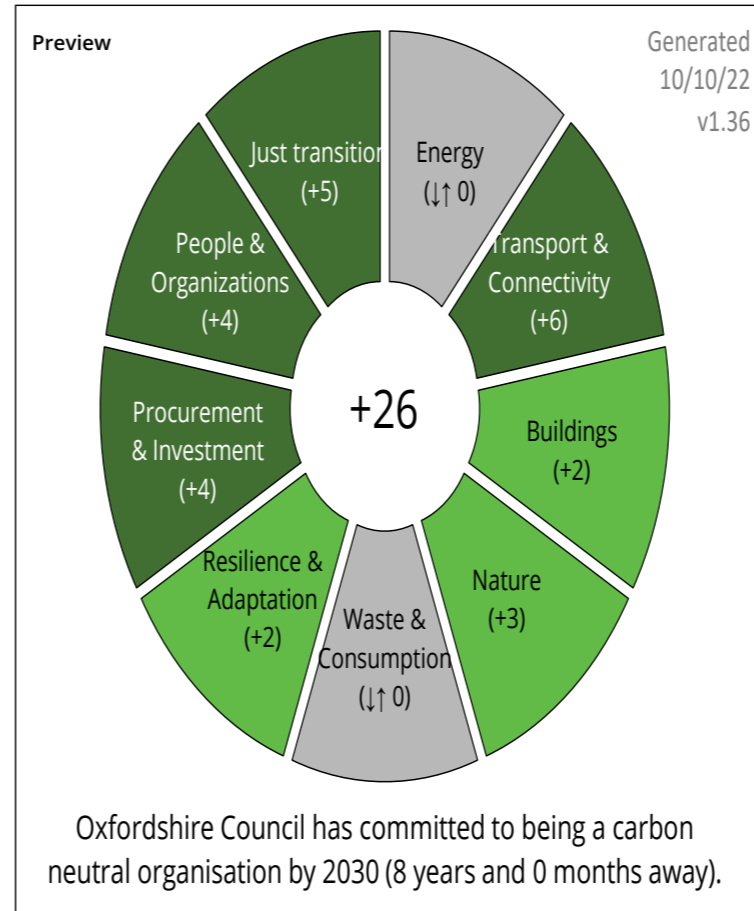


Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Place Making
What is being assessed	Central Oxfordshire Travel Plan
Is this a new or existing function or policy?	A new policy document
Summary of assessment	<p>The Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. The plan outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. We will monitor the progress of COTP to assess how it is delivering against identified target. Where needed, updates to the document could be made.</p>
Completed by	Robert Freshwater
Climate action sign off by	
Director sign off by	
Assessment date	44791



Detail of proposal

<p>Context / Background</p>	<p>The Central Oxfordshire Travel Plan (COTP) forms part of the counties statutory Local Transport and Connectivity Plan. COTP sets out a vision for transport across the central Oxfordshire area and identifies a set of actions needed to deliver this. The plans targets and actions will be used to influence and inform how we manage transport and the types of schemes we implement.</p> <p>The current transport plan covering the area (OTS) was approved by the council in 2015. As part of the counties Local Transport Plan 4, It provided a strategic transport policy framework for the Oxford area over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. Informed by the councils recently adopted LTCP, the COTP will develop a transport framework for the central Oxfordshire area that reflects these changes and implements a new way of thinking.</p>
<p>Proposal</p>	<p>Informed by the adopted LTCP documents, COTP outlines a clear vision to deliver a net-zero transport system that enables the county to thrive, protects the environment and makes the county a better place to live for all residents.</p> <p>Across the Central Oxfordshire area, we plan to achieve this by, look at ways to avoid unnecessary travel, reducing the need to travel, Shifting travel use towards shorter sustainable travel trip options and improving our travel networks. A set of actions have been identified including in the following key areas in order to achieve this:</p> <ul style="list-style-type: none"> • Making space for and improving priority and safety of sustainable modes (Walking and cycling, public transport) • Healthy place shaping • Road safety • Digital connectivity • Air and environmental quality • Managing Travel Demand • Innovation • Freight <p>It was decided that this was the best course of action in order to address the following key challenges. 1) Climate and emissions: Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.</p> <p>2) Housing, jobs, and regeneration: Over the period 2011 to 2031, at least 15,000 new homes in the Oxford area required to meet the City's unmet housing need. , Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth.</p> <p>3) Attractive sustainable travel: Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness as a place to live and work.</p> <p>4) Equality: The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.</p> <p>5) Health: Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.</p>
<p>Evidence / Intelligence</p>	<p>The COTP, draws on an evidence based for the Local Transport and Connectivity Plan (LTCP), summarised within the LTCP itself. Additional analysis of existing held datasets has helped to identify the challenges and underpin the actions identified. This has included:</p> <ul style="list-style-type: none"> • Local authority air quality reporting • Local authority held traffic data • National publicly available research and surveying • National Travel Survey data • Local Authority Health data • Local Authority road collision data • Local and national demographic data sets and projections <p>Underpinning the COTP document is a grounding in the adopted LTCP and its accompanying evidence which included 3 rounds of public engagement and consultation periods. During the drafting of the COTP document there has been broad engagement with various local council teams whose input and evidence has further helped to refine proposals. The plan is also informed by previous and more recent engagement on individual measures identified in COTP and their emerging technical work, for example identified traffic filter, Workplace Parking Levy and Zero Emission Zone proposals.</p>
<p>Alternatives considered / rejected</p>	<p>A do nothing approach was not considered appropriate for a range of reasons. This includes:</p> <ul style="list-style-type: none"> • Changes to national, sub-national and local policy since 2016 that need to be reflected • The previous OTS and LTP4 does not account for new priorities such as decarbonisation • Doing nothing is also not an option because it would not address the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done. Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change. <p>During the drafting process, a range of actions have been developed and amended. There are currently 22 identifiable actions in the COTP document. Additional actions have been considered but were not taken forward for reasons including duplication with the LTCP, poor alignment with the vision and broader objectives and level of ambition and feasibility challenges.</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				
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	<p>The COTP includes actions to support shared mobility and will be used to influence spatial planning and encourage the development of 20 minute neighbourhoods. It also includes specific travel demand management policies aimed at reducing private car use in the area. Emerging technical work on some individual proposals suggested by the plan could lead to a reduction in traffic levels by 50-70% in parts of the central Oxfordshire area. Many of the measures will be subject to separate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded</p>	<p>Over the years the county council has been introducing sustainable schemes to improve links within the central Oxfordshire area. This includes along Botley Road, routes in Headington, tow path upgrades and more recently Quickway cycle routes. Other schemes are planned to be introduced over the next few years including along the A40 and A44. Over time, traffic reduction measures identified in the COTP will mean more road space can be reallocated to create wider cycle and pedestrian routes and give these modes greater priority at junctions in the city. Further details of proposals include those set out in schemes like the Oxford Traffic Filters scheme. Some of the measures proposed in the plan, including traffic filters may lead to some traffic increases on the Oxford ring road and outer sections of the city's radial routes. It is expected that such impacts would be monitored and where required acted upon at an individual scheme level.</p>	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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Transport & Connectivity	Supports active travel	2	<p>COTP includes a number of actions that will be central to influencing and supporting work on active travel including supporting existing documents like the Oxford and Kidlington LCWIP. Some measures identified in the plan are expected to lead to an immediate reduction in traffic levels in some areas which will immediately reduce danger to pedestrians and cyclists and over time allow more road space to be allocated for cycle lanes and wider pavements and better public realm. This in turn will encourage greater use of active travel modes. Many of the measures outlined in COTP will be subject to separate project development and detailed consultation which</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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Transport & Connectivity	Increases use of public transport	2	<p>Travel demand management measures and public transport actions identified in the COTP document would lead to reduced traffic levels and congestion across the area. This will create improved conditions for buses including quicker and more reliable journeys. This and modal shift from private car to bus will increase use of buses incl. Park & Ride, with some car trips also expected to transfer to rail.</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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Transport & Connectivity	Accelerates electrification of transport		2	<p>The COTP includes actions to support the uptake of electric vehicles including E-scooters and 159 new electric buses across the central Oxfordshire area. The plan also includes measures to expand the scale of the city Zero Emission Zone area. It would be expected that further details of how such an expanded scheme would operate including charges/ accessibility and potential exemptions would be set out at an individual project level. Many of the measures will be subject to separate project development and detailed consultation</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Buildings	Promotes net zero new builds and developments		1	<p>The COTP includes a number of actions which will be a key part of changing how residents travel across the central Oxfordshire area including supporting sustainable transport use in new developments</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Buildings	Accelerates retrofitting of existing buildings		N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		1	<p>The COTP includes policies related to the development of sustainable travel. Reducing private car use and encouraging modal shift to sustainable alternatives will help to protect biodiversity and provide better air quality. Reductions in traffic will also allow natural green and public spaces to be better protected or even created / enhanced including through better air quality, for example.</p>	<p>There is a potential for air and surface water quality impacts due to the proximity of the A34 to the Oxford Meadows SAC and potential increases in traffic flow on A34 as a result of some of the proposals (including traffic filters) within the COTP. Where individual schemes are expected to have adverse impacts individual assessments including HRA's are expected to be completed and reported on to inform decision making.</p>	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Nature	Develops blue and green infrastructure		1	<p>Through COTP and its overarching document LTCP identifies actions to support the protection, maintenance and enhancement of the natural environment.</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	Regular review and monitoring of COTP (within 5 years of being approved)
Nature	Improves access to nature and green spaces		1	<p>Specific actions within COTP including on traffic reduction will help to support better access to nature and green spaces particularly within the city of Oxford by means of bus, or active travel. Actions also include development of a central Oxfordshire Active Travel Network</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Waste & Consumption	Reduces overall consumption		N/A			Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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)		1	<p>Reduced traffic levels and highway capacities proposed within the plan will allow for highway reallocation to alternate uses including, potential for increasing biodiversity, (i.e opportunities for pocket parks), better drainage attenuation etc which could assist at improving air quality. The plan also identifies adapting the areas streetscape to work to the Healthy Streets principles</p>			

