

## Service and Community Impact Assessment (SCIA)

### Front Sheet:

**Directorate and Service Area:**

**E&E Strategy and Policy**

**What is being assessed?**

**Local Transport Plan (LTP) 4**

**Responsible owner / senior officer:**

**John Disley**

**Date of assessment:**

**24 June 2015**

**Summary of judgement:**

LTP4 policies have been assessed as mainly positive in terms of their impacts on protected characteristics. The strongest positive impact is in terms of age and disability, where transport and accessibility are critical areas and where engagement with disability groups during the development of LTP4 and the previous LTP3 is reflected in the various policies that have been developed. The same is true of a smaller but still significant number of policies in respect of sex/marriage/pregnancy/maternity where again transport and accessibility are important. Transport policies are largely irrelevant in respect of ethnicity,

religion/belief/sexuality/gender reassignment, which is to be expected. There are significant and mainly positive impacts on rural and deprived communities although each has one policy having a negative impact. There are also significant and mainly positive impacts on council services.

LTP4 strategies have also been assessed as mainly positive in terms of their impacts on protected characteristics. This is particularly the case with the cycling strategy which has a strong and wide ranging emphasis on inclusion. The freight and bus strategies are also mainly positive, albeit to a lesser extent. The Science Transit strategy is balanced between one positive and one negative but this is still a very high level strategy and this may change when more detailed proposals emerge.

Turning to the area strategies, the Oxford Transport Strategy is the most strongly positive reflecting a strong emphasis on inclusion and deprivation as set out in the “tale of two cities” section. Banbury and to a lesser extent Science Vale take account of deprivation, while Witney, Carterton and Bicester have little impact at all.

## Detail of Assessment:

### Purpose of assessment:

This assessment has been carried out in parallel with the development of LTP4 policies, area strategies and mode strategies

### Statement of reasons and context for undertaking the assessment:

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic, and those who do not.

These protected characteristics are:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief
- sex
- sexual orientation
- marriage and civil partnership

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act. The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person's disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

**Context / Background:**

LTP4 is updating the previous LTP3 to reflect the national and local growth agenda.

**Proposals:**

LTP4 sets out revised policies followed by a number of area transport strategies covering major growth areas (Oxford, Science Vale, Bicester, Banbury, Witney, Carterton), an A420 corridor strategy and mode/subject specific strategies covering cycling, freight and buses.

**Evidence / Intelligence and Alternatives considered / rejected:**

This is set out in the retrospective process evidence document.

**Impact Assessment:**

The impacts of LTP4 policies on these various groups have been considered in detail and are set out in the Policy Impact and Strategy Impact tables.

<b>Action plan:</b>		
<b>Action</b>	<b>By When</b>	<b>Person responsible</b>
Update SCIA post-consultation	30 April 2015	Owen South

<b>Monitoring and review:</b>		
<b>Version</b>	<b>Date</b>	<b>Notes</b> (eg Initial draft, amended following consultation)

## Consultation process

STRATEGY	INFORMATION/ EVIDENCE
LTP general (Joy White and Richard Jeremy)	<p data-bbox="461 312 591 341"><u>Process:</u></p> <ul data-bbox="461 384 2018 948" style="list-style-type: none"> <li data-bbox="461 384 1935 453">• Pre-consultation meetings were held with OXTRAG (which our key consultation group for people with physical disabilities and visual impairment) and Oxfordshire Age UK.</li> <li data-bbox="461 459 2018 568">• Pre-formal consultation meeting was held with Banbury group of ‘<i>My Life My Choice</i>’, which represents people with learning disabilities led by their facilitator to learn about the sorts of transport -related problems experienced by people with this type of condition.</li> <li data-bbox="461 574 2002 643">• The above mentioned groups and others were specifically alerted to the first stage public consultation and invited to respond.</li> <li data-bbox="461 649 1991 758">• Local communities – both rural and urban – were consulted through parish and town councils and district and county councillors. Information on the profile of respondents was sought, collected, analysed and reported to members.</li> <li data-bbox="461 764 2018 833">• A full written report and summary of all the consultation feedback was produced and submitted to members and senior officers through interallia CCMT and the LTP members advisory group.</li> <li data-bbox="461 839 1991 948">• Some key equality-related themes emerged e.g. concern about a possible geographical imbalance in the LTP due to the focus on the knowledge economy spine; and very strong support for investment in cycling and public transport especially buses.</li> </ul> <p data-bbox="461 987 607 1016"><u>Influence:</u></p> <ul data-bbox="461 1059 2029 1394" style="list-style-type: none"> <li data-bbox="461 1059 2002 1168">• Involved and informed organisations representing ‘protected’ and disadvantaged groups and communities about the LTP process and provided the platform for them to influence more detailed areas of transport policy if they wished.</li> <li data-bbox="461 1208 2029 1276">• OXTRAG brought our attention to the fact that ‘Vulnerable road user audits’ are not being carried out as per Council policy. There has been some ongoing correspondence with them about this issue.</li> <li data-bbox="461 1316 2029 1394">• Consultation had a major influence on amending the draft goals , objectives and some existing policies –for example:</li> </ul>

