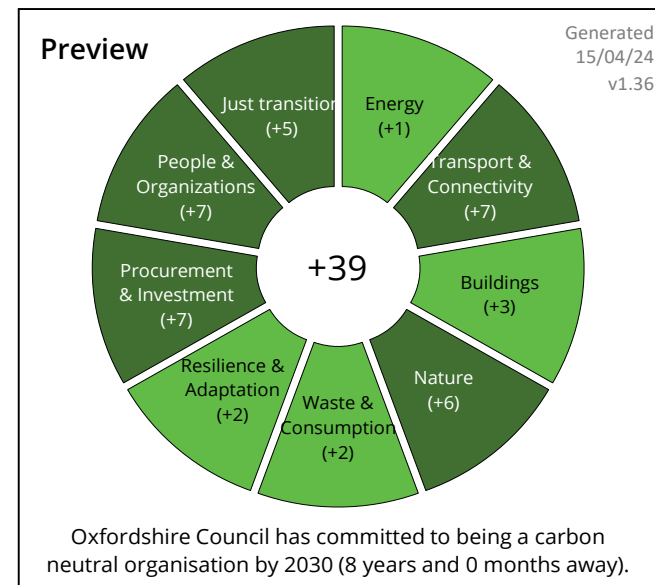


Climate Impact Assessment

Summary

Directorate and Service Area	Transport Policy, Environment and Place
What is being assessed	Strategic Active Travel Network (SATN)
Is this a new or existing function or policy?	New
Summary of assessment	The SATN is a Countywide network proposal of Active Travel routes containing both new and existing alignments. The purpose of this programme is to fill the gaps between more detailed routes/network plans (e.g., LCWIPs) and to identify strategic long-distance connections. This will inform a future route development and help prioritise resources. The SATN has 3 potential positive impacts. Firstly, it will enhance the independence of individuals under the age of 18
Completed by	Isabela Cull
Climate action sign off by	#REF!
Director sign off by	#REF!
Assessment date	5th of February 2024



Detail of proposal

Context / Background	<p>The SATN is a Countywide network proposal of Active Travel routes containing both new and existing alignments. This will inform a future route development and help prioritise resources. The purpose of this programme is to fill the gaps between more detailed routes/network plans (e.g., LCWIPs) and to identify strategic long-distance connections. A final report detailing a desire line network (straight lines) and potential alignments in need of further optioneering has been developed. It also contains a list of recommendations on how to proceed with the programme.</p>
Proposal	<p>A countywide strategic active travel network is a fairly novel concept, especially in the United Kingdom. Given the lack of similar examples to work on, a thorough methodology was developed to ensure the network's strategic nature and territorial balance.</p> <p>The SATN project's methodology comprises four stages, each designed to yield a specific outcome that is subsequently refined in the following phase:</p> <p>Baseline Analysis: focused on understanding the context for active travel in Oxfordshire, this stage utilised desk-based research and various datasets to review current active travel infrastructure, assess demand for future increases in active travel, and identify key developments influencing future demand. The outcome of this stage is an initial draft of a straight-line desire network (i.e., 'Long-List' of Desire Lines).</p>
Evidence / Intelligence	<p>The SATN was developed on both vast amounts of data and engagement exercises (both informal and formal consultation in December 2022 and July 2023, respectively). Data was used to carry out the baseline analysis and produce a first draft of the straight-line desire network. Specifically, the following data sets for the county of Oxfordshire were analysed:</p> <p>Method of travel to work (by distance); Method of travel to work (by area); Population density (by district); Population density (by Lower Layer Super Output Area); Local Plan Allocations; Deprivation levels (by Lower Layer Super Output Area); Mode share of public transport; Mode share of walking and cycling; Proportion of car-free households; Strategic public transport network; Existing walking and cycling networks; Terrain elevation; Density of collisions involving cyclists; Density of collisions involving pedestrians; Severance; Cycle trips per day (Strava); Trips on foot per day (Strava); Propensity to cycle tool (PCT) based on an e-bike infrastructure improvement scenario; Everyday trip origin clusters identification; Everyday trip destinations (primary and</p>
Alternatives considered / rejected	<p>There were no other alternative considerations.</p> <p>Do nothing option: risk of LCWIPs disjointed, lack of vision, not meeting policy goals.</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		1	Promotes a switch to low carbon methods of transport, e.g. cycling.		
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		3	SATN will create a network of long distance cycling routes across the county, connecting the gaps between LCWIPs. This will reduce the need for private car ownership as people will be able to safely cycle longer distances.		
Transport & Connectivity	Supports active travel		3	SATN supports and encourages active travel though further developing the current active travel network. It will create a safe and continuous network. Doesn't necessarily increase the use of public transport, however will encourage cross modal travel and decrease the need for private motor vehicles. Via seamless interchange with other public transport modes. This will be developed in conjunction with the Mobility Hubs Strategy.		
Transport & Connectivity	Increases use of public transport		1	Reduces the need for private motor vehicles and promotes the shift to more sustainable modes of transport, including e-bikes.		
Transport & Connectivity	Accelerates electrification of transport		1			
Buildings	Promotes net zero new builds and developments		1	Promotes net zero developments as housing developments will have less of a need for private motor vehicles as there will be a well connected cycle network.		
Buildings	Accelerates retrofitting of existing buildings		1	The existence of a cycle network incentivises the retrofitting of buildings and areas surrounding them.		
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		1	reduces the need for private motor vehicles and encourages active travel, both reducing GHG emissions and landscape severance which consequently enhances biodiversity.		

Nature	Develops blue and green infrastructure		2 The creation of a cycling network will stimulate demand for greenways around it.
Nature	Improves access to nature and green spaces		3 SATN will create a network of long distance cycling routes across the county, connecting the gaps between LCWIPs and improving access to nature, rural green spaces and areas of natural beauty.
Waste & Consumption	Reduces overall consumption		1 Reduces consumption of petrol/ diesel through reducing the need for private motor vehicles.
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)	N/A	
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		2 Creates a more resilient active travel network/ infrastructure including the provision of information on how to use it.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability		3 The implementation of SATN prioritises low carbon and sustainable options engaging suppliers that have been pre screened for sustainability.
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		2 SATN supports and encourages transition to net zero.
People & Organizations	Drives behavioural change to address the climate and ecological emergency		3 Encourages people to shift to active travel modes which will help mitigate climate change and the ecological emergency.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		2 Provides a solution for the climate emergency- encouraging active travel and reducing car use and consequently greenhouse gas emissions.
Just transition	Promotes green innovation and job creation	N/A	
Just transition	Promotes health and wellbeing		3 Promotes active travel which has health benefits and environmental benefits such as improving air quality.
Just transition	Reduces poverty and inequality		1 Reduces inequality through providing a safe, reliable and cheap network accesable for all, not just people who can afford cars/ bus/ train travel.