



Access to Witney Highways Improvements Scheme

Equality & Climate Impact Assessment

May 2022

On behalf of **Oxfordshire County Council Major Infrastructure Capital Programme**



Project Ref: 332110548/001 | Rev: AA | Date: May 2022

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Document Control Sheet

Project Name: Access to Witney
Project Ref: 332110548
Report Title: Equality & Climate Impact Assessment
Doc Ref: OCC ATW ECIA
Date: May 2022

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Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1 Purpose of this report

- 1.1.1 This Equality and Climate Impact Assessment (ECIA) has been prepared by Stantec on behalf of Oxfordshire County Council (OCC) Major Infrastructure Capital Programme.
- 1.1.2 As part of a highways improvement scheme at the A40/B4022 Shores Green Junction (referred to as ‘the Access to Witney scheme’) that is being progressed by OCC Major Infrastructure Capital Programme, it is necessary to demonstrate that equality and climate change impacts have been given due regard as part of the design evolution.
- 1.1.3 The purpose of the ECIA is to consider the development proposals from an equality perspective, specifically, if the Access to Witney scheme differentially affects any Protected Characteristic Groups (PCGs).
- 1.1.4 This ECIA has been prepared to be appended to the Statement of Reasons for the Compulsory Purchase (CPO) associated with the Access to Witney scheme.
- 1.1.5 This ECIA also considers the impact on Climate Change. OCC has produced an Equality and Climate Impact Assessment template (July 2021) (ECIA template). Section 3 requires an assessment of the impact of the proposal on OCC’s aims to be carbon neutral by 2030 and to enable the county’s transition to a zero-carbon future. In addition, a new Climate Impact Assessment tool has been created by OCC to provide a more detailed assessment of climate impacts and alignment with OCC’s strategic priorities. The Climate Impact Assessment for the Access to Witney scheme has been undertaken by AECOM and OCC and further details are provided in Section 2 – Methodology.

1.2 Background to the Scheme

- 1.2.1 The Access to Witney scheme will deliver new west-facing slip roads at the A40/B4022 Shores Green junction to address difficulties with the current arrangement, which does not allow traffic to join and leave the A40 to travel west towards/from Burford. The consequences of the current arrangement can be described as follows:
 - Residents in the East and North East of Witney can only access the town centre via Oxford Hill and Bridge Street;
 - Residents wishing to access the A4095 can only do so via Bridge Street and Woodstock Road;
 - Traffic looking to enter to access locations in the north and east of Witney from westward along the A40 are forced to leave the A40 early and then travel through Witney to reach their destination;
 - Traffic looking to leave Witney westward is forced to travel through Witney and exit using Burford Road, or otherwise, via Bridge Street to access the Ducklington Lane Junction;
 - New development at Witney would likely exacerbate these patterns.
- 1.2.2 The Access to Witney scheme forms part of OCC’s wider A40 improvements programme¹ between Witney and Duke’s Cut, which aims to improve travel times and journey reliability along the A40 corridor, support housing development, stimulate economic growth, improve safety, and reduce environmental impacts such as noise and air pollution.

¹ [A40 improvements | Oxfordshire County Council](#) or [A40 Improvements Programme Updates \(oxfordshire.gov.uk\)](#)

- 1.2.3 The improvement programme is considered necessary to mitigate the transport impact arising from the West Oxfordshire Local Plan housing development along the A40 corridor and encourage greater use of sustainable and active modes of transports for trips along the corridor.
- 1.2.4 While the Access to Witney scheme is part of the wider investment strategy for the A40, it is being progressed as a standalone project for planning purposes.
- 1.2.5 The Access to Witney scheme aims to reduce congestion and associated air quality and noise impacts in the centre of Witney by introducing new west-facing slip roads at the A40 and B4022 junction to offer alternative routes for traffic in the Witney area.

1.3 The Scheme

1.3.1 The Access to Witney scheme is described as:

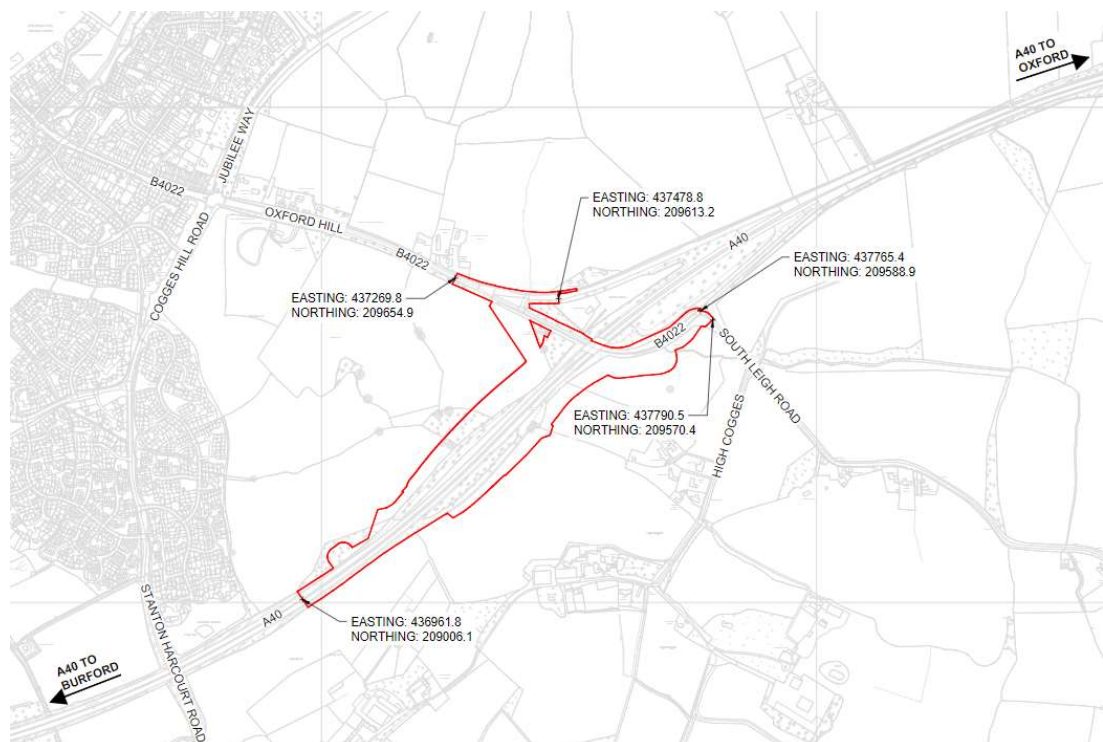
“The construction of two new west-facing slip roads at the Shores Green junction of the A40; an off-slip to allow eastbound vehicles to exit the A40 on to the B4022 towards Witney and an on-slip to allow westbound vehicles to enter the A40 from the B4022 at this junction.”

1.3.2 The scheme involves the following works:

- A new off-slip road to allow eastbound vehicles to exit the A40 on to the B4022 towards Witney;
- An on-slip to allow westbound vehicles to enter the A40 from the B4022 at this junction; and
- Removal of two existing lay-bys which are located to the west of the A40 overbridge.

1.3.3 The location of the site is illustrated in Figure 1.1.

Figure 1.1 Site Location



- 1.3.4 The new junction will be grade separated, in line with the existing east-facing slips, with the slip roads leaving the A40 and connecting to the B4022. OCC will be responsible for the maintenance of the slip roads and the B4022.
- 1.3.5 Design Manual for Roads and Bridges (DMRB) guidance has been used to determine the type of merge and diverge layouts of the proposed development.
- 1.3.6 The existing A40 over bridge will be retained. It is proposed that traffic exiting and entering the slip roads onto the over bridge will be controlled via the addition of two new signalised junctions approximately 100m apart. The east-facing off-slip layout is proposed to be contained within 80m of the A40 overbridge. The proposed layout will retain the single lane entries and exits on to the B4022 but multi-lane entries on the off-slip. A pedestrian/cyclist crossing has also been proposed for the signal option to the east of the proposed on-slip.
- 1.3.7 The layout of the proposed development will comprise two new signalised junctions that enable vehicles from the newly proposed west-facing slip roads to access the B4022.
- 1.3.8 The scheme will result in the removal of a small number of trees. Where removal of trees is required to facilitate the proposed development, a landscape scheme has been developed to include mitigation planting where possible. An outline landscape scheme has been submitted with the planning application and accompanies this ES.
- 1.3.9 A new and improved footway and cycleway is proposed along the new signal-controlled crossings at strategic points and desire lines along the route. The existing pedestrian access along the B4022 under the A40 over bridge is proposed to be modified to provide a shared footway and cycleway. A combined footway and cycleway will be provided on either side of the B4022 under the A40 over bridge.
- 1.3.10 Appropriate traffic signage, vehicle restraint systems and fencing will also be incorporated into the highways layout to fulfil road safety requirements.
- 1.3.11 The improved junction includes a controlled pedestrian/cyclist crossing located on the B4022 (east) at the proposed entry slip junction. The west facing exit slip layout and the junction is proposed to be contained between the Gas Governor and the A40 overbridge.
- 1.3.12 The Proposed Scheme will reduce traffic flows and associated adverse impacts in the Bridge Street area and reduce air pollution in the Witney Air Quality Management Area to below the target set by legislation.

1.4 Construction Phase

- 1.4.1 It is important to understand the construction works, activities and duration from an Equalities perspective to assess how it may impact on the Protected Characteristic Groups (PCGs). For instance, air quality and noise impacts any diversions or restrictions to access facilities or public transport or any loss of community facilities, all of which could impact on PCGs.
- 1.4.2 It is anticipated that the construction period for the Access to Witney scheme will take approximately 41 weeks.
- 1.4.3 It is estimated that the westbound on-slip, eastbound off-slip and junctions on the B4022 will be built simultaneously reducing overall program length which in turn minimises prelim duration.
- 1.4.4 During the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed.

- 1.4.5 As part of a planning permission for the proposed development, it is anticipated that there will be a pre-commencement condition to produce a Construction Environmental Management Plan (CEMP), with Construction Traffic Management Plans (CTMPs) produced as relevant ahead of each phase of construction.

1.5 Approach to ECIA

- 1.5.1 In carrying out this ECIA, decision makers and designers may be guided to consider the impact of the proposed Access to Witney scheme on people who share a 'protected characteristic', (as set out in the Equality Act 2010, see Section 2.2) as well as identify opportunities to improve equality of opportunity, foster good relations and/or eliminate discrimination within the community.
- 1.5.2 This work can be considered a process of continuous feedback and improvement and will be integrated into the design process in recognition of the 'Gunning Principle'. For further explanation of these terms, please see Section 2: Methodology.
- 1.5.3 The Climate Change Impact Assessment for the Access to Witney scheme has been undertaken using the Climate Impact Assessment Tool and extracting evidence provided in the Environmental Statement – Chapter 7 Climate Change (AECOM, 2022). Further details are provided in Section 2: Methodology.

1.6 Report Structure

- 1.6.1 Following this introductory chapter, the report is structured as follows:
- Chapter 2: Methodology – setting out the methodology used for the collection of evidence and assessment of impacts;
 - Chapter 3: Policy and legislation review – providing context through review of relevant national, regional, and local policy and legislation associated with equalities particularly in relation to transport;
 - Chapter 4: Existing Conditions – a demographic profile of the study areas focusing on protected characteristic groups (PCG);
 - Chapter 5: Consultation – a summary of consultation activities undertaken and relevant feedback to date;
 - Chapter 6: Equalities Screening and Impact Assessment – a high level assessment of the equality impacts of the scheme using the evidence gathered;
 - Chapter 7: Climate Change Assessment- outcome of the Climate Impact Assessment; and
 - Chapter 8: Recommendations – recommendations for enhancing positive equality impacts and minimising potential negative impacts of the scheme. Summary of findings of Climate Change Impact Assessment.

2 Methodology

- 2.1.1 An ECIA considers the development proposals from an equality perspective as well as the impact on Climate Change. This report considers whether the Access to Witney scheme differentially affects any Protected Characteristic Groups (PCGs), the specific considerations of these groups and the impact of any potential negative impacts.
- 2.1.2 If any negative impacts are identified as part of the ECIA process, mitigation should be proportionate to the scale of the scheme and to the impact on the protected group.
- 2.1.3 In undertaking this ECIA, the following steps have been undertaken:
- Available information relating to scheme design and relevant policies have been reviewed by the ECIA specialist.
 - Local, national, and other significant policies have been reviewed for additional context.
 - Existing conditions in the locality of the development have been reviewed, and a local social profile has been created using sources described in Section 4.
 - The community consultation process undertaken for the Access to Witney Project has been reviewed, drawing out elements relevant to the Equalities Impact Assessment requirements.
 - An ECIA (screening/assessment) has been undertaken, informed by output from the previous steps, identifying recommendations and monitoring if necessary.
- 2.1.4 The Climate Impact Assessment has been undertaken by OCC using the Climate Impact Assessment Tool. This tool is a structured report showing:
- What effects activities have on the climate (mainly through the emissions of greenhouse gasses) and what OCC are doing to reduce these effects
 - What impacts a changing climate may have on OCC services and functions and what actions OCC will take to become more resilient and less vulnerable.
- 2.1.5 The assessment includes a description of the impact and details on the timeline and details of any monitoring arrangements. Section 2.4 explains how the assessment was undertaken.

2.2 The Equality Act 2010

- 2.2.1 The Equality Act 2010 ('the Act') protects people in work and wider society from discrimination based on nine defined characteristics (these being: age, gender reassignment², being married or in a civil partnership, being pregnant, on maternity leave and/or breastfeeding, disability, race including skin colour, nationality, ethnic or national origin, religion or belief, sex and sexual orientation).
- 2.2.2 It must be shown that, in developing the scheme, due regard has been given to:
- eliminating unlawful discrimination, harassment, and victimisation;

² Some terms used in the wording of the Equality Act 2010 are considered outdated by members of protected characteristic/advocacy groups. These will be highlighted where appropriate; however, the ECIA must still refer to the current wording of the Equality Act 2010.

- advancing equality of opportunity between people who share a protected characteristic and those who do not; and
- fostering good relations between people who share a protected characteristic and those who do not.

2.2.3 Table 2.1 defines each PCG as set out in the Equality Act 2010. Table 2.2 sets out other potentially disadvantaged groups who are not specifically defined by the Equality Act 2010, but who might intersect with the PCGs.

Table 2.1: Groups protected and/or considered under the Equality Act 2010.

People with characteristics protected under the Equality Act 2010	
Age	Of an age (e.g. 33) or belonging to an age group (i.e., ages 65 – 74) Children (aged under 16) Younger people (aged 16-24) Working age people (aged 16-64) Older working age people (age 55 and over) Older people (age 65+)
Disability	Mobility impairments (e.g. people who use a wheelchair) Sensory impairments (e.g. blind/partially sighted, deaf/hard of hearing) Learning disabilities Mental wellbeing disabilities Serious illness (e.g. cancer, AIDS)
Gender Reassignment	People who consider themselves to be transgender Anyone at any stage of gender reassignment Holder of gender recognition certificate <i>Note: a 2016 Women and Equalities Committee report³ noted that the terms 'Gender Reassignment' and 'Transsexual' are outdated and misleading. The preferred replacement term is 'trans'. However, this report is based on the wording of the applicable law at the time of writing, the Equality Act 2010.</i>
Marriage and civil partnership	People who are married People who are in a civil partnership People who are single (unmarried, divorced, widowed)
Pregnancy and maternity	Women who are pregnant Women who are on statutory maternity leave (up to six months after their baby is born) Women with very young children Breastfeeding mothers <i>*note: the current wording of the Equality Act refers to 'women' and 'mothers'. Transgender men, and those undergoing transition can also be pregnant and breastfeed (sometimes referred to as 'chestfeeding'). Current legal precedent considers trans men who give birth to be 'mother' to their child, regardless of whether the pregnant parent held a Gender Recognition Certificate at the time of birth. The current wording of the Equality Act does not account for people who don't identify with their assigned sex at birth, but do not consider themselves transgender i.e. non-binary, genderqueer, trans masc/femme etc.</i>
Race	People from Black and Minority Ethnic communities (BAME) White British and Non-White British people Different BAME categories (e.g. black people), and sub-categories (e.g. Black Caribbean people) Romany Gypsies and Irish Travellers

³ https://publications.parliament.uk/pa/cm201516/cmselect/cmwomeq/390/39007.htm#_idTextAnchor245

Religion / belief	People from religious groups People from minority faiths (such as Buddhism, Hinduism, Judaism, Islam and Sikhism) Christians People with no religion and atheists
Sex	Men Women
Sexual orientation	Heterosexuals, Lesbian, Gay, Bi-sexual people (LGBT+)

Table 2.2: Other Groups potentially experiencing disadvantage and Other non-motorised and vulnerable users

	Other groups potentially experiencing disadvantage
Poverty	People living in income deprived areas People living in employment deprived areas
Accessibility	People living in access deprived areas
Health inequality	People living with a Long Term Limiting Illness (LTLI) People claiming Disability Living Allowance People from health deprived areas
Rural communities	People living in areas defined as very rural or predominantly rural
Car ownership	People living in households without a car
Armed Forces	People serving in the armed forces.
	Other non-motorised and vulnerable users
Pedestrians	People travelling on foot Including disabled pedestrians People using footpaths or public rights of way
Cyclists	People travelling by bicycle People using cycle routes, cycle paths, or the National Cycle Network
Equestrians	People travelling by horse People using bridleways

2.2.4 The assessment undertaken in this ECIA will document the review of the scheme, showing due regard as defined by the Equality Act by:

- Removing or minimising disadvantages suffered by people due to their protected characteristics;
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and

- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 2.2.5 The ECIA will make recommendations on a proportionate basis; due regard does not mean overhauling an entire scheme to fit the needs of a small minority; rather that reasonable adjustments are made to meet the objectives of the Act.
- 2.2.6 For this ECIA, OCC's requirements are that additional impacts will be considered alongside the nine characteristics protected under the Equality Act 2010. These additional impacts for consideration include, 'Additional Community Impacts':
- Rural communities;
 - Armed Forces;
 - Carers; and
 - Areas of Deprivation.
- 2.2.7 OCC also require the following 'Additional Wider Impacts' to be considered:
- Other Council Services;
 - Providers; and
 - Social Value.
- 2.2.8 Some of the PCGs from the Equality Act and some of the additional requirements of OCC can be scoped out, as they are not relevant to a highway scheme. Those are identified in Section 6 of this report.
- 2.2.9 The Social Value section will include a definition of social value in the context of the built environment and the following approach will be taken:
- A review of existing project data to identify local priorities (such as policy documents, consultation responses and demographic data)
 - A review of existing project plans and documents to identify any social value that has already been added/considered
 - Setting out the project context from a Social Value perspective
 - Recommendations for ways in which Social Value can be delivered with the future project stages.

2.3 Gunning Principles

- 2.3.1 The Gunning⁴ Principles apply to a process of consultation, and set out that:
- (i) consultation must take place when the proposal is still at a formative stage;
 - (ii) sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response;
 - (iii) adequate time must be given for consideration and response; and

⁴ R v. Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168 at 169.

(iv) the product of consultation must be conscientiously taken into account.

2.3.2 The Gunning principle requires that the decision maker remain open-minded when presented with reasonable cases requiring the amendment of a detail or principle. Otherwise, the consultation exercise is considered pointless, as the outcome has been pre-determined.

