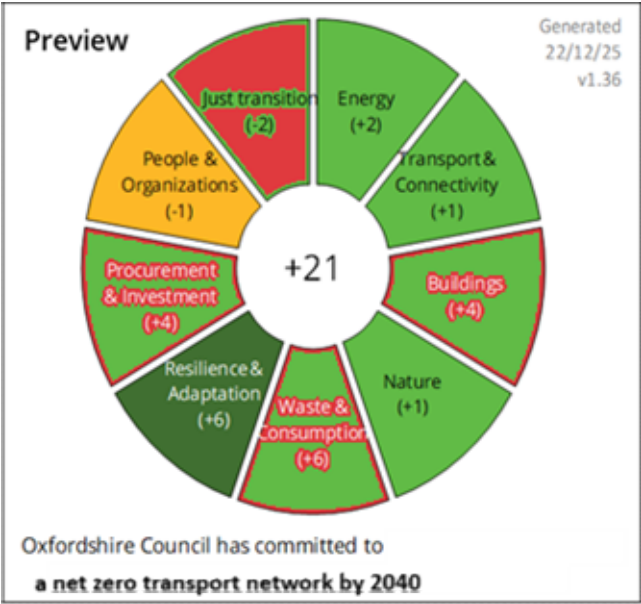


# Climate Impact Assessment

## Summary

Directorate and Service Area	Environment and Highways Place Shaping
What is being assessed	Movement and Place Plans, which constitute part of the Local Transport and Connectivity Plan
Is this a new or existing function or policy?	New
Summary of assessment	This plan provides details for specific areas of Oxfordshire for how the policies of the LTCP will be delivered. The plan makes reference to the LTCP target of achieving net zero transport network by 2040. Similarly it makes reference to take a whole life carbon approach for the 2040 target by including embodied carbon emissions, following Policy 27 of LTCP. This plan focuses on sustainable transport improvements, such as increasing levels of walking and cycling, and infrastructure to
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Detail of proposal

Context / Background	<p>The Movement and Place Plans form Part 2 of the Local Transport and Connectivity Plan. Once adopted they will replace the previous area strategies, as they provide details of how the LTCP will be delivered in practice in different areas of Oxfordshire.</p> <p>LIVE</p>
Proposal	<p>Each MAPP contains schemes and initiatives that will be delivered in each local area to achieve the objectives of the LTCP. Such schemes include a mix of infrastructure to support planned housing growth, delivery of mobility hubs, improvements to walking and cycling infrastructure, improvements to bus and rail services, improvements to bus and rail infrastructure, supporting the role out of electric vehicle charging points, and demand management measures where appropriate.</p> <p>The area-based approach was chosen as it built upon the previous Area Strategies, and struck a balance between providing the strategic case to support scheme development, and developing an action plan of schemes to be delivered.</p>
Evidence / Intelligence	<p>Each MAPP built upon the evidence base provided by the LTCP, combined with specific data collection and consultation findings. It should be noted that a further public consultation on each MAPP is planned.</p> <p>The main evidence base was sourced from a mixture of the following:</p> <ul style="list-style-type: none"><li>- Census 2011 and 2021 statistics</li><li>- JSNA</li><li>- Transport-related Social Exclusion</li><li>- OCC own data such as traffic counts</li><li>- Official statistics from the Department for Transport, the Office of Rail and Road, and National Highways</li><li>- Academic journals and technical reports</li></ul> <p>All of these are referenced in each MAPP document</p>
Alternatives considered / rejected	<p>The majority of schemes identified are contained within other plans and strategies, notably Local Plans, LCWIPs, and the BSIP</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	1	Investment in electric vehicle charging infrastructure for local areas, combined with investment in non-fossil fuel operated vehicles to encourage sustainable travel	Accelerate delivery	Transport Strategy Team	LTCP Monitoring Timelines
Energy	Promotes a switch to low-carbon or renewable energy	1	Highly dependant on use of renewables to generate electricity for electric vehicle charging points	Procurement framework for EV charging points to identify sourcing renewables as a priority	Transport Strategy Team	LTCP Monitoring Timelines
Energy	Promotes resilient, local, smart energy systems	N/A	Unlikely to have any significant impact on resilient and smart energy systems			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	-3	Seeks to deliver significant improvements to walking, cycling, and public transport infrastructure and services. Contains committed schemes and ideas for potential new schemes. Yet it makes on reference to how to avoid/mitigate the risks of induced traffic. The plans does not have a focus on affordability	Explore risk and mitigation measures of induced traffic. Focus on affordability in BP+ negotiations with bus operators.	Transport Strategy Team	LTCP Monitoring Timelines
Transport & Connectivity	Supports active travel	3	Seeks to deliver significant improvements to walking, cycling, and public transport infrastructure and services. Contains committed schemes and ideas for potential new schemes	Accelerate delivery	Transport Strategy Team	LTCP Monitoring Timelines

