junctions also highlighted a pedestrian safety issue at Bridge Street East.</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>At the Cherwell Street with George Street Junction; widening of the bus lane on George Street and formalisation of the priority/give way arrangement for buses onto Cherwell Street; repainting of the yellow box junction; introduction of a pedestrian crossings and removing the islands; widening the egress of the bus lane at the junction</p> <p>At the Cherwell Street with Bridge Street junction; adjustment and optimisation of traffic signal times; reconstruction of the pedestrian islands on Cherwell Street; improved pedestrian crossings on Bridge Street by aligning them and providing a single all green pedestrian phase.</p> <p>Other non-bus benefits include longer turning lanes for both left-turning and right turning traffic on Cherwell Street between George Street and Bridge Street, reducing blocking back.</p> <p>Pedestrian crossing improvements at the Cherwell Street/ Bridge Street junction, bringing benefits to public transport users and other people accessing the town centre bus stops and train station.</p> <p>Safety improvements for pedestrians along Bridge Street (east), where cars currently mount the footway to access the left-turning lane for westbound traffic.</p>

	<p>Safety improvements at the Cherwell Street/ George Street junction, with an additional crossing of the northern arm of this junction and a larger pedestrian island.</p> <p>Other improvements at the junctions of Cherwell Street/ Bridge Street and Cherwell Street/ George Street with changes to pedestrian islands, new line marking, and wider traffic lanes. Road markings in the centre of the Bridge Street junction will clarify vehicle positioning for conflicting turns, reducing delays.</p> <p>The scheme supports a place-based renewal of Cherwell Street and improvements for walking and cycling to support the Canalside redevelopment scheme, and other nearby schemes.</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>An informal public consultation on the proposed scheme took place in March 2024. Whilst consultation feedback toward the proposals was generally positive, including from the key bus operator, some stakeholders were unsupportive of the scheme. For this reason, we presented these findings at the Infrastructure & Development Cabinet Member Delegated Decision on October 10th 2024, requesting the principles of the scheme to be taken forward into the next design stage (Preliminary design), and to carry out further transport Simulation modelling for a greater understanding of the journey time changes for buses and general traffic.</p> <p>Officers were then able to present this information as part of a second non-statutory public consultation, which captured feedback through a freepost and Lets Talk Oxfordshire questionnaire.</p> <p>In response to the consultation, modelling results, Road Safety Audit and Technical Assurance, changes have been made to the design, which include; keeping the existing Southbound right-turn flare lane on Concord Avenue; keeping both existing eastbound George Street lanes alongside the bus lane; a concept design of a cycle link between George Street and Bridge Street east has been developed (co-designed Banbury Active Travel Supporters) and incorporated into the Eastern Active travel Corridor scheme, as well as future-proofing the Cherwell Street detailed design, so that the additional cycle improvement identified can implemented efficiently as possible.</p>

	All changes to the design were reviewed by key stakeholders, including Banbury Active Travel Supporters, Coalition of Healthy Streets and Active Travel, Stagecoach, Cllr Kerr (Oxfordshire Active Travel and Cycling champion), and Cllr Brant (Oxfordshire Public Transport Champion).
<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>5 design option scenarios were modelled, two options (options 5 & 2) showed the best results for bus journey time whilst also having the smallest impact on general traffic. These options don't include implementing a bus lane on Cherwell Street, meaning general traffic is able to use the northbound left-hand Cherwell Street lane in the designs. These options have been refined into option 5 +, which is our current preferred option.</p> <p>Changes were implemented in the detailed design, following the 2nd consultation, RSA, TAA and stakeholder feedback</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>Elderly pedestrians and children will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Elderly bus users and children will benefit from a quicker and more consistent journey time.</p> <p>Elderly people who travel by car may experience a delay to their journey if driving through Bridge Street East.</p>	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	<p>Engagement with local walking groups and elderly groups, Road Safety audit- Public consultation is planned for October 2024</p> <p>Further VISSM modelling has been commissioned to understand the extend of the delays to cars.</p>

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Wheelchair users and pedestrians with mobility issues will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Visually impaired people will also benefit from the new and improved crossing facilities.</p> <p>Disabled bus users will benefit from a quicker and more consistent journey time.</p> <p>Disabled people who travel by car may experience a delay to their journey if driving through Bridge Street East.</p>	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	<p>Further engagement was carried out through the 2nd consultation, giving the opportunity for disability groups, to have their say via Let's Talk Oxfordshire. Some groups were contacted directly for their input (BATS, CoHSAT, OCC Public transport and Active travel Champions)</p> <p>Further VISSM modelling has been commissioned to understand the extend of the delays to cars.</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Pregnant people and people with prams will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Pregnant bus users and bus users with prams will benefit from a quicker and more consistent journey time.</p> <p>Pregnant people and people with prams who travel by car may experience a delay to their journey if driving through Bridge Street East.</p>	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	<p>Further engagement was carried out through the 2nd consultation, giving the opportunity for new parent groups, local nurseries and prenatal groups, to have their say via Let's Talk Oxfordshire</p> <p>Further VISSM modelling has been commissioned to understand the extend of the delays to cars.</p>
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Banbury Madni Masjid Mosque on Merton Street is located less than 450m from the Bridge St junction with Cherwell Street. Pedestrians accessing the mosque from the west of Bridge Street East will have improved safety and accessibility through the new crossing facilities at the Bridge St and George St junction, which prioritise pedestrians by refining the signal phases, new tactile paving, new pelican crossings, and pedestrian island removal or reconstruction.</p> <p>Bus users travelling to the mosque will benefit from a quicker and more consistent journey time.</p> <p>People traveling by car to the mosque may experience a delay to their journey if driving through Bridge Street East.</p>		Senior Transport Planner, Colm McAllister, OCC	Engagement with Banbury Madni Masjid Mosque.
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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 type="checkbox"/>	<input checked="" type="checkbox"/>	Rural communities rely on private vehicles to travel due to the lack of public transport available. They may experience a delay to their journey if driving through Bridge Street East.	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	Further VISSM modelling has been commission to understand the extend of the delays to cars.
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Carers who use the bus will benefit from a quicker and more consistent journey time. Some carers rely on private vehicles to travel due the flexibility benefits. They may experience a delay to their journey if driving through Bridge Street East.	Understand further the impact on general traffic	Senior Transport Planner, Colm McAllister, OCC	Further VISSM modelling has been commissioned to understand the extend of the delays to cars.
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Many of the bus routes that benefit from improved bus journey time travel through areas of deprivation.		Senior Transport Planner, Colm McAllister, OCC	Cross referencing which bus routes service areas of deprivation.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A more reliable bus journey time may encourage people to use the bus when connecting to other sustainable transport modes, such as the nearby rail station			Engagement with Stagecoach post delivery
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Overall, the scheme has a positive social value through public transport journey time improvements, that connects to the town centre, bus station and train station. This means that there is better access to the amenities, schools, business, places of worship, as well as to other sustainable modes of travel.</p> <p>The pedestrian junction improvements create safer crossing facilities and</p>		Senior Transport Planner, Colm McAllister, OCC	Engagement with local groups post delivery

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

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
				prioritises movement by foot and wheeling. It also improves the aesthetic of the area, creating a more inviting public space, attracting people to the town centre.			

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	08/08/2025
Person Responsible for Review	Colm McAllister
Authorised By	CM