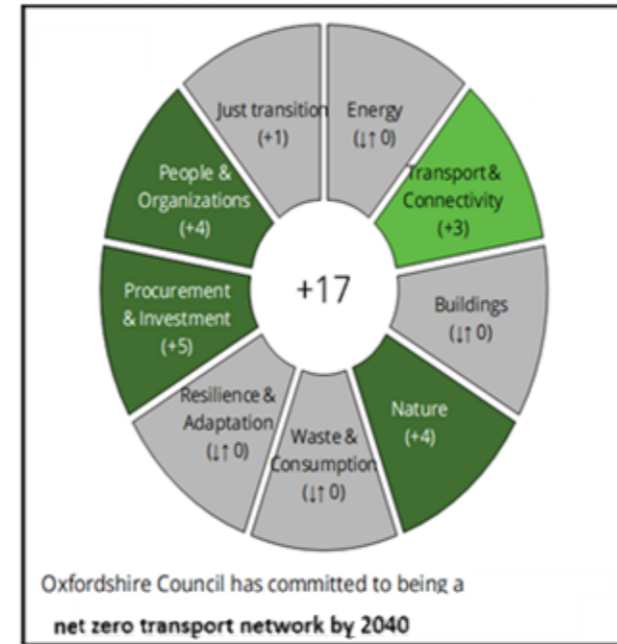


Climate Impact Assessment

Summary

Directorate and Service Area	Place Shaping / Place Planning
What is being assessed	Quiet Lanes Policy and delivery framework
Is this a new or existing function or policy?	New
Summary of assessment	<p>Quiet lanes policy has positive impact on carbon reduction by creating safe routes that encourage active travel and move away from car dependencies. Removal of motor traffic is also likely to have positive impacts for nature recovery and BNG opportunities.</p> <p>Overall, policy supports transition to net zero, doesn't increase emissions and supports long terms objectives of encouraging modal shift.</p>
Completed by	Dan McCrory (Central Place Planning)
Climate action sign off by	Franco Gonzalez, Carbon Analyst
Director sign off by	Melissa Goodacre, Sustainable Transport Manager
Assessment date	30/03/2026



Detail of proposal

Context / Background	This is a proposal to implement and test a countywide Quiet Lanes policy, as set out in the Policy Statement along with an associated framework for their implementation, in order to improve coherence and speed up the delivery of a type of scheme which has great potential for encouraging rural active travel, improving local amenities and road safety whilst providing resource efficiencies.
Proposal	In the absence of a county-wide Quiet Lanes policy, delivery to date has been ad hoc, resource intensive and lacking network coherence, limiting impact despite multiple isolated examples. A standardised policy and assessment framework would streamline delivery, enable a step change in implementation, and improve consistency, understanding and compliance across Oxfordshire.
Evidence / Intelligence	Evidence from Department for Transport (DfT) evaluations of existing Quiet Lane initiatives indicates that signage-only approaches generally have little to no impact on traffic volumes or vehicle speeds. Furthermore, a review conducted by the Transport Research Laboratory of several Quiet Lane pilot schemes concluded that “the best documented UK pilots show little to no systematic reduction in speeds or motor traffic volumes from signs alone; user awareness may improve, but the lanes remain open to general traffic without enforceable restrictions.
Alternatives considered / rejected	Options for delivering quiet lanes can include proposals to mix traffic. This has been discounted as evidence from similar schemes across the country shows these do not have the desired effect in relation to encouraging active Travel or environmental benefits.

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				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		1	Minor benefit - benefits of Active Travel may supports away from car ownership		
Transport & Connectivity	Supports active travel		3	Major impact - Long term benefits to Active tavel users		
Transport & Connectivity	Increases use of public transport	N/A				
Transport & Connectivity	Accelerates electrification of transport	N/A				
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		3	Removal of motor traffic provides nature recovery, BNG and wildlife corridor opportunities, through reduced noise and air pollution and dangers posed by vehicles.		
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces		1	By removing high speed motor traffic Quiet Lanes will enable and encorurgae access ot nature, particulalrly where lanes lead to the PROW network. Improves routes and access to green spaces		
Waste & Consumption	Reduces overall consumption	N/A				
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	N/A				
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		3	Capital investment that supports transition to net zero and doesn't lead to net increase of emissions across the county		
People & Organizations	Drives behavioural change to address the climate and ecological emergency		3	Major impact - supports long term objectives of mode shift, provdiing safe routes for all levels of active travel users.		
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing		1	By supporting active travel, the initiative also supports health improvement and well being through access to nature.		

Just transition

Reduces poverty and inequality

N/A