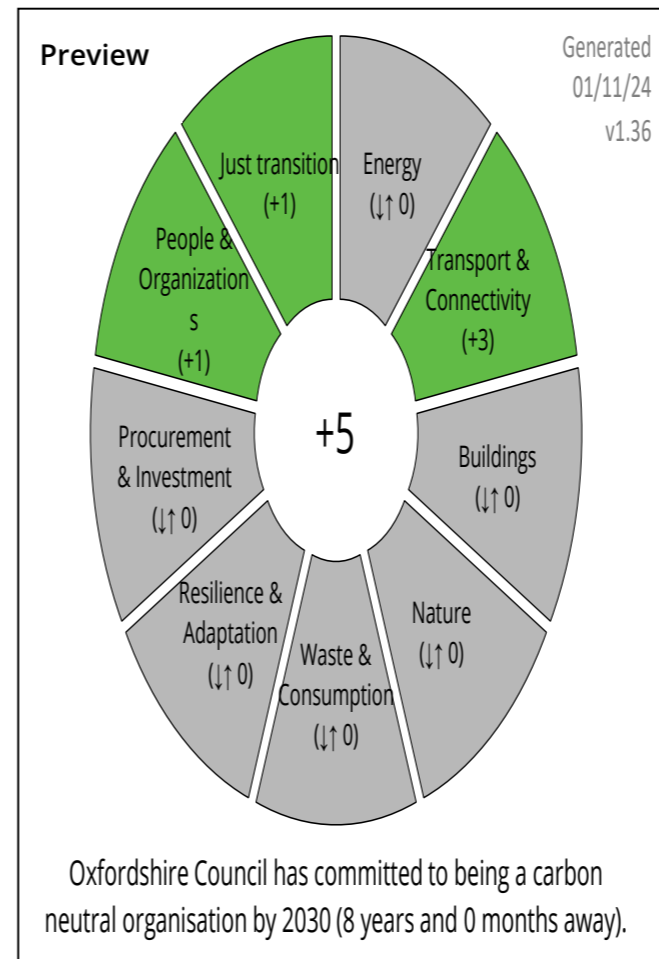


Climate Impact Assessment

Summary

Directorate and Service Area	Directorate: Environment and Place Service: Placemaking
What is being assessed	The assessment pertains to an Experimental Traffic Regulation Order (ETRO) designed to permit cyclists to traverse Sheep Street in the heart of Bicester where currently there is a no-cycling order in place.
Is this a new or existing function or policy?	This represents a newly proposed function, specifically an Experimental Traffic Regulation Order (ETRO) for Sheep Street, Bicester. The proposal aligns with the recommendations outlined in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), the Local Transport and Connectivity Plan (LTCP), and complies with national guidance, including the Department for Transport's Local
Summary of assessment	The scheme involves implementing an Experimental Traffic Regulation Order (ETRO) at Sheep Street, Bicester, allowing unrestricted cycling at all times. This is in line with the aims of LTCP; the specific scheme aims are to improve cycle routing options across Bicester particularly on non-motorised routes, encourage people who do not cycle to take up cycling through the provision on new direct, coherent, attractive, safe, comfortable routes and increase levels of cycling to meet the LTCP target. This will contribute to decarbonising the transport network in Oxfordshire.
Completed by	Hanaii Faour, Assistant Transport Planner, Transport and Infrastructure
Climate action sign off by	Tammy Marrett, Climate Action Team, 20 March 2024
Director sign off by	Owen Jenkins, Director Transport and Infrastructure, 9 April
Assessment date	1st March 2024