2.3.3 This principle does not mean that the decision-maker has to consult on all possible options of achieving a particular objective, even options which have at some point been 'developed, crystallised, canvassed and considered'⁵

2.4 Climate Change Impact Assessment

2.4.1 The Climate Change Impact Assessment for the Proposed Development has been undertaken using the Climate Impact Assessment Tool (v1.36). The 'Introduction' tab of this tool explains that:

'Oxfordshire County Council is taking the problem of climate change very seriously, and declared a climate emergency in 2019, with the stated goal of becoming a net zero organisation by 2030 and enabling a net zero future for Oxfordshire. As part of our response to climate change, the council committed to embed climate consideration into all decision making. This means that if you develop or change a policy, project, service, function, or strategy, you need to identify the impact of the activity regarding the climate. Our preferred method for doing this is by conducting a Climate Change Impact Assessment (CCIA). This is similar to a risk assessment, or an equalities impact assessment: it is a structured report showing:

- *What effects our activities have on the climate (mainly through our emissions of greenhouse gasses) and what we are doing to reduce these effects*
- *What impacts a changing climate may have on our services and functions and what actions we will take to become more resilient and less vulnerable.*

2.4.2 The Climate Change Impact Assessment Tool is provided in an Excel template and was originally developed by Chesterfield Borough Council: *'The climate change impact assessment tool has been developed by Chesterfield Borough Council (CBC) for internal use. While CBC are happy to share this tool free of charge, we make no assertions about its usefulness, reliability, or fitness for purpose. This tool is supplied "as is" with no warranty of any kind under a Creative Commons attributional, non-commercial licence.'*

2.4.3 The Climate Change Impact Assessment tool requires an assessment of the impact, a description of the impact and details on the timeline and monitoring arrangements. This assessment has been undertaken by AECOM and OCC using the evidence provided in the Environmental Statement – Chapter 7 Climate Change and Sustainability Statement both produced by AECOM to support the planning application for the Proposed Development. The outcomes of this assessment are included in Section 7.

2.4.4 The Climate Impact Assessment was submitted to the Climate Action team to be reviewed and authorised. The scoring of the assessment was scrutinised by the Climate Action team in a workshop to challenge aspirational scoring and positivism bias. The new scoring along with the revised justifications or mitigations have been resubmitted to Climate Action to be approved.

⁵ R v. Worcestershire Health Council, ex parte Kidderminster & District Community Health Council [1999] EWCA (Civ) 1525, per Simon Brown LJ).

3 Policy and Legislation Review

3.1 Introduction

- 3.1.1 The Equality element of this ECIA is primarily concerned with the Equality Act 2010. However, many events have occurred since it passed into law that have furthered social engagement with ideas about equality. Local, national, and other significant policies have been made since 2010 that have shaped and built on this evolving understanding.
- 3.1.2 Section 2.2 refers to the Equality Act 2010. The section below sets out other relevant national and local planning policy and guidance that has been considered in undertaking the Equality Impact Assessment and the Climate Change Impact Assessment.
- 3.1.3 There are no nationally agreed regulatory standards, from an Equalities perspective, governing inclusive design in the public realm / outside space. However, reference to a number of British Standards, regulations, guidance and best practice publications should be made when designing schemes in the context of considering equality and the nine PCGs.

3.2 Legislation, National Policy and Strategies

National Planning Policy Framework (2021)

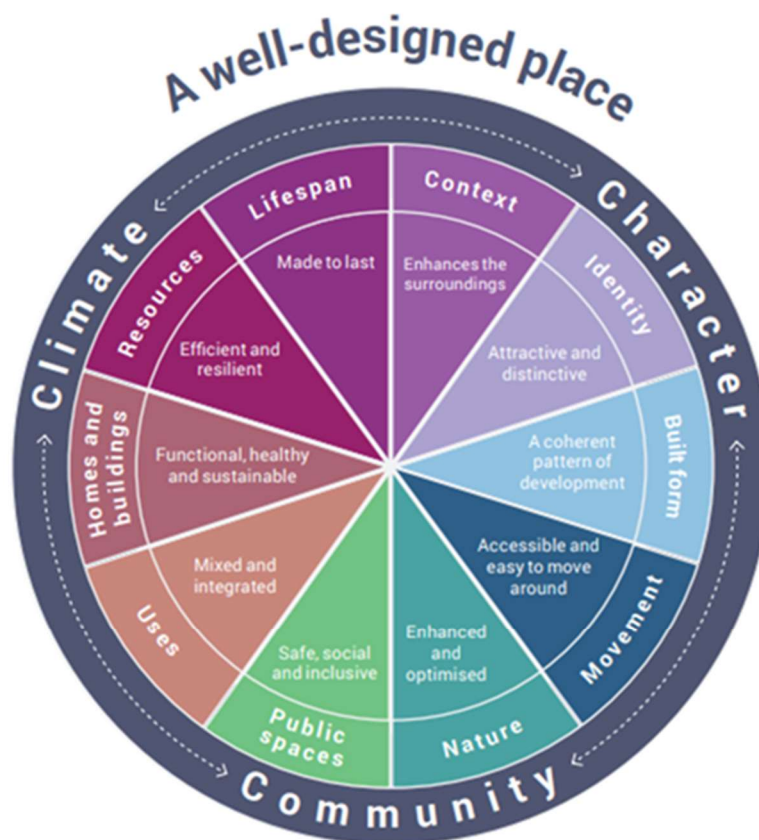
- 3.2.1 The National Planning Policy Framework (“NPPF”) was adopted in July 2021. It is the third iteration of the plan since its original adoption in March 2012. At the heart of the NPPF is a presumption in favour of sustainable development.
- 3.2.2 Section 12 includes policy on ‘Achieving well-designed places’. Paragraph 126, 130 and 132 of the NPPF specifically relate to design, ensuring developments will function and add quality to an area through effective design, good layouts and effective landscaping. Paragraph 126 is clear that good design is key to create developments which are sustainable and of high quality.
- 3.2.3 NPPF paragraphs 104 and 110 specifically relate to transport and sustainable travel infrastructure, which differentially impacts on some PCGs, as they are more likely to use those modes of travel. NPPF paragraph 104 states that *“transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) *the potential impacts of development on transport networks can be addressed;*
 - b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) *patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*
- 3.2.4 NPPF paragraph 110 states that in assessing specific applications for development, *“it should be ensured that:*

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users...”*
- 3.2.5 Chapter 8 of the National Planning Policy Framework (NPPF), Promoting Healthy and Safe Communities, advises that *‘Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*
- a) *promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
 - b) *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas; and*
 - c) *enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling (paragraph 92).*
- 3.2.6 Chapter 14 of the NPPF includes policy on meeting the challenges of climate change, flooding and coastal change. Paragraph 152 states *“the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”*

National Design Guide

- 3.2.7 The National Design Guide (NDG) was published in October 2019 and updated in January 2021. The document sets out the characteristics of well-designed places, demonstrating what good design means in practice. It forms part of the government’s collection of planning practice guidance. These fall under the three overarching themes of Climate, Character and Community, as set out in Figure 3.1 below.

Figure 3.1: The Ten Characteristics of a well-designed places



The ten characteristics of well-designed places

Source: National Design Guide

3.2.8 The NDG makes repeated references to safety, inclusion, wellbeing, identifying local needs, health, and accessibility. These are all highly relevant to PCGs, and to the aims of the Equality Act.

3.2.9 Relevant recommendations of the NDG to the ECIA process are listed below.

1) Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors... They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.

Under the sub-heading **C1 'Understanding and relate well to the site, its local and wider context'**:

43) Well-designed new development is integrated into its wider surroundings, physically, socially, and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation, including:...

- *uses and facilities, including identifying local needs and demands that well located new facilities may satisfy; and*

- *public spaces, including their characteristic landscape design and details, both hard and soft.*

Under the sub-heading **C2 'Value heritage, local history and culture:**

51) *Well-designed places, buildings and spaces:*

- *have a positive and coherent identity that everyone can identify with, including residents and local communities, so contributing towards health and well-being, inclusion and cohesion;*
- *have a character that suits the context, its history, how we live today and how we are likely to live in the future; ...*

Under the sub-heading **I3 'Create character and identity':**

63) *Well-designed places have:*

- *compact forms of development that are walkable, contributing positively to well-being and placemaking;*
- *accessible local public transport, services, and facilities, to ensure sustainable development;*
- *recognisable streets and other spaces with their edges defined by buildings, making it easy for anyone to find their way around, and promoting safety and accessibility; and*
- *memorable features or groupings of buildings, spaces, uses or activities that create a sense of place, promoting inclusion and cohesion.*

Under the sub-heading **M1 'A connected network of routes for all modes of transport':**

80) A clear layout and hierarchy of streets and other routes helps people to find their way around so that journeys are easy to make. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle. Wider, more generous spaces are well-suited to busier streets, including streets served by public transport. They have enough space to create an attractive place for all users. Narrower streets are more suitable where there is limited vehicle movement and speeds are low. Mews, courtyards, and culs-de-sac will generally only be appropriate at the most local level where there is little vehicular movement.

Under the sub-heading **M2 'Active travel':**

82) Prioritising pedestrians and cyclists mean creating routes that are safe, direct, convenient, and accessible for people of all abilities. These are designed as part of attractive spaces with good sightlines, so that people want to use them. Public rights of way are protected, enhanced, and well linked into the wider network of pedestrian and cycle routes.

- 3.2.10 In achieving the 'well designed place' and paying attention to the intersection between the themes of Climate, Character and Community and the PCGs, a scheme can be well placed to deliver equality of opportunity for people who might otherwise face barriers to such opportunities.

Paris Agreement (United Nations (UN), 2015)

- 3.2.11 The 2015 Paris Agreement (UN, 2015) declared a long-term temperature target to strengthen the global response to the threat of climate change. This target is to keep a global temperature rise this century "well below 2 degrees Celsius above pre-industrial levels and to limit the temperature increase even further to 1.5 degrees Celsius" (the '1.5 Degrees Target').

- 3.2.12 In 2015 the UK Government signed the Paris Agreement, and in 2016, ratified it. Ratifying the Paris Agreement formally bound the UK to the “*well below 2 degrees*” target (in 2018 reduced further to the 1.5 Degrees Target) and requires the UK Government to translate that commitment into legislative requirements.

Climate Change Act 2008 (2050 Target Amendment) Order 2019

- 3.2.13 The Climate Change Act 2008 provides a framework to meet the UK’s GHG emissions reduction goals through legally binding national carbon emission budget. The legally binding target for 2050 to reduce greenhouse gas emissions by at least 80% compared to 1990 levels. The Act was amended in 2019 and the Secretary of State now has legally binding target to achieve net zero greenhouse gas emissions from across the UK economy by 2050.

Clean Growth Strategy (Department for Business, Energy & Industrial Strategy (DBEIS), 2018)

- 3.2.14 The Clean Growth Strategy, published in 2018, sets out the UK’s policies and proposals to accelerate the delivery of increased economic growth and decreased emissions. The strategy aims to improve productivity across the UK to provide the best place for innovators and new businesses to start-up and grow. The Strategy also seeks to deliver on social and economic benefits, including higher quality more efficient buildings, support the update of ultra-low emissions vehicles, and delivering a diverse and reliable energy mix.

UK Government Ten Point Plan (DBEIS, 2020)

- 3.2.15 The Government’s Ten Point Plan for a Green Revolution, published in 2020, sets out a series of points to help the UK build back better after the impact of coronavirus. This document sets the approach the government will take to ‘build back better, support green jobs and accelerate our path to net zero’. Point 4: Accelerating the Shift to Zero Emission Vehicles and Point 5: Green Public Transport, Cycling and Walking includes accelerating the transition to more active and sustainable travel, such as delivering safe and direct cycle and walking networks within England.

UK Government Road to Zero (Office for Low Emission Vehicles (OLEV) and Office for Zero Emission Vehicles (OZEV) 2018)

- 3.2.16 The Road to Zero, published in 2018, sets out the Governments ambitions to reduce emissions associated with the transport industry. This document sets out how the UK Government will reduce emissions from vehicles on the road, promote the uptake of clean vehicles and support the necessary infrastructure, reduce emissions from HGVs and support local action.

UK Transport Decarbonisation Plan (Department for Transport (DfT) 2021)

- 3.2.17 ‘Decarbonising Transport A Better, Greener Britain’, published in 2021, sets out additional commitments, actions and timings on decarbonising all forms of transport, including measures to increase cycling and walking, and delivering zero emissions buses and coaches, and zero emission fleets of cars, vans, motorcycle and scooters. It sets out the consultation the Government will undertake to bring these measures forward, key milestones and available funding.

Energy White Paper: Powering our Net Zero Future (DBEIS, 2020)

- 3.2.18 The UK Government’s Energy White Paper ‘Powering our Net Zero Future’ published in 2020, builds on the Ten Point Plan (DBEIS, 2020) to set out a strategy for providing cleaner, greener energy, supporting a green recovery through new green jobs and delivers opportunities to save money on bills for customers. The White Paper puts net zero and the effort to fight climate change at its core. It refers to the six strategic priorities for the transport

decarbonisation plan to deliver a net zero transport system, which includes accelerating a modal shift to public and active travel and decarbonisation of vehicles.

Net Zero Strategy: Build Back Greener (DBEIS, 2021)

- 3.2.19 The document⁶ sets out policies and proposals for carbon budgets, the ambitious Nationally Determined Contribution (NDC) and the vision for a decarbonised economy in 2050. It builds on the government's Ten Point Plan for a green industrial revolution (March 2020).
- 3.2.20 The strategy includes the government's plans for reducing emissions from each sector of the economy, including transport. Cities and towns will be transformed with greener, faster and more efficient transport.

3.3 Other Relevant Policy and Guidance

United Nations Sustainable Development Goals

- 3.3.1 The United Nations Sustainable Development Goals (SDG) are described as '*the blueprint to achieve a better and more sustainable future for all*'. They address the global challenges, including those related to poverty, inequality, climate change, environmental degradation, peace, and justice. There are 17 interconnected Goals that are aimed to be achieved by 2030.
- 3.3.2 All of the goals are of relevance to the Access to Witney Scheme ECIA, particularly goals 3, 9, 10, 11 and 13.

Goal 3: Ensure healthy lives and promote well-being for all at all ages

- By 2030, reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being.
- By 2030, halve the number of global deaths and injuries from road traffic accidents.

Goal 9: Build resilient infrastructure, promote sustainable industrialization and foster innovation

- Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.

Goal 10: Reduce inequality within and among countries

- By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status.
- Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard.

Goal 11: Make cities inclusive, safe, resilient, and sustainable

- By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special

⁶ [net-zero-strategy-beis.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/97822/net-zero-strategy-beis.pdf)

attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

- By 2030, enhance inclusive and sustainable urbanisation and capacity for participatory, integrated, and sustainable human settlement planning and management in all countries.
- By 2030, provide universal access to safe, inclusive, and accessible, green, and public spaces, in particular for women and children, older persons and persons with disabilities.

Goal 13: Take urgent action to combat climate change and its impacts

- Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries
- Integrate climate change measures into national policies, strategies and planning
- Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning
- Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible
- Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities.

3.4 Local Context

- 3.4.1 In October 2020, OCC's cabinet approved their new joint framework with Cherwell District Council 'Equalities, Diversity, and Inclusion Framework: Including Everyone'. This was an important step for OCC in honouring and protecting the diverse strengths of individuals within the County and in building inclusive communities. An easy read version of this framework is available online, with larger text and clear infographics to help readers that may have a diverse range of needs.
- 3.4.2 As per the Equality Act (2010), OCC state that public bodies, including councils, need to take extra steps to stop discrimination: this is known as the Public Sector Equality Duty.
- 3.4.3 OCC have committed that as part of Public Sector Equality Duty they must consider equality as part of their daily business, in particular:
- The need to eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act.
 - The need to advance equality of opportunity between people who share a protected characteristic and those who do not.
 - Foster good relations between people who share protected characteristics and those who do not.
 - Set and publish equality objectives at least every four years.
 - Publish information, at least annually, to show how they comply with the Equality Duty including information about employees and to people who are affected by the public body's policies and procedures.

3.4.4 Within the Equalities, Diversity, and Inclusion Framework are 6 main goals. Of relevance to the ECIA/Proposed Development is Goal 3, which states:

Goal 3 - Our information and buildings are accessible for all Commitments

- Ensure our information, website and digital services are accessible for all; including those digitally excluded.

3.4.5 A number of PCGs may disproportionately use walking, cycling and public transport and therefore Transport Policy and Guidance documents are relevant to consider in this context. Below is a list of documents, which is not an exhaustive list.

- Connecting Oxfordshire: Local Transport Plan 4 2015-2031 (2016) (LTP4)
- OCC is currently updating LTP4; the updated 'Local Transport and Connectivity Plan' (LTCP)
- Active & Healthy Travel Strategy (Component of LTP4)
- Oxford Transport Strategy (2016) (Component of LTP4)
- Local Transport & Connectivity Plan (OCC, emerging)
- Oxfordshire Walking Design Standards (OCC, 2017)
- Oxfordshire Cycling Design Standards (OCC, 2017)
- Transport for New Developments: Transport Assessments and Travel Plans (OCC, 2014)
- West Oxfordshire Local Plan 2031 (West Oxfordshire District Council 2018)
- West Oxfordshire District Council Infrastructure Delivery Plan (WODC, 2016)
- Witney Transport Strategy (2016)
- East Witney Supplementary Planning Document Issue Paper (2019)
- Identification of Selected Cycling Infrastructure Enhancements in East Witney (June 2020)
- Oxford Joint Health and Wellbeing Strategy 2019-2023 (2019)

3.5 Connecting Oxfordshire: Local Transport Plan 4 2015-2031 (2016) (LTP4)

3.5.1 LTP4 outlines the policy and strategy for developing the transport network in Oxfordshire up until 2031. LTP4 was adopted in September 2015 following public consultation and was updated in 2016, with emphasis on improving air quality and making better provision for walking and cycling.

3.5.2 The Transport Assessment (AECOM 2022) for the Proposed Development Scheme supports the following LTP4 objectives identified for Goal 1: Support jobs and housing growth and economic vitality:

- Maintain and improve transport connections to support economic growth.
- Increase journey time reliability and minimise end-to-end public transport journey times on main routes by reducing congestion in the town centre.
- Develop a high-quality integrated transport system

3.5.3 The Scheme supports the following LTP4 objectives identified for Goal 2 - Reduce emissions, enhance air quality and support transition to a low carbon economy:

- Make walking and cycling more attractive.
- Maximise the use of existing and planned sustainable transport investments through influencing the location and layout of developments.
- Reduce carbon emissions from transport in line with the UK government targets.

3.5.4 The Scheme supports the following LTP4 objectives identified for Goal 3 - Protect, and where possible enhance Oxfordshire's environment and improve the quality of life, including public health, air quality, safety and individual wellbeing:

- Mitigate and where possible enhance the impacts of transport.
- Encourage increased levels of walking and cycling to improve public health, reduce transport emissions, reduce casualties and enable inclusive access to jobs, education, training and services.

3.6 OCC Local Transport & Connectivity Plan (emerging)

3.6.1 OCC is currently updating LTP4; the updated 'Local Transport and Connectivity Plan' (LTCP) will better reflect the county's strategy both for digital infrastructure and for connecting the whole county. Following the vision consultation in February-March 2021, OCC have developed the full LTCP and supporting strategies including for Active and Healthy Travel. The LTCP document and supporting strategies were approved by the OCC cabinet on 19 October for public consultation between January 2022-16 March 2022.

3.6.2 The Draft Local Transport and Connectivity Plan (OCC, January 2022) included the following draft vision:

"Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive. Our transport system will enable the county to be one of the world's leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education. Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice (page 24)."

3.6.3 In support of the draft vision, five proposed key themes have been identified. These are specific areas OCC are seeking to transform through the implementation of the vision:

- *Environment - outcome: Sustainable communities that are resilient to Climate Change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.*
- *Health - outcome: Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyles and inclusive, safe and resilient communities.*
- *Place shaping - outcome: Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.*

- *Productivity - outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.*
- *Connectivity – outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes (page 25).*

3.7 Local climate change policy

Oxfordshire 2020 Climate Action Framework

- 3.7.1 In 2019, OCC passed a motion to declare a ‘Climate Emergency’ that requires urgent action. Subsequently, OCC produced a 2020 Climate Action Framework (CAF), which sets out how OCC will tackle the climate crisis through internal transformation and enabling a zero carbon Oxfordshire. The aim is to make electric and active travel the new normal and to reduce emissions by 50% by 2030 to achieve zero emissions by 2050. The CAF sets out that through their local transport planning role OCC will:
- Increase walking and cycling;
 - Enable safe, convenient electric public transport across and between towns; and
 - Increasingly deprioritise journeys by single occupancy private car.
- 3.7.2 With respect to ‘Transport and Connectivity’ there is a priority to deliver a range of policy and initiatives including delivering the new Local Transport and Connectivity Plan, supporting a zero-carbon ambition, implement post COVID schemes to support active travel and develop and implement local cycling and walking infrastructure plans.

