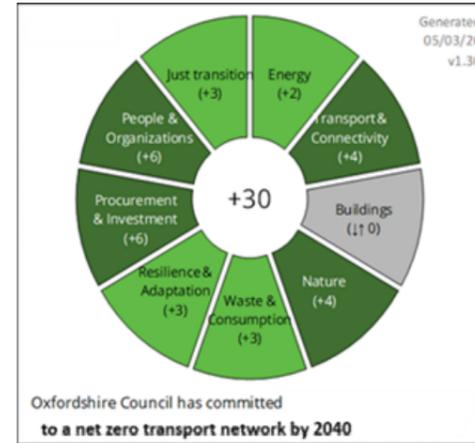


Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Highways, Economy and Place Transport Policy
What is being assessed	DfT Local Transport Delivery Plan 2026-2030
Is this a new or existing function or policy?	Existing
Summary of assessment	DfT new mandatory requirement for Local Transport Authorities to produce carbon forecasts and to assess whole life carbon in transport intervention decision making contribute to the objective of achieving a net zero transport network by 2040 and to address whole life carbon as established in Policy 27 of the Local Transport and Connectivity Plans. There are many positive benefits of the proposals included in the Local Transport Delivery Plan particularly those related with highways maintenance, active travelling, bus service improvements, bus service prioritisation and affordability approach, traffic modelling/monitoring. However, the implementation of Local Transport Quantifiable Carbon Guidance (LTQCG) requires the establishment of assessment boundaries on an area basis (rather than on a project/intervention level as presented in this LTDP), therefore the assessment of combined effects of LTDP projects and other projects/interventions in the same area (excluded in LTDP) that have known potential negative risks are missing. The risks are that if these negative impacts materialise, they may offset the positive benefits of LTDP projects. The recommendation is to present a LTDP in DfT submissions from an area boundary approach in alignment with LTQCG.
Completed by	Franco Gonzalez
Climate action sign off by	Franco Gonzalez
Director sign off by	Paul Fermer
Assessment date	05/03/2026