Detail of proposal

<p>Context / Background</p>	<p>The proposal to implement an Experimental Traffic Regulation Order (ETRO) allowing cycling at all times on Sheep Street in Bicester arises from the need to enhance cycling infrastructure in alignment with local and national guidelines. Feedback from residents and stakeholders underscores the demand for improved cycling facilities, particularly in central areas like Sheep Street. This initiative reflects a broader shift towards sustainable transportation and addresses concerns about safety, congestion, and environmental impact.</p>
<p>Proposal</p>	<p>The proposal entails implementing an Experimental Traffic Regulation Order (ETRO) on Sheep Street in Bicester, allowing cycling at all times. This initiative aligns with the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) and national guidance, such as the Department for Transport's Local Transport Note 1/20 (LTN 1/20). The key elements of the proposal are as follows:</p> <p>Removal of No Cycling Restriction: The ETRO will change the current regulations on Sheep Street to eliminate the restriction on cycling, enabling cyclists to use the street at all times. This adjustment aims to enhance cyclist access and promote sustainable transportation in the area. An experimental order is being used to understand people's experience of cycling in the street before a permanent order (or revert back to no cycling) is made.</p> <p>Duration of ETRO: The Experimental TRO will be in effect for up to 18 months. During this period, the feasibility and impact of allowing cycling on Sheep Street will be assessed through monitoring, data collection, and stakeholder and public feedback.</p> <p>Financial Considerations: The total project cost is estimated to be £15,520, including contingency. Funding for the implementation of the ETRO will be sourced from Section 106 held developer contributions (£15,520.05).</p> <p>Alignment with LCWIP, LTCP and National Guidelines: The proposal is in line with the objectives outlined in the LCWIP, which emphasizes the development of cycling infrastructure to promote active travel; the LTCP Policy 2 which seeks to develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns and to work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery. Additionally, adherence to national guidelines, such as LTN 1/20, ensures consistency with best practices in urban planning and transportation.</p> <p>Flexible Implementation: To facilitate adaptability and reversible changes, an Experimental TRO is preferred over a standard Traffic Regulation Order (TRO). This approach allows for monitoring of the order in situ and flexibility in case amendments are required based on feedback and observations.</p> <p>Safety Considerations: The safety of all road users, including pedestrians and cyclists, is paramount. Surveys and observations will be conducted before and during the ETRO to address any safety concerns and ensure a safe environment for everyone.</p> <p>Overall, the proposal aims to create a more inclusive and sustainable transportation environment in Bicester by allowing cycling on Sheep Street. By aligning with local and national strategies and prioritizing stakeholder engagement and safety, the proposal seeks to enhance cyclist access and contribute to the broader goals of promoting active travel and reducing carbon emissions.</p>
<p>Evidence / Intelligence</p>	<p>Based on the surveys conducted in May 2023 and late February/early March 2024, it's evident that up to 2.6% of road users are cyclists, despite cycling not being permitted on the road. This suggests that cyclists are utilising the road despite regulations prohibiting their presence. This situation underscores the potential of the road to become a significant route in Bicester's active travel network.</p> <p>Integrating this road into the active travel network aligns with broader goals of reducing reliance on motorised vehicles and fostering a more active community. By allowing cyclists access to this route, it can contribute to the delivery of climate commitments by promoting sustainable modes of transportation and reducing carbon emissions associated with motorised travel.</p>

Alternatives considered / rejected	<p>In the development of the proposal, various approaches were considered, and alternatives were evaluated. The rejected alternatives and the reasons for their exclusion are as follows:</p> <p>Partial Cycling Permissions: Another alternative involved permitting cycling only during specific times of the day. This option was rejected to maintain simplicity and promote continuous cycling access, as recommended by LTN 1/20. Using the Experimental TRO allows people to experience cycling in the street at all times of day and feedback their views on this. When the ETRO is evaluated one option may be to change cycling restrictions to specific times of day or days of the week.</p> <p>Segregated Cycling Spaces: Incorporating physical segregation between walking and cycling zones was contemplated. However, studies suggesting better interaction in shared spaces and concerns from pedestrian feedback led to the rejection of this alternative.</p> <p>No Action: The option of maintaining the existing TRO without changes was considered. However, given the community's evolving needs and the LCWIP's emphasis on enhancing cycling infrastructure, doing nothing was deemed incompatible with the long-term vision.</p> <p>In conclusion, the chosen proposal represents a balanced and well-informed decision based on evidence, stakeholder input. The rejected alternatives were carefully considered, and their exclusion is justified by the pursuit of sustainable and community-centric urban planning.</p>
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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	Longitudinal studies show that areas subject to walking and cycling schemes record a 2% reduction in car ownership after two years. Resource: https://rapidtransition.org/stories/making-streets-people-friendly-the-rise-of-car-free-communities/			
Transport & Connectivity	Supports active travel	2	The proposal supports active travel by aligning with the recommendations outlined in the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP), the Local Transport and Connectivity Plan (LTCP), and complies with national guidance, including the Department for Transport's Local Transport Note 1/20 (LTN 1/20).			
Transport & Connectivity	Increases use of public transport	N/A				
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				
Nature	Develops blue and green infrastructure	N/A				
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	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	Encouraging walking and cycling promotes physical activity, which has numerous health benefits. Healthier populations are better equipped to adapt to and mitigate the impacts of climate change.
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	1	Allowing cyclists on roads encourages people to engage in physical activity as part of their daily routine, contributing to improved fitness levels and overall health.
Just transition	Reduces poverty and inequality	N/A	