	<p>(i) the goal and objective relating to the economy were amended to reflect the intention that the LTP should continue to be a broad-based strategy for the whole of Oxfordshire and all social groups and communities;</p> <p>(ii) we introduced a high level equality-related goal and supporting objectives;</p> <p>(iii) it confirmed and reinforced our commitment to boosting cycling and bus services – modes which are most accessible to some ‘protected’ groups and disadvantaged communities – and led to a more explicit commitment to the goal of achieving modal shift from single occupancy car use</p> <p>(iv) it increased the importance attached to public health and the global and local environment resulting in these being given a clearer and more high profile importance in the strategic goals and objectives.</p> <p>OXTRAG has been briefed on the draft LTP and has been invited to feedback detailed comments as part of the formal consultation.</p>
Freight (Owen South)	<p><u>Process:</u></p> <p>Previous knowledge and awareness of the impact of freight traffic on vulnerable road users, and subsequent need – where feasible - to prevent or discourage through-traffic from using residential streets.</p> <p>Consulted with several town/parish councils and individuals in "rural communities".</p> <p>Consulted with the Road Haulage and Freight Transport associations.</p> <p><u>Influence:</u></p> <p>Informed and shaped policies/strategies regarding weight limits and lorry routeing advisory systems which will benefit vulnerable road users and local environmental quality in many affected rural communities.</p> <p>Influenced policy regarding lorry rest areas and lorry routeing advisory systems. The former will help improve the safety and employment conditions of long-distance freight drivers.</p>
Oxford Transport Strategy (Martin Kraftl)	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• ‘Connecting Oxfordshire’ roadshow events in Oxford and the 1<sup>st</sup> stage LTP public consultation</li> <li>• Stakeholder workshops in July and November 2014. OXTRAG were invited and attended both sessions.</li> </ul>

	<p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• The OTS recognises the changing demography of the county, including the ageing population. The strategy includes proposals for major improvements to the city’s public transport, walking and cycling networks, which will improve the mobility of those without access to a car, or those unable to drive due to disability.</li> <li>• The strategy also includes proposals to improve transport connections to some of the city’s most deprived areas, including parts of east and south east Oxford. This will help improve access to jobs and services for these sections of the community.</li> <li>• The proposed expansion of P&amp;R, including the new links to destinations in Oxford not currently served by P&amp;R, will help ensure people living in rural areas have access to the jobs and services in the city.</li> </ul>
Cycling strategy (David Early)	<p><u>Process:</u></p> <p>One-to-one consultation with the Oxfordshire Cycle Network (OCN) - a recently formed umbrella group of cycling clubs and campaigning groups throughout the county – an initial contact meeting, followed by a workshop at County Hall.</p> <ul style="list-style-type: none"> <li>• We had concerns that OCN members and other cyclists responding to the public consultation would be mostly – or all - highly experienced cyclists and overwhelmingly male, so we sent out a request via the OCC intranet for people who either did not cycle or only rarely to attend one of two focus groups. This led to some participation by women and occasional cyclists.</li> <li>• After the workshop, and as the strategy was being developed and written, there was ongoing liaison with the chair of OCN to brief him on progress and hear his views and further ideas.</li> </ul> <p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• Directly involved cycling representatives in developing a vision of cycling, identifying the strategic impediments to cycling growth, where the main problems and needs are, and possible solutions and measures. The cycling strategy in other words was developed to a large extent <i>with</i> cycling groups.</li> <li>• OCN participants and other cyclists who responded to the consultation raised the issue of ‘inclusive cycling’.</li> </ul>

