Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place
What is being assessed	Cowley Low Traffic Neighbourhoods (LTNs)
Is this a new or existing function or policy?	Existing policy
Summary of assessment	A Low Traffic Neighbourhood (LTN) is an area where motorised traffic is prevented from taking through routes into residential areas by installing traffic filters using planters and/or lockable bollards which are accessible by Emergency Services and Waste Services. By removing through traffic, it creates quieter and safer streets with reduced pollution, where residents can feel safer and more comfortable when making local journeys by bus, by cycle or on foot.
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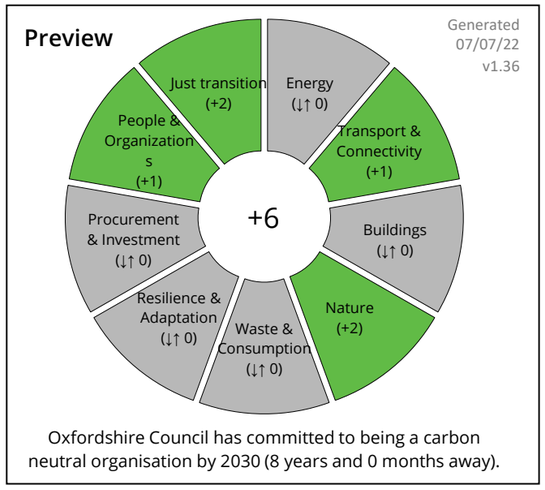

Detail of proposal

Context / Background	Originally as part of the Department for Transport's Active Travel Fund tranche 1, but now without allocated funding, in support of Oxford LCWIP policies to promote walking and cycling, the Council is consulting on an Experimental Traffic Regulation Order (ETRO) in Cowley to make existing traffic filters permanent or extended via an ETRO.
Proposal	Low Traffic Neighbourhoods involve the use of filters to remove through traffic to increase safety and attractiveness of the area. They are also being introduced to improve the comfort, safety and convenience of Oxford Cycle Route 16, in support of wider policies to promote active travel and improve personal safety.
Evidence / Intelligence	In line with Government guidance, alongside its statutory obligation to consult with emergency services and other statutory consultees, Oxfordshire County Council also conducted an informal consultation with the public, businesses and other stakeholders on its consultation webpage from 28/02/2021 for 6 months until 19/11/2021. Further engagement has taken place since February with Oxford Health, as well as consultees that were not identified at the start of the proposals. Monitoring has continued to be recorded identifying traffic flows and air pollution and these findings have been updated within the main body of the report.
Alternatives considered / rejected	It is very difficult to prevent cut through traffic without traffic filters. For instance, traffic calming has been introduced on several roads in Oxford to prevent cut through traffic, with some success in reducing traffic speed but not much success in preventing through traffic.

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	-1	Currently increases traffic and air pollution on boundary roads (the roads immediately surrounding and outside of the LTNs)	Monitor as part of the project	OCC ihub	Ongoing
Transport & Connectivity	Supports active travel	2	The proposal makes walking or cycling more accessible and normalised. active travel for both health and the environment (+1) Supports cycle training/safety and bike maintenance for staff, Oxfordshire residents, pupils and businesses (+2) Creates infrastructure to support cycling e.g., installation of bike racks (+2) Creates new or improves existing walk/cycle ways e.g., better accessibility, lighting, safety, routine maintenance (+2)	Promotion of bikeability training, repair and ride, PTP		
Transport & Connectivity	Increases use of public transport	1	Replaces road space allocated for Promotes the benefits of using public transport (+1) • Incentivises the use of public. transport for staff or Oxfordshire residents (+1) • Invests in public transport zero emissions schemes such as ZEBRA (+2)	Improve engagement with bus companies and promotion of bus services within Oxford		
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	No impact on current landscape. Within the LTN overall noise levels and specifically human generated noise has been reduced.	Opportunity to provide pocket parks and increase planting of trees and flowers around area	Project Team	2023 if scheme continues
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	2	Use cycle routes for leisure. Reduction of car use within LTN is expected to improve air quality within	Continue monitoring of traffic flows and air quality within LTN and on boundary roads	Project Team	March 2021 onwards
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	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	N/A				
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	N/A				
People & Organizations	Drives behavioural change to address the climate and ecological emergency		1	makes cycling and walkingmore accessible and normalised supporting a change in travel behaviours	OCC Project Team	Ongoing
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	N/A				
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing		2	Promotion of cycling and walking	OCC Project Team	Ongoing
Just transition	Reduces poverty and inequality	N/A				