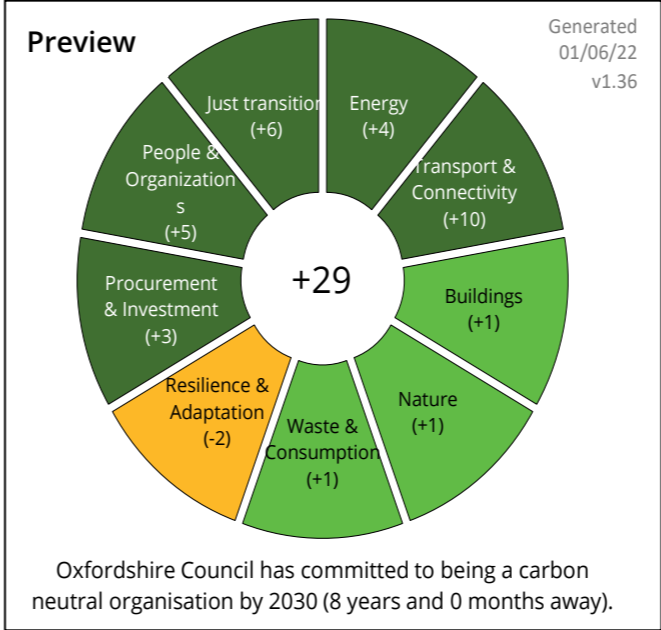


Climate Impact Assessment

Summary

Directorate and Service Area	???
What is being assessed	Bus Service Improvement Plan and Enhanced Partnership for Buses
Is this a new or existing function or policy?	New
Summary of assessment	
Completed by	James Gleave
Climate action sign off by	
Director sign off by	
Assessment date	



Detail of proposal

Context / Background	<p>Oxfordshire County Council is being required by the Department for Transport to enter into an Enhanced Partnership with local bus operators, as part of the National Bus Strategy - Bus Back Better. This is with the aim to make buses more reliable, improve their overall quality, and to reverse recent declines in bus use across Oxfordshire. Additionally, the County has been indicatively allocated £12m in funding through its Bus Service Improvement Plan to make improvements to infrastructure and bus ticketing across Oxfordshire.</p>
Proposal	<p>Entering into an Enhanced Partnership is a requirement of the Department for Transport, and is necessary in order to access the allocated BSIP funding. This will set, by way of a binding contract between the County Council and bus operators, commitments to improve the local bus network, particularly focussing on improving reliability and reducing costs. Both of which have been identified by operators and users as significant barriers to bus use. The detailed programme includes:</p> <ul style="list-style-type: none"> - New bus priority schemes, including traffic filters in Oxford and bus priority on Cherwell Street in Banbury - A flat £1 fare for all aged 19 years old and under in Oxford, with discounted youth fares also extended across Oxfordshire - New cross-border services from Harwell to Newbury, and Bicester to Brackley - 2 planned rural demand responsive bus services - Upgrades to enable bus priority at traffic signals across Oxfordshire
Evidence / Intelligence	<p>The evidence included as part of this analysis of the impact comes from a mixture of sources. Among them includes</p> <ul style="list-style-type: none"> - The National Bus Passenger Survey (Transport Focus) - Department for Transport statistics on local bus use - Consultation feedback as part of the Bus Service Improvement Plan and the Local Transport and Connectivity Plan - Academic research on the main determinants of bus use
Alternatives considered / rejected	<p>The alternative option considered was to do nothing, and to continue with the operation of the bus network without adopting a BSIP or an EP. This was unviable for two reasons. First, it was indicated by the Department for Transport that future bus funding would require an EP and BSIP being in place. Therefore transformative improvement in buses in Oxfordshire would be unfeasible without it. Second, even before COVID-19 there had been a steady drop in the use of local bus services. A do-nothing scenario would likely result in either no change, or more likely a further decline in bus use, which would be contrary to the Council's goals on climate change.</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	1	Will encourage the use of low emission and zero emission buses by setting in place a legal requirement for the bus operators to deliver their elements of the Oxford Zero Emission Bus Regional Area (ZEBRA) bid for low and zero emission buses in Oxford.	The County Council will be required to deliver traffic filters in Oxford in order for the bus companies to meet their requirements to deliver zero emission buses	JD	Monitoring delivery of the ZEBRA programme via EP Board
Energy	Promotes a switch to low-carbon or renewable energy	3	Will encourage the use of low emission and zero emission buses by setting in place a legal requirement for the bus operators to deliver their elements of the Oxford Zero Emission Bus Regional Area (ZEBRA) bid for low and zero emission buses in Oxford.	The County Council will be required to deliver traffic filters in Oxford in order for the bus companies to meet their requirements to deliver zero emission buses	JD	Monitoring delivery of the ZEBRA programme via EP Board
Energy	Promotes resilient, local, smart energy systems	0	No identified impact is anticipated			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	3	Significant improvements to journey time, reliability, and fares will make bus use a much more attractive proposition. Studies of users and non-users, including the National Bus User Survey, indicates that these 3 factors are the key drivers behind satisfaction with bus services, and are the main barrier to the use of buses. It is anticipated that the impact of these measures will improve bus use by 10%, bringing back the use of buses to pre-COVID levels. Data from the National Travel Survey indicates that bus users are less likely to own a car than non-regular bus users, even accounting for income levels.	Achieving this impact will require a comprehensive programme of schemes and initiatives to be delivered.		EP Board

