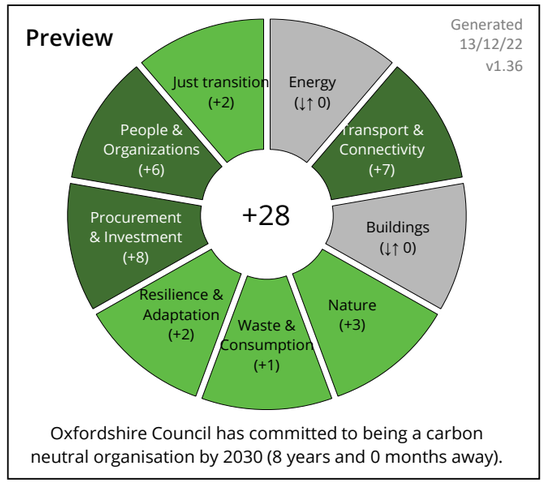
Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place
What is being assessed	NOC 1b - Kidlington Roundabout
Is this a new or existing function or policy?	Retrofitting existing infrastructure
Summary of assessment	A net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Minimised the impact on the natural environment
Completed by	Aron Wisdom
Climate action sign off by	
Director sign off by	
Assessment date	



Detail of proposal

Context / Background	New and enhanced cycling, walking and bus priority measures.
Proposal	Retrofitting and existing roundabout junction with a bus lane on the Bicester Road, Kidlington. Making provision for segregated cycling and pedestrian infrastructure with associated pedestrian crossings with detector loops to give sustainable transport priority.
Evidence / Intelligence	Workshops held early in the design to inform scope. Transport modelling undertaken to inform scheme identification. Scope and design significantly amended during consultation (and informed by latest design standards, engineering requirements) to take into account priority of vulnerable road users and remove elements of increased highway capacity which resulted in retention of mature trees.
Alternatives considered / rejected	Optioneering undertaken at feasibility stage looking a number of corridors in the area. Initially proposed to enhance the provision for all road users but this involved the removal of trees. Highway capacity elements of the proposals dropped during consultation to retain mature trees and provision for sustainable modes only.

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	New and enhanced pedestrian, cycle and public transport priority in line with policy			
Transport & Connectivity	Supports active travel	3	New and enhanced pedestrian and cycle infrastructure designed to the latest standards or above			
Transport & Connectivity	Increases use of public transport	3	New proposed bus lane to complement existing bus lanes in the area			
Transport & Connectivity	Accelerates electrification of transport	N/A	Would help support the ZEBRA project in the Oxford SmartZone to electrify the bus network by improving bus journey times			
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	2	Project has been modified to protect nature. Project completely within the highway boundary and will now not require the removal of any trees. Some localised hedge trimming will be required to create widths for cycle/pedestrian paths (but as a general management process regardless) and raising of tree crowns for headroom for cyclists.			
Nature	Develops blue and green infrastructure	N/A	Existing is retained and maintained			
Nature	Improves access to nature and green spaces	1	Improves access to green spaces by sustainable modes esp. to PROW network			
Waste & Consumption	Reduces overall consumption	N/A				

Waste & Consumption	Supports waste prevention and drive reuse and recycling		1	Project will re-use existing waste material from previous highway maintenance schemes as sub base (NOC 1a & 1b) has recently won a Green Apple award for its sustainability credentials including the reuse of recycled materials)	Written into the contractor's contract (term contract) to maximise the potential for reusing and recycling materials. Using contract management to continually review approach and opportunities. Contractor already monitoring on NOC 1a and 1b so will have a mirrored approach.	Andy Warren/Ryan Reynolds	Jan '23 to July '23. Monitored through contract management
Resilience & Adaptation	Increases resilience to flooding		1	Although there is minimal additional 'pavement' (only related to improved pedestrian and cycle infrastructure), a full drainage strategy has been developed on a worse-case scenario with significant maintenance of the existing drainage asset as part of the project.			
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		1	Significant maintenance of the existing drainage asset as part of the project			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability		2	carbon reporting by contractor with recent awards for sustainability in construction			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		3	Capital investment in a highway project dedicated to sustainable travel consistent with path to net zero			
People & Organizations	Drives behavioural change to address the climate and ecological emergency		3	New and enhanced pedestrian, cycle and public transport priority in line with policy			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		1	Part of strategy to meet policy targets to replace or reduce 1 in 4 current car trips by 2030			
Just transition	Promotes green innovation and job creation	N/A					
Just transition	Promotes health and wellbeing		1	New and enhanced pedestrian and cycle infrastructure in line with policy			
Just transition	Reduces poverty and inequality		1	New and enhanced pedestrian, cycle and public transport infrastructure providing good alternatives to the private car and car ownership			