

# **REPORT OF THE PLACE OVERVIEW & SCRUTINY COMMITTEE – PARKING STANDARDS FOR NEW DEVELOPMENTS**

Councillor Kieron Mallon, Chair  
10 October 2022

## **RECOMMENDATIONS**

**The Cabinet is RECOMMENDED to implement the recommendations of the Committee that —**

1. Officers review the evidence available on the relationship between both residential and non-residential parking availability and private car use and report to the Cabinet and Place Overview & Scrutiny Committee.
2. Table 4(b) of the Parking Standards for New Developments be revised to clarify the maximum levels of parking permitted for dwellings with four bedrooms.
3. The Committee endorses the differentiation of the city, towns and rural areas in the Parking Standards for New Developments. However, those areas should be more clearly defined.
4. Officers use what data is available to produce a best estimate of current private car trip rates in Oxfordshire and use that estimate to produce numerical values for the LTCP headline targets regarding private car journeys – this should accompany the Parking Standards for New Developments report to Cabinet; and use those estimates to review, and if necessary revise, the maximum levels of parking proposed in the Parking Standards for New Developments, applying the Decide & Provide approach.
5. Parking must be planned with regard to public safety implications.
6. The Parking Standards for New Developments be reviewed at an appropriate time sooner than 12 months post adoption if practicable.
7. The levels of cycle parking required under the Parking Standards for New Developments must align with the LTCP ambitions for the future mode share for cycling.

## **REQUIREMENT TO RESPOND**

1. In accordance with section 9FE of the Local Government Act 2000, the Place Overview & Scrutiny Committee hereby requires that the Cabinet consider this report and its recommendations and, within two months of the Cabinet meeting at which they are received, publish a response to the report and its recommendations indicating what, if any, action the Cabinet proposes to take.

## EXECUTIVE SUMMARY

3. On 7 October 2022, the Place Overview & Scrutiny Committee considered a Parking Standards for New Developments, which the Cabinet was to agree on 20 September but deferred to *allow further work on targets for this very important policy [in relation to the council's transport targets]*.
4. Following discussion of the Standards, the Committee agreed seven recommendations, which have already been shared with the Cabinet Member for Travel and Development Strategy and Corporate Director.

## INTRODUCTION

5. When the Committee considered the Parking Standards for New Developments, it heard oral evidence from the Cabinet Member for Travel and Development Strategy, Cabinet Member for Highways, and Environment and Place Directorate Officers.
6. The Committee supports the principle of reducing the levels of parking permitted for new developments. However, it is concerned regarding the lack of evidence supporting the assumption that reducing residential parking will reduce private car use, the basis for the maximum levels of parking proposed and the potential for parking displacement.

## REASONS FOR RECOMMENDATIONS

### Recommendation 1

*Officers review the evidence available on the relationship between both residential and non-residential parking availability and private car use and report to the Cabinet and Place Overview & Scrutiny Committee.*

7. Paragraph 1.2 of the Standards explains that, *[i]n essence, the approach being taken for development proposals is that if on-site parking is restricted at both the origin of a journey and its destination location, this will influence people's travel behaviour and encