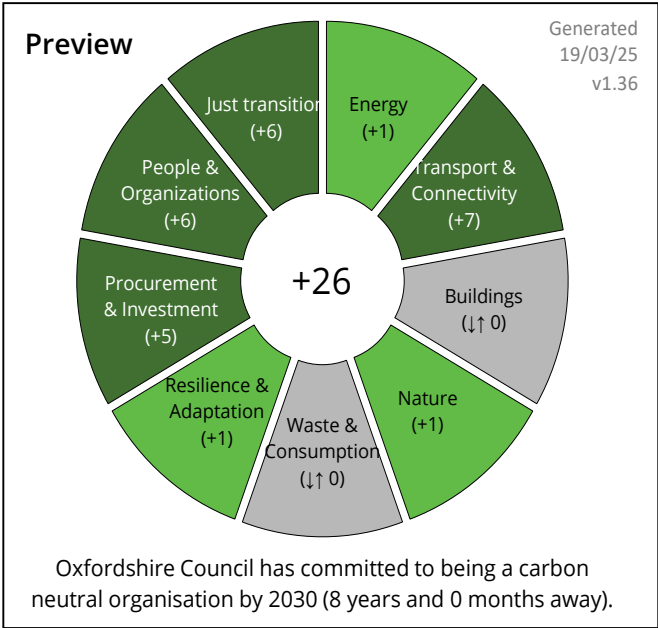


Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Transport Policy.
What is being assessed	Oxfordshire Bus Service Improvement Plan (BSIP) Delivery Plan for 2025/26
Is this a new or existing function or policy?	Existing
Summary of assessment	The Delivery Plan aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives: maintain the existing bus network; make incremental improvements to core services; make significant enhancements to bus stop infrastructure; provide for improvements to the bus fleet; and undertake design work for further bus priority enhancements.
Completed by	Katharine Broomfield
Climate action sign off by	TBC
Director sign off by	TBC
Assessment date	11.03.2025



Detail of proposal

Context / Background	<p>The Department for Transport (DfT) has allocated total bus funding of £10,146,513 to Oxfordshire County Council for the financial year 2025/26. This is known as the Bus Grant and comprises both Capital and Revenue BSIP funding together with the Local Authority element of Bus Service Operators Grant (LA-BSOG). The County Council is required by the DfT to produce and publish a BSIP Delivery Plan for 2025/26 by 31 March 2025. This is a condition for release of the Bus Grant funding by DfT.</p>
Proposal	<p>The Delivery Plan aligns with the ambitions of the Oxfordshire BSIP and is based on the following key objectives:</p> <ul style="list-style-type: none">* maintain the existing bus network;* make incremental improvements to core services;* make significant enhancements to bus stop infrastructure;* provide for improvements to the bus fleet; and* undertake design work for further bus priority enhancements. <p>The Delivery Plan has been approved by Oxfordshire’s Bus Enhanced Partnership Board and aligns with the ambitions of the Oxfordshire BSIP. Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>
Evidence / Intelligence	<p>Consultation and stakeholder engagement was undertaken during March and April 2024 in developing the latest version of the Oxfordshire BSIP. This was used to shape the aspirations and proposals contained within from which the Delivery Plan 2025/26 has been prepared.</p> <p>Council officers, bus operators, bus user group representatives and other parties have been involved in putting together and reviewing the Delivery Plan and have indicated their support.</p> <p>Buses can help reduce congestion, improve air quality, and enhance road safety, which are all factors that affect the quality of life and well-being of residents and visitors.</p> <p>As evidenced in numerous texts, reducing car journeys is fundamental in enabling us to achieve global climate targets of limiting the global temperature increase to 1.5 degrees. A fully loaded double decker bus can take 75 cars off the road. In this sense all buses can be viewed as ‘green’ regardless of how they are fuelled or emissions levels.</p>
Alternatives considered / rejected	<p>Producing a Delivery Plan is a condition for receipt of the 25/26 Bus Grant funding. Not receiving this funding would result in the inability to deliver on proposed bus improvement schemes this year and therefore was rejected as an option.</p> <p>Schemes were selected based on their perceived urgency and importance in improving the bus offer, as well as their deliverability within the time and budgets allowed.</p>

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A	Covered in Transport section			
Energy	Promotes a switch to low-carbon or renewable energy	N/A	Covered in Transport section			
Energy	Promotes resilient, local, smart energy systems		Upgrades to bus shelters might include more solar powered RTPi displays.	Unconfirmed detail, however it may be the only way to power an RTPi in some locations and so likely to be used anyway.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		Better public transport services will reduce the need for private car ownership		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Supports active travel		Research shows that individuals who use public transport benefit from increased physical activity over those who don't, by walking to stops and final destinations. Any new bus infrastructure schemes will include consideration of those accessing them by walking and cycling.		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Increases use of public transport		The proposals make public transport faster and more reliable, more accessible, and more affordable		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Transport & Connectivity	Accelerates electrification of transport		Proposals include a vehicle improvement fund which can be used for further decarbonisation of the bus network, either new vehicles or retrofits, (or for on-board technology to improve the passenger experience.)	We cannot guarantee bids would be received nor accepted for the purposes of decarbonising the network although it will be strongly encouraged.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Buildings	Promotes net zero new builds and developments	N/A	No or very limited impact			
Buildings	Accelerates retrofitting of existing buildings	N/A	No or very limited impact			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		New bus lanes for example could have the potential to encroach on grass verges and hedgerows but this would be considered in working up the details of such as scheme and is thought to be fairly minimal.	The CI benefits of reduced carbon emissions through reduced private car use are thought to outweigh the negative impacts felt here.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.

Nature	Develops blue and green infrastructure		¹ Upgrades to bus shelters might include more green/living roofs	Unconfirmed detail however it will be looked on favourably.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Nature	Improves access to nature and green spaces		¹ Improves routes and access to green spaces in a sustainable and more equitable way		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Waste & Consumption	Reduces overall consumption	N/A	No or very limited impact			
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience to flooding	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A	No or very limited impact			
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		¹ Increased bus route provision and frequency of service could result in providing greater resilience of council services		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A	No or very limited impact			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		³ Capital investment supports transition to net zero, both in terms of decarbonising the bus network and in supporting modal shift away from the private car		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
People & Organizations	Drives behavioural change to address the climate and ecological emergency		³ The central aims of the programme is to grow bus patronage and the bus network and in doing so supports and encourages behaviour change		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		¹ Delivery of schemes will enable organisations to make such policy changes by providing their staff with better sustainable travel options for example		Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Just transition	Promotes green innovation and job creation		² Further decarbonising the bus network will create more green jobs for example in electric vehicle maintenance	We cannot guarantee bids would be received nor accepted for the purposes of decarbonising the network although it will be strongly encouraged.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.

Just transition	Promotes health and wellbeing	There are numerous health benefits for bus users and residents for example, increased physical activity, reduced congestion and improved air quality.	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.
Just transition	Reduces poverty and inequality	Creates accessible, zero-carbon transport options	Katharine Broomfield	Delivery of schemes by 31 March 2026. Regular monitoring of KPIs including bus patronage.