

## **Oxfordshire County Council**

### **Budget and Business Planning 2026/27**

#### **Overarching climate impact review of Labour and Co-operative Group 2026/27 budget amendments**

#### **Context & Background**

1. This document provides an overview of the potential climate action impact of the Labour and Co-operative group's proposed budget amendments.
2. As many schemes are in early development, further climate assessment will be undertaken as more detailed business cases are developed through the revenue and capital governance process.

#### **Revenue Proposals Climate Impact Review**

3 Proposals have been made that have the potential of supporting resident's ability to choose to reduce car trips and therefore positively impact the council's commitment to achieve a net zero county by 2050 and OCC's Local Transport and Connectivity plan target to achieve a net zero transport network by 2040:

- 3.1 **New rural mobility hubs:** this proposal (2027L&CO8) entails funding for identifying and prioritising potential sites for new rural mobility hubs, as part of wider plans for an integrated public transport network across Oxfordshire and improvements to rural bus services and active travel routes.
- 3.2 **Trial targeting winter weather gritting provision of key walking and cycling routes.** This fund (2027L&CO9) is focused on improving the winter resilience of active travel infrastructures in Oxfordshire's urban areas and market towns.
- 3.3 **Update Oxford Local Cycling and Walking Infrastructure Plans (LCWIPs):** The investment (2027L&CO10) will update the Oxford LCWIP that will promote active travelling. Therefore, ensuring the latest position on desired measures and interventions are documented to support securing funding to deliver schemes that will contribute to reduce car trips in alignment with targets in the council's Local Transport and Connectivity Plan
- 3.4 **Review of on-street parking in central Oxford:** this proposal (2027L&CO11) aims to review the on-street parking charges in central Oxford with the aim of making the parking management program more financially sustainable. This proposal has the potential to promote the switch from private cars to other forms of public and active transport. In doing so this proposal needs to consider the Oxfordshire EV Infrastructure Strategy so any impacts for electric car users without off-street parking are considered.

**3.5 Introduce School Streets Phase 6:** A school street is an active travel initiative to create safer and healthier car free environments outside schools. School streets create a safer and welcoming environment where children can walk, wheel or cycle to school with their parents or carers, and a quieter space at school start and finish times where residents can benefit from quiet streets without congestion, bad air quality and parking impacts from the school run. This proposal (2027L&CO12) aims to fund the sixth phase of this program and has the potential to promote the switch from private cars to other forms of public and active transport.

## **Capital Proposals**

4 A proposal has been made that has potential to positively impact the council's commitment to achieve a net zero county by 2050 and particularly OCC Local Transport and Connectivity plan target to achieve a net zero transport network by 2040:

**4.1 Switch a portion of funding from highways to improvements to pavements and cycleways in 2027/28:** this proposal entails allocating some of the highways maintenance funding to improve the pavements and cycleways in 2027/28. Therefore, this proposal may have a positive impact in achieving LTCP climate targets through promoting active travelling if it contributes to an increase in active travel and decreases trips that generate carbon emissions.

5. A proposal has been made that has potential to impact the council's commitment to achieve a net zero county by 2050 and particularly OCC Local Transport and Connectivity plan target to achieve a net zero transport network by 2040:

**5.1 Reduce capital investment in Local Cycling and Walking Infrastructure Plans (LCWIPs) and Public Realm Improvements to fund East Oxford Active Neighbourhoods Scheme:** this proposal entails reducing the administrations' proposal for additional funding of LCWIPs and Public Realm Improvements to fund a larger East Oxford Active Neighbourhoods Scheme. The reduction in funding in LCWIPs and Public Realm improvements may result in preventing people to cycling and walking in these areas and therefore making it more difficult to achieve Local Transport and Connectivity Plan climate targets and may have an associated impact in people's health and wellbeing. Whilst the East Oxford Active Neighbourhoods Scheme is also aimed to promote active travelling in Oxford, it is difficult to assess at this point whether the net effect of this proposal for fund redirection is net positive or negative, but it certainly constrains the geographic area of active travel benefit.