Oxfordshire Plan 2050 (Regulation 18 (Part 2) Consultation Draft, Version 30 (July 2021))

- 3.7.3 Six Oxfordshire authorities – Cherwell District Council, Oxford City Council, Oxfordshire County Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council have committed to producing a joint statutory spatial plan (JSSP) known as the Oxfordshire Plan 2050.
- 3.7.4 The draft Oxfordshire Plan 2050 (Regulation 18, July 2021) places an emphasis on tackling climate change (paragraph 40) and theme one is concerned with Addressing Climate Change. Climate change is also central to each of the Oxfordshire Plan themes and policies to properly address this in a coherent, joined up approach.
- 3.7.5 Theme Four: Planning for Sustainable Travel and Connectivity, includes the need for a focus on delivering comprehensive active travel networks to encourage walking and cycling for more local journeys securing health gains and tackling climate change. It also includes preferred policy on ‘Towards a Net Zero Transport Network’ (Policy Option 17).

Carbon Action Plan – The Pathway to Achieving Carbon Neutral by 2030 (West Oxfordshire District Council, WODC)

- 3.7.6 WODC has made a commitment to become carbon-neutral by 2030 and has published the Carbon Action Plan – The Pathway to Achieving Carbon Neutral by 2030⁷. It sets out the council emissions that are measured, guiding principles, the pathway to carbon neutral and priorities for action. To achieve carbon neutral, the Council will aim to:

⁷ //www.westoxon.gov.uk/media/tslaufqh/carbon-action-plan.pdf

- *Deliver action to reduce, remove or offset the CO2e impact of current Council activities and services.*
- *Plan new activities and services coming on stream with consideration to their climate change impact so that any associated emissions can be successfully mitigated and/or offset (page 15).*

Climate Change Strategy for West Oxfordshire 2021-2025 (WODC, 2021)

- 3.7.7 WODC have also published a Climate Change Strategy, which provides a framework for putting into action the Council's vision for tackling local climate-change impacts. It includes the strategy of how the Council's priorities for climate action across the district for 2021-2025 can be achieved. It identifies five themes as the focus of local climate action – 1) Protecting & restoring natural ecosystems 2) Energy 3) Active travel & low-carbon transport 4) Standards in new development 5) Engage, support and educate. Each theme is accompanied by a set of strategic objectives that the Council pledges its support to delivering in meeting its vision.

3.8 Guidance relevant to the ECIA

- 3.8.1 Relevant documents are set out below which set out principles to be considered when designing inclusive and equitable spaces and places. This list is not exhaustive.
- Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT),
 - Inclusive Urban Design – streets for life (Elizabeth Burton and Lynne Mitchell) – which particularly focuses on design of the external environment for older people and for people with dementia
 - The Inclusive Transport Strategy: Achieving Access for Disabled People (DfT)
 - Inclusion by Design – Equality, Diversity and the built environment (CABE)
 - Creating better streets: Inclusive and accessible places
 - Inclusive Urban Design: Streets for Life (Burton & Mitchell, 2006)
 - Inclusion by design: equality, diversity and the built environment (CABE, 2008).
 - Creating Better Streets: Inclusive and accessible places: Reviewing shared space (CIHT, 2018)
 - Inclusive Urban Design. A guide to creating accessible public places. (David Bonnett Associates, 2013)
 - Guidance on the use of tactile paving surfaces (DfT, 2021).
 - Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. (DfT, 2021)
 - The Inclusive Transport Strategy: Achieving Equal Access for Disabled People. (DfT, 2018)
 - Approved Document M “Access to and Use of Buildings”. (HM Government Building Regulations, 2015)
 - Working Together to Promote Active Travel. A Briefing for Local Authorities (Public Health England, 2016)

- Pave The Way. The impact of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of Active Travel. (Transport for All, 2021)
- Building for Equality: Disability & the Built Environment (Women and Equalities Committee, House of Commons, 2017)
- Oxfordshire Street Design Guide (OCC, 2021)
- West Oxfordshire Design Guide SPD (West Oxfordshire District Council, 2016)
- British Standards PAS 2080:2016 Carbon Management in Infrastructure (2016)
- Planning Practice Guidance (Ministry of Communities, Housing and Local Government (MCHLG), 2014)
- UK Climate Change Budgets (Committee on Climate Change, 2020).
- National Highways Design Manual for Roads and Bridges (DMRB) Guidance LA 114 Climate (Highways England (HE),2021)
- Whole life carbon assessment for the built environment (Royal Institute of Chartered Surveyors (RICS), 2017).
- Updated Energy and Emissions Projections 2019 (Department for Business Energy and Industrial Strategy (BEIS) (2019).
- Greenhouse Gas Reporting: Conversion Factors 2020 (online) (BEIS, 2020).
- BS EN ISO 14064-1:2019. Greenhouse gases. Speciation with guidance at the organization level for quantification and reporting of greenhouse gas emissions and removals (BSI, 2019).
- BS EN ISO 14064-2:2019. Greenhouse gases. Specification with guidance at the project level for quantification, monitoring and reporting of greenhouse gas emission reductions or removal enhancements.
- Emission Factors Toolkit v10.1 User Guide (Department for Environment Food & Rural Affairs (DEFRA) (2020))
- Update Energy and Emission Projections 2019, (Department for Business Energy and Industrial Strategy (BEIS), 2019).

4 Existing Conditions

4.1 Introduction

4.1.1 This section sets out the existing conditions for the purposes of the Equalities Impact Assessment.

4.1.2 The Access to Witney scheme, as set out in Section 1 of this report, is made for:

“The construction of two new west-facing slip roads at the Shores Green junction of the A40; an off-slip to allow eastbound vehicles to exit the A40 on to the B4022 towards Witney and an on-slip to allow westbound vehicles to enter the A40 from the B4022 at this junction.”

4.1.3 The Proposed Development is located wholly within the administrative boundary of Oxfordshire County Council (the County Planning Authority) and within the local authority boundary of West Oxfordshire District Council (WODC).

4.1.4 A baseline profile of the groups with protected characteristics potentially impacted by the Access to Witney Proposed Development is reported in this section, drawing on data from publicly available sources including:

- 2011 Census data, Office of National Statistics (ONS)
- Mid-year Population Estimates (Mid-2020 edition), (ONS)
- 2018-based subnational population projections, (ONS)
- Equalities data, Oxfordshire Population Groups and Protected Characteristics updated March 2021 (Oxfordshire JSNA, March 2021)
- Indices of Deprivation 2019 (Ministry of Housing, Communities and Local Government)⁸
- Local Insight profile for ‘Witney’ area, Oxfordshire Parish Profile Report (January 2021) (referred to as LIP for Witney)⁹
- Local Insight profile for ‘West Oxfordshire’ area, Oxford City Council and District Data Services, 4th February 2021
- OCSI Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2021¹⁰:
- Oxfordshire Places, Community Profiles¹¹

4.1.5 Information from the following reports have also been used:

- A40 Access to Witney Highway Improvements Scheme – Planning Statement (PS) for Oxfordshire County Council (Stantec, March 2022)
- A40 Access to Witney Highway Improvements Scheme – Design and Access Statement (DAS) for Oxfordshire County Council (Stantec, March 2022)

⁸ [English indices of deprivation - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/english-indices-of-deprivation)

⁹ <http://www.oxford.gov.uk/districtdata/downloads/file/1613/witney>

¹⁰ <https://insight.oxfordshire.gov.uk/cms/joint-strategic-needs-assessment>

¹¹ <https://insight.oxfordshire.gov.uk/cms/places>

- A40 Access to Witney Highway Improvements Scheme – Statement of Community Involvement (SCI) for Oxfordshire County Council (Stantec, March 2022)
- A40 Access to Witney Highway Improvements Scheme Environmental Statement (ES) (AECOM, 2022), particularly:

Chapter 5 – Air Quality

Chapter 12 – Noise and Vibration

Chapter 13 – Population and Human Health

Chapter 15 – Transport

- A40 Access to Witney Scheme Transport Assessment (TA) (AECOM, March 2022)
- Access to Witney Speed Limit Assessment Oxfordshire County Council Preliminary Design (AECOM, October 2021).

4.2 Community facilities

4.2.1 A review of community facilities has been undertaken to identify those that are important to groups with protected characteristics or where groups with protected characteristics may form a disproportionately high number of users to a facility.

4.2.2 Table 4.1 provides a list of the community assets within the town of Witney and South Leigh, using the information provided in Section 13.5 of Chapter 13 – Population and Human Health of the ES, AECOM, 2022 and other community resources identified from an internet search using Google Maps are also included.

Table 4.1: Community facilities relating to protected characteristics

Name	Type
Witney Public Hall	Community Facility
Witney Leisure Centre	Community Facility
Witney Post Office	Community Facility
South Leigh Village Hall	Village Hall
Windrush Medical Practice	Medical Facility
Witney Community Hospital	Medical Facility
Cogges Surgery	Medical Facility and Pharmacy
Windrush Leisure Centre	Religious Facility
Windrush Cemetery	Religious Facility
St Mary's Church	Religious Facility
St Mary's Cogges Church	Religious Facility
Witney Congregational Church	Religious Facility
The Welcome Church	Religious Facility
Our Lady and Saint Hugh Church	Religious Facility
St James the Great C of E Church	Religious Facility

Name	Type
The Bronze Barrow, Madleybrook & Springfield School	Education Facility
The Henry Box School	Education Facility
Blake C of E Primary School	Education Facility
The Batt Church of England School	Education Facility
St Mary's Church of England School	Education Facility
Tower Hill Community Primary School	Education Facility
Queen Emma's Primary School	Education Facility
Our Lady of Lourdes Catholic Primary School	Education Facility
West Witney Primary School	Education Facility
Witney Community Primary School	Education Facility
Ducklington Primary School	Education Facility
Hailey Church of England Primary School	Education Facility
Wood Green School	Education Facility

Source: Section 13.5 of Chapter 13 – Population and Human Health of the ES, AECOM, 2022) and Googles Map search.

- 4.2.3 In addition to the above facilities, publicly accessible open spaces are set out in Table 4.2. These sites are important community assets as they provide opportunities for social interaction, recreation, and physical activity. These are particularly important for all protected characteristic groups, especially older people, young children, Black Asian and Minority Ethnic (BAME) groups, disabled people, and carers.

Table 4.2: Publicly accessible open space and play areas

Name	Type	Location
King George's Field	Public Open Space	King George's Field, Witney
Cedar Drive Play Area	Public Park	Cedar Drive, Witney (next to Madley Brook Primary School)
Eaton Close Play Area and Recreation Ground at Eton Close	Public Park and Open Space	Eaton Close, Witney
The Leys – Park, tennis court and skate park	Public Park	Station Ln, Witney OX28 4BX
Ducklington Lake and Country Park	Public Open Space	Witney OX28 4YT
Winey Skate Park	Public Park	Witney OX28 1AR
Wood Green Play Area	Public Park	23 Woodgreen, Witney OX28 1DF

- 4.2.4 No community facilities will be lost as part of the Access to Witney scheme. Neither will the scheme result in any material alterations to existing footpaths/cycleways (either during operational or construction phases) such that there would be a significant increase in journey times to access the community facilities listed in Table 4.1 above. However, there could be potential delays to get to the Windrush Cemetery but the scheme will not have direct impact on its access as it is outside construction work zone.

- 4.2.5 It is anticipated that the existing road network will remain open during the construction phase, including the A40 in both directions. The B4022 may be reduced to a single lane of traffic but this is only anticipated to cause minimal disruption to traffic. The shared footpath/cycle path along the B4022 will also remain open during the construction phase. With regards to existing Public Right of Way (PROW), the scheme results in amendments to existing PROW.
- 4.2.6 During the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. The relocation arrangements for the bus stop will be confirmed at detailed design in consultation with the bus operators and contractor building the scheme. This may impact on PCGs who use this facility, for example those with disability (Sensory impairments), therefore the temporary relocation will need to be appropriately communicated. The existing bus stop does not have bus border facilities, just standard kerbing, the Access to Witney scheme proposes to improve this facility by providing bus border kerbs at this bus stop.

4.3 Active Travel and Public Transport

- 4.3.1 The TA (AECOM, 2022) reports that *'There is a range of infrastructure in place along the extent of the Scheme to facilitate active travel, this is summarised in the sections below'* (Section 4.4 – Active Travel of the TA). The following existing walking and cycling routes are reported in the TA:
- *'There is an existing unsegregated footway/cycleway on the northern side of the A40 on-slip, serving the bus stop. This footway/cycleway runs between the A40 eastbound slip road and B4022/Jubilee Way/Cogges Hill Road signalised junction. This is a two-way cycle facility, along with shared use facilities for pedestrians.'*
 - *'There is a narrow footway on the B4022, which serves the bus stop for services towards Witney. The footway continues westbound, continues under the A40 overbridge, and continues towards Witney. There are no signs present for a shared used footway. This footway stretches up to the B4022/South Leigh Road, and connects public footpaths 410/11/10, 410/42/10, and 410/41/40.'*
 - *'Along the western edge of Jubilee Way there is an existing cycleway/footway which runs from B4022/Jubilee Way/Cogges Hill Road signalised junction up to A4095/Jubilee Way priority Junction and further to the north towards North Leigh.'*
 - *'Along the western edge of Cogges Hill Road there is an existing footway which runs from B4022/Jubilee Way/Cogges Hill Road signalised junction further to the south.'*
 - *Along Oxford Hill an existing footway is present on both sides of the road and continues to run towards the town centre. Cyclists are directed on the carriageway from the Oxford Hill/Jubilee Way/Cogges Hill Road junction.*
 - *'In the vicinity of the Scheme there is National Cycle Route 57, connecting Cogges Hill Road to the east and Burford Road on the north and further to the north towards Minister Lovell and Windrush Valley, bypassing the town centre.'*
 - There are number of PROWs in the vicinity of the Scheme (see Figure 4-5 in the TA, AECOM, 2022).
 - Figure 4-6 of the TA (AECOM, 2022) shows cycle routes in Witney.
- 4.3.2 The TA (AECOM, 2022) reports that in terms of public transport *'there are existing bus stops on the A40 eastbound on-slip and also on the westbound-off slip. These stops are served by routes 853, H2, NS1, S1, S2 and V23 (V23 to westbound off-slip only).'* (Section 4.4 Public Transport of the TA).

- 4.3.3 A summary of potential changes to the highway network, including pedestrian and cycle facilities, and bus service provision which may affect protected characteristic groups can be found below:
- Deliver a new shared use pedestrian/cycle route from Oxford Hill Road to South Leigh Road to the south of the A40
 - The existing pedestrian access along the B4022 under the A40 over bridge is proposed to be modified to provide a combined footway and cycleway.
 - The improved junction includes a controlled pedestrian/cyclist crossing located on the B4022 (east) at the proposed entry slip junction.
 - The proposed slip roads directly affect the current locations of existing PRow. These will be modified to retain all the existing facilities. It is proposed to provide a hedge/ fence to protect the PRow that runs parallel to the proposed Off Slip Road for safety and security plus also providing an environmental benefit. This PRow has also been instructed by OCC to be of a shared use design standard and will be 3.0m wide.
 - The proposed speed limit will remain at the national speed limit (70 mph) on the A40 dual carriageway but the B4022 will be lowered to 40mph in the scheme extents (please refer to Speed Limit Assessment Report¹² that sets out where the speed limit will be reduced).
 - Appropriate traffic signage, vehicle restraint systems and fencing will be incorporated into the highways layout to fulfil road safety requirements.
 - Inclusion of bus border kerbs on the bus stop to the B4022.
- 4.3.4 As noted above, during the construction period, it may be necessary to temporary suspend or relocate the existing bus stops on the A4022 (eastbound and westbound) within the scheme extents, which is likely to impact the PCGs as explained above.
- 4.3.5 A Construction Environmental Management Plan (CEMP) is to be prepared. Environmental impacts associated with the construction phase of the works would be mitigated via control measures set out within the CEMP. The CEMP will contain a series of specific environmental method statements or management plans, such as a Construction Traffic Management Plan.

4.4 Population

- 4.4.1 The latest Office of National Statistics (ONS) mid-year population estimates for the UK is the Mid-2020 data released on 25th June 2021¹³.
- 4.4.2 Table 4.3 below includes (ONS) Mid-year population for Oxfordshire County Council and for the local authority districts of West Oxfordshire.

Table 4.3: (ONS) Mid-year (Mid-2020) population estimates for Oxfordshire County Council and for the local authority districts of Cherwell, Oxford, and West Oxfordshire

Local authority district	Population	Male	Female
Oxfordshire (County)	696,880	347,569 (49.9%)*	349,311 (50.1%)*

¹² Access to Witney Speed Limit Assessment Oxfordshire County Council Preliminary Design (AECOM, October 2021).

¹³ [Estimates of the population for the UK, England and Wales, Scotland and Northern Ireland - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk). Accessed 08.03.2022

Local authority district	Population	Male	Female
West Oxfordshire (District)	111,758	54,829 (49.1%)*	56,929 (50.9%)*

Source: Mid-year population estimates, Mid-2020 edition dataset local authority boundaries, Office of National Statistics (released 25th June 2021). * Percentages calculated by Stantec using the ONS dataset.

- 4.4.3 The Mid-2020 population estimate data (ONS) shows that there were 696,880 residents in Oxfordshire of which 49.9% were males and 50.1% were females.
- 4.4.4 At a local authority West Oxfordshire has 111,758 residents and has a slightly higher percentage of females (50.9%) compared to males.
- 4.4.5 There is local population data available in the LIP for Witney area (2021), which includes Mid-Year Estimates (ONS) 2019 data for Witney. The total population for Witney is 28,977, with 48.5% being male and 51.5% being female.

4.5 Age

- 4.5.1 It is anticipated that the construction of the Access to Witney scheme will end in mid 2024. The ONS has produced population projections for local authorities, *'Population figures over a 25-year period, by five-year age groups and sex for local authorities in England. 2018-based estimates are the latest principal projection'*¹⁴ The dataset was released on 24 March 2020. Table 4.4 below includes population estimates for the year 2024 from this dataset.

Table 4.4: 2018-based subnational principal population projections for local authorities and higher administrative areas in England. Projections for the year 2024 for West Oxfordshire, Oxfordshire and England – All Persons

Age Group	West Oxfordshire	Oxfordshire	England
0-4	5,500	36,282	3,122,493
5-9	6,214	40,687	3,399,368
10-14	7,070	44,602	3,616,583
15-19	6,099	45,263	3,455,540
20-24	4,287	47,390	3,296,014
25-29	6,236	43,553	3,642,635
30-34	6,668	42,877	3,873,735
35-39	6,869	43,511	3,831,710
40-44	6,838	45,220	3,743,562
45-49	6,580	42,150	3,422,391
50-54	7,731	45,692	3,710,937
55-59	8,105	47,120	3,865,450
60-64	8,110	43,881	3,594,639
65-69	6,641	35,738	3,002,525
70-74	6,034	31,754	2,624,872
75-79	6,012	31,182	2,483,435
80-84	4,029	20,901	1,586,029
85-89	2,604	13,382	984,050
90+	1,598	7,997	560,922
All ages	113,224	709,180	57,816,890

Source: ONS Population Projects for local authorities 2018 based estimates for the year 2024 ¹⁵

¹⁴ [Population projections for local authorities: Table 2 - Office for National Statistics](#). Accessed 16.03.2022

¹⁵ [Population projections for local authorities: Table 2 - Office for National Statistics](#). Accessed 06/12/2021

4.5.2 Table 4.5 includes the percentages by age group, using the data in Table 4.4 grouping the data into the following age groups, 0-19, 20-64 and over 65.

