

Economic		
Criteria	Opportunities / Positive impacts	Challenges / Negative impacts
Access to / from businesses	<p>Improved flow of traffic will enable clients and employees to access businesses in the city easily by all modes, therefore making businesses attractive and helping them to thrive across Oxford.</p> <p>Businesses will experience fewer losses in term of time lost due to staff and clients delayed in traffic in Frideswide Square and its approaches.</p> <p>Delivery companies will make savings due to reduced delays.</p> <p>Attractive environment which will attract clients and customers to businesses located within the square, the West End, and the rest of the city.</p>	<p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and ensure traffic is able to continue to flow smoothly through the square.</p>
Access to / from shops	<p>Improved flow of traffic will enable customers and staff to access shops easily by all modes, making shops attractive and helping them to thrive.</p> <p>Shops will experience fewer losses in term of time lost due to staff and clients being delayed in traffic in Frideswide Square and its approaches.</p> <p>Delivery companies will make savings due to reduced delays.</p> <p>Attractive environment which will attract customers to shops located within the square, the West End, and the rest of the city.</p>	<p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and ensure traffic is able to continue to flow smoothly through the square.</p> <p>Work will be required with shops to the enhance sustainability of their operations and optimise capacity and efficiency of operations without leading to damaging increases in traffic (e.g. freight sharing)</p>
Businesses operations	<p>Improved flow of traffic will assist businesses with their operations (e.g. timely deliveries and distribution of goods).</p> <p>Delivery companies will make savings due to reduced delays.</p>	<p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and ensure traffic is able to continue to flow smoothly through the square.</p> <p>Work will be required with businesses to the enhance</p>

		sustainability of their operations and optimise capacity and efficiency of operations without leading to damaging increases in traffic (e.g. freight sharing)
Economic growth	Visually appealing square environment which will attract businesses to the area, which will help to boost the local economy.	Careful consideration and implementation of detailed design will be required to ensure that the space is well landscaped (hard and soft) to optimise access, flexibility, and use by businesses and for public events, and minimise anti-social behaviour and fear of crime.
Employment	Improved public transport reliability will improve access to labour markets.	

Summary of economic impact: Net effect on economic factors will be positive. Careful management required to mitigate negative impacts which may result from traffic growth / induced traffic.

Environmental		
Criteria	Opportunities / Positive impacts	Challenges / Negative impacts
Resources	Reuse of some materials within the scheme and use of recycled materials could reduce waste generation. This should be considered at the detailed design stage and included within the specification where possible. Removal of traffic signals will save considerable amounts of electricity every year.	Reconfiguration of the square will require use of new materials and disposal of existing road and pavement surfaces and signal poles and heads. Where disposal of materials is necessary they should be reused or recycled where possible in order to minimise waste and use of natural resources.
Climate change	<p>Opportunity to reduce risk from all sources of flooding by reviewing drainage in the square and using more sustainable / soak away surface materials and some soft landscaping to reduce runoff.</p> <p>Opportunity to encourage mode shift and prevent increase in private car use and associated emissions which contribute to climate change.</p>	<p>Need to ensure that the materials used and construction are robust enough to withstand extremes of temperature and extreme weather events.</p> <p>Potential in the longer term that traffic levels will increase as a result of improved traffic flows encouraging the use of the private car. Demand management will need to be used to prevent traffic growth and the associated increase in emissions.</p>
Air quality and air pollution	<p>Improvement in local air quality and reduction in air pollution due to improved traffic flow and reduction in stationary traffic within the square and on its approaches.</p> <p>Overall neutral or slightly reduced impact due to mode shift because similar there is likely to be a similar number of</p>	The management of construction traffic and the re-routing of general traffic during the construction period may result in a slight, temporary increase in vehicular emissions in the wider area if the diversion results in longer journeys for vehicles.

	vehicular trips as the existing layout. Potential improvement in air quality as a result of modal shift resulting from a more pedestrian and cycling friendly environment and improved bus and general traffic flow. The introduction of planting within the square may also help to improve air quality and reduce air pollution slightly.	
Biodiversity	The introduction of planting within the square may help to encourage biodiversity. However, this will be limited because the square does not form part of a green network.	
Landscape character and historic environment	The landscape character will be enhanced because hard and soft landscaping will be used to create a sense of place rather than a square dominated by transport infrastructure. The design will enhance the setting of the historic buildings in the square and its approaches.	The design of the landscape must be executed carefully to ensure that the character of the area is enhanced in a way that is compatible with the operation / function of the square and its users, and with the historic environment.

Summary of environmental impact: Net effect on the environment will be positive. The use of resources / material will be greater than leaving the square unchanged. However, use of new materials and waste old materials can be minimised. The scheme can be used to minimise impact on climate change and air pollution, whilst enhancing biodiversity, air quality, landscape character and the setting of the historic environment.

Social		
Criteria	Opportunities / Positive impacts	Challenges / Negative impacts
Access to services and facilities	Will help to reduce barriers to transport and therefore improve access to facilities and services (e.g. health care and education). Bus interchange opportunities will be retained / enhanced.	Where bus stops are proposed to be moved, the implications must be fully explored to ensure that interchange opportunities and access to services are not reduced.
Employment	The redesign of the square may make it more attractive to businesses and therefore encourage economic growth, expansion of existing businesses, relocation of new businesses / higher intensity of uses within the square, the West End and rest of the city, which will result in increased employment opportunities.	
Access to transport	Bus interchange opportunities will be retained / enhanced. Bus gating and smoothly flowing traffic will result in improvements to bus journey time reliability. More pleasant environment in the square will improve cycling and walking experience and enhance the entrance to the rail station.	Where the relocation of bus stops is proposed, the implications must be fully explored to ensure that interchange opportunities and access to public transport are not reduced.

		Need to ensure that the road layout (involving roundabouts) does not deter people from cycling as conventional roundabouts are commonly associated with increased highway safety risks for cyclists. The dimensions of the roundabouts and road geometry will be carefully design to ensure the traffic flow is slow and therefore appropriate for cyclists.
Inclusive communities	<i>See Equality Impact Assessment</i>	<i>See Equality Impact Assessment</i>
Health & well-being	Enhancement of the square environment, improvement in local air quality and increased use of more sustainable modes of transport will have positive implications for health and well-being.	Need to ensure that the road layout (involving roundabouts) does not deter people from cycling as conventional roundabouts are commonly associated with increased highway safety risks for cyclists. The dimensions of the roundabouts and road geometry will be carefully design to ensure the traffic flow is slow and therefore appropriate for cyclists.
Fear of crime	The design of the square will not increase the risk of or fear of crime. A more attractive and pleasant pedestrian environment should encourage activity within the square, making it more vibrant and help to reduce the fear of crime.	The design of the landscape must be executed carefully to ensure that the character of the area is enhanced and that opportunities for crime and anti-social behaviour are minimised.

Summary of social impact: Net effect on social issues will be positive. Access to services, facilities and transport will be retained and potentially enhanced and opportunities for employment will be increased.