	<p>This had two aspects – firstly, the needs of people, some of them with disabilities, who use non-standard types of cycling vehicles e.g. electric bicycles, tricycles, trailers etc) and may have difficulty using standard infrastructure such as cycle paths and cycle parking, and secondly those individuals who may be discouraged or excluded from cycling because of gender-related or other issues. We learnt a lot more about these barriers from these groups, and where possible the strategy undertakes to design infrastructure and policies to meet these users, and potential users, specific needs, subject to limitations of space and affordability and relevant legal requirements such as DDA.</p>
<p>Bus strategy (Neil Comley)</p>	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• In spring 2014 we undertook pre-formal consultation with reps from Age UK who raised issues to do with public transport e.g. support for community transport, support for people making the transition when they stop driving, concessionary fare scheme, and encouraging active travel amongst this demographic (walking and cycling).</li> <li>• At around the same time a series of ‘roadshow’ events were held across the County led by senior members to publicise various high profile transport proposals and the imminent development of a new LTP and public consultation on it.</li> <li>• In summer 2014 we held the first stage public consultation ‘Connecting Oxfordshire’ – a written 6 week consultation - prior to developing our strategies - this was open to members of the general public and, in addition, specific stakeholders and democratic representatives from all tiers of local government, representing ‘protected’ groups and geographical ‘communities and communities of interest, were specifically encouraged to participate.</li> <li>• In the major growth areas i.e. Banbury, Bicester, Science Vale, Witney &amp; Carterton, and Oxford, detailed consultation was held with a wide range of stakeholders in the process of developing area transport strategies which included detailed bus proposals (see evidence under area strategies). These have fed in to the overall county bus strategy.</li> <li>• Proposals for supported bus services are currently out to consultation and will be going through their own SCIA.</li> </ul>

	<p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• As mentioned above the first stage consultation led to the amendment of some goals, strategies and policies which gives greater weight to modal shift to public transport and active travel esp. cycling. It also reinforced the importance of concentrating on the whole of the county bus network not only narrowly on the growth areas.</li> <li>• As a result of the consultation the bus strategy has tried to maximise the potential benefits from development-related funding to improve bus services not only for residents and employees in new developments but also existing populations, particularly in those areas where there are high proportions of residents who work locally and have a greater propensity to use bus services for utility journeys.</li> <li>• It also reinforced our awareness of the importance of not only bus-car and bus-rail interchange (i.e. park and ride and train stations) but also the need to improve and enable interchange with walking and cycling and the importance of high quality appropriate PT interchange facilities on all types of bus route across the whole network.</li> <li>• All the above have been given greater prominence in the bus strategy to the greater benefit of certain 'protected groups' that rely on public transport, especially buses, and other sections of society that rely on public transport.</li> </ul>
Banbury Transport Strategy	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• Banbury faces some challenging community and social issues with many of these issues related, but not confined, to the complex problems of deprivation. According to the Index of Multiple Deprivation 2010, in Banbury, areas of Ruscote ward and Banbury Grimsbury and Castle Ward, are amongst the 20 per cent most deprived areas nationally (<i>Source: Cherwell Local Plan Proposed Modifications, February 2015</i>).</li> <li>• In developing the LTP4 Area Strategy for Banbury, 2011 Journey to Work Census Data has been analysed. The data indicated significant demand for travel from the residential areas in the west of Banbury (including some of the deprived areas) to employment areas in the east of the town.</li> </ul>

	<p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• The emerging Bus Strategy was informed by these findings and comprises a short/medium term focus on improving west-east links in the town, with wards served including Ruscote and Grimsbury.</li> <li>• The Area Strategy for Banbury will therefore bring improved access to services, facilities and employment for those residents living in some of the most deprived areas of the town, particularly those who may not have access to a car, whilst at the same time managing traffic associated with growth of the town.</li> </ul>
Science Vale Transport Strategy	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• Consultation with rural communities as part of the on-going development of the A420 strategy, A417 strategy and schemes such as Chilton slips.</li> <li>• Consultation as part of the development of the cycle strategy including cycle audits, consultation with the business parks, BUGs, Parish Councils, etc.</li> </ul> <p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• The recent LSTF bid included Wheels to Work scheme which focuses on helping NEETS get access to work.</li> </ul>