Detail of proposal

Context / Background	<p>Oxfordshire County Council has received a Local Transport Consolidated Funding Settlement letter from the Department for Transport (DfT), commissioning the Council to produce a Local Transport Delivery Plan (LTDP), which will identify how the funding will be prioritised and spent.</p> <p>Oxfordshire County Council is required to submit a draft of the LTDP with all spending for 2026/27 and an outline plan to 2029/30, by 20 March 2026. The final LTDP to 2029/30 should be submitted to the Department by 18 September 2026.</p> <p>The DfT also require Local Transport Authorities to report plans for developing carbon emissions forecast estimates of their LTDP as an outcome framework indicator and to use whole life carbon assessments in transport intervention decision making. Both tasks must follow DfT's Local Transport Quantifiable Carbon Guidance published in August 2025. Further details on reporting, including how to use the guidance to report against carbon indicators, will be made available later in 2026.</p> <p>The consolidated funding settlement from 2026/27 to 2029/30 totals £244.8m.</p>
Proposal	<p>The Local Transport Delivery Plan (LTDP) produced is aligned with the Council's ambitions of the Local Transport & Connectivity Plan (LTCP), known more commonly to DfT as the Local Transport Plan (LTP), and its supporting strategies, delivering outcomes through the key themes of: Environment, Health, Healthy Place Shaping, Productivity, Connectivity and Inclusivity.</p> <p>The programmes/schemes listed within the Plan are local network priorities and align with wider place-based and local/regional objectives (growth, spatial, environmental and social).</p> <p>The LTDP is aligned with and directly supports the Council's priorities for fostering an inclusive, integrated, and sustainable transportation network, contributing to making Oxfordshire a greener, fairer, and healthier county.</p>
Evidence / Intelligence	<p>For 2026/27, most schemes within the existing capital programme will already have undergone proportionate carbon assessment as part of their development and approval.</p> <p>For future years, carbon impact assessments will be undertaken prior to schemes being included in the Local Transport Delivery Plan and before funding is allocated, representing a clear change in governance. This approach aligns with Department for Transport Quantifiable Carbon Guidance and emerging requirements.</p> <p>Carbon performance, including proportionate consideration of whole-life carbon, will form a core part of scheme prioritisation and option development. Carbon considerations will be embedded throughout the project lifecycle to inform decision-making and identify opportunities to reduce emissions, supporting both DfT objectives and corporate climate commitments.</p>
Alternatives considered / rejected	<p>Producing a Delivery Plan is a condition for the receipt of the DfT funding.</p> <p>The DfT have assumed that particularly for 2026/27, the programmes and schemes identified within the LTDP will already be within the Council's committed programme.</p> <p>The LTDP will be further refined with regards to the allocations of future years funding i.e. 2027-2030, with the final LTDP submitted to DfT on 18 September 2026.</p> <p>Schemes were selected based on continued operation of existing programmes and perceived importance in improving the sustainable transport offer, as well as their deliverability within the time and budgets allowed. The Highways Maintenance programme and how to utilise the Local Electric Vehicle Infrastructure Grant (LEVI) effectively have also been considered.</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	Highways Maintenance partnership has a focus on energy efficiency in operations.		Highways Maintenance team	
Energy	Promotes a switch to low-carbon or renewable energy	1	Highways Maintenance partnership includes provisions for the installation of photovoltaic technology in highways maintenance depots for supporting EV charging.		Highways Maintenance team	
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	-1	The Local Transport Delivery Plan include explicit projects for reducing the need to travel by car by one the one hand prioritising active travelling (e.g. Ambrosden to Bicester Active Travel Scheme, Phase 2 & 3, - C.AT00703.01), prioritising public transport (e.g. Bus Priority Infrastructure and Improvements - BUS05-BP1; Traffic Signal Bus Priority- BUS03-TSP) and desintivising the use of cars (Oxford Traffic Filters - C.AT00587.01). There are plans to keep affordable ticketing schemes in bus public transport (MyBus - BUS07-MYB) and to address affordability in Bus Enhanced Partnership negotiations with bus operators (Bus EP+ delivery - BUS12 -EPP) which as highlighted in Bus Delivery models CIA remains a barrier for further public transport adoption.	Focus on affordability in Bus EP+ negotiations with bus operators. The implementation of Local Transport Quantifiable Carbon Guidance requires the establishment of assessment boundaries on an area basis (rather than on a project/intervention level as presented in this LTDP), therefore the combined effects of LTDP projects with other projects in the same area with potential negative risks are missing in this assessment. Some of these excluded projects as presented in previous CIAs have the risk of induced traffic (e.g. South East Peripheral Road and A41 Corridor Improvements), a risk that has not been quantified and if materialised. If negative impacts of these projects are materialised they could neutralise partially or totally the potential positive benefits of other active travel and public transport interventions.	Transport Policy and Planning team.	
Transport & Connectivity	Supports active travel	3	Delivery Plan includes multiple programmes of Active Travel schemes (e.g. multiple projects under following IDs: C.AT00841.01, C.AT00703.01)		Transport Planning and Infrastructure Delivery teams	

