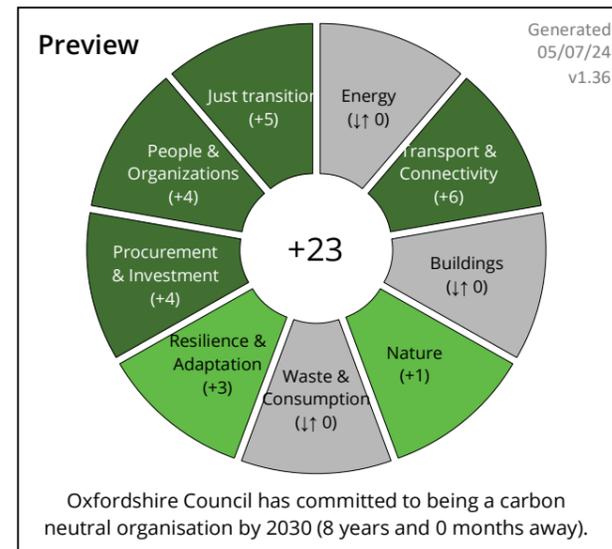


Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Highways
What is being assessed	Woodstock Road Sustainable Transport 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	Helen Fallon - Project Manager
Climate action sign off by	
Director sign off by	
Assessment date	45478



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 – Introducing an Experimental Traffic Regulation Order (ETRO) to remove the 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. Both local bus operators (Stagecoach and Oxford Bus Company) have been strongly supportive of the measure. An ETRO will allow us to make quick changes to ensure there is no increase in congestion or delays occur. 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	Traffic modelling for the project has been completed and results used to inform the proposals. A Technical Summary is available on request. In addition, stakeholder engagement and co-production was undertaken and feedback received was used to inform the design principles. Formal 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 results will be reported to CMD in July 2024.
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 original 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 NO TREE LOSS. LOCALISED MINIMISING AND		
Nature	Develops blue and green infrastructure			1 scope for introduction of green infrastructure as part of place making		
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			Existing drainage reviewed as part of proposals. Localised improvements / maintenance to be undertaken where applicable.		
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 increasing active and sustainable modes of travel, which are lighter		
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 Prioritises bus journey reliability and		
People & Organizations	Drives behavioural change to address the climate and ecological emergency			2 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		
Just transition	Reduces poverty and inequality	2		Active and sustainable modes of		