## SCIA Table of LTP4 Policy Impacts

Policy number	Policy Description	SCIA IMPACT (+ or -) P = potential, L = likely, D = definite						Policy Impact Description	
		Disability/age	Sex/marriage/pregnancy/maternity	Ethnicity/religion	Sexuality/gender reassignment	Rural communities	Areas of deprivation		Council services and staff
1	Ensure transport network supports sustainable economic and housing growth while protecting environment and heritage and supporting health and wellbeing	P+	P+				P+	P+	Sustainable should mean catering inclusively for these groups. The emphasis on health and wellbeing is positive for these groups who can face challenges with these.
2	Manage and, where appropriate, develop and extend road network to reduce congestion and minimise disruption and delays, prioritising strategic routes					P+		P+	Should reduce rat running through rural communities and benefit rural residents who rely on road transport (car or bus) as well as councils and their staff who need to get to work or visit clients by road.
3	Make more efficient use of transport network capacity by reducing share of single occupancy car trips and increasing share of journeys on foot, by bicycle and public transport	P+				P-	P+	P+	Benefits older, younger and disabled people who depend on non-car modes. Can reduce cost of infrastructure investment for councils. May be negative for car dependent rural residents.
4	Prioritise the needs of different types of user in developing transport schemes or considering development proposals, taking account of road classification/function and the need to make efficient use of transport network capacity	P+							Needs of disabled people and elderly people could be taken into account on the base of this.

5	Classify and number the roads in our control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable	P+	P+			D+	P+		
6	Support measures to reduce the number of HGVs travelling through the county, by promoting freight by rail and working to improve strategic roads	P+	P+			D+	P+	P+	Fewer lorries benefit vulnerable road users in these groups, rural communities who often raise this issue, and potentially also council road maintenance costs
7	Work with operators and others to enhance network of high quality, integrated public transport services, interchanges and other infrastructure, and support the development of appropriate quality bus and rail partnerships	P+	P+			P+	P+	P+	Higher quality public transport services and interchanges will be more accessible and inclusive, benefitting rural and deprived communities and others who depend on public transport
8	Work with partners towards the introduction and use of smart, integrated payment solutions for a range of transport	P+						P+	Can be easier to use for people with some disabilities, can help council services such as concessionary fares
9	Work with the rail industry to enhance the rail network in Oxfordshire and connections to it, where this supports OCC objectives for economic growth	P+					P-	P+	Better rail network can benefit those who enjoy discounted travel and help meet council economic objectives but can push up housing costs
10	Support the development of air services and facilities that OCC considers necessary to support OCC objectives for economic growth								Not likely to affect these groups specifically
11	Manage parking under OCC control and work with district councils to ensure that overall parking provision and controls, including the potential for further decriminalised parking in Oxfordshire, are financially viable and support the objectives of local communities and this Plan	P+	P+				P+	P+	Parking restraint can benefit those without access to a car and if pavement parking is tackled can benefit disabled, elderly, child and parent pedestrians
12	Work in partnership to identify how access to employment, education, training and services can be improved, particularly for those with disabilities or special needs, or who have difficulties walking/cycling/using public transport or are without access to a car	P+					P+	P+	Specifically targets these groups and improves access to council services
13	Support the development and use of locally-organised community transport to meet local accessibility needs	P+				P+	P+	P+	Community transport is important to those without cars particularly in remote rural areas

14	Support the research, development and use of new technologies and initiatives that improve access to jobs and services taking into account their environmental impact and fit with other Plan objectives	P+				P+	P+		Improved access to jobs and services can benefit these groups
15	Target new investment and maintain transport infrastructure to minimise long term costs							P+	Helps councils with financial constraints
16	Publish and keep updated OCC policy on prioritisation of maintenance activity in the Highways Asset Management Plan								Not applicable
17	Ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport	P+	P+				P+	P+	Enables active travel and public transport to bring health and wellbeing benefits – this is positive for these groups who can face challenges with these, and helps those without access to a car. Councils reap healthcare savings.
18	Help reduce the need to travel through improving internet and mobile connectivity and other initiatives that enable to people to work at or close to home	P+	P+			P+		P+	Helps older, younger, disabled, parent/carer people, particularly in rural areas to access work and services and helps councils with service delivery.
19	Encourage use of modes of transport associated with healthy and active lifestyles	P+	P+				P+	P+	Enables active travel to bring health and wellbeing benefits – this is positive for these groups who can face challenges with these, and helps those without access to a car. Councils reap healthcare savings.
20	Carry out targeted safety improvements on walking and cycling routes to schools to encourage active travel and reduce pressure on school bus transport	P+						P+	Health and safety benefits to children and financial savings to councils.
21	Support the use of a wide range of data and information technology to manage the network and influence travel behaviour, working with partners to ensure that travel information is timely, accurate and easily accessible in appropriate formats for different user groups	P+		P+					This is designed to benefit those with disabilities and who speak different languages
22	Promote the use of low carbon forms of transport, including electric vehicles and	P+							Contributes to tackling climate change which will impact most on younger