Transport & Connectivity	Supports active travel	<p>Evidence from the National Travel Survey indicates that users of bus services are more likely to walk and cycle compared to regular car users. Additionally, academic evidence indicates that users of public transport are more likely to actively travel as part of their daily trips, as they need to walk to and from stops. However, it is anticipated (although not evidenced) that there may be some abstraction from use of active travel should buses be made more attractive to use, especially in Oxford. Significant improvements to journey time, reliability, and fares will make bus use a much more attractive proposition. Studies of users and non-users, including the National Bus User Survey, indicates that these 3 factors are the key drivers behind satisfaction with bus services, and are</p>	<p>When delivering infrastructure improvements, opportunities will be considered to deliver improvements to active travel as well. For example the traffic filters in Oxford also benefitting cyclists and improving the overall street environment.</p>	
Transport & Connectivity	Increases use of public transport	<p>3 the main barrier to the use of buses. It is anticipated that the impact of these measures will improve bus use by 10%, bringing back the use of buses to pre-COVID levels. Data from the National Travel Survey indicates that bus users are less likely to own a car than non-regular bus users, even accounting for income levels.</p>	<p>Achieving this impact will require a comprehensive programme of schemes and initiatives to be delivered.</p>	
Transport & Connectivity	Accelerates electrification of transport	<p>3 Will encourage the use of low emission and zero emission buses by setting in place a legal requirement for the bus operators to deliver their elements of the Oxford Zero Emission Bus Regional Area (ZEBRA) bid for low and zero emission buses in Oxford.</p>	<p>The County Council will be required to deliver traffic filters in Oxford in order for the bus companies to meet their requirements to deliver zero emission buses</p>	JD
				<p>Monitoring delivery of the ZEBRA programme via EP Board</p>

Buildings	Promotes net zero new builds and developments	1	There may be an indirect impact through the requirement in the EP to explore enabling sustainable development by requiring new bus links to be delivered as part of new developments. Evidence from Transport for New Homes indicates that doing so is likely to lead to new developments that are more sustainable in a transport sense, however the wider impact on matters such as build quality and reducing energy use of buildings is unevidenced.	None	EP Board
Buildings	Accelerates retrofitting of existing buildings	0	No identified impact is anticipated		
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	0			
Nature	Develops blue and green infrastructure	0			
Nature	Improves access to nature and green spaces	1	Improving local bus services, particularly in terms of providing new services in rural areas, is likely to improve access to green spaces and nature for those without access to a car. There is evidence that indicates that people who use public transport generally have lower access to nature than those without access to cars. However, as these services have yet to be specified, their specific impacts cannot be evidenced.	The new rural bus services will be specified over the coming months. Significant negative impacts will be identified, and appropriate actions to mitigate these impacts will be taken.	
Waste & Consumption	Reduces overall consumption	1	A reduction in car ownership means that the use of shared transport resources more generally is expected. Users of car clubs, car share, and bike share are more likely to use public transport. However, the most significant impact is likely to be in Oxford	None identified	
Waste & Consumption	Supports waste prevention and drive reuse and recycling	0	No identified impact is anticipated		