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		1	Actions identified within the COTP should reduce traffic levels and highway capacities should reduce the need for as much road maintainance or structural repairs on some roads across the central Oxfordshire area.		Combination of actions will be delivered by individual projects and a range of stakeholders	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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	The COTP will be used to inform development of identified transport schemes. This will ensure schemes are consistent with delivering net-zero transport.		Combination of actions will be delivered by individual projects and a range of stakeholders	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
People & Organizations	Drives behavioural change to address the climate and ecological emergency		2	The COTP and supporting schemes will encourage behaviour change to more sustainable modes of transport. Many of the measures outlined in COTP that will drive project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded	If individual schemes within the COTP plan are progressed, it is anticipated that communications would be required to promote the scheme, making all content accessible, and, where relevant seek to support residents and others through any transition period, particularly where measures relate to travel demand management interventions/ information to support mode shift. This may require third sector outreach, for example, disability groups and would be expected to be developed as part of a wider communications and engagement strategy.	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		1	The COTP and its actions will be used to inform council decision making and work to ensure it considers net-zero transport. Measures identified in the plan will effect staff travel, encouraging more employees to use sustainable modes for travel to work and when on business related travel within the central Oxfordshire area		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Just transition	Promotes green innovation and job creation		1	The COTP includes policies to support innovative transport		Combination of actions will be delivered by	COTP to be reviewed within 5 years of being approved. As part of the
Just transition	Promotes health and wellbeing		2	Actions identified in COTP will reduce air pollution levels and encourage greater use of active travel modes. This will improve the health of local residents and visitors. Many of the measures outlined in COTP that will promote health and wellbeing will be subject to separate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.

Just transition

Reduces poverty and inequality

A separate Equality Impact Assessment has been prepared which has further details. The COTP will help to address inequality by delivering transport improvements for all residents and creating a more balanced transport system. There are specific actions with the plan to ensure that all residents can receive the benefits of transport improvements, including through measures like community activation. Those on lower incomes are less likely to have access to a car and (nationally) and are twice as likely to use buses as those on higher incomes. They are therefore more likely to disproportionately benefit from proposals in the plan to support sustainable travel options like cycling, walking and public transport. Cycling and walking are normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. Improved public transport, walking and cycling routes will also improve access to employment.

Combination of actions will be delivered by individual projects and a range of stakeholders. COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.