	associated infrastructure where appropriate							generation
23	Work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials	P+						Contributes to tackling climate change which will impact most on younger generation
24	Avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas, etc.					P+	P+	Negative impacts of transport can be particularly acute in deprived areas and in rural communities
25	Work with partners to improve public spaces and de-clutter the street environment	P+	P+					Improved public spaces can be more accessible for older and disabled people and parents with pushchairs
26	Record, protect, maintain and improve the public rights of way network so that all users are able to understand and enjoy their rights in a safe and responsible way	P+	P+					Improved rights of way can be more accessible for older and disabled people and parents with pushchairs
27	Support appropriate opportunities for improving towpaths along the waterways network, where it would not harm the ecological value of the area or waterway network	P+	P+					Improved towpaths can be more accessible for older and disabled people and parents with pushchairs
28	Consult from an early stage in the development of schemes and initiatives so that the needs of individuals, communities and all groups sharing a protected characteristic under the Equalities Act 2010 are considered and, where appropriate, acted upon	P+	P+	P+	P+			Helps these specific groups
29	Work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives	P+	P+			P+	P+	These groups can suffer poor health from poor air quality and deprived areas as well as rural market towns can experience some of the poorest air quality

30	Identify those parts of the highways network where significant numbers of accidents occur and propose solutions to prevent accidents	P+	P+				P+		Men and children in deprived areas experience higher road casualty rates. Older and disabled people can suffer more serious injuries
31	Work with partners to support road safety campaigns and educational programmes aimed at encouraging responsible road use and reducing road accident casualties, keeping speed limits under review, including consideration of new lower speed limits and zones	P+	P+				P+		Men and children in deprived areas experience higher road casualty rates. Older and disabled people can suffer more serious injuries
32	Support the development of Neighbourhood Plans. Where a Neighbourhood Plan has been adopted and providing it is consistent with LTP4, the Council will seek funding to secure the Plan's transport improvements from local developments and the CIL as appropriate.					P+	P-		May benefit more assertive communities such as in rural areas but less so in deprived areas with less involved citizens
33	Work in partnership with the Growth Board and developers to meet the objectives of LTP4 and seek external funding to support the delivery of transport infrastructure priorities as set out in the Strategic Economic Plan and forthcoming Oxfordshire Infrastructure Strategy								No clear impacts, and LEPs may prioritise business needs over these groups' needs
34	Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will: <ul style="list-style-type: none"> <li>secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;</li> <li>identify the requirement for passenger transport services to serve the development,</li> </ul>	P+	P+			D+	P+	P+	Fewer lorries benefit vulnerable road users in these groups, rural communities who often raise this issue, and potentially also council road maintenance costs.  Enables active travel and public transport to bring health and wellbeing benefits – this is positive for these groups who can face challenges with these, and helps those without access to a car. Councils reap healthcare savings.

	<p>seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development;</p> <ul style="list-style-type: none"> <li>• ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;</li> <li>• require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;</li> <li>• set local routeing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;</li> <li>• seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;</li> <li>• secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.</li> </ul>								
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## SCIA Table of LTP4 Strategy Impacts

Strategy	SCIA IMPACT (+ or -) P = potential, L = likely, D = definite							Strategy Impact Description
	Disability/age	Sex/marriage/pregnancy/maternaliv	Ethnicity/religion	Sexuality/gender reassignment	Rural communities	Areas of deprivation	Council services and staff	
Freight	P+				L+	P+		Main benefits of lorry route management, mapping and weight limits will be to rural and some deprived communities and to vulnerable road users
Cycling	P+	P+	P+			P+	P+	An inclusive strategy that seeks to extend the appeal of cycling to women, less confident cyclists and people with disabilities
Bus	L+				P-	P+		Reflects close working with age/disability groups e.g. on accessible bus stops and minimising walking distances to them, disability awareness training for staff, accessibility of mainstream buses to allow specially adapted vehicles to be used by those with severest disabilities. Proposals for supported bus services are currently out to consultation and will be going through their own SCIA.
Science Transit	P+				P-			This is a high level strategy with many details yet to be determined. It is likely to

								open up access to high level employment by people without access to a car but may divert resources away from social inclusion objectives of traditionally supported bus services
Banbury						P+		Strong emphasis on new bus links between areas of deprivation and employment sites
Bicester								No strong SCIA implications
Oxford	L+	P+				P+		Strong emphasis on inclusion and equality issues. WPL should balance income tax system that favours car users. Cycle network and Science Transit will benefit deprived areas and less confident cyclists.
Science Vale						P+		Cycle route network should help inclusive access to employment and services
Witney								No strong SCIA implications
Carterton								No strong SCIA implications