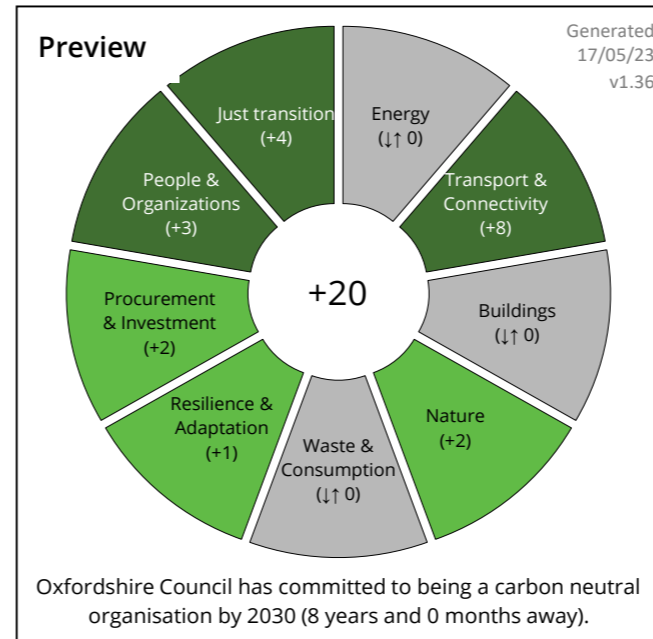


# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Environment and place, Transport and Infrastructure
<b>What is being assessed</b>	Transport hub strategy
<b>Is this a new or existing function or policy?</b>	New strategy
<b>Summary of assessment</b>	<p>The transport hub strategy provides more detail about how the county council will develop a network of transport hubs across the county. These will improve interchange between sustainable modes and help to reduce private car journeys.</p> <p>Possible impacts include a significant contribution to reducing carbon emissions from transport by changing the way residents travel.</p>
<b>Completed by</b>	Joe Kay
<b>Climate action sign off by</b>	Tammy Marrett
<b>Director sign off by</b>	
<b>Assessment date</b>	45007



## Detail of proposal

<p><b>Context / Background</b></p>	<p>The Local Transport Connectivity Plan (LTCP) was adopted by the county council in July 2022. The LTCP outlines the long-term vision for transport and travel in the county and the policies required to deliver this.</p> <p>The LTCP vision sets out the ambition to deliver a net-zero transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice.</p>
<p><b>Proposal</b></p>	<p>Transport hubs are an existing concept with examples of ongoing and complete hubs both within the UK and across Europe. The majority of existing work uses the term 'mobility hub'. We have chosen to use the name 'transport hub' but the underlying concept is the same.</p> <p>During development of this strategy, we have reviewed transport hub work by other local authorities and organisations, to develop an Oxfordshire transport hub proposal. This incorporates many aspects from elsewhere but redefines and tailors them to the Oxfordshire context.</p> <p>We have outlined some essential criteria which all transport hubs in Oxfordshire must meet. Our essential criteria are:</p> <ul style="list-style-type: none"> <li>• Transport hubs must facilitate transport interchange between at least two transport mode options.</li> <li>• Transport hubs must have at least one element from each of the 4 element groups.</li> <li>• Transport hubs must have visual, social and community appeal.</li> <li>• Transport hubs must be accessible to all.</li> </ul>
<p><b>Evidence / Intelligence</b></p>	<p>Transport hubs were identified as a concept through the LTCP. The LTCP is supported by an evidence baseline report. Analysis of this data has helped to identify the challenges and underpin the policies identified, including the development of transport hubs . This report includes data about:</p> <ul style="list-style-type: none"> <li>• Policy context</li> <li>• Road and rail links</li> <li>• Private car</li> <li>• Public transport</li> <li>• Walking and cycling</li> <li>• Road safety</li> <li>• Air quality</li> <li>• Freight</li> <li>• Highway maintenance</li> <li>• Health</li> <li>• Natural and historic environment</li> </ul>
<p><b>Alternatives considered / rejected</b></p>	<p>During the LTCP policy drafting process, a range of policies have been developed and amended. As part of this policies were assessed and the transport hub policy was deemed a key area required to deliver the LTCP vision and targets. Alternatives that were considered were not progressed for various reasons including poor alignment with the vision and broader objectives, level of ambition and feasibility challenges.</p> <p>A do nothing approach was not considered appropriate for a range of reasons. This includes:</p> <ul style="list-style-type: none"> <li>• The need for a new approach to transport policy if we are to tackle transport and associated challenges in the county such as congestion and air quality.</li> <li>• The need to improve multi-modal interchange</li> <li>• The need to increase public transport usage</li> </ul>

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	0	Not applicable			
Energy	Promotes a switch to low-carbon or renewable energy	0	Not applicable			
Energy	Promotes resilient, local, smart energy systems	0	Not applicable			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	Transport hubs will support digital connectivity, shared mobility and alternatives to the private car. Increasing the range of transport options available to residents will reduce the need for private car ownership.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Transport & Connectivity	Supports active travel	2	Transport hubs will support active travel and help to encourage modal shift by providing improved facilities at interchange points.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Transport & Connectivity	Increases use of public transport	3	Transport hubs will be a key part of increasing public transport use and making public transport more attractive to residents. Transport hubs will improve access to public transport interchanges, make public transport more attractive and support the development of an integrated public transport network.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Transport & Connectivity	Accelerates electrification of transport	1	Transport hubs include consideration of eclectic vehicles and may help to support their uptake.		Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Buildings	Promotes net zero new builds and developments	0	Not applicable			
Buildings	Accelerates retrofitting of existing buildings	0	Not applicable			

Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1 Reducing private car use and encouraging modal shift to sustainable alternatives will help to protect biodiversity.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Nature	Develops blue and green infrastructure	0 Not applicable		
Nature	Improves access to nature and green spaces	1 Transport hubs may help to improve access to nature and green spaces by increasing the range of transport modes available to residents.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Waste & Consumption	Reduces overall consumption	0 Not applicable		
Waste & Consumption	Supports waste prevention and drive reuse and recycling	0 Not applicable		
Resilience & Adaptation	Increases resilience to flooding	0 Not applicable		
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	0 Not applicable		
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1 The transport hub strategy includes futureproofing considerations to increase resilience of transport infrastructure.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	0 Not applicable		
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2 The transport hub strategy will be used to inform the development and delivery of transport infrastructure. This will ensure schemes are consistent with delivering net-zero transport.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

People & Organizations	Drives behavioural change to address the climate and ecological emergency	2 Transport hubs will encourage behaviour change to more sustainable modes of transport. This will help to reduce private car usage and the associated impacts on climate and ecology.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1 The transport hub strategy will be used to change organisational decision making and work such as funding bids and developer negotiations. By considering transport hubs there will be increased consideration of net-zero transport.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Just transition	Promotes green innovation and job creation	0 Not applicable	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Just transition	Promotes health and wellbeing	2 Transport hubs will promote health and wellbeing by enabling increased walking and cycling.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Just transition	Reduces poverty and inequality	1 Transport hubs will help to address inequality by delivering transport improvements for all residents and creating a more balanced transport system. They will particularly in help in areas with poor connectivity.	Transport hubs will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.