Table 4.5: Population by age group using the data in Table 4.4*

Age Group	West Oxfordshire	Oxfordshire	England
0-19	22.0%	23.5%	23.5%
20-64	54.2%	56.6%	57.0%
65 and over	23.8%	19.9%	19.4%

*Note – The percentages in Table 4.5 have been calculated by Stantec using the 2018-based subnational principal population projections for local authorities and higher administrative areas in England. Projections for the year 2024 or West Oxfordshire, Oxfordshire and England– All Persons (as reproduced in Table 4.4)

4.5.3 It is projected that for the year 2024, 23.5% of the population of England are aged 19 and under. The same percentage (23.5%) of the population of Oxfordshire, is also projected to be 19 and under for the year 2024. For West Oxfordshire it is lower at 22.0%.

4.5.4 It is projected that for the year 2024, 19.4% of the population of England are aged 65 and over. A slightly higher percentage (19.9%) of the population of Oxfordshire, is projected to be over 65 for the year 2024. For West Oxfordshire it is higher at 23.8%.

4.6 Religion

4.6.1 The Equalities Data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021) reports on religion in Oxfordshire based on the 2011 Census survey data.

4.6.2 The 2011 Census survey question on religion was voluntary and data is available for Oxfordshire. Figure 4.1 Religion or belief (Census 2011) has been extracted from the Oxfordshire JSNA (March 2021) report.

4.6.3 The Oxfordshire JSNA (March 2021) document reports that the proportion of residents in Oxfordshire stating they follow a religion was 65%, just below the national average (68%). Figure 4.1 shows that 67% of the residents of West Oxfordshire state a religion.

4.6.4 In West Oxfordshire, 98% (based on the figures provided in Figure 4.1) who stated a religion were Christian compared with 87%¹⁶ nationally. The largest non-Christian group in West Oxfordshire was Muslim (0.6%). Of the other religions included in Table 4.1 all each also represent less than 1% of the overall population of West Oxfordshire: Buddhist (0.48%), Hindu (0.31%), Jewish (0.26%) and Sikh (0.05%).

4.6.5 Based on Oxfordshire population numbers as a whole, 60% of people stated their religion as Christian, 2.4% of people stated their religion as Muslim and 28% of people stated they did not have any religion. Of the other religions included in Table 4.1 all each represent less than 1% of the overall population: Buddhist (0.49%), Hindu (0.59%), Jewish (0.29%) and Sikh (0.18%).

¹⁶ National figure (87%) is provided in: The Equalities data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021, page 15. [EqualitiesData_OxfordshireMarch2021.pdf](#)

Figure 4.1: Population by ethnic group (Census 2001 and Census 2011)

Table 9 Religion or belief (Census 2011)

	Cherwell	Oxford	South Oxon	Vale of White Horse	West Oxon	Oxfordshire
All residents	141,868	151,906	134,257	120,988	104,779	653,798
Has religion	96,063	89,021	87,833	79,496	70,163	422,576
<i>% has religion</i>	68%	59%	65%	66%	67%	65%
Christian	90,564	72,924	85,292	76,589	68,537	393,906
Buddhist	563	1,431	467	462	334	3,257
Hindu	575	2,044	472	566	221	3,878
Jewish	164	1,072	281	196	180	1,893
Muslim	3,196	10,320	710	1,073	435	15,734
Sikh	438	434	106	177	37	1,192
Religion not stated	9,739	12,611	10,026	8,987	7,515	48,878
<i>% Religion not stated</i>	7%	8%	8%	7%	7%	7%
No religion	36,066	50,274	36,398	32,505	27,101	182,344
<i>% no religion</i>	25%	33%	27%	27%	26%	28%

Source: ONS Census 2011 table KS209EW from [nomis](#)

4.7 Ethnicity

- 4.7.1 The Equalities data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021) reports on ethnicity in Oxfordshire based on the 2011 Census survey data.
- 4.7.2 The report compares population by ethnic group from the 2011 Census survey data to that in 2001. In 2011, there were 106,997 people in Oxfordshire of an ethnic minority background (16%), this is an increase compared to the 2001 census data where 10% of the population was of an ethnic minority background.

Figure 4.2: Population by ethnic group (Census 2001 and Census 2011)

Table 6 Population by ethnic group (Census 2001 and Census 2011)

	Oxfordshire 2001	Oxfordshire 2011	Oxfordshire 2001 to 2011 (count)	Oxfordshire 2001 to 2011 (percent)	England 2001 to 2011 (percent)
White: British	544,572	546,801	2,229	0%	-1%
All ethnic minority	60,916 (10%)	106,997 (16%)	46,081	76%	68%
Irish	7,525	6,291	-1,234	-16%	-17%
Other White	23,947	40,912	16,965	71%	90%
Mixed ethnic background	7,103	13,233	6,130	86%	85%
Indian	4,068	8,140	4,072	100%	36%
Pakistani	4,007	7,846	3,839	96%	57%
Bangladeshi	1,184	2,491	1,307	110%	59%
Other Asian	1,221	7,562	6,341	519%	245%
Black Caribbean	2,453	3,070	617	25%	5%
Black African	2,046	7,039	4,993	244%	105%
Other Black	503	1,315	812	161%	191%
Chinese	3,849	5,618	1,769	46%	72%
Other ethnic group	3,010	3,480	470	16%	156%
TOTAL	605,488	653,798	48,310	8%	8%

Source: ONS Census 2011 tables KS201EW and KS203EW from [nomis](#)

Source: The Equalities Data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021)¹⁷

4.7.3 Using the data in Figure 4.2, Table 4.6 includes the percentage of the population by ethnic group. It shows that in both 2001 and 2011, the largest ethnic minority group was 'other white'.

Table 4.6: Percentage of the population by ethnic group*

Ethnic Group	Oxfordshire (Census data 2001)	Percentage 2001	Oxfordshire (Census data 2011)	Percentage 2011
White: British	544,572	89.9%	546,801	83.6%
All ethnic minority	60,916	10.1%	106,997	16.4%
Irish	7,525	1.2%	6,291	1.0%
Other White	23,947	4.0%	40,912	6.3%
Mixed ethnic background	7,103	1.2%	13,233	2.0%
Indian	4,068	0.7%	8,140	1.2%
Pakistani	4,007	0.7%	7,846	1.2%
Bangladeshi	1,184	0.2%	2,491	0.4%
Other Asian	1,221	0.2%	7,562	1.2%
Black Caribbean	2,453	0.4%	3,070	0.5%
Black African	2,046	0.3%	7,039	1.1%
Other Black	503	0.1%	1,315	0.2%
Chinese	3,849	0.6%	5,618	0.9%

¹⁷ [EqualitiesData_OxfordshireMarch2021.pdf](#)

Ethnic Group	Oxfordshire (Census data 2001)	Percentage 2001	Oxfordshire (Census data 2011)	Percentage 2011
Other ethnic group	3,010	0.5%	3,480	0.5%
Total	605,488	-	653,798	-

*Note – The percentages in Table 4.7 have been calculated by Stantec using data from ONS Census 2011 tables KS201EW and KS203EW from nomis, as included in Table 6 – Population by Ethnic Group (Census 2001 and Census 2011) in The Equalities Data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021)¹⁸

- 4.7.4 For ethnicity, data is also available for West Oxfordshire in the LIP for West Oxfordshire (2021). Local data is available in the LIP for Witney area (2021).
- 4.7.5 Table 4.7 sets out the ethnic groups in West Oxfordshire and Witney, using Census 2011 data. The largest ethnic group in West Oxfordshire is White: British (92.6%) and this is the same for Witney (90.2%), which is above the England average (79.8%).

Table 4.7: Percentage of the population by ethnic group*

Ethnic Group	West Oxfordshire (Census data 2011)*	Percentage %*	Witney (Census data 2011)**	Percentage %** (Note England average not repeated)
White: British	96,995	92.6% (England average = 79.8%)	24,829	90.2%
Non-White	3,310	3.2% (England average = 14.6%)	1,247	4.5%
White non-British	4,474	4.3% (England average = 5.7%)	1,438	5.2%
Mixed	1,263	1.2% (England average = 2.3%)	410	1.5%
Asian	1,424	1.4% (England average = 7.8%)	600	2.2%
Black	437	0.4% (England average = 3.5%)	167	0.6%
Other ethnic group	186	0.2% (England average = 1.0%)	58	0.2%
Households of multiple ethnicities	3,044	7.0% (England average = 8.9%)	919	8.0%

Source:* Census 2011, from the Local Insight profile for 'West Oxfordshire' area, Oxford City Council and District Data Services, 4th February 2021, OCSI

** Census 2011, from the Local Insight profile for 'Witney', 2021, OCSI

- 4.7.6 The LIP for West Oxfordshire (2021) and the LIP for Witney area (2021) also includes the number of people in West Oxfordshire and Witney respectively by country of birth and household language, which is set out in Table 4.8 below.

¹⁸ [EqualitiesData_OxfordshireMarch2021.pdf](#)

Table 4.8: County of birth and household language

	West Oxfordshire	Percentage %*	Witney	Percentage %** (Note England average not repeated)
Born in England	91,636	87.5% (England average = 83.5%)	23,943	87.0%
Born Outside the UK	8,486	8.1% (England average = 13.8%)	2,497	9.1%
With a UK passport	83,578	79.8% (England average = 75.8%)	21,275	77.3%
With a non-UK passport	5,632	5.4% (England average = 8.8%)	1,814	6.6%
All people in households have English as main language	41,751	96.6% (England average = 90.9%)	10,826	94.8%
At least one adult (not all) has English as main language	790	1.8% (England average = 3.9%)	290	2.5%
No adults but some children have English as main language	99	0.2% (England average = 0.8%)	41	0.4%
No household members have English as main language	601	1.4% (England average = 4.4%)	259	2.3%

Source:* Census 2011, from West Oxfordshire in the Local Insight profile for 'West Oxfordshire' area, Oxford City Council and District Data Services, 4th February 2021, OCSI

** Census 2011, from the Local Insight profile for 'Witney', 2021, OCSI

4.7.7 The Oxfordshire's 2021 Equalities Report (Oxfordshire JSNA, March 2021) reports that there were 623 people living in Oxfordshire identifying as Gypsy and Irish Traveller. The district with the highest count and rate was West Oxfordshire (see data reproduced at Figure 4,3). 51.5% of travellers lived in rural parts of Oxfordshire in 2011 compared to 24.0% nationally¹⁹.

Figure 4.3: Number and rate of Travellers in Oxfordshire (Census 2011)

Table 7 Number and rate of Travellers in Oxfordshire (Census 2011)

	Gypsy or Irish Travellers	Rate per 10,000 residents
Cherwell	105	7.4
Oxford	92	6.1
South Oxfordshire	135	10.1
Vale of White Horse	109	9.0
West Oxfordshire	182	17.4
Oxfordshire	623	9.5
England	54,895	10.4

Source: ONS Census 2011 table KS201EW from Nomis, from the Equalities Data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021)²⁰

¹⁹ Available from: [EqualitiesData_OxfordshireMarch2021.pdf](#).

²⁰ Available from: [EqualitiesData_OxfordshireMarch2021.pdf](#)

4.8 Disabilities

- 4.8.1 Within Oxfordshire's 2021 Equalities Report (Oxfordshire JSNA, March 2021), it is stated that between the years of 2018-19, around 19% of people in the South East region of England had a disability, equating to an estimated 131,400 people in Oxfordshire.²¹ The report includes a table including data on the types of disability affecting people in Oxfordshire (reproduced in Figure 4.4).
- 4.8.2 Overall, the top disability is mobility, which effected an estimated 37,800 people over 65 years old and 32,300 people between the ages of 17-64 and was the top disability for these two age groups. For the age group 0-16, the top disability was social/behavioural, followed by learning disability.
- 4.8.3 Following mobility, stamina and breathing was the second highest disability for the Aged 65+ group and was the third and fourth highest disability for the age groups 17-64 and 0-16 respectively.

Figure 4.4: Disability – Oxfordshire Estimates from National Survey Data

Table 2 Disability – Oxfordshire Estimates from National Survey Data

Aged 0-16		Aged 17-64		Aged 65+	
Social/behavioural	4,700	Mobility	32,300	Mobility	37,800
Learning	3,800	Mental health	31,500	Stamina/breathing	24,800
Mental health	3,000	Stamina/breathing	25,800	Dexterity	19,200
Stamina/breathing	2,700	Dexterity	19,400	Hearing	13,000
Other	2,600	Other	16,100	Vision	10,100
Mobility	2,300	Memory	12,100	Memory	10,100
Memory	1,400	Learning	11,300	Other	9,000
Dexterity	1,200	Social/behavioural	7,300	Mental health	5,100
Vision	900	Vision	6,500	Learning	4,500
Hearing	800	Hearing	5,600	Social/behavioural	1,700

Sources: Department for Work and Pensions, [Family Resources Survey 2018/19](#) (released 26 March 2020) scaled by ONS mid-2019 population estimates from [nomis](#).

Source: The Equalities Data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021)²²

- 4.8.4 Disability-related benefit statistics can help inform on the health and wellbeing of populations. Data from Department Work and Pensions (DWP) Stat-Xplore service reveals that in May 2020, there was a total of 49,159 disability-related benefits claimed in Oxfordshire.
- 4.8.5 The LIP for West Oxfordshire (2021) and LIP for Witney area (2021) includes data on the prevalence of disability of people living in West Oxfordshire and Witney area respectively. There are three measures of disability presented from the data issued by the Department for Work and Pensions (October 2020): those claiming Attendance Allowance, Personal Independence Payments and Disability Living Allowance and this is replicated in Table 4.9 below.

²¹ Available from: [EqualitiesData_OxfordshireMarch2021.pdf](#).

²² [EqualitiesData_OxfordshireMarch2021.pdf](#)

Table 4.9 Disability

	West Oxfordshire*	Percentage %*	Witney**	Percentage %** (Note England average not repeated)
Attendance Allowance claimants (May-20)	2,405	10.0% (England = 12.5%)	635	11.2%
Personal Independence Payment (PIP) (Oct-20)	2,201	3.3% (England = 6.1%)	664	3.7%
Disability Living Allowance Claimants (May-20)	1,863	1.7% (England = 2.1%)	708	2.4%

Source: * Department for Work and Pensions from the Local Insight profile for 'West Oxfordshire' area, Oxford City Council and District Data Services, 4th February 2021, OCSI

Source** Department for Work and Pensions from the Local Insight profile for Witney area, Oxfordshire Parish Profile Report January 2021, OCSI

- 4.8.6 The percentage of claimants for the three categories included in Table 4.9 for West Oxfordshire and Witney are below the percentages for England (percentage claimants).

4.9 Gender Identity

- 4.9.1 Information collection on gender identity is still emerging and how best to collect information from Census data on this topic is under review. Data is therefore currently limited and local level data is not yet available.
- 4.9.2 212 Gender Recognition Panel (GRP) applications were received and 129 were disposed of between April to June 2021; 241 applications were pending by the end of June 2021. 126 more applications were received by the GRP during the April to June 2021 Quarter compared to April to June 2020, and the 212 applications is the highest number in any one quarter since 2009 (Ministry of Justice, Official Statistics, Tribunal Statistics Quarterly, April to June 2021, published 9 September 2021)²³.
- 4.9.3 However, this may not be a true reflection of the number of trans people within the population. The Government Equalities office (2018) identified that 4,910 trans people have been issued with a Gender recognition Certificate but estimates there are 200,000 – 500,000 trans people in the UK. Only 12% of Trans respondents to the National LGBT survey had successfully obtained a certificate²⁴.
- 4.9.4 Furthermore, a Home Office funded study the Gender Identity Research and Education Society estimated between 0.6% and 1% of the UK adult population experience some degree of gender variance.
- 4.9.5 The 2021 Census included a gender identity question, collecting information on those whose gender is different from their sex assigned at birth. This question was aimed at individuals

²³ [Tribunal Statistics Quarterly, April to June 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/721642/GEO-LGBT-factsheet.pdf). Accessed 17/03/2022

²⁴

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/721642/GEO-LGBT-factsheet.pdf

over 16 years old and included a “prefer not to say” response option²⁵. At the time of compiling this report the 2021 Census data was not available.

4.10 Sexual Orientation

Oxford

4.10.1 Local level information on this topic is currently limited, however according to the 2011 Census, data showed that 1,200 Oxford residents living in a same-sex couple, either cohabiting or as a civil partnership. This was 1.1% of the adult household population, just above the England average of 0.9%.²⁶

UK

4.10.2 According to the most up to date ONS data, which is from 2019, the following points are worth noting with regards to sexual orientation in the UK:

- The proportion of the UK population aged 16 years and over identifying as heterosexual or straight decreased from 94.6% in 2018 to 93.7% in 2019.
- An estimated 2.7% of the UK population aged 16 years and over identified as lesbian, gay or bisexual (LGB) in 2019, an increase from 2.2% in 2018.
- Between 2018 and 2019, the number of men identifying as LGB increased from 2.5% to 2.9% and women identifying as LGB increased from 2.0% to 2.5%.
- Younger people (aged 16 to 24 years) were most likely to identify as LGB in 2019 (6.6% of all 16- to 24-year-olds, an increase from 4.4% in 2018); older people (aged 65 years and over) also showed an increase in those identifying as LGB, from 0.7% to 1.0% of this age category.
- Between 2018 and 2019, the proportion of people who identified as LGB increased for England (2.7%, up from 2.3%) and Scotland (2.7%, up from 2.0%), however Wales (2.9%) and Northern Ireland (1.3%) remained stable; among English regions, people in London were most likely to identify as LGB (3.8%, an increase from 2.8%).
- Between 2018-2019, ONS data revealed that the only regions in England to show a statistically significant change since 2018 were London (from 2.8% to 3.8%) and the south east (from 2.2% to 2.9%).²⁷

4.10.3 Table 4.10 includes ONS data on sexual orientation in the UK between 2015-2019 in percentages.

Table 4.10: ONS Sexual orientation in the UK between 2018-2019 in percentages

	2015	2016	2017	2018	2019
Heterosexual or straight	95.2	95.0	95.0	94.6	93.7
Gay or lesbian	1.2	1.2	1.3	1.4	1.6
Bisexual	0.7	0.8	0.8	0.9	1.1
Other	0.4	0.5	0.6	0.6	0.7

²⁵ Available from: [2021 Census topic research update: December 2018 - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/sexualorientationandgender/articles/2021-census-topic-research-update-december-2018). Accessed on 17.03.2022

²⁶ Available from: [Sexual Orientation | Sexual Identity | Oxford City Council](https://www.oxford.gov.uk/sexual-orientation-sexual-identity). Accessed 17.03.2022.

²⁷ Available from: [Sexual orientation, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/sexualorientationandgender/articles/sexual-orientation-uk). Accessed on 17.03.2022

	2015	2016	2017	2018	2019
Do not know or refuse	2.6	2.5	2.3	2.5	3.0

Source: Office for National Statistics – Sexual orientation, UK: 2019 (released May 2021). Experimental statistics on sexual orientation in the UK in 2019 by religion, sex, age, marital status, ethnicity and socio-economic classification, using data from the Annual Population Survey (APS)²⁸

4.11 Pregnancy and Maternity

- 4.11.1 There were 6,931 live births in Oxfordshire in 2020 (ONS, Birth Summary Tables, England and Wales 2020). The number of live births in West Oxfordshire is set out in Table 4.11.

Table 4.11: Live Birth rates

Geographic Area	Live birth rates 2020
Oxfordshire	6, 931
West Oxfordshire	1, 034

Source: ONS, Birth Summary Tables, England and Wales 2020²⁹

- 4.11.2 This would make the live birth rates for Oxfordshire for 2020 circa 1% based on the Mid-2020 ONS population estimates provided in Table 4.3 in this report.

