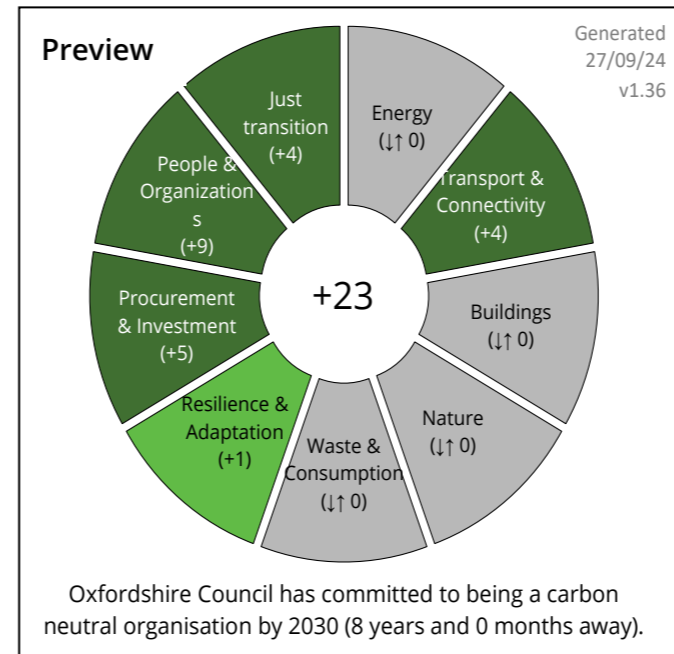


# Climate Impact Assessment

## Summary

<b>Directorate and Service Area</b>	Economy and Place
<b>What is being assessed</b>	Proposed on-street pedal cycle parking at various locations in Oxford.
<b>Is this a new or existing function or policy?</b>	Existing
<b>Summary of assessment</b>	Proposal will make a positive climate impact by providing more cycle parking options, encouraging people to cycle, reducing the need for private car travel. Positive impacts include an improvement of air quality by facilitating zero-carbon transport options, improving health & wellbeing by encouraging active travel, and reducing inequality by investing in infrastructure that benefits residents without access to a car.
<b>Completed by</b>	James Moore, Transport Planner
<b>Climate action sign off by</b>	
<b>Director sign off by</b>	
<b>Assessment date</b>	



## Detail of proposal

<b>Context / Background</b>	Oxford City Council have a CIL funded City Cycling Infrastructure Fund designated for installing new cycle parking across the City. Any cycle parking installed with the fund is required to have community benefit, and therefore needs to be publicly accessible. The City and County Councils have been working collaboratively to identify suitable locations for new publicly accessible parking racks, following the compilation of a list of requests from residents, businesses and local Councillors.
<b>Proposal</b>	Proposal to amend existing and introduce new on-carriageway cycle parking at various locations within Oxford (Brasenose Lane, Broad Street, Ship Street, Queens Lane, Leopold Street, Observatory Street, South Parade). Proposals for Leopold Street and South Parade will see cycle parking replacing sections of current '2 hour waiting and Permit Holders shared-use' & 'permit holders only' parking bays.
<b>Evidence / Intelligence</b>	Public consultation has shown significant support for proposals in all locations. A number of comments expressed that there is currently a lack of cycle parking throughout Oxford and more cycle parking is needed. All new cycle parking locations within the proposals have come from requests from members of the public, businesses and Councillors. Requests have been made in areas where additional cycle parking would be beneficial to the community and where current provision of cycle parking is insufficient to meet demands. Each location has been subject to a site visit undertaken by both City and County Council officers to determine suitable positioning of cycle racks. UK Government's 'Decarbonising Transport' plan states mode shift to active transport is cost-effective way of reducing emissions and policies should provide high quality cycling networks with supporting facilities such as parking; UK net-zero strategy states increasing share of trips taken by cycling is essential for carbon, air quality, noise, and congestion benefits; LTN 1/20 states cycle parking must be included in city centres and in sufficient amounts in key destinations with short-stay parking located on-street rather than in hubs or shelters.
<b>Alternatives considered / rejected</b>	Alongside providing additional cycle parking on-carriageway, a number of locations have also been identified where additional cycle parking can be provided on footways. These on-footway proposals have been taken forward separately. Businesses in Oxford that submitted cycle parking requests have also been offered cycle parking through the ParkThatBike scheme to provide cycle parking on their own properties rather than on public highway. No other alternatives have been considered at this time.

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			Providing additional cycle parking options in the city centre will help contribute to reducing the need for 2 private car ownership. Also by removing some car parking spaces from the carriageway will help to de-incentivise car travel.		
Transport & Connectivity	Supports active travel			Creates infrastructure to support cycling through installation of bike 3 racks and in some of the proposals replaces parking space allocated for cars with cycle parking.		
Transport & Connectivity	Increases use of public transport	N/A				
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				
Nature	Develops blue and green infrastructure	N/A				
Nature	Improves access to nature and green spaces	N/A				
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		1		#REF!	
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		3	Investment that supports transition to net zero and doesn't lead to net increase of emissions across the county.		

People & Organizations	Drives behavioural change to address the climate and ecological emergency		3	The city cycle parking programme has demonstrated effective collaboration with Oxford city council working together on cycle parking proposals and building a partnership to address the climate and environmental emergency. The partnership is increasingly exploring options to use carriageway space that would be used for car parking to redistribute space for cycle parking.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		3	#REF!
Just transition	Promotes green innovation and job creation	N/A		
Just transition	Promotes health and wellbeing		3	Proposal promotes active travel by providing more cycle parking in the city centre and also improves air quality by removing car parking spaces and encouraging more people to shift from private car use to cycling as a form of transport. Providing more cycle parking in the city centre promotes affordable, zero-carbon transport options and infrastructure that benefits those without access to a car.
Just transition	Reduces poverty and inequality		2	