Resilience & Adaptation	Increases resilience to flooding	-1	In most cases, new infrastructure works is likely to involve reuse or reallocation of existing highway space. However, expansion of surfaced areas cannot be ruled out. A greater surface area covered by tarmac is likely to increase storm In most cases, new infrastructure works is likely to involve reuse or reallocation of existing highway space. However, expansion of surfaced areas cannot be ruled out. A greater surface area covered by tarmac is likely to result in increased likelihood and intensity of the urban heat island effect.	Seek to explore methods of integrating SUDS and other sustainable drainage principles into infrastructure schemes
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	-1	surfaced areas cannot be ruled out. A greater surface area covered by tarmac is likely to result in increased likelihood and intensity of the urban heat island effect.	Explore methods of integrating planting into infrastructure schemes to provide shade and reduce reflection from tarmac
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	0	Impact of these schemes is uncertain	Monitor scheme delivery for impacts as they arise
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	2	New bus services will be procured, which in themselves will provide a low carbon transport option for residents and encourage sustainable travel. The environmental performance of companies and the vehicles they use will be considered as part of the tendering process	The cost of lower emission vehicles is typically higher than older vehicles owing to depreciation. This will be considered as part of the overall assessment of value for money.
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	1	New bus services will be procured, which in themselves will provide a low carbon transport option for residents and encourage sustainable travel.	The cost of lower emission vehicles is typically higher than older vehicles owing to depreciation. This will be considered as part of the overall assessment of value for
People & Organizations	Drives behavioural change to address the climate and ecological emergency	3	The provision of a high quality public transport network is essential to achieving modal shift. This comprehensive package of measures will tackle the main barriers to using public transport in Oxfordshire, and encourage more people to use buses. Particularly important will be tackling reliability, which has been identified as the most significant barrier	There is no specific work programme on behaviour change in the BSIP and EP. But both the Council and operators will work together on joint promotion activities

People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	<p>The provision of a high quality public transport network is essential to achieving modal shift. This comprehensive package of measures will tackle the main barriers to using public transport in Oxfordshire, and encourage more people to use buses. The benefits are likely to be particularly strong in Oxford, where a significant proportion of Council employees work</p>	<p>There is no specific work programme on behaviour change in the BSIP and EP. But both the Council and operators will work together on joint promotion activities</p>
Just transition	Promotes green innovation and job creation	<p>New, more innovative technologies and service offerings are being considered as part of the rural mobility projects and investment in RTPi. However, this is yet to be fully scoped, and so its impact cannot be quantified</p>	<p>Risks will be identified through the scoping process</p>
Just transition	Promotes health and wellbeing	<p>People who use public transport are more likely to use active travel, particularly walking to and from bus stops. By improving the overall quality of public transport and boosting ridership, more people will be able to live a more healthy lifestyle. Also, the rural transport projects will serve the most transport-deprived areas of Oxfordshire, and will provide links to healthcare facilities for those without access to a Buses are more likely to be used by those who experience some degree of exclusion, particularly that based on gender, ethnic group, and disability. Improving bus services will</p>	<p>Risks will be identified through the scoping process</p>
Just transition	Reduces poverty and inequality	<p>Therefore improve access to key services and employment. The planned discounted Youth Fare will also overcome a key cost barrier for low income young people seeking employment and further education</p>	<p>Risks will be identified through the scoping process</p>