Transport & Connectivity	Increases use of public transport	1	Seeks to deliver significant improvements to walking, cycling, and public transport infrastructure and services. Contains committed schemes and ideas for potential new schemes. Yet it makes no reference to the challenge of affordability. During the last review of Bus Delivery Models there was a point on working on translating efficiencies and savings to bus users including improved ticket arrangements through strengthening working relations with bus operators through EP+. See point 50/25 on Cabinet minutes: <a href="https://mycouncil.oxfordshire.gov.uk/iListDocuments.aspx?CId=1173&amp;MId=7850&amp;Ver=4">https://mycouncil.oxfordshire.gov.uk/iListDocuments.aspx?CId=1173&amp;MId=7850&amp;Ver=4</a>	Focus on affordability in BP+ negotiations with bus operators.	Transport Strategy Team	LTCP Monitoring Timelines
Transport & Connectivity	Accelerates electrification of transport	2	Supports the roll out of electric vehicle charging points in local areas. Encourages deployment of electric buses and freight vehicles where applicable	Accelerate delivery	Transport Strategy Team	LTCP Monitoring Timelines

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			<p>Policy 27 of the LTCP requires to "Take into account embodied, operational and user emissions when assessing a potential infrastructure project and its contribution to Oxfordshire's carbon budget and to a net-zero transport network by 2040" . For such purpose the same policy establishes the adoption of standard PAS2080 for achieving a net zero transport network by 2040. HIF1</p> <p>Didcot was required to implement</p>				
Buildings	Promotes net zero new builds and developments		<p>2 PAS2080 as a planning condition and now has an official carbon reduction target. As a result of reviewing the performance of LTCP, a new task group has been defined to address the lack of actions to implement policy 27, a first step will be to define a methodology to translate national carbon budgets to OCC transport infrastructure portfolio. The Science Vale MAPP has included explicit references to PAS2080 and additional wording of Policy 27, following a</p>	Develop a carbon offsetting strategy for residual emissions in 2040.	Transport Strategy Team	LTCP Monitoring Timelines	
Buildings	Accelerates retrofitting of existing buildings	N/A		None			
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		<p>-3 Opportunities to boost biodiversity through new transport infrastructure links (either on site or off site), upgrading existing links (e.g. local rights of way), or improving roadside management will be explored on a project-by-project basis. Also contains specific reference to need to contribute towards Local Nature Recovery Plan. However, whilst the plan promotes active travel and public transport it also entails the construction of new roads which may result in induced traffic emissions potentially cancelling any benefit from active travel/public transport. Biodiversity is most vulnerable to climate change.</p>	Environmental Impact Assessments and SEAs for major transport schemes will likely identify the most significant issues. Identifying impacts and owners of tasks will be key.Explore risk and mitigation measures of induced traffic.			

