

# Climate Impact Assessment

## Details of proposal

<b>Directorate and Service Area</b>	People and Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Kidlington Local Walking and Cycling Infrastructure Plan
<b>Is this a new or existing function or policy?</b>	New
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. <b>(following completion of the assessment).</b>	<p>A Local Cycling and Walking Infrastructure Plan is a document that identifies the location and types of improvements to the cycling and walking network that are required to support more people to cycle and walk.</p> <p>The ambition is to create a network where everyone feels safe and cycling and walking is accessible for all, ultimately making them the preferred mode of travel for journeys within the area. The improvements proposed are considered based on delivery priority and speed of delivery.</p>

<p><b>Context / Background</b> Briefly summarise the background to the proposal, including reasons for any changes from previous versions</p>	<p>Central government has indicated that the LCWIP will be a key document in the allocation of funding to local authorities and LCWIP guidance emphasises the importance of an evidence review of walking and cycling, explicitly stating that “evidence of the benefits of schemes will also strengthen the case for further investment”.</p>
<p><b>Proposal</b> Explain the detail of the proposal, including why this has been decided as the best course of action.</p>	<p>The LCWIP will also ensure the provision of walking and cycling routes to future development areas as identified within the Cherwell Local Plan Review to 2040 (2020).</p>
<p><b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.</p>	<p>It is evident from the consultation that there are deficiencies in the walking and cycling provision in Kidlington and Gosford built-up area. It has been acknowledged that the LCWIP goes some way to addressing these. Suggestions (locations and improvement types) have also been provided where there are gaps in the LCWIP. Whilst Kidlington and Gosford built up area have a high level of sustainable travel already (as demonstrated through the consultation), this creates an advantageous foundation to further modal shift for those who mainly travel by car.</p>

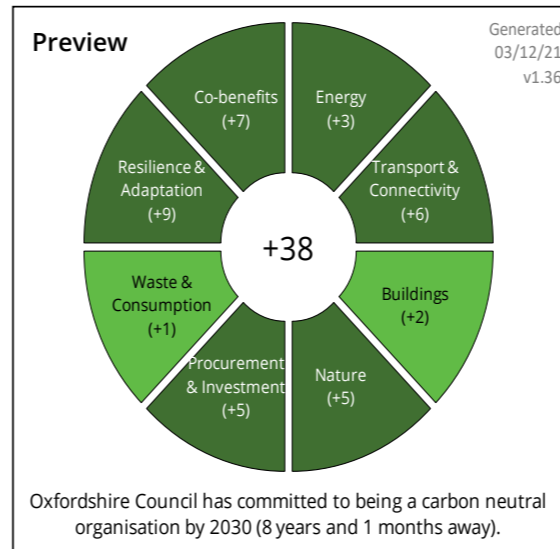
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>There is a broad objective across national and local Government to facilitate travel infrastructure that offers a balance of provisions for all modes. Therefore "do nothing" is not an option to consider without accepting that Oxfordshire County Council will not be successful for a portion of bidding opportunities.</p>
<p><b>Completed By</b></p>	<p>Eric Stevens</p>
<p><b>Authorised By</b></p>	
<p><b>Date of Assessment</b></p>	

# Climate Impact Assessment Tool (v1.36)

Modified by Oxfordshire County Council 2021

Report Name	Kidlington LCWIP - Cabinet Paper
Report date	01/11/2021
Report author	Eric Stevens
Project Notes	
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Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	2	This facilitates the shift from congestion and pollution causing transport to less so	Regular reviews and update of the document to remain relevant and effective	ILT	6-12 months
Energy	Promotes a switch to renewable energy	1	By means of using your own body as transport (walking, cycling, wheeled)			
Energy	Increases local renewable energy generation	0	Far too early to see if there is potential for the likes of ebikes and escooters to drive local regen for charging vehicles			
Transport & Connectivity	Reduces need to travel	0	This focuses on changing how we travel, not how much	Regular reviews and update of the document to remain relevant and effective	ILT	6-12 months
Transport & Connectivity	Supports active travel	3	This is driven by the goal to make active travel the more logical choice of travel mode.			
Transport & Connectivity	Increases use of public transport	1	Strategy looks to streamlining the integration between sustainable and active travel			
Transport & Connectivity	Accelerates electrification of transport	2	By means of increasing cycling and scooters on the network can eventually facilitate electrified iterations.			
Buildings	Promotes net zero new builds and developments	2	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Buildings	Accelerates retrofitting of existing buildings	0	No direct link in doing so.			
Nature	Protects and restore natural ecosystems and biodiversity	2	This helps to take motorised vehicles and subsequently air pollution which will have a direct impact on natural eco systems and biodiversity			
Nature	Develops blue and green infrastructure	1	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Nature	Improves access to nature and green spaces	2	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	2	The document will be used to inform developers design proposals and how best to integrate aligned with council objectives			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path	3	The document will be used to inform developers design proposals and increase likelihood of the council winning government funding			
Waste & Consumption	Reduces overall consumption	1	This facilitates the shift from private car ownership and all related costs and waste ie. Fuel, tires, scrapped cars etc			
Waste & Consumption	Supports waste prevention and drive reuse and recycling	0	not relevant			

Category	Impact	Score (-3 to +3)	Description of impact (see guidance sheet or attached notes for more information)	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Resilience & Adaptation	Reduces vulnerability to flooding	2	lessens the contribution to climate change			
Resilience & Adaptation	Reduces vulnerability to heatwaves	2	lessens the contribution to climate change			
Resilience & Adaptation	Reduces vulnerability to droughts	2	lessens the contribution to climate change			
Resilience & Adaptation	Increases resilience (communities, systems and infrastructure)	3	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			
Co-benefits	Promotes green innovation and job creation	2	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			
Co-benefits	Promotes health and wellbeing	2	By means of using your own body as transport (walking, cycling, wheeled). Also promotes reduction of carbon emission creating travel			
Co-benefits	Reduces poverty and inequality	1	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			
Co-benefits	Promotes inclusion and participation	2	It enables people to have access to jobs, communities and infrastructure without needing the money to afford private car ownership			