4.12 Indices of Multiple Deprivation

- 4.12.1 The Indices of Deprivation are a measure of relative deprivation at a small local area level (Lower-layer Super Output Areas) across England. The most recent data release is the Indices of Deprivation 2019 (IoD2019) and can be accessed from the GOV.UK website³⁰.
- 4.12.2 The Indices provide a set of relative measures of deprivation, based on seven domains of deprivation: income; employment; education, skills and training; health and disability; crime; barriers to housing and services and living environment. Information from these seven domains is combined to produce an overall relative measure of deprivation, which is called the Index of Multiple Deprivation (IMD) (The English Indices of Deprivation 2019 Frequently Asked Questions (Ministry of Housing, Communities & Local Government)³¹.
- 4.12.3 The IMD is pertinent to an Equality Impact Assessment because correlation exists between protected characteristic groups who experience discrimination and inequality, and the likelihood of this inequality to perpetuate socio-economic deprivation.
- 4.12.4 The IMD includes summary measures at a local authority district level, where local authorities are ranked between 1 (the most deprived district in England) and 317 (the least deprived district in England). The IoD2019 Dashboard – Local Authority Focus (Ministry of Housing Communities & Local Government) allows data to be looked up at a local authority district level and a neighbourhood (LSOA) level (see page 9 of the 2019 FAQs provides a link to the Dashboard – see footnote 27). The IoS2019 Dashboard – Local Authority Focus includes a rank to show relative deprivation and a score to compare areas on an absolute scale.

²⁸ [Sexual orientation, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/sexualorientationandgenderdiversity/birthsanddeaths/births/sexualorientationandgenderdiversity)

²⁹ [Births in England and Wales: summary tables - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/births/birthsinenglandandwales). Accessed on 17.03.2022

³⁰ [English indices of deprivation - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/english-indices-of-deprivation)

³¹ [English Indices of Deprivation 2019 FAQs \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/collections/english-indices-of-deprivation-2019-frequently-asked-questions)

4.12.5 In 2019 West Oxfordshire local authority rank is 301 out of 317 local authorities. The local authority score for West Oxfordshire is 300 out of 317 local authorities. This makes West Oxfordshire one of the least deprived local authorities in England.

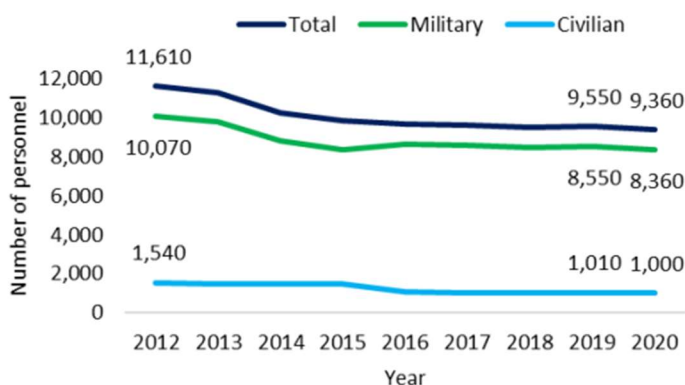
4.13 Armed Forces

4.13.1 Oxfordshire has a large Royal Air Force (RAF) presence, and therefore, Armed Forces has been included as an extra consideration in this assessment in addition to the nine protected characteristic groups.

4.13.2 The Equalities data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021) includes a section on 'Armed Forces'. There were 9,360 regular armed forces (military and civilian) personnel stationed in Oxfordshire (although not necessarily all resident in the country) as of 1 April 2020. This is a reported decrease compared to 1 April 2019 where the number recorded was 9,550 and well below the figure as at April 2012, which was 11,610. Figure 4.5 show the Armed Forces Personnel stationed in Oxfordshire 2012 to 2020.

Figure 4.5: Armed Forces Personnel Station in Oxfordshire 2012 to 2020

Figure 3 Armed Forces Personnel stationed in Oxfordshire, 2012 to 2020



Source: Ministry of Defence, [Location of UK regular service and civilian personnel annual statistics: 2020](#)

Source: The Equalities Data, Oxfordshire Population Groups and Protected Characteristics (Oxfordshire JSNA, March 2021)³²

4.14 Social Value

4.14.1 There are not any specific 'social value' measurements or indices. The Social Value assessment, as set out in Section 6.16 of this report, has been undertaken drawing on demographic data included in the preceding sub-sections.

³² [EqualitiesData_OxfordshireMarch2021.pdf](#)

5 Consultation

5.1 Introduction

- 5.1.1 This section sets out the consultation undertaken for Access to Witney scheme the purposes of the Equalities Impact Assessment.
- 5.1.2 Consultation at an early stage is important. As the Gunning Principles state, consultation can improve the design process, but only if undertaken early enough and with open minded decision makers, in order that changes can be made where appropriate, otherwise the consultation process might be considered pointless.
- 5.1.3 In equality context, consultation should therefore include people from or representing PCGs, to ensure that potential changes relating to PCG requirements can also be considered.
- 5.1.4 The engagement event invited feedback from everyone in the community to offer their views on the proposals, which included views on the active travel aspects of the scheme and the proposed walking and cycling elements of the scheme.
- 5.1.5 The sub-sections below explain the consultation undertaken for the planning application (and detailed in the SCI) that accompanies the planning application)³³ for the Access to Witney scheme, drawing out elements relevant to the Equalities Impact Assessment requirements.
- 5.1.6 This section explains how the engagement sought feedback from across the different groups likely to be affected directly or indirectly by the Access to Witney scheme. The pre-application engagement took place in May-June 2021 during the Covid-19 pandemic and therefore the consultation had to comply with the Government's Covid-19 guidelines.

5.2 Overview of Pre-application Engagement

- 5.2.1 The Access to Witney scheme has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders and the wider community. Table 5.1 below provides an overview of the stakeholder engagement process.

Table 5.1: Overview of Engagement Process

Phase	Key dates	Description
EIA Scoping Consultation	May – June 2021	The Applicant chose to undertake an EIA and to submit an Environmental Statement (ES) to accompany the planning application for the proposed development.
County Planning Authority (CPA) Pre-application Engagement	June 2021 and December 2021	Pre-application consultation has been undertaken with planning officers within Oxfordshire County Council.
Online Public Engagement	May – June 2021	The public were invited to view an online virtual exhibition, detailing the objectives, design and mitigation schemes for the A40 HIF2 project. Following the virtual exhibition, people were invited to share their thoughts,

³³ Access to Witney – Highways Improvements Scheme – Statement of Community Involvement For Oxfordshire County Council Major Infrastructure Capital Programme (Stantec, 2022)

Phase	Key dates	Description
		<p>comments and questions through an online feedback form or dedicated A40 mailbox.</p> <p>Further to the above, two live Microsoft Teams webinar vents were held presenting the scheme and providing the public with the opportunity to ask direct questions to the project team.</p>
Targeted Stakeholder Engagement	November 2021 – January 2022	Following the online public engagement, a more targeted consultation was held with key stakeholders who were identified as likely to have a particular interest in the scheme. Four meetings took place between November 2021 and January 2022.
Technical Consultation	June 2021 – December 2021	Throughout the design process, emails, calls and meetings have taken place with a range of technical stakeholders, which has informed the evolution of the scheme.

5.3 Pre-application engagement

5.3.1 The A40 Programme team undertook an online public engagement exercise for A40 Access to Witney between 10 May and 7 June 2021 (inclusive) which ran in parallel with the A40 HIF2 Project engagement exercise. A dedicated ‘A40 Improvements’ webpage which an overview of the six A40 Improvement schemes was established³⁴ and included a dedicated ‘A40 Access to Witney’ webpage, which can be accessed here:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements/a40-access-witney>

5.3.2 Following an optioneering exercise which involved the consideration of various options to find the best or preferred option as detailed in ES Volume I, Chapter 3, and the SCI which supports this planning application, the final three preferred sub-options (2A-G, 2A-E and 2A-F) were published for comment and feedback as part of a virtual public engagement exercise, which was accessed via the dedicated A40 Access to Witney website here:

<https://virtual.engage.stantec.com/accesstowitney>

5.3.3 The final shortlisted sub-options were presented alongside the long list of 33 options for comparison. A copy of the virtual exhibition boards can be found within Appendix A of the SCI.

5.3.4 The virtual exhibition provided the opportunity for participants to complete a feedback form online via the OCC consultation portal. A copy of the feedback form is provided at Appendix B of the SCI. A dedicated email address³⁵ was also set up to provide the opportunity for comments and questions to be submitted to the project team.

5.3.5 The project team also held two live online webinar events hosted via Microsoft Teams to give participants the opportunity to ask questions to members of the team directly. This aimed to recreate as far as possible a traditional ‘in-person’ public exhibition while complying with the Government’s Covid-19 guidelines.

³⁴ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/a40-improvements>

³⁵ A40corridor@Oxfordshire.gov.uk

5.3.6 Where requested, a Word version of the online feedback form was emailed out to stakeholders on request for completion offline. A PDF copy of the online exhibition boards was emailed out to stakeholders on request to print the information at home.

5.3.7 To cater for the digitally excluded and assist those in the PCGs to engage in the consultation event, the following steps were taken:

- Libraries in Eynsham, Burford, Carterton and Witney displayed information packs, , including paper copies of the online exhibition boards.
- The public engagement was advertised in print ('Oxford Mail').
- The advertisement included a telephone number to request printed copies of the online exhibition boards and feedback form.
- The exhibition boards (Board 9) included a contact number for any questions and for anyone who wished to discuss the proposals. Board 9 also included the following text:

'If you know anyone who does not have access to the internet and you think would be interested in this consultation, we would appreciate your help in telling them about it. They can call us on: [contact number included] to discuss the proposals and request printed copies of the consultation materials.'

5.3.8 OCC will always seek to accommodate requests for materials in alternative formats (for example in different languages or braille) and will often discuss requirements with the person requesting the service to understand their requirements. OCC will then consider if consultation dates need to be extended to enable the person to fully engage if there is going to be a significant lag with providing such materials.

Publicity and engagement methods

5.3.9 Table 5.2 below summarises the key activities and publicity undertaken as part of the online public engagement process to support the development of the proposals. As described in the Table, advertisements were published in local newspapers, both in print and online, including outdoor advertising in Witney, Kidlington, and on the outskirts of Cheltenham. Libraries in Eynsham, Burford, Carterton and Witney displayed information packs, including paper copies of the online exhibition boards. Social media was also used to advertise the public engagement events.

Table 5.2: Online Public Engagement Table

Date	Activity
5 May 2021	OCC A40 Improvement webpage go-live date
10 May 2021	Online exhibition go-live date
10 May 2021	OCC consultation portal for submitting feedback go-live date
13 May 2021	Online public engagement publicised in 'YourOxfordshire' resident's newsletter
14 May 2021	Paper copies of exhibition boards delivered to four local libraries for public display (Eynsham, Burford, Carterton and Witney)
15 & 19 May 2021	Outdoor advertising displayed in Kidlington, Witney and Cheltenham
18 May 2021	Live webinar event no. 1 (including Q&A)
22 May 2021	Live webinar event no. 2 (including Q&A)
27 May 2021	Decision to extend the deadline for comments to 7 June 2021
7 June 2021	OCC consultation portal for submitting feedback closes

Feedback

- 5.3.10 The feedback form (see Appendix B of the SCI) sought responses on the proposed new footways and cycle paths. This is important for the PCGs who may disproportionately use these methods to travel compared to private car. This included:

Question 10 - Our proposal includes plans to introduce new footways and cycle paths. Do you think this will help more people to choose walking and cycling for local journeys in this area?

- 5.3.11 The feedback form also included a section for any other feedback (Question 11, see below), and included suggested headers including design, noise, biodiversity, air quality, landscape, lighting, construction, community engagement and other.

Question 11 - Please use this section to provide any further comments you may wish to make about the A40 Smart Corridor project as set out in the virtual exhibition. We have provided headers for you to put your comments under and you can select as many as you wish. If you cannot find a suitable header(s), then please use other.

Overview of Participation

- 5.3.12 Key statistics on participation in the online public engagement are summarised below:

- At least 6,321 visitors to the A40 Improvements webpages. Just under 5,000 of these visitors were unique users.
- On average, visitors spent over two minutes on the A40 Improvements webpages, which indicates that visitors engaged with the content.
- Visitors viewed two or more webpages per session on average, which again indicates that visitors engaged with the content.
- At least 175 individuals clicked through to the Access to Witney virtual consultation portal.
- 39 feedback form responses via the virtual consultation portal.
- 15 email responses.
- 18 sign-ups/attendees of live webinar events.

- 5.3.13 It is important to note that the actual number of visits to the A40 Improvement webpages and the online exhibition is likely to be significantly higher than the reported results. The social media activity records indicate that the actual number of visitors to the A40 Improvements webpages was higher than the Google Analytics data suggests³⁶:

- 5.3.14 Whilst the ability to conduct in person events was significantly curtailed because of the ongoing Covid 19 pandemic, the Applicant adopted innovative ways, including the use of an iterative virtual consultation tool, to engage with a broad spectrum of stakeholders through alternative means. The virtual engagement exercise is an example of the requirement to adapt pre-application consultation to be held online, which ensured comprehensive and meaningful engagement could still take place. OCC has used a mix of traditional (offline) and online engagement methods as the scheme evolved to maximise engagement and ensure that local feedback was secured.

³⁶ Figures recorded by Google Analytics only represent those visitors who accepted cookies on entering the site; typically, only 10-20% of visitors accept cookies

5.4 Stakeholder Briefings

- 5.4.1 In October 2021, stakeholders were invited to attend an online Stakeholder Briefing session with the project team including representatives from OCC. A copy of an example invitation letter, which included a copy of the draft General Arrangement drawing and a 'Stakeholder Briefing Note', which set out key details in respect of the project can be found within Appendix C of the SCI.
- 5.4.2 The following groups were invited to the stakeholder briefing meetings, which represented groups associated with the PCGs, including those groups that support / promote walking and cycling:
- Cycle Touring Club (CTC) Witney
 - Cycling UK Oxfordshire
 - Oxfordshire Cycling Network
 - Sustrans
 - Windrush Bike Project
 - Ramblers Association
 - Oxon (& Oxford Field paths Society
 - British Horse Society (BHS)
 - Oxfordshire Unlimited
 - Oxfordshire Transport & Access Group (OXTRAG)
 - Stagecoach
 - Thames Valley Police
 - South Leigh Parish Council
- 5.4.3 Four key stakeholders responded to our request to participate in an online Stakeholder Briefing session – Stagecoach, Windrush Bike, Thames Valley Police and Road Haulage Association. A copy of the example presentation slides which were presented during the course of an online Stakeholder Briefing session is provided within Appendix D of the SCI.
- 5.4.4 Feedback that relates to the PCGs is included below.
- 5.4.5 A meeting took place with the Windrush Bike Project in November 2021. The groups comments are summarised below:
- The group were pleased to see this linking in with proposed development to East Witney
 - The main comment centred around the crossing point from the existing path to the north of the site area, and the fact there's no change to the existing footpath so anybody waiting to cross would be in the way.
 - The group stated that any narrowing on the Carriageway coming down Oxford Hill and up the existing slip road would be welcome, or anything else to reduce traffic speeds down the hill.

- 5.4.6 A meeting took place with Thames Valley Police in November 2021. The police were specifically consulted on the modifications of the laybys along the A40 corridor. Generally, the feedback was positive and there were questions around the design of the layby which was addressed.
- 5.4.7 The Road Haulage Association (RHA) meeting was undertaken in December 2021. The RHA recommended that advanced signage would be beneficial to enable drivers to be aware of the location of new laybys to mitigate against trucks being driven into surrounding residential areas to park.
- 5.4.8 The meeting with Stagecoach was held in January 2022. Modelling scenarios of journey time results and VISSIM were presented. Comments included:
- Stagecoach was satisfied that there would not be a significant impact on bus journey times resulting from the Proposed Development.
 - Stagecoach suggested that the bus shelter within the application site could be replaced with a simple bus stand given the limit usage of the existing facility.
- 5.4.9 South Leigh Parish Council (SLPC) were concerned that the scheme as proposed would:
- cause 'rat-running' through the village,
 - lead to increased light, noise and emissions pollution
 - lead to an increased risk of flooding; and
 - loss of biodiversity.
 - Parishioners have raised concerns about pedestrian and cycle access through the proposed Shores Green interchange towards Oxford Hill.

5.5 Scheme Design Changes

- 5.5.1 The Statement of Community Involvement (SCI)³⁷ that accompanied the planning application for the Proposed Development reported that following on from a public engagement exercise, further discussion with stakeholders and specialist input from other disciplines, the preferred option was further refined, and a final design was produced. Scheme design changes that could benefit those within the protected characteristic groups (PCGs) are included in Table 5.3.

Table 5.3: Access to Witney - Scheme Design Changes

Design Change (some of those reported in the AtW SCI)	Potential benefits to protected characteristic groups (PCGs)
The existing junction layout of the B4022 with the on-slip road towards Oxford (eastbound) was reviewed for swept path analysis and multiple issues were identified with the existing feasibility design layout. The existing B4022 junction with the existing A40 on-slip road was also modified following swept path analysis that indicated several locations where larger vehicles over run the verge or footway. With the proposed shared use pedestrian cycle path using this junction the alignment was modified to permit larger vehicles	Reducing accidents does increase safety for all, particularly PCG age, as younger and older people disproportionately get injured or killed in road accidents. Cyclists are disproportionately negatively impacted by accidents (as demonstrated in the ES transport chapter, p16/17) and some PCGs are disproportionately more likely to be non-car users.

³⁷ A40 HIF2 Smart Corridor – Statement of Community Involvement for Oxfordshire County Council Capital Programme (November 2021)

Design Change (some of those reported in the AtW SCI)	Potential benefits to protected characteristic groups (PCGs)
to use the junction without over-running the revised layout.	
A revised PRow that runs parallel to the proposed off slip road, it was apparent that a connection was required on the B4022 to connect into the proposed shared use facility on the north side of the B4022. A new signal-controlled crossing was included within the signal junction design at the end of the slip road.	Controlled crossings increase safety for all, particularly those with physical and mental impairments and children.

6 Equalities Screening and Assessment

6.1 Introduction

- 6.1.1 This section of the report is based on the tables set out in the 'Cherwell District Council and Oxfordshire County Council Equality and Climate Change Assessment Template' but provides a more detailed commentary than is possible in the tabulated format.
- 6.1.2 As set out in the methodology section (see Section 4), this section includes an assessment of the 9 PCGs as well as an assessment of the 'Additional Community Impacts' and 'Additional Wider impacts',
- 6.1.3 The assessment has been undertaken drawing on the existing condition data included in Chapter 4 of this report. The assessment also draws on information included in reports that support the planning application for the Access to Witney scheme, including:
- A40 Access to Witney Highway Improvements Scheme – Planning Statement (PS) for Oxfordshire County Council (Stantec, March 2022)
 - A40 Access to Witney Highway Improvements Scheme – Design and Access Statement (DAS) for Oxfordshire County Council (Stantec, March 2022)
 - A40 Access to Witney Highway Improvements Scheme – Statement of Community Involvement (SCI) for Oxfordshire County Council (Stantec, March 2022)
 - A40 Access to Witney Highway Improvements Scheme Environmental Statement (ES) (AECOM, 2022), particularly:
 - Chapter 5 – Air Quality
 - Chapter 12 – Noise and Vibration
 - Chapter 13 – Population and Human Health
 - Chapter 15 – Transport
 - A40 Access to Witney Scheme Transport Assessment (TA) (AECOM, March 2022)

6.2 Protected Characteristic - Age

Description of Impact

- 6.2.1 Older (65+) and younger (under 19) people disproportionately use walking, cycling and public transport modes of transport and they account for 23.8% and 22.0%³⁸ of the local population of West Oxfordshire district respectively. As such, changes to access to those facilities, even if temporarily during the construction phase, disproportionately impact on this group which accounts for a significant proportion of the population (approximately 46%). Changes in provision of walking, cycling and public transport facilities can therefore disproportionately impact on the PCG positively or negatively.
- 6.2.2 The following could impact on the Age PCG:

³⁸ Percentages calculated by Stantec using the 2018-based subnational principal population projections for local authorities and higher administrative areas in England. Projections for the year 2024 or West Oxfordshire, Oxfordshire and England– All Persons (as reproduced in Table 4.4 in Section 4.4 of this report)

- **Information Provision:** Within the design phase it is particularly important to ensure consultation information is provided in various formats, as older people are disproportionately less likely to use and access computers and the internet to view information and to input their views. Information provision related to the proposed scheme may also be more difficult to access for young people, who may not be targeted for input into the consultation process.
- **Surface layout:** Within the pedestrian element of the scheme, older people may require resting places to enable them to better utilise walking facilities. The provision of resting areas can make the difference as to whether an older person will use a walking route or not.
- **Surface layout:** Likewise with the provision of toilet facilities. Older people sometimes need to use the toilet more frequently, and lack of provision can influence whether an older person will use walking routes or not.
- **Surface layout:** It is also particularly important for this group to ensure footpath paved surfaces are free from trip hazards.
- **Surface Layout:** Older people are more likely to use walking aids such as sticks and walking frames. As such it is important that sufficient width is provided and trip hazards are minimised.
- **Noise & Air Quality:** associated with increased traffic can particularly impact children and the elderly. This is a consideration during the construction phase as well as the operational phase.
- **Safety & Security:** Older and younger people are more likely to have disproportionate concern for personal safety and security in pedestrian areas and may have different perceptions of threats and hazards. They may also have disproportionate concern related to traffic safety.

