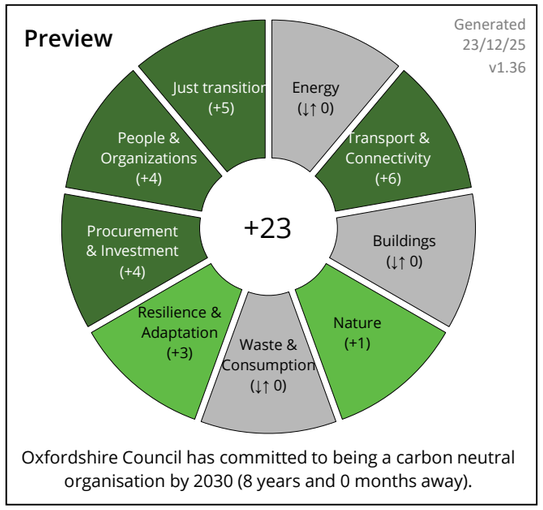
Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Highways
What is being assessed	Woodstock Road Corridor Improvements
Is this a new or existing function or policy?	New Transport / Highways Project
Summary of assessment	Bus Lane Reversal and Introduction of Active Travel Improvements.
Completed by	Rob Freshwater - Infrastructure Development Lead (Central)
Climate action sign off by	
Director sign off by	
Assessment date	Original - 7/5/2024, Updated - 23/12/2025



Detail of proposal

Context / Background	The project aims to improve bus journey time reliability and improve provision for Active Travel and reduce road danger.
Proposal	Improved bus, cycling and walking facilities on Woodstock Road as set out below: Phase 1 – Reversing an approx 700m length of 24-hour southbound bus lane between the Wolvercote roundabout (A40) and Squitchey Lane and replace it with a northbound bus lane of similar length retaining existing permissions (i.e. for pedal cyclists, taxis and licenced private hire) alongside delivery of minor complementary measures. It is hoped the measure will improve bus journey time reliability and support the planned trial traffic filters. Phase 2 – A package of active travel (cycling, wheeling, walking) priority measures focussed on the southern end of the Woodstock Road including side road entry treatments and place making at Little Clarendon Junction, and Observatory Street.
Evidence / Intelligence	Bus journey time (city swift) and vehicle journey time (inrix) data has been collected before and during the ETRO trial period. Traffic modelling has been completed and results used to inform the proposals. Prior to trial delivery, stakeholder engagement and co-production was undertaken and feedback received was used to inform the design principles. FoFormal consultation on the statutory elements including side road entry treatments, the new zebra crossing and changes to parking was completed during May and June and was reported to CMD in July 2024. Formal consultation on ETRO elements was undertaken between September 2024 and March 2025 and will be reported to CMD for decision in January 2025.
Alternatives considered / rejected	A larger scheme was originally proposed, however the scope was reduced in 2021, as delivery would not meet the funding timescales and the funding for this would be reallocated across other other Housing and Growth Deal funded projects. The orginal proposals included allocating more of the current highway to bus and cycle lanes. It was decided that this is more likely to be supported if the trial traffic filters are succesful in reducing general traffic levels. The modelling data has shown that reversing the bus lane should deliver the bus journey reliability requirments requested by bus operators , mitigate any potential delays to bus services as a result of the trial filters and allow the impact of the traffic filters to be understood on the corridor before more significant changes are introduced. The active travel measures will mitigate any loss in amenity for cyclists who currently use the stretch of bus lane being moved and provide a safer more consistent environment for people walking and wheeling.

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	2				
Transport & Connectivity	Supports active travel	2				
Transport & Connectivity	Increases use of public transport	3				
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	N/A	Protects local habitats as impact by proposals kept to a minimum incl. minimising loss of trees and use of environment friendly construction methods			
Nature	Develops blue and green infrastructure	1	No tree loss. Localised trimming and planting added as part of place making schemes and side road carriageway narrowing.			
Nature	Improves access to nature and green spaces	N/A				
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	1	Existing drainage reviewed as part of proposals. Localised improvements / maintenance undertaken.			
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	2	Improved bus journey time reliability and increasing active and sustainable modes of travel, which are lighter than general traffic.			
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	2	Measures will support mode shift to zero carbon modes of travel			
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	Prioritises bus journey reliability and improves level of service for walking and wheeling			

People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1
Just transition	Promotes green innovation and job creation	1
Just transition	Promotes health and wellbeing	2 Promotes activity that will improve health outcomes and reduce exposure to poor air quality
Just transition	Reduces poverty and inequality	2 Active and sustainable modes of travel can work out more affordable than private car ownership and maintenance