Transport & Connectivity	Increases use of public transport		<p>The Local Transport Delivery Plan include explicit projects for reducing the need to travel by car by one the one hand prioritising active travelling (e.g. Ambrosden to Bicester Active Travel Scheme, Phase 2 & 3, - C.AT00703.01), prioritising public transport (e.g. Bus Priority Infrastructure and Improvements - BUS05-BP1; Traffic Signal Bus Priority- BUS03-TSP) and desintivising the use of cars (Oxford Traffic Filters - C.AT00587.01). There are plans to keep affordable ticketing schemes in bus public transport (MyBus - BUS07-MYB) and to address affordability in Bus Enhanced Partnership negotiations with bus operators (Bus EP+ delivery - BUS12 -EPP) which as highlighted in Bus Delivery models CIA remains a barrier for further public transport adoption.</p>	Focus on affordability in Bus Enhanced Partnership (EP+) negotiations with bus operators.	OCC Bus team.
Transport & Connectivity	Accelerates electrification of transport		<p>LTDP includes provisions for updating Oxfordshire EV infrastructure strategy, communication and delivery support for district and city councils in relation to local electric vehicle infrastructure (see interventions under ID C.AT00587.01). Bus Partnership has already produced excellent results in decarbonising bus fleets. The LTDP includes provisions for Bus Enhanced Partnership to continue effort in decarbonisation.</p>		Transport Planning and Infrastructure Delivery teams
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		<p>Highways Maintenance Partnership has Biodiversity Net Gain targets aiming for a 20% net gain.</p>		Highways Maintenance team
Nature	Develops blue and green infrastructure	N/A			
Nature	Improves access to nature and green spaces		<p>A part of highways maintenance program includes roads and bridges that provide access to nature and green spaces.</p>		Highways Maintenance team
Waste & Consumption	Reduces overall consumption		<p>Highways Maintenance Partnership has circular economy targets</p>		Highways Maintenance team/Climate Highways
Waste & Consumption	Supports waste prevention and drive reuse and recycling		<p>Highways Maintenance Partnership has circular economy targets</p>		Maintenance team/Climate Highways
Resilience & Adaptation	Increases resilience to flooding		<p>Highways Maintenance program has an important role in drainage maintenance.</p>		Highways Maintenance team
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	<p>3 Highways Maintenance Contract established climate change target requirements such as contractor adopting Science Based Targets and translating those targets to the contract. LTCP established PAS2080 as a requirement in Policy 27.</p>	Highways Maintenance team	
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	<p>1 Investment prioritises delivery of sustainable transport infrastructure and low carbon options, including supporting active travel and bus transport. Also the LTDP includes investment in Transport Modelling and Transport Monitoring Technologies which will contribute to facilitate the implementation of the Local Transport Quantifiable Guidance. However the scope of the LTDP is based on boundaries established on a project/intervention basis rather than area basis as established in the Local Transport Quantifiable Carbon Guidance. The implication of this discrepancy in assessment boundary approach is that potential negative risks of other projects in the same area are neglected.</p>	Implement Local Transport Quantifiable Carbon Guidance through an area based approach.	Transport Policy and Planning team.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	<p>3 Delivery Plan includes behaviour change schemes (Active Travel planning, scheme development and behaviour change 2027-2029 - C.AT00841.01)</p>	Transport Policy and Planning team.	
People & Organizations	Drives organizational and systemic 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 the LTDP has a project boundary approach which is not consistent with the area boundary approach of the Local Transport Quantifiable Guidance. The implication is that projects/interventions with potential negative risk in the same area are neglected in LTDP.</p>	Implement Local Transport Quantifiable Carbon Guidance through an area based approach.	Transport Policy and Planning team.
Just transition	Promotes green innovation and job creation	<p>3 Highways Maintenance program has focused and will continue to focus on low carbon innovation. LTDP includes provisions for innovation in monitoring traffic.</p>	Highways Maintenance team	

Just transition	Promotes health and wellbeing	-1	LTDP significantly support investment in active travel, providing the opportunity to have knock-on benefits for health and wellbeing. However the scheme may reverse those benefits if the risk of induced traffic is not adressed in projects that are planned in the same areas.	Explore risk and mitigation measures of induced traffic.	Transport Policy and Planning team.
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Just transition	Reduces poverty and inequality	1	There are plans to keep affordable ticketing schemes in bus public transport (MyBus - BUS07-MYB) and to address affordability in Bus Enhanced Partnership negotiations with bus operators (Bus EP+ delivery - BUS12 -EPP) which as highlighted in Bus Delivery models CIA remains a barrier for further public transport adoption.	Focus on affordability in Bus EP+ negotiations with bus operators.	Bus team
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