

Oxfordshire County Council

Local Transport Delivery Plan 2026/27-2029/30

Overarching climate impact review of project proposals

Context & Background

1. This document provides an overarching assessment of the potential climate action impact of each proposed project of the Local Transport Delivery Plan (LTDP). These assessment follows OCC's established qualitative Climate Impact Assessment process.
2. These assessments will have to be complemented with quantitative assessments as part of the implementation plan of DfT's Local Transport Quantifiable Carbon Guidance (Annex B). The implementation of this guidance is part of DfT published statutory guidance for Local Transport Plans on April 2026 [Local transport plans - GOV.UK](https://www.gov.uk/government/publications/local-transport-plans-guidance) outlining the carbon reporting requirements of local transport authorities.
3. Under the Transport Act 2000, Local Transport Authorities (LTAs) have a duty to produce Local Transport Plans. When producing LTPs, LTAs have a statutory duty to have regard to both government guidance and any policies announced by the government. LTPs should support the government's national priorities as well as the Department for Transport's vision for domestic transport in England which is set out in 'Better Connected: a strategy for integrated transport'.
4. On 4th November 2025, Council approved the [Strategic Plan 2025-2028 \(pdf format, 5.6 MB\)](#). This builds on the 2022-2025 plan and retains the overarching vision of a greener, fairer and healthier Oxfordshire. This is centred around strong and connected communities, healthy places to live, and a thriving local economy that benefits everyone. This commitment is strengthened further by the Councils' priority to 'put action to address the climate emergency at the heart of our work'. The council's adopted climate action framework also commits the council to:
 - Being carbon neutral in its operations by 2030
 - Enabling a zero-carbon Oxfordshire well ahead of 2050

In addition, aligned climate action targets and commitments have been included in Oxfordshire's Local Transport and Connectivity Plan:

- Achieving a net zero transport network by 2040
- 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
- Use PAS 2080 to assess, manage and minimise carbon emissions in transport infrastructure projects throughout the project lifecycle, including maintenance.

Local Transport Delivery Plan Revenue Proposals

5. A number of revenue proposals are included in the LTDP that directly support the implementation of DfT's Local Transport Quantifiable Carbon Guidance.
 - **Quantified Carbon Assessment and Integration:** this fund will accelerate the implementation of LTQCG through funding the training needs in relation to carbon assessment tools.
 - **Transport Modelling, Monitoring and Evaluation:** this funding will particularly support resources required for the council's new transport modelling strategy whilst integrating needs for monitoring and evaluation of impacts of transport interventions.
6. A number of revenue funds are included in the LTDP that directly support the objective of achieving a net zero transport network by 2040.
 - **Bus Service Revenue Fund including MyBus Oxfordshire** ticketing scheme and Maintenance of the expanded RTPI screen asset base among others.
 - **Active Travel Integrated Transport Fund Revenue including interventions such as:** scheme development and feasibility studies, bike loan scheme, community outreach active travel programme among others.
 - **Electric Vehicles & infrastructure Integrated Transport Fund Revenue:** update Oxfordshire EV Infrastructure Strategy (OEVIS) and OxLEVI programme delivery support and communications.

Local Transport Delivery Plan Capital Proposals

7. A number of proposals are included in the LTDP that support the Local Transport and Connectivity Plan target for a net zero transport network by 2040 and policy 27 (embodied carbon).
 - **Highways Maintenance programme:** the largest proportion of the ITF capital funding (76%) is dedicated to the highways maintenance programme. This funding will support the ongoing carbon decarbonisation plan of the service being developed in partnership with the Council's highways maintenance contractor. The Council's highways maintenance partnership has successfully participated in DfT-ADEPT Carbon Leadership Programme first cohort and is currently working in developing an science based aligned carbon reduction plan. This funding will partially contribute to finance this carbon reduction pathway. This investment addressed directly the need to reduce embodied carbon of the whole local road network and therefore it is aligned with policy 27 of LTCP.

8. A number of proposals are included in the LTDP that support the Local Transport and Connectivity Plan target for a net zero transport network by 2040 **whilst improving air quality across Oxfordshire including.**

- **Active travelling schemes:** the second largest proportion of ITF capital funding (10%) will finance active travelling schemes across the county. This funding will potentially contribute to the LTCP target to reduce 1 in 4 current car trips by 2030. Schemes included: Ambrosden to Bicester Active Travel Scheme (Phase 2), East Oxford Active Neighbourhood (C.AT00840.01), Quiet Lanes Pilot Programme, School Streets Phase 4 2027/28, School Streets Phase 5 2028/29, Thame to Haddenham Active Travel Link.
- **Bus capital funding:** finally 8.5% of ITF capital funding will contribute to delivery of the council's bus service improvement plan, which will likely contribute to the LTCP target to reduce 1 in 4 current car trips by 2030 and therefore to achieve a net zero transport network by 2040.

9. Capital proposals have been made within the programme that have potential **to improve the public realms whilst promoting active travelling** and therefore reduce emissions:

- **Banbury Market Place**
- **Henley Town Centre Improvements**
- **St Giles and Broad Street Improvements**
- **Wantage Market Place Regeneration**

10. **Other capital funded interventions** contribute directly to achieve the net zero transport network by 2040.

- **Heavy Goods Vehicles Pilot Interventions:** This programme will deliver targeted improvements based on the findings of the 2024/25 High Goods Vehicle (HGV) studies, aiming to enhance road safety, reduce congestion, and support sustainable freight movement across Oxfordshire.
- **Benson Mobility Hub:** The Benson Mobility Hub is one of the first under Policy 23 of the LTCP. This hub co-locates various transport modes and community assets to improve access to services and infrastructure. This scheme aims to create a sustainable transport network in Benson by combining transport and community facilities, enhancing inclusivity, safety, and accessibility for all users, and reducing reliance on private cars.

11. Capital proposals have been made within the programme that have potential to impact the council's commitment in its Local Transport and Connectivity Plan of achieving **a net zero transport network by 2040 and Policy 27 but will require follow up to address remaining aspects:**

- **Didcot Central Corridor.** Didcot Central Corridor is a programme of work to combine transport improvements with urban design to create a more accessible

environment, through walking, wheeling and cycling opportunities, a more attractive central space for markets, events and community activity and therefore supporting local businesses. The proposed investment will progress the programme of work to deliver a short list of options to progress. Whilst the scheme will likely reduce car use and therefore reduce greenhouse emissions, it also needs to aim to minimize emissions released during its construction (whole life carbon emission approach). For such purpose it should adopt the carbon governance standard PAS2080 following Policy 27 of Local Transport and Connectivity Plan.