Nature	Develops blue and green infrastructure	2 Opportunities to boost biodiversity through new transport infrastructure links (either on site or off site), upgrading existing links (e.g. local rights of way), or improving roadside management will be explored on a project-by-project basis. Also contains specific reference to need to contribute towards Local Nature Recovery Plan.	Environmental Impact Assessments and SEAs for major transport schemes will likely identify the most significant issues. Identifying impacts and owners of tasks will be key.
Nature	Improves access to nature and green spaces	2 Delivery of improvements identified in LCWIPs to off-highway paths and bridleways provides the opportunity to develop green infrastructure. Plans can also identify transport improvements to and from key blue and green infrastructure sites	Environmental Impact Assessments and SEAs for major transport schemes will likely identify the most significant issues. Identifying impacts and owners of tasks will be key.
Waste & Consumption	Reduces overall consumption	2 The adoption of PAS2080 as stipulated in policy 27 of LTCP contributes to reduce consumption of materials, it has been explicitly referenced in plan.	
Waste & Consumption	Supports waste prevention and drive reuse and recycling	2 The adoption of PAS2080 as stipulated in policy 27 of LTCP contributes to circular economy of materials, it is now referenced in plan.	
Resilience & Adaptation	Increases resilience to flooding	2 Supports the delivery of climate-resistant infrastructure, and identifies the areas of the MAPP most at risk for specific types of climate events. MAPP now also reflects wider climate resilience issues such as flooding, extreme weather, and heat.	Identify opportunities for boosting climate resilience as part of specific projects as they come forward
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	2 Supports the delivery of climate-resistant infrastructure, and identifies the areas of the MAPP most at risk for specific types of climate events.	Identify opportunities for boosting climate resilience as part of specific projects
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	2 Supports the delivery of climate-resistant infrastructure, and identifies the areas of the MAPP most at risk for specific types of climate events.	Identify opportunities for boosting climate resilience as part of specific projects

Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	<p>The adoption of PAS2080 as stipulated in policy 27 of LTCP entails 2 procurement practices that maximise carbon reduction, it is now referenced in plan.</p> <p>Investment prioritises delivery of sustainable transport infrastructure and low carbon options, including supporting the delivery of LCWIP and BSIP schemes. Now there is reference in the document of the 2040 net zero transport network target estipulated</p>	
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	<p>1 in LTCP. Similarly it does reference the adoption of PAS2080 and taking in consideration whole life carbon emissions, including embodied carbon in its 2040 net zero transport network. Yet the risk of induced traffic remains and may cancel these benefits.</p>	Explore risk and mitigation measures of induced traffic.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	<p>1 Prioritises investment in supporting transport infrastructure and services in a manner that makes walking, cycling, buses etc. a viable choice for more people. Thus enabling choices to shift modes of transport. Yet it not addresses the main barrier of adopting public transport , affordability.</p> <p>Whilst the plans outline actions to contribute for the adoption of active travel and public transport, it also promotes the construction of new transport infrastructure without addressing risks of induced traffic</p>	
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	<p>-1 and not addressing affordability challenges of public transport. The combined effect of these actions may result in increased traffic emissions cancelling whatever improvements in active travel and public transport patronage may deliver.</p>	Explore risk and mitigation measures of induced traffic. Also make reference to actions to improve affordability of public transport.

Just transition	Promotes green innovation and job creation	<p>The plans aims to promote zero emissions self driving vehicles, and will also direct its attention to promote the adoption of low carbon materials in infrastructure construction, an action which is its direct control. Also a focus on traffic monitoring technologies would allow the monitoring of policies impact in real time.</p> <p>MAPPs significantly support investment in active travel, providing the opportunity to have knock-on</p>	
Just transition	Promotes health and wellbeing	<p>benefits for health and wellbeing. However the scheme may reverse those benefits if induced traffic is not prevented.</p> <p>Improvements to sustainable transport infrastructure provide the opportunity to enhance connectivity to local jobs and services for the</p>	Explore risk and mitigation measures of induced traffic.
Just transition	Reduces poverty and inequality	<p>more deprived areas of Oxfordshire. However the lack of attention to affordability of public transport may force most deprived areas to depend on car trips.</p>	Focus on affordability in BP+ negotiations with bus operators.