Any actions or mitigation to reduce negative impacts

6.2.3 The Proposed Development seeks to actively promote sustainable travel modes and includes proposals for walking, cycling and bus provision, such as:

- Creation of a new section of PRoW (footpath) 353/31/10, linking the existing crossing of the A40 to the B4022, thus providing increasing amenity value by way of a continuous recreational route that avoids crossing of the dual carriageway;
- Provision of an enhanced multi-user route along the line of existing PRoW 410/41/30 and 410/41/40, thus increasing accessibility and amenity value for residents wishing to access the countryside from the eastern edge of Witney;
- The existing pedestrian access along the B4022 under the A40 over bridge is proposed to be modified to provide a combined footway and cycleway. A combined footway and cycleway will be provided on either side of the B4022 under the A40 over bridge.
- The existing bus stop located on the southern side of the B4022 to the west of South Leigh Road will remain in the same position and new bus stop kerbing with an upstand of 140mm will be provided as part of the scheme to allow easier access to board the bus.
- **Surface layout:** The shared use walk / cycle route is proposed to be 3m wide enabling sufficient passing space for people using walking sticks and frames.
- **Surface layout:** The proposals have been designed with reference to Oxfordshire Walking Design Standards which means that surfaces should be free from trip hazards, fit

for purpose, and therefore suitable for older people with walking aids and young babies and children who need prams/buggies. Lighting columns have been positioned to avoid conflicts with the cycleway / footpath.

- 6.2.4 Increased footway / cycleway / bus facility provision provides a positive impact for this PCG, who are disproportionately more likely to walk, cycle and use public transport.
- 6.2.5 However, shared cycleway / footways can increase concerns of safety of pedestrians from bicycle conflicts, particularly for the young and the old, to the extent that it may dissuade people from using the pedestrian facility.
- 6.2.6 Additionally, during the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. This will impact negatively on this PCG.
- 6.2.7 Furthermore, whilst the bus stop is being reinstated in the operational stage, the bus shelter is being removed, which will impact detrimentally on this PCG.
- 6.2.8 **Noise & Air Quality:** The scheme is forecast to reduce traffic flow through Witney town centre thereby leading to benefits for air pollution (**Error! Reference source not found.**, Chapter 5 – Air Quality of the AtW ES (AECOM, 2022)).
- 6.2.9 There are several PRowS, including footpaths either side of the A40 in the vicinity of the proposed development. Minor adjustments are required to some of these paths immediately adjacent to slip roads as part of the works. Changes in traffic noise at these locations are largely negligible, however there are expected to be some minor and moderate increases in traffic on sections immediately adjacent to the proposed slip roads.
- 6.2.10 The design of the proposed development includes the introduction of a traffic signalling system where the new A40 slip roads created as part of the proposed development will join the existing B4022. This is expected to reduce the speed of vehicles on the nearby section of the B4022, leading to a reduction in traffic noise levels on this section of road. (Section 12.6 of Chapter 12 – Noise of the ES (AECOM, 2022)).
- 6.2.11 Overall, the reduction in noise and pollution within Witney provides a benefit to older people and younger people who may be more prone to suffering with breathing difficulties and may be more sensitive to noise. However, there are seven residential properties on Cogges Lane / Jubilee Way that will have increased noise and reduced air quality associated with increased traffic during the occupational phase, with a negative impact for this PCG, should they occupy these properties.
- 6.2.12 There will also be air quality and noise impacts during the construction phase of the proposed scheme for properties near the development. Chapter 5 – Air Quality of the ES (AECOM, 2022) identifies that the Access to Witney scheme has the potential to affect air quality during construction in the following ways:
- by increased emissions of dust during construction of the proposed development from dust-generating activities on site;
 - by emissions associated with Non-Road Mobile Machinery (NRMM) undertaking construction works; and
 - by changes in vehicle activity (flows, speeds and composition) during construction, as a result of temporary traffic management measures and/or additional vehicles travelling to and from the construction site transporting materials, plant and labour. (Section 5.8, Chapter 5 of the ES)

- 6.2.13 A Construction Environmental Management Plan (CEMP) would be prepared and implemented by the Contractor appointed to construct the proposed development. A Noise and Vibration Management Plan (NVMP) and a dust management plan would be included within the CEMP and would include relevant noise criteria, proposed surveys and a range of best practice measures associated with mitigating potential noise and vibration impacts. Such measures are likely to include implementation of a system of community engagement with local residents, limiting construction hours and implementation of a complaints management system to investigate any noise and vibration complaints and ensure appropriate action is taken as required (Section 12.6, Chapter 12 – Noise of the ES (AECOM, 2022)).
- 6.2.14 A preliminary assessment has not identified any residential buildings likely to be eligible for noise insulation works under the Noise Insulation Regulations. A full Noise Insulation Regulation assessment will be completed in accordance with the timescales set out in the Regulations, following the opening of the Proposed Development (please see Chapter 12 Noise (sections 12.6, 12.7 & 12.8) of the ES (AECOM, 2022)).
- 6.2.15 The engagement and complaints management system should be inclusive to allow for the PCGs to be participate in these activities.
- 6.2.16 **Safety & Security:** It is proposed to provide a hedge/ fence to protect the PRoW that runs parallel to the proposed Off Slip Road. Separation from the carriageway has been incorporated where possible in line with LTN 1/20, to provide safety from traffic.
- 6.2.17 **Safety & Security:** Likewise, two Toucan crossings are proposed to improve pedestrian and cycle connectivity and safety. This is particularly important for those who may need more time to cross the road, such as the elderly and those with children. A Toucan crossing is proposed to connect the shared use pathway to the west of the proposed A40 eastbound off-slip to a 3m wide shared use pathway that is proposed along the northern side of the B4022 between the A40 westbound on-slip and the proposed A40 eastbound on-slip. A Toucan crossing is proposed where the shared use pathway on the northern side of the B4022 ends to the east to provide a connection to the proposed shared use pathway on the southern side of the B4022 to the west of the A40 westbound on-slip.
- 6.2.18 **Safety & Security:** The proposed speed limit will remain at the national speed limit (70 mph) on the A40 dual carriageway, the speed limit on the B4022 will be reduced.
- 6.2.19 **Safety & Security:** Lighting design has been undertaken in line with British Standards³⁹ and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight.
- 6.2.20 Highway safety is important for this PCG as the young and the elderly are disproportionately more likely to be seriously injured or killed in road traffic accidents. Speed limit reduction, the signalised crossing points and the division / separation of pedestrians and traffic is therefore positive from a safety perspective. However, keeping pedestrians / cyclists and vehicular traffic separate, may cause personal safety concerns if the footpath cannot be seen / overlooked by the road, and this PCG disproportionately also have concerns about personal security. The overnight dimming of lighting may also present a concern for this PCG.

6.3 Protected Characteristic – Disability

Description of Impact

- 6.3.1 Around 19% of the population of the South East region of England have one or more disabilities, which means those with disabilities make up a significant proportion of the local population. The term 'disability' covers a wide range of different disabilities, including

³⁹ British Standards; BS5489-1:2020, BSEN 13201 and Institute of Lighting Professionals (ILP) guidance document PLG02.

wheelchair users, ambulant disabled, blind or partially sighted, hearing impaired and cognitively impaired people. In West Oxfordshire, 1.7% of people make 'Disability Living Allowance Claimants' (May-20).

- 6.3.2 Schemes can impact on this group in a wide range of ways, which are sometimes conflicting. For example, the requirements of a wheelchair user to have flat, kerb free surfacing is contradictory to the requirements of a blind or partially sighted person, who may require change in texture and / or vertical alignment to orientate themselves and stay in safe areas away from vehicles. Care must be taken that requirements of one group are not overlooked when considering another and an intersectional approach should therefore be taken.
- 6.3.3 People with disabilities are disproportionately more likely to use walking, cycling and public transport routes and also require disabled parking facilities when using vehicles. As such, changes to access to those facilities, in both the construction phase and operational phase, disproportionately impact on this group.
- 6.3.4 The following could impact on the Disability PCG:
- 6.3.5 **Information provision:** related to consultation on the proposed scheme may be more difficult to access for people with some disabilities, such as cognitive or visual impairments. They may also find other information provision, such as signing, wayfinding and bus timetables more difficult to access and interpret.
- 6.3.6 **Surfacing layout:** Within the pedestrian element of the scheme, ambulant disabled people may require resting places to enable them to better utilise walking facilities. The provision of resting areas can make the difference as to whether a disabled people will use a walking route or not. If provided, seating should be of various types, with and without back rests to accommodate different conditions, and should have space alongside it so that wheelchair users can sit alongside their friends and family.
- 6.3.7 **Surface layout:** Likewise with the provision of toilet facilities. Some people with disabilities need to use the toilet more frequently, and lack of provision can influence whether a disabled person will use walking routes or not.
- 6.3.8 **Surfacing layout:** Wheelchair users need pavement surfacing which is free of trip hazards and is of sufficient width for two wheelchairs to pass each other. Street furniture can also provide potential hazards.
- 6.3.9 **Surfacing layout:** Surfacing materials and colours / patterns are also important for this PCG, particularly wheelchair users, the visually impaired and the cognitively impaired.
- 6.3.10 **Noise & Air Quality:** associated with increased traffic can particularly impact people with disabilities. In particular noise can impact some people with cognitive impairments such as dementia and autism, and air quality can impact on some long-term conditions (LTCs). This is a particular consideration during the construction phase as well as the operational phase.
- 6.3.11 **Safety & Security:** People with disabilities are more likely to have disproportionate concern for personal safety and security in pedestrian areas and may have different perceptions of threats and hazards. They may also have disproportionate concern related to traffic safety and road crossings.

Any actions or mitigation to reduce negative impacts

- 6.3.12 The Proposed Development seeks to actively promote sustainable travel modes and includes proposals for walking, cycling and bus provision, as set out in the 'Age' section above.
- 6.3.13 **Surfacing layout:** Tactile paving is proposed at signalised and non-signalised crossing points to enable blind and visually impaired people to identify the preferred crossing locations.

- 6.3.14 **Surfacing layout:** The Proposed Development seeks to actively promote sustainable travel modes facilitates increased use of walking, cycling and public transport through the provision of a new section of PRow and a new 3.0m wide combined footway and cycleway along the length of the scheme, as well as bus stop improvements.
- 6.3.15 **Surface layout:** The shared use walk / cycle route is proposed to be 3m wide enabling sufficient passing space for people using walking sticks, frames, wheelchairs, white canes and guide dogs.
- 6.3.16 **Surface layout:** The proposals have been designed with reference to Oxfordshire Walking Design Standards which means that surfaces should be free from trip hazards, fit for purpose, and therefore suitable for people. using walking sticks, frames, wheelchairs, white canes and guide dogs Lighting columns have been positioned to avoid conflicts with the cycleway / footpath.
- 6.3.17 **Surfacing Layout:** Surface materials free from trip hazards are important for wheelchair users. Additionally, differential materials, colours and tones are important to help visually impaired people identify changes in levels and where safe areas are, including away from vehicles and safe crossing points on roads. All uncontrolled and controlled crossings will be coloured / surface differentiated with tactile paving. However, bright or bold patterns should be avoided when considering the colours and materials palette, as these can create confusion to the visually impaired and those with some cognitive disabilities such as dementia and autism.
- 6.3.18 **Surfacing layout:** Some trees are being removed as part of the scheme, but elsewhere there are landscaping enhancements including new hedgerows, and woodland planting and grassland.
- 6.3.19 Increased footway / cycleway / bus facility provision provides a positive impact for this PCG, who are disproportionately more likely to walk, cycle and use public transport. Additionally, active travel provides positive benefits for mental health and wellbeing.
- 6.3.20 However, shared cycleway / footways can increase concerns of safety of pedestrians from bicycle conflicts, particularly for the ambulant impaired and wheelchair users, to the extent that it may dissuade disabled people from using the pedestrian facility.
- 6.3.21 Additionally, during the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. This will impact negatively on this PCG.
- 6.3.22 Furthermore, whilst the bus stop is being reinstated in the operational stage, the bus shelter is being removed, which will impact detrimentally on this PCG.
- 6.3.23 Improvements to green spaces are beneficial to mental health, and thus are beneficial to this PCG.
- 6.3.24 **Noise & Air Quality:** The proposed development aims to reduce congestion and associated air quality and noise impacts in the centre of Witney by introducing new west-facing slip roads at the A40 and B4022 junction to offer alternative routes for traffic in the Witney area.
- 6.3.25 There may however, be air quality and noise impacts during the construction phase of the proposed scheme for properties near the development. Further details on the potential noise and air quality impacts during construction and operational phase are provided in section 6.2 above.
- 6.3.26 In summary, there is the potential for noise and air quality effects during the construction and operational phase. This includes the effect of construction noise and operational road traffic noise. In terms of air quality it includes effect of dust pollution on local residents from

demolition and construction activities and the effect of operational emissions. Mitigation measures will be put in place to address these effects during the construction phase through a CEMP which will include a Noise and Vibration Management Plan (NVMP), a Dust Management Plan and a range of best practice measures associated with mitigating potential noise, vibration and air quality impacts. The scheme is forecast to reduce traffic flow through Witney town centre thereby leading to improvements in air quality and reduction in noise associated with traffic.

- 6.3.27 Some disabilities such as dementia, autism and mental health conditions are more sensitive to noise, and some LTCs are more impacted by air quality, so the removal of some traffic through Witney centre will positively impact on this PCG.
- 6.3.28 **Safety & Security:** It is proposed to provide a hedge/ fence to protect the PRoW that runs parallel to the proposed Off Slip Road. Separation from the carriageway has been incorporated where possible in line with LTN 1/20, to provide safety from traffic.
- 6.3.29 **Safety & Security:** Likewise, two Toucan crossings are proposed to improve pedestrian and cycle connectivity and safety. Signal controlled crossing points help to provide a safer crossing experience for people with disabilities, who may move slower or in different ways and may be less visible, - for example a wheelchair user is lower and may be less visually obvious from a driver perspective. A Toucan crossing is proposed to connect the shared use pathway to the west of the proposed A40 eastbound off-slip to a 3m wide shared use pathway that is proposed along the northern side of the B4022 between the A40 westbound on-slip and the proposed A40 eastbound on-slip. A Toucan crossing is proposed where the shared use pathway on the northern side of the B4022 ends to the east to provide a connection to the proposed shared use pathway on the southern side of the B4022 to the west of the A40 westbound on-slip. Tactile paving is provided at the controlled and uncontrolled crossings to provide indicators to those with visual impairments of preferred crossing locations.
- 6.3.30 **Safety & Security:** The proposed speed limit will remain at the national speed limit (70 mph) on the A40 dual carriageway but the speed limit on the B4022 will be reduced. Reduced speed limits also provide a safety benefit from those who may move slower or who may not be as aware of traffic (for example the visually impaired).
- 6.3.31 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also conform with OCC standards and will be LED lighting. Dimming will be applied overnight.
- 6.3.32 Whilst the division / separation of pedestrians and traffic is positive from a safety perspective, by keeping pedestrians / cyclists and vehicular traffic separate, it may also cause personal safety concerns if the footpath cannot be seen / overlooked by the road, and this PCG disproportionately have concerns about personal security. The overnight dimming of lighting may also present a concern for this PCG.

6.4 Protected Characteristic - Gender Reassignment

Description of Impact

- 6.4.1 Whilst overall numbers of people that fall into this PCG are relatively low, their needs should be considered proportionately as part of an Equalities Assessment, particularly as their needs, such as personal safety and security, overlap with other groups, making the overall need more proportionately significant. Some people who are going through or have undergone a gender reassignment process may be more vulnerable to verbal or physical abuse based on their physical appearance, attire, or if they are with a partner. They may therefore disproportionately have concerns over personal safety and security within public areas, particularly at night.
- 6.4.2 This PCG may also be more reliant on social and community facilities and support groups. They may also potentially rely on consistency of medical teams whilst undergoing their

process. It is not clear if any such support groups or medical facilities are located in the area. The Cogges Surgery provides GP health services and a pharmacy to the local communities in Witney and the surrounding hamlets.

- 6.4.3 It is anticipated that the existing road network will remain open during the construction phase and therefore there should be no impacts on the accessibility of facilities. It is therefore not considered that community facilities will be affected during the construction phase or Compulsory Purchase (CPO). There could be potential delays to access the Windrush Cemetery but the scheme will not have direct impact on its access on this facility as it is outside construction work zone.
- 6.4.4 During the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. This will impact negatively on this PCG. There are no community facilities close to this bus stop that would be impacted.
- 6.4.5 This group is traditionally hard to reach, as there is rarely much information gathered in census or other data sets on this particular PCG. As such, they may not have been included in the consultation process to date.

Any actions or mitigation to reduce negative impacts

- 6.4.6 **Safety & Security:** The footway / cycleways have been segregated from the highway in order to improve safety from a vehicular traffic perspective but therefore will be less overlooked which may contribute to personal safety concerns.
- 6.4.7 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight. This may also present a concern for this PCG

6.5 Protected Characteristic - Marriage & Civil Partnership

- 6.5.1 It is unlikely that anyone will be differentially impacted by the proposed scheme due to their marital status, and so this PCG has been scoped out of this assessment.

6.6 Protected Characteristic - Pregnancy & Maternity

Description of Impact

- 6.6.1 **Surface layout:** Pregnant people account for around 1% of the local population at any one time and may have some mobility limitations. Those people within their maternity period and beyond may need secure, sheltered places to rest and breastfeed.
- 6.6.2 **Surface layout:** Within the pedestrian element of the scheme, pregnant people may require resting places to enable them to better utilise walking facilities. The provision of resting areas can make the difference as to whether a pregnant person or a person with babies and children will use a walking route or not.
- 6.6.3 **Surface layout:** Likewise with the provision of toilet facilities. Pregnant people sometimes need to use the toilet more frequently, and young parents may need baby changing facilities. Lack of toilet provision can influence whether a pregnant person or a person in their maternity period will use walking routes or not.
- 6.6.4 **Surface layout:** Parents pushing prams need pavement surfacing free of trip hazards and sufficient width for two prams to pass each other. Street furniture can also provide potential hazards.

