# Climate Impact Assessment

## Summary

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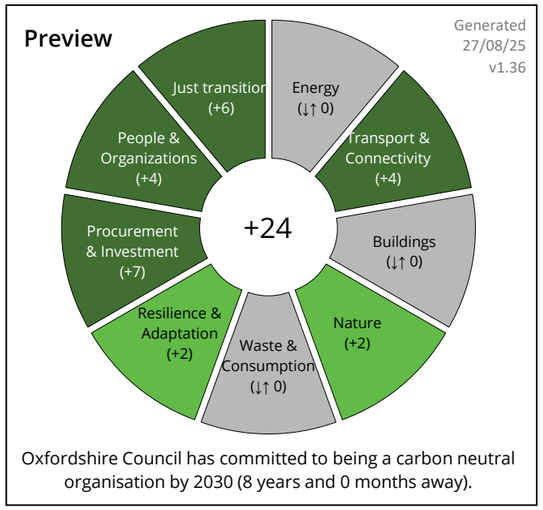
| **Directorate and Service Area** | Environment & Place, Place Planning North |
| **What is being assessed** | Cherwell Street, Banbury bus service improvement scheme |
| **Is this a new or existing function or policy?** | A new scheme |
| **Summary of assessment** | |
| **Completed by** | Colm McAllister |
| **Climate action sign off by** | |
| **Director sign off by** | |
| **Assessment date** | |



## Detail of proposal

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| **Context / Background** | The CIA is being updated following the completion of the detailed design. |
| **Proposal** | This scheme is part of OCC's Bus Service Improvement Plan, which sets out how OCC and local bus operators will achieve the outcomes of the National Bus Strategy. The signalised Bridge Street intersection with Cherwell Street is identified in the BSIP as os particular importance for Banbury's local and inter-urban bus network. |
| **Evidence / Intelligence** | All the data, evidence, stakeholder engagement has bene carried out during the feasibility study. Because of the speed of turn around the options assessment and feasibility design are being combined into one stage.<br><br>In preparing for the bid we engaged with Stagecoach who are the main operator in Banbury, and they had evidence of bus delays and unreliable journey times from the south into the town centre. We also had evidence of the overall level of delay on Cherwell Street, approaching the Bridge Street junction.<br><br>A four week non-statutory Public Consultation was undertaken in March 2024. 1400 visitors accessed the Let's Talk page and there were 120 respondents, with the most common method of travel through the study area for respondents being by bus and walking<br>Feedback was overall positive, with over an 80% positive response for the proposal.<br><br>The modelling results shows a journey time reduction for buses across the different scenario times (2023, |
| **Alternatives considered / rejected** | 5 options were put forward for modelling, Two options (option 5 & 2) showed the best results for bus journey time and for minimal impact to general traffic, these options don't include implementing a bus lane. They have been refined into a option 5+.<br><br>Doing nothing is not an option as this will make the bus services in the town increasingly unattractive, which will not encourage people back to the bus post-Covid as intended, and certainly won't encourage a shift from car to bus. The congestion levels are severed along this corridor and there is no alternative way into the town centre and the bus stops or bus station.<br><br>Changes were implimented in the detailed design, following the 2nd consultation, RSA, TAA and stakeholder feedback. |

| 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 | This will create more reliable bus journey time | | | |
| Transport & Connectivity | Supports active travel | 2 | Safer an more attactive pedestrian facilities are being produced, including replacing staggered crossings with straight across crossings and greening | | | |
| Transport & Connectivity | Increases use of public transport | 2 | Invests in public transport infrastructure | | | |
| 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 | 1 | Enhancing blue and green infrastructure is part of the brief for the scheme but the extent that this is met is unknown at this stage. | | | |
| Nature | Improves access to nature and green spaces | 1 | This would improve bus access to the green and blue spaces in the vicinity of Banbury town centre, such as the canal and parks. | | | |
| 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 | No changes to layout, or SUDs | | | |
| Resilience & Adaptation | Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts) | 1 | The project will provide the opportunity to inform the public and stakeholders about extreme weather risks. | | | |
| Resilience & Adaptation | Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains | 1 | The study will provide information and education for the community and stakeholders on resilience to climate change impacts and how moving away from a reliance on the car will assist this. | | | |
| Procurement & Investment | Procurement practices prioritise low-carbon options, circular economy and sustainability | 1 | Encouraging access to the town centre, bus station and rail station | | | |

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| Procurement & Investment | Investment being considered supports climate action/ is consistent with path to net zero | | 3 | Capital investment that supports transition to net zero in Banbury |
| People & Organizations | Drives behavioural change to address the climate and ecological emergency | | 3 | Will provide infrastructure that will support behavrioural 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 | | 3 | Improves air quality if fewer car trips and less hold ups for buses |
| Just transition | Reduces poverty and inequality | | 2 | Creates accessible, zero-carbon transport options |