Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place
What is being assessed	East Oxford Low Traffic Neighbourhoods (LTNs). To the convert the three LTNs covered by the Experimental Traffic Regulation Order (TRO) into permanent features.
Is this a new or existing function or policy?	Existing Policy
Summary of assessment	A Low Traffic Neighbourhood is an area where most motorised traffic is prevented from taking through routes through residential areas by installing traffic filters using planters and/or lockable bollards. Emergency services and waste services are able to pass through the filters. By removing through traffic, streets are quieter, safer and experience less pollution. Residents feel safer and more comfortable when making local journeys by bus, cycle or on foot.
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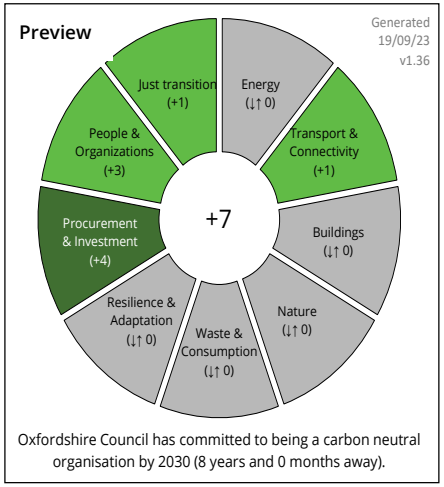
Director sign off by	
Assessment date	25/08/2023



Detail of proposal

Context / Background	In Spring 2022 the County Council introduced an Experimental Traffic Order to enable the implementation of three trial LTNs in East Oxford in the Divinity Road, St Clement's, and St Mary's areas. A public consultation to gather views on the experimental trial was open from 20 May until 30 November 2022. The implementation of the LTNs supports policies to promote walking, cycling and the use of public transport.
Proposal	Low Traffic Neighbourhoods (LTNs) involve the use of traffic filters to reduce the amount of motorised through traffic within residential areas. The reduction in traffic makes streets quieter and safer. LTNs are being introduced to improve the comfort, safety and convenience of travel in support of wider active travel policies.
Evidence / Intelligence	In line with government guidance, alongside its statutory obligation to consult with the emergency services and other statutory consultees, Oxfordshire County Council also conducted a consultation with the public, businesses and other stakeholders on its consultation webpage between 20 May until 30 November 2022. Further engagement has taken place with stakeholders such as Oxford Health and the emergency services, as well as with other stakeholders. Monitoring of traffic flows and air quality has continued and the results of this monitoring have been included within the main body of the Cabinet Report.
Alternatives considered / rejected	It is very difficult to stop through traffic without the use of some form of traffic filter. For example, traffic calming has been introduced on several roads in Oxford to try to reduce through traffic, with some success in reducing traffic speed, but limited success in preventing through traffic.

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	The proposal makes walking and cycling more accessible within the LTN areas and levels of cycling show generalised increases both within and outside the LTN areas, with some areas experiencing small increases in pedestrian uptake, reducing the need to travel by car.	Monitor as part of the project.	OCC Ihub	Ongoing
Transport & Connectivity	Supports active travel	1	(The removal of the LTNs would make walking and cycling less attractive in the LTN areas. Traffic volumes in the LTN areas would increase and encourage the use of private car.) The introduction of the LTNs supports active travel, by making local streets more attractive to walk, cycle and wheel in. (The removal of the LTNs would make local streets less attractive to walk, cycle and wheel in.)	Promotion of bikeability training, repair and ride, PTP		
Transport & Connectivity	Increases use of public transport	1	Replaces road space allocated for motorised traffic. Promotes the benefits of using public transport (+1) Incentivises the use of public transport (+1)	Continue engagement with bus operators and promote bus services in Oxford.		
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	No impact on current landscape or townscape. Opportunity to provide pocket parks and other townscape improvements, including planting, of trees and plants around the area.		Project Team	2023/4 if the project continues.
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A		Continue to monitor traffic volumes and air quality within LTN and on the boundary roads	OOC Project Team/ihub	March 2023 onwards
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	2	Investment is focussed on reducing car use and promoting walking and cycling, and the use of public transport. Therefore reducing carbon use. (The removal of the LTNs would encourage car use, therefore increasing carbon use)			
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	Makes walking and cycling more accessible and normalised supporting a change in travel behaviours. Makes using a car more difficult. (The removal of the LTNs would make using a car easier)		OCC Project Team	Ongoing
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	2	Promotes walking and cycling. Within the LTN, overall noise levels and specifically human generated noise has reduced. Reduction of car use within the LTN is expected to improve air quality within the LTNs	Continue to monitor traffic volumes and air quality within LTN and on the boundary roads	OOC Project Team/ihub	March 2023 onwards
Just transition	Reduces poverty and inequality	-1	Currently varies traffic volumes and air pollution on boundary roads (the roads immediately surrounding the outside of the LTNs). Some road segments have increased traffic, others have reductions in traffic volumes compared to immediately prior to the intervention. There are also some traffic congestion delays and the LTNs create a need for some driving routes to be lengthier than they were previously, so there are also some negative impacts on the surrounding locations.			