Any actions or mitigation to reduce negative impacts

- 6.6.5 **Surface layout:** The proposals have been designed with reference to Oxfordshire Walking Design Standards which means that surfaces should be free from trip hazards, fit for purpose, and therefore suitable for prams/buggies.
- 6.6.6 **Surface layout:** The shared combined footway and cycleway is proposed to be 3m wide and therefore provides adequate passing space for two prams / buggies to pass each other.
- 6.6.7 **Noise & Air Quality:** The proposed development aims to reduce congestion and associated air quality and noise impacts in the centre of Witney by introducing new west-facing slip roads at the A40 and B4022 junction to offer alternative routes for traffic in the Witney area.
- 6.6.8 There may however, be air quality and noise impacts during the construction phase of the proposed scheme for properties near the development. Further details on the potential noise and air quality impacts during construction and operational phase are provided in section 6.2 above and are summarised below.
- 6.6.9 In summary, there is the potential for noise and air quality effects during the construction and operational phase. This includes the effect of construction noise and operational road traffic noise. In terms of air quality it includes effect of dust pollution on local residents from demolition and construction activities and the effect of operational emissions. Mitigation measures will be put in place to address these effects during the construction phase through a CEMP which will include a Noise and Vibration Management Plan (NVMP), a Dust Management Plan and a range of best practice measures associated with mitigating potential noise, vibration and air quality impacts. The scheme is forecast to reduce traffic flow through Witney town centre thereby leading to benefits for air pollution.
- 6.6.10 Pregnant mothers and their unborn babies can be differentially impacted by air quality, so the removal of some traffic through Witney centre will positively impact on this PCG.
- 6.6.11 However, for some residential properties adjacent to the B4022 between Cogges Hill Road and Jubilee Way there might be a permanent increase which will have a negative impact.

6.7 Protected Characteristic – Race

Description of Impact

- 6.7.1 People from minority ethnic groups account for around 10% of the local population, and disproportionately use walking, cycling and public transport modes of transport. As such, changes to access to those facilities, even if temporarily during the construction phase, are more likely to disproportionately impact on this group. Improvements or reductions in provision of walking, cycling and public transport facilities can disproportionately impact on the PCG positively or negatively.
- 6.7.2 **Information provision:** Differing ethnicities, nationalities or national origins may have language barriers which should be considered.
- 6.7.3 **Information provision:** With regard to consultation, details of the proposed scheme may be more difficult to access for people whose first language is not English, or people less likely to engage with, or receive data from local authorities, such as Gypsy and Traveller community. Likewise, the proposed wayfinding and signage might provide a barrier for those whose first language is not English.
- 6.7.4 **Information provision:** Based on the current review of available information it is not clear if people of different races have been specifically targeted for engagement in the consultation process, or whether there was any engagement with the Gypsy and Traveller community. As

such, the views from different races about the proposed scheme may not have been fully included and considered.

6.7.5 **Noise & Air Quality:** In England, there are significantly higher rates of incidence of asthma within BAME groups. When sub-divided, there are even higher rates of asthma incidents of people in BAME groups born inside the UK than those born outside the UK, indicating second and third generation descendants of South Asian and Afro-Caribbean migrants suffer disproportionately from Asthma⁴⁰. As such, increases in pollution associated with increased traffic can particularly impact this PCG. This is a consideration during the construction phase as well as the operational phase.

6.7.6 **Safety & Security:** Some people who are of different races may be more vulnerable to verbal or physical abuse based on their physical appearance and may therefore disproportionately have concerns over safety and security within public areas, particularly at night.

Any actions or mitigation to reduce negative impacts

6.7.7 The Proposed Development seeks to actively promote sustainable travel modes and includes proposals for walking, cycling and bus provision, as set out in the 'Age' section above:

- Increased footway / cycleway / bus facility provision provides a positive impact for this PCG, who are disproportionally more likely to walk, cycle and use public transport.

6.7.8 However, during the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. This will impact negatively on this PCG.

6.7.9 Furthermore, whilst the bus stop is being reinstated in the operational stage, the bus shelter is being removed, which will impact detrimentally on this PCG.

6.7.10 **Noise & Air Quality:** The proposed reductions in town centre traffic congestion will result in associated air quality and noise impacts in the centre of Witney by introducing new west-facing slip roads at the A40 and B4022 junction to offer alternative routes for traffic in the Witney area.

6.7.11 There may however, be air quality and noise impacts during the construction phase of the proposed scheme for properties near the development. Further details on the potential noise and air quality impacts during construction and operational phase are provided in section 6.2 above and are summarised below.

6.7.12 In summary, there is the potential for noise and air quality effects during the construction and operational phase. This includes the effect of construction noise and operational road traffic noise. In terms of air quality it includes effect of dust pollution on local residents from demolition and construction activities and the effect of operational emissions. Mitigation measures will be put in place to address these effects during the construction phase through a CEMP which will include a Noise and Vibration Management Plan (NVMP), a Dust Management Plan and a range of best practice measures associated with mitigating potential noise, vibration and air quality impacts. The scheme is forecast to reduce traffic flow through Witney town centre thereby leading to benefits for air pollution.

6.7.13 BAME groups can be differentially impacted by air quality, so the removal of some traffic through Witney centre will positively impact on this PCG.

⁴⁰ <https://www.asthma.org.uk/globalassets/get-involved/external-affairs-campaigns/publications/health-inequality/auk-health-inequalities-paper.pdf>

6.7.14 **Safety & Security:** The footway / cycleways have been segregated from the highway in order to improve safety from a vehicular traffic perspective but therefore will be less overlooked which may contribute to personal safety concerns.

6.7.15 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight. This may also present a concern for this PCG.

6.8 Protected Characteristic – Sex

Description of Impact

6.8.1 Women make up more than half of the population and disproportionately use walking, cycling and public transport modes of transport. As such, changes to access to those facilities, even if temporarily during the construction phase, are more likely to disproportionately impact on this group. Improvements or reductions in provision of walking, cycling and public transport facilities can disproportionately impact on the PCG positively or negatively.

6.8.2 **Surface layout:** Women are also disproportionately more likely to be care-givers so may be disproportionately impacted by difficulties associated with pushing prams, buggies or wheelchairs. People pushing prams, buggies and wheelchairs need pavement surfacing which is free of trip hazards and is of sufficient width for two prams/buggies/wheelchairs to pass each other. Street furniture can also provide potential hazards.

6.8.3 **Safety & Security:** Women may be disproportionately the victims of verbal and physical abuse and may therefore disproportionately have concerns over safety and security within public areas, particularly at night.

Any actions or mitigation to reduce negative impacts

6.8.4 The Proposed Development seeks to actively promote sustainable travel modes and includes proposals for walking, cycling and bus provision, as set out in the 'Age' section above.

6.8.5 **Surface layout:** The shared use walk / cycle route is proposed to be 3m wide enabling sufficient passing space for people pushing prams, buggies or wheelchairs.

6.8.6 **Surface layout:** The proposals have been designed with reference to Oxfordshire Walking Design Standards which implies that surfaces should be free from trip hazards, fit for purpose, and therefore suitable for prams/buggies/wheelchairs. Lighting columns have been positioned to avoid conflicts with the cycleway / footpath.

6.8.7 The scheme should result in general reductions in town centre traffic, and therefore improvements in bus journey times and journey time reliability can be expected as a result.

6.8.8 These provide a positive impact for this PCG, who are disproportionately more likely to walk, cycle and use public transport. However, during the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. This will impact negatively on this PCG.

6.8.9 Furthermore, whilst the bus stop is being reinstated in the operational stage, the bus shelter is being removed, which will impact detrimentally on this PCG.

6.8.10 **Safety & Security:** The footways / cycleways have been segregated from the highway in order to improve safety from a vehicular traffic perspective but therefore will be less overlooked which may contribute to personal safety concerns.

- 6.8.11 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight. This may also present a concern for this PCG.

6.9 Protected Characteristic - Sexual Orientation

Description of Impact

- 6.9.1 Some people who are part of the LGBTQ+ community may be more vulnerable to verbal or physical abuse based on their physical appearance, attire, or if they are with a partner. They may therefore disproportionately have concerns over personal safety and security within public areas, particularly at night.
- 6.9.2 This group is traditionally hard to reach, as there is rarely much information gathered in census or other data sets on this particular PCG. As such, they may not have been included in the consultation process to date.

Any actions or mitigation to reduce negative impacts

- 6.9.3 **Safety & Security:** The footways / cycleways have been segregated from the highway in order to improve safety from a vehicular traffic perspective but therefore will be less overlooked which may contribute to personal safety concerns.
- 6.9.4 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight. This may also present a concern for this PCG

6.10 Protected Characteristic - Religion or Belief

Description of impact

- 6.10.1 The main religion in Oxfordshire is Christianity (60%), and the second largest is Islam (2.4%). Within the area there is a diverse mix of other religions including Buddhism (0.49%), Hinduism (0.59%), Judaism (0.29%) and Sikhism (0.18%). Whilst you cannot tell a person's religion by their appearance, some people may wear attire or symbols pertinent to their religion that may make them more vulnerable to verbal or physical abuse and they may therefore disproportionately have concerns over safety and security within public areas, particularly at night. In West Oxfordshire the main religion is Christianity (98%), and the second largest is Islam (0.6%). There is also a diverse mix of other religions within the district including Buddhism (0.48%), Hinduism (0.31%), Judaism (0.26%) and Sikhism (0.05%).

Any actions or mitigation to reduce negative impacts

- 6.10.2 **Safety & Security:** The footways / cycleways have been segregated from the highway in order to improve safety from a vehicular traffic perspective but therefore will be less overlooked which may contribute to personal safety concerns.
- 6.10.3 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight. This may also present a concern for this PCG

6.11 Additional Community Impacts – Rural Communities

Description of Impact

- 6.11.1 Rural communities may be particularly reliant on car use, and therefore congestion may differentially impact on this group as they may not be able to access alternative modes of travel.

Any actions or mitigation to reduce negative impacts

- 6.11.2 The purposed of the scheme is to improve accessibility to the local road network and also to provide improvements to active travel options and public transport efficiency and therefore should be beneficial to all local communities.
- 6.11.3 The TA reports that 'The scheme will also provide convenient access to destinations west of Witney via the A40 for rural areas to the south, including South Leigh and Sutton Green, that would otherwise have to be reached by travelling via the junction at Barnard Gate or the A40/A415 junction via Ducklington.' (Para 6.1.7 of the TA, AECOM 2022)

6.12 Additional Community Impacts – Armed Forces

Description of Impact

- 6.12.1 Demographics from Oxfordshire indicate that around 1% of the population are military personnel. People from the armed forces may be more likely to have disproportionate concern for personal safety and security in pedestrian areas and may be particularly targeted when wearing uniform.

Any actions or mitigation to reduce negative impacts

- 6.12.2 **Safety & Security:** The footways / cycleways have been segregated from the highway in order to improve safety from a vehicular traffic perspective but therefore will be less overlooked which may contribute to personal safety concerns.
- 6.12.3 **Safety & Security:** Lighting design has been undertaken in line with British Standards and will also confirm with OCC standards and will be LED lighting. Dimming will be applied overnight. This may also present a concern for this PCG.
- 6.12.4 **Employment opportunities –** The procurement process to consider the opportunity to employ former military personnel during the construction phase. This could be linked to the Armed Forces Covenant, which is between Oxfordshire County Council, representatives of the business, charity and voluntary sectors, the civilian community of Oxfordshire and the armed forces community in Oxfordshire. The aim of the covenant is to encourage working together with the military to offer support to personnel and their families as well as reservists and veterans.

6.13 Additional Community Impacts – Carers

Description of Impact

- 6.13.1 Caregivers may be disproportionately impacted by difficulties associated with pushing prams, buggies or wheelchairs. People pushing prams, buggies and wheelchairs need smooth pavement surfacing and sufficient width for two prams/buggies/wheelchairs to pass each other.
- 6.13.2 Street furniture can also provide potential hazards for this group.
- 6.13.3 Women are also more likely to be caregivers than men, and therefore impacts and mitigations identified within the 'Sex' section above would also apply.

Any actions or mitigation to reduce negative impacts

- 6.13.4 **Surface layout:** The shared use walk / cycle route is proposed to be 3m wide enabling sufficient passing space for people pushing prams, buggies or wheelchairs.

6.13.5 **Surface layout:** The proposals have been designed with reference to Oxfordshire Walking Design Standards which implies that surfaces should be free from trip hazards, fit for purpose, and therefore suitable for prams/buggies/wheelchairs. Lighting columns have been positioned to avoid conflicts with the cycleway / footpath.

6.14 Additional Community Impacts – Areas of Deprivation

Description of Impact

6.14.1 The scheme is located within West Oxfordshire district, which is one of the least deprived areas in the country. Notwithstanding this, there will always be less affluent people within areas whose needs should be considered. Within the design phase it is particularly important to ensure information is provided in various formats as less affluent people are disproportionately less likely to have access to computers and the internet to input their views.

6.14.2 The following could impact on less affluent people:

- **Information Provision:** Within the design phase it is particularly important to ensure consultation information is provided in various formats, as less affluent people may disproportionately be less likely to use and access computers and the internet to view information and to input their views.
- **Access to walking, cycling and public transport modes:** Less affluent people disproportionately tend to use walking, cycling and public transport modes of transport. As such, changes to access to those facilities, even if temporarily during the construction phase, are more likely to disproportionately impact on this group. Improvements or reductions in provision of walking, cycling and public transport facilities can disproportionately impact on less affluent people positively or negatively.

Any actions or mitigation to reduce negative impacts

6.14.3 **Information provision:** During the design phase, all consultation materials were available in printed as well as digital format, to ensure those without access to or use of a computer could still contribute to the consultation if they wished.

6.14.4 The Proposed Development seeks to actively promote sustainable travel modes and includes proposals for walking, cycling and bus provision, see Age section above.

6.14.5 The existing bus stop located on the southern side of the B4022 to the west of South Leigh Road will remain in the same position and new bus stop kerbing with an upstand of 140mm will be provided as part of the scheme to allow easier access to board the bus.

6.14.6 **Surface layout:** The shared use walk / cycle route is proposed to be 3m wide enabling sufficient passing space for people using walking sticks and frames.

6.14.7 **Surface layout:** The proposals have been designed with reference to Oxfordshire Walking Design Standards which means that surfaces should be free from trip hazards, fit for purpose, and therefore suitable for older people with walking aids and young babies and children who need prams/buggies. Lighting columns have been positioned to avoid conflicts with the cycleway / footpath.

6.14.8 Increased footway / cycleway / bus facility provision provides a positive impact for those, who are disproportionately more likely to walk, cycle and use public transport.

6.14.9 However, shared cycleway / footways can increase concerns of safety of pedestrians from bicycle conflicts, particularly for the young and the old, to the extent that it may dissuade people from using the pedestrian facility.

- 6.14.10 Additionally, during the construction period, it may be necessary to temporarily suspend or relocate the existing bus stop on the B4022 (west of the junction with South Leigh Road), this bus lay-by will be impacted by the works and temporary measures will be needed. This will impact negatively on this PCG. There are no community facilities close to this bus stop that would be impacted.
- 6.14.11 Furthermore, whilst the bus stop is being reinstated in the operational stage, the bus shelter is being removed, which will impact detrimentally those that rely on this service, which may include those that are less affluent.
- 6.14.12 **Safety & Security:** Likewise, two Toucan crossings are proposed to improve pedestrian and cycle connectivity and safety. This is particularly important for those who may need more time to cross the road, such as the elderly and those with children. A Toucan crossing is proposed to connect the shared use pathway to the west of the proposed A40 eastbound off-slip to a 3m wide shared use pathway that is proposed along the northern side of the B4022 between the A40 westbound on-slip and the proposed A40 eastbound on-slip. A Toucan crossing is proposed where the shared use pathway on the northern side of the B4022 ends to the east to provide a connection to the proposed shared use pathway on the southern side of the B4022 to the west of the A40 westbound on-slip.
- 6.14.13 **Safety & Security:** The proposed speed limit will remain at the national speed limit (70 mph) on the A40 dual carriageway but the speed limit on the B4022 will be reduced.
- 6.14.14 **Safety & Security:** Research has indicated that social deprivation is associated with increased injury and fatality levels in road traffic accidents. As such, reductions in speed and road safety measures including signal controlled junctions provide potential benefit to less affluent areas. Street light dimming will however be applied overnight, which may negate some of this benefit.
- 6.14.15 Overall, the scheme will improve the situation for those who are disproportionately more likely to walk, cycle and use public transport, which may include less affluent people.

6.15 Section 3: Impact Assessment - Additional Wider Impacts

- 6.15.1 Other **Council Services** - The proposed Access to Witney scheme is not a council service or policy so this impact is scoped out of this assessment.
- 6.15.2 **Providers** - The proposed Access to Witney scheme is not a council service or policy so this impact is scoped out of this assessment.

6.16 Section 3: Impact Assessment - Additional Wider Impacts – Social Value

- 6.16.1 This section sets out the definition of Social Value in the context of the built environment and identifies local priorities as defined by OCC and West Oxfordshire District Council (WODC). Key project outcomes are identified along with examples of Social Value added so far through the design process. Finally, recommendations are made for ways in which Social Value can continue to be added through design and initiatives as the project progresses.

Definition of Social Value

- 6.16.2 The Institution of Civil Engineers (ICE) defines Social Value in the document 'Maximising Social Value for Infrastructure Projects' as '*The additional, wider benefits that can be created by organisations and projects, for individuals, communities and local businesses.*⁴¹

⁴¹ [Maximising social value from infrastructure projects v1.1.pdf \(usefulprojects.co.uk\)](#)

6.16.3 The Government has produced the 'Social Value Model'⁴² (Government Commercial Function, December 2020) and the 'Guide to using the Social Value Model'⁴³ (GSVM) (Government Commercial Function, December 2020). Paragraph 1.6 of the GSVM refers to Social Value and the Public Services (Social Value) Act 2012 for procuring the provision of services. The GSVM focuses on three key aspects of social value:

- Economic (e.g. employment or apprenticeship/training opportunities),
- Social (e.g. activities that promote cohesive communities) and
- Environmental (e.g. efforts in reducing carbon emissions).

6.16.4 The GSVM also identifies in paragraph 1.8 that any benefits identified as Social Value should be over and above the core deliverables of the project.

Local Priorities

6.16.5 Oxfordshire County Council have produced a vision document for the county entitled 'Thriving communities for everyone in Oxfordshire'⁴⁴ in which they outline their priorities for 2020-2024. The document focuses on three themes: 'Thriving people, Thriving communities and Thriving economy'. The issues and priorities within this document that relate to delivering Social Value include:

- Improve educational attainment, including for children with special needs
- Design places that encourage healthy and active lives
- Reduce carbon emissions to tackle climate change and improve air quality
- Enable schools to reduce their carbon and support communities to take Climate Action
- Encourage community-run services and self-help initiatives
- Support people to access travel and transport to enable them to live independently
- Work to support skills development, business growth and employment
- encouraging local procurement/employment during the construction phase

6.16.6 WODCI has set out their vision for the area within their Council Plan 2020-2024. Of relevance to Social Value within this project are the following themes:

- Climate action – leading the way in protecting and enhancing the environment by taking action locally on climate change and biodiversity
- Healthy towns and villages – facilitating healthy lifestyles and better wellbeing for everyone
- A vibrant district economy – securing future economic success through supporting local businesses
- Strong local communities – supporting and building prosperous and inclusive local communities

⁴² [Social-Value-Model-Edn-1.1-3-Dec-20.pdf \(publishing.service.gov.uk\)](#)

⁴³ [Guide-to-using-the-Social-Value-Model-Edn-1.1-3-Dec-20.pdf \(publishing.service.gov.uk\)](#)

⁴⁴ [CorporatePlan2020 \(oxfordshire.gov.uk\)](#)

Project Context

- 6.16.7 The aims and objectives of the project are inherently focused on delivering Social Value for the local community, and include:
- Reducing the level of air pollution within Witney town centre;
 - Providing a safer environment for pedestrians and cyclists; and
 - Supporting the vitality, viability, performance and attractiveness of Witney town centre.
- 6.16.8 As identified previously within this chapter, added Social Value must be above and beyond the project deliverables, however these aims help to identify priorities and relevant local issues.
- 6.16.9 The Proposed Development has been designed to consider positive outcomes for biodiversity and nature. Design and construction will be undertaken in a way that minimises impact on existing high-quality trees on the site and a biodiversity net gain of 10% is being targeted.
- 6.16.10 The Proposed Development aims to improve sustainable, active travel options for local residents and employees which will be delivered through the addition of new and improved footway and cycleway and signal-controlled crossings. Improvements will also be made to existing PRow on the site, including provision of a fence or hedge for safety purposes and ensuring the paths are suitable for shared use and 3.0m wide.
- 6.16.11 The application proposals have been developed in a consultative and iterative manner informed by various phases of engagement with a wide range of stakeholders and the wider community. Stakeholders and members of the public were asked to choose their preferred option from a number of potential schemes and the most favoured option has been taken forward.

Social Value Measures

- 6.16.12 A relevant, proportionate, specific and measurable Social Value Action Plan (SVAP) should be developed for the project at the next stage of planning which will detail specific commitments. It should take the form of a dynamic plan which would be jointly owned by OCC and key stakeholders to ensure commitments focus on meaningful creation of benefits for local communities.
- 6.16.13 There are ways that Social Value can be created through design. The ICE recommends a variety of opportunities within its 'Maximising Social Value for Infrastructure Projects' document, which will be reviewed in the development of the SVAP. The following have been identified as potential relevant opportunities to consider during the next project stage:
- Reducing consumption of embodied carbon and resources (energy, materials, water) through design
 - Designing for the circular economy
 - Providing opportunities in design phases to support pathways into higher value employment to support social mobility
 - Partnering and working with Social Enterprises
- 6.16.14 There are also a number of other ways in which Social Value can be delivered within the future project stages. Recommendations for potential measures and initiatives which have been informed by local priorities and the context of the project and could be included within the SVAP are set out below.

- Utilise climate change and carbon reduction expertise to deliver information sessions or activities to local schools and communities
- Educational visit to local school(s) - could take the form of an assembly on the project itself followed by a careers talk about engineering. The Blake C of E Primary School in Cogges is the closest primary school to the scheme and both the Henry Box School and Wood Green Secondary Schools in Witney are also in close proximity.
- Tree planting – as discussed above, the design of the Proposed Development will aim to minimise impacts on existing high-quality trees and deliver an overall biodiversity net gain. There is potential to deliver further positive outcomes for nature and greenery by planting new trees within the local area. This could be delivered in partnership with local school(s) such as via Tree Appeal⁴⁵
- Active travel awareness campaign – this could include provision of information to local residents on how the scheme will improve and connect local walking/cycling routes as well as local active travel opportunities such as cycle lesson providers
- Contractor(s) to be required provide their own SVAP
- The procurement process to consider the opportunity to employ former military personnel during the construction phase. This could be linked to the Oxfordshire Armed Forces Covenant.

6.16.15 These measures should be discussed, confirmed and refined in collaboration with OCC during the next project stages and have been summarised in the recommendation section of this report.

⁴⁵ [Tree Appeal - planting sponsored trees in UK schools](#)

7 Climate Impact Assessment

7.1 Introduction

- 7.1.1 The Climate Change Impact Assessment for the Proposed Development has been undertaken using the Climate Impact Assessment Tool (v1.36).
- 7.1.2 The Climate Change Impact Assessment tool requires an assessment of the impact, a description of the impact and details on the timeline and monitoring arrangements. This assessment has been undertaken by AECOM and OCC using the evidence provided in the Environmental Statement – Chapter 7 Climate Change and Sustainability Statement both produced by AECOM to support the planning application for the Access to Witney scheme.

7.2 The Climate Change Impact Assessment

- 7.2.1 The details of the project are set out in Table 7.1 and Table 7.2. Table 7.3 includes the Climate Change Impact Assessment that has been undertaken for the Access to Witney scheme. Figure 7.1 includes the Access to Witney scheme Climate Change Impact Assessment indicative chart.

Table 7.1 – Summary of project

Directorate and Service Area	Oxfordshire County Council (OCC) Major Infrastructure Capital Programme - Growth and Economy Directorate
What is being assessed	A40 Access to Witney at Shores Green Junction Project
Is this a new or existing function or policy?	New proposed development that is currently transitioning between the Preliminary Design Phase and Detailed Design
Summary of assessment	Impact Assessment result showed overall very positive results, with a score of +8. The majority of categories used to base the assessment on showed overall net positive impacts, except for Buildings, as the Impact brought about by the new builds and developments was scored negatively. However, mitigations to reduce negative impacts for this category and influencing the actioning of measures to reduce the impact is beyond the remit of the scheme.
Completed by	Amro Hajhamdou
Climate action sign off by	Sandra Fisher-Martins
Director sign off by	
Assessment date	44643

Table 7.2 – Project details

Context / Background	The Access to Witney scheme forms part of OCC's wider A40 improvements programme between Witney and Duke's Cut, which aims to improve travel times and journey reliability along the A40 corridor, support housing development, stimulate economic growth, improve safety, and reduce environmental impacts such as noise and air pollution.
Proposal	The Proposed Development comprises: - The construction of a new off-slip road to allow eastbound vehicles to exit the A40 on to the B4022 towards Witney; - The construction an on-slip to allow westbound vehicles to enter the A40 from the B4022 at this junction; and The removal of two existing lay-bys which are located to the west of the A40 overbridge.
Evidence / Intelligence	Assessments and reports on the scheme include: - A40 Access to Witney Scheme, Environmental Statement (ES) for Oxford County Council (AECOM, March 2022). - A40 Access to Witney Scheme, Transport Assessment for Oxford County Council (AECOM, March 2022).
Alternatives considered / rejected	Options Assessment Report has been produced in the Feasibility stage of the scheme

Table 7.3: Climate Change Impact Assessment

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	0	Not applicable			
Energy	Promotes a switch to renewable energy	0	Not applicable			
Energy	Increases local renewable energy generation	0	Not applicable			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	-2	Enhanced connectivity from north/northeast Witney Area to the A40 corridor, increasing the desire to travel	Increase options of travelling by promoting active travel and sustainable means of travelling.	OCC Major Infrastructure Capital Programme	Commissioning monitoring exercises takes place once the scheme is operational. Targeted 2024
Transport & Connectivity	Supports active travel	3	Scheme promotes active travel through inclusion of at-grade signalised crossings and increased walking and cycling shared use path provision.			
Transport & Connectivity	Increases use of public transport	0	No impact			
Transport & Connectivity	Accelerates electrification of transport	0	Not applicable			

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Buildings	Promotes net zero new builds and developments	-3	Reason for scheme is to facilitate increased population brought about by new housing developments in Oxfordshire	Outside remit of scheme to influence mitigation measures of the properties that are to be developed.		
Buildings	Accelerates retrofitting of existing buildings	0	Not applicable			
Nature	Protects and restore natural ecosystems and biodiversity	2	The proposed development is aiming to achieve a 10% net gain in biodiversity. Whilst the landscape design for the proposed development has sought to maximise the amount of planting within the site boundary, further habitat enhancements have been required in order to achieve the 10% biodiversity net gain target, enhancements outside the site boundary have been agreed to achieve 10% net gain.			
Nature	Develops blue and green infrastructure	2	Increased blue infrastructure – balancing and attenuation ponds via drainage designs that manage surface water run-offs, increased green infrastructure – The landscaping design includes the creation of approximately 2.55ha of broadleaved woodland, 671m of hedgerow and other habitat enhancements outside of site boundaries.			
Nature	Improves access to nature and green spaces	-1	Improved accessibility to walking and cycling provision.			

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Waste & Consumption	Reduces overall consumption	1	Warm Mix Asphalt (WMA) to be used instead of hot-rolled asphalt. Assessing pavements to reduce amounts require reconstruction and opt for resurfacing reducing material requirements.			
Waste & Consumption	Supports waste prevention and drive reuse and recycling	1	Use stockpiles to store cut material for potential reuse within local projects. Waste disposal document will be produced by Construction Contractor to include evidence of the management of site waste and recycling. The suitability of the material will be determined as the ground surveys have been undertaken and lab testing completed to determine suitability of excavated materials.			
Resilience & Adaptation	Increases resilience to flooding	2	Flood Risk Assessment and Drainage Strategy Report produced as part of Planning Application and the scheme will not have an impact on flooding within scheme area nor downstream. Balancing and attenuation ponds included in the design to manage surface water run-offs.			

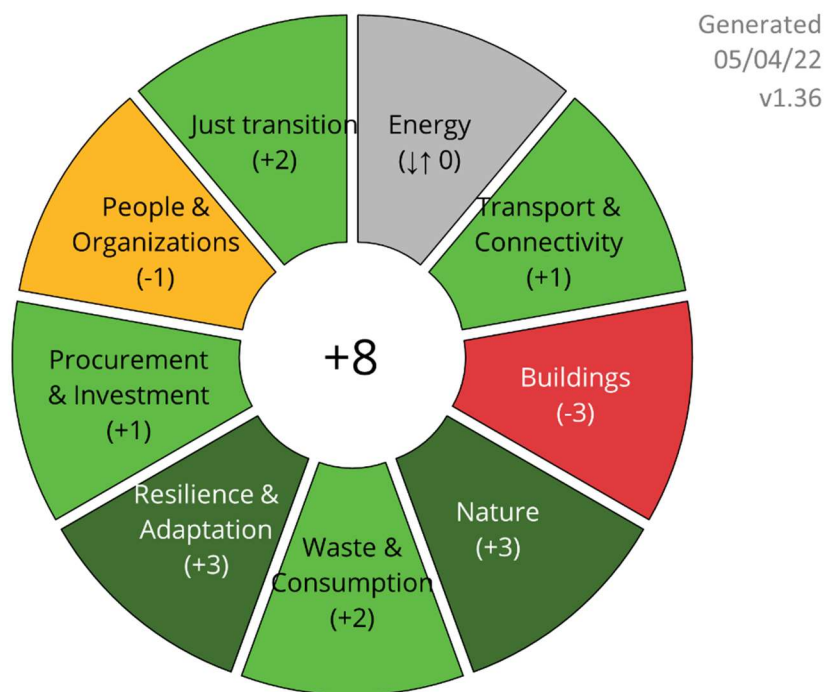
Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	0	Not applicable			
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	Investing in transport infrastructure by providing improvements to highway network and betterment to Active Travel connectivity.			

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	3	Environmental, Waste and Sustainability requirements are part of the frameworks options were/will be utilised to procure suppliers, i.e. MHA and SCAPE. Throughout the Preliminary Design, The Consultant maintained a record of constraints and opportunities which covers optioneering, design, construction methods etc. This will be given more emphasis during detailed design and value engineering stage. The Scheme formed part as a model project for MHA MSF4 Framework procurement within which a Quality Evaluation was undertaken to assess bidders submissions, incl. Social Value, Supply Chains and environmental.			

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	-2	Although the scheme includes active travel provision (Shared Walking and Cycling path), the reason for scheme is to facilitate increased population brought about by new housing developments in Oxfordshire.	To establish further improvements to the local infrastructure to facilitate increased active travel and generally a path to net zero.	OCC Major Infrastructure Capital Programme	Beyond 2024, Post-construction of the properties and the improvements to the highways. Monitored by assessing consumption of new developments and commissioning schemes to counter the net positive carbon (if that is the case)
People & Organizations	Drives behavioural change to address the climate and ecological emergency	-1	Improvements to Active Travel connectivity, through upgrades to Public Right of Way, signalised crossings etc.			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	0	Not applicable	Not applicable		

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Just transition	Promotes green innovation and job creation	0	Promotes Social Value, through utilising local supply chains and create jobs during construction			
Just transition	Promotes health and wellbeing	2	Improved walking and cycling route. Air Quality impact assessment concluded no residual air quality impacts resulting from the proposed development. CEMP will be in place during construction.			
Just transition	Reduces poverty and inequality	0	Not applicable			

Figure 7.1: Climate Change Impact Assessment indicative chart



Oxfordshire Council has committed to being a carbon neutral organisation by 2030 (8 years and 0 months away).

7.3 Summary

7.3.1 Figure 7.1 includes colours for each category following a RAG rating. The darker the shade of Green, the better the rating (from +1 to +6). Grey indicates a neutral impact (none recorded). Amber (-1 to -2) is a slightly negative impact and Red (-3 to -6) is a significant impact (none recorded).

7.3.2 The Climate Change Impact Assessment summarised that the Access to Whitney scheme had an overall score of +8. This positive score was built predominately on high scores in sections of Resilience & Adaption (since the Scheme will not have an impact on flooding and includes balancing and attenuation ponds to manage surface water run-offs and the scheme is also investing in transport infrastructure and betterment in active travel connectivity) and Nature (since the Scheme will achieve 10% biodiversity net gain, increases blue infrastructure and improve access to nature and green spaces via walking and cycling provision). Positive scores were also in Wate & Consumption, Transport and Connectivity, Just Transition and Procurement & Investment.

7.3.3 The scheme scored -3 on buildings (Promotes net zero new builds and developments). The reason for scheme is to facilitate increased population brought about by new housing developments in Oxfordshire, however, it is outside remit of scheme to influence mitigation measures of the properties that are to be developed.

7.3.4 Mitigation and monitoring are recommended for two aspects:

- **Transport & Connectivity:** Impact - Enhanced connectivity from north/northeast Witney Area to the A40 corridor, increasing the desire to travel. The action/mitigation includes increase options of travelling by promoting sustainable means of travelling. Proposed monitoring includes commissioning monitoring exercises takes place once the scheme is operational (targeted 2024).
- **Procurement & Investment:** Impact - Although the scheme includes active travel provision (Shared Walking and Cycling path), the reason for scheme is to facilitate increased population brought about by new housing developments in Oxfordshire. The action/mitigation includes establishing further improvements to the local infrastructure to facilitate increased active travel and generally a path to net zero. Proposed monitoring includes, beyond 2024, post-construction of the properties and the improvements to the highways, assessing consumption of new developments and commissioning schemes to counter the net positive carbon (if that is the case).

7.3.5 The Environmental Statement – Chapter 7 Climate Change that supported the planning application for the Access to Witney scheme included a lifecycle greenhouse gas (GHG) impact assessment that assessed the effects on the climate of GHG emissions arising from the construction and operation of the Proposed Development, as well as an assessment of the vulnerability of the Proposed Development to climate change. This concluded that the Proposed Development would not have any significant adverse effects on climate.

8 Recommendations

8.1 Equalities Impact Assessment

- 8.1.1 In producing this ECIA assessment, a review has been undertaken of available planning documentation, predominantly the project TA, DAS, ES (Chapters 5, 12, 13 and 15) and information on consultation that has taken place to date, based on the project SCI.
- 8.1.2 This review has identified the extent to which the needs of people from the nine protected characteristic groups (PCGs), as set out in the Equality Act 2010, have been considered within the proposed scheme and includes recommendations relating to additional steps that could be taken to mitigate potential impacts on PCGs further.
- 8.1.3 The review indicates that due regard has been taken in considering design principles from an equalities perspective, and that measures have been included within the proposals to mitigate against potential differential impacts which may be experienced by some protected characteristic groups.
- 8.1.4 It is recommended that the following should also be considered:
- **Information Provision:** All future and continued Consultation and Engagement should specifically target people with protected characteristics or their representatives to ensure that design is further developed giving due consideration to the needs of PCGs. This particularly includes hard to reach groups including the LGBTQ+ community and the Gypsy and Traveller community, and those from different races or from areas of deprivation, who may not have easy access to, or be notified of consultation events or materials. Consultation materials should be available in various formats and languages and / or translation services offered.
 - **Information Provision:** Consideration should be given to the inclusivity of the signage and wayfinding strategy for all users, such as the cognitively and visually impaired who may not be able to read or understand traditional signage. The use of symbols, standard icons and colour coding should be maximised and the need for text descriptions minimised. This also helps people whose first language is not English, as well as those with disabilities.
 - **Surface layout:** A materials palette review should be undertaken as part of the detailed design phase to ensure all surface materials and colours used meet the needs of people with disabilities.
 - **Surface Layout:** Consideration should be given to providing seating / resting areas where possible, as this would provide benefit to a number of PCGs and may encourage more people to walk.
 - **Surface Layout:** As part of the detailed design process a review of street furniture should be undertaken from an equalities perspective.
 - **Surface Layout:** The impact of temporary disruption to the bus service should be reviewed and temporary mitigation identified where possible.
 - **Surface layout:** Consideration should be given to reinstating the bus shelter after the construction phase, including space for wheelchair users to wait under the shelter alongside their friends and family.
 - **Noise & Air Quality:** A review of any temporary increase in noise and air quality during the construction period should be undertaken and mitigation developed where possible.

- **Safety & Security:** A review of the shared footway / cycleway should be undertaken to determine if it can be segregated, as shared surface facilities impact negatively on the age and disability PCGs.
- **Safety & Security:** Whilst it is recognised that lighting is dimmed 'over night' for environmental and ecological reasons, consideration should be given to reviewing the hours in which dimming occurs, for personal security reasons. A number of PCGs are disproportionately impacted by personal security concerns when walking, cycling and using public transport, particularly late at night.
- **Employment:** The procurement process to consider the opportunity to employ former military personnel during the construction phase. This could be linked to the Oxfordshire Armed Forces Covenant.

8.2 Social Value

8.2.1 As set out in Section 6.16 of this report, a relevant, proportionate, specific and measurable Social Value Action Plan (SVAP) should be developed. It should take the form of a dynamic plan which would be jointly owned by OCC and key stakeholders to ensure commitments focus on meaningful creation of benefits for local communities. Recommendations for potential measures and initiatives, informed by local priorities, should be included in the SVAP, such as:

- Utilise climate change and carbon reduction expertise to deliver information sessions or activities to local schools and communities
- Educational visit to local school(s) - could take the form of an assembly on the project itself followed by a careers talk about engineering. The Blake C of E Primary School in Cogges is the closest primary school to the scheme and both the Henry Box School and Wood Green Secondary Schools in Witney are also in close proximity.
- Tree planting –, the design of the Proposed Development will aim to minimise impacts on existing high-quality trees and deliver and overall biodiversity net gain. There is potential to deliver further positive outcomes for nature and greenery by planting new trees within the local area. This could be delivered in partnership with local school(s) such as via Tree Appeal⁴⁶
- Active travel awareness campaign – this could include provision of information to local residents on how the scheme will improve and connect local walking/cycling routes as well as local active travel opportunities such as cycle lesson providers
- Contractor(s) to be required provide their own SVAP
- *encouraging local procurement/employment during the construction phase*
- The procurement process to consider the opportunity to employ former military personnel during the construction phase. This could be linked to the Oxfordshire Armed Forces Covenant.

8.2.2 These measures should be discussed, confirmed and refined in collaboration with OCC during the next project stages and have been included in the recommendation section of this report.

8.2.3 The following have been identified as potential relevant opportunities to consider during the next project stage:

⁴⁶ [Tree Appeal - planting sponsored trees in UK schools](#)

- Reducing consumption of embodied carbon and resources (energy, materials, water) through design
- Designing for the circular economy
- Providing opportunities in design phases to support pathways into higher value employment to support social mobility
- Partnering and working with Social Enterprises

8.3 Climate Change Impact Assessment

8.3.1 The Climate Change Impact Assessment summarised that the Access to Whitney scheme had an overall score of +8. This positive score was built predominately on high scores in sections of Resilience & Adaption, (since the Scheme will not have an impact on flooding and includes balancing and attenuation ponds to manage surface water run-offs and the scheme is also investing in transport infrastructure and betterment in active travel connectivity) and Nature, (since the Scheme will achieve 10% biodiversity net gain, increases blue infrastructure and improve access to nature and green spaces via walking and cycling provision).

8.3.2 Positive scores were also in Waste & Consumption, Transport and Connectivity, Just Transition and Procurement & Investment.

8.3.3 Mitigation and monitoring are recommended for two aspects:

- **Transport & Connectivity:** Impact - Enhanced connectivity from north/northeast Witney Area to the A40 corridor, increasing the desire to travel. The action/mitigation includes increase options of travelling by promoting sustainable means of travelling. Proposed monitoring includes commissioning monitoring exercises takes place once the scheme is operational (targeted 2024).
- **Procurement & Investment:** Impact - Although the scheme includes active travel provision (Shared Walking and Cycling path), the reason for scheme is to facilitate increased population brought about by new housing developments in Oxfordshire. The action/mitigation includes establishing further improvements to the local infrastructure to facilitate increased active travel and generally a path to net zero. Proposed monitoring includes, beyond 2024, post-construction of the properties and the improvements to the highways, assessing consumption of new developments and commissioning schemes to counter the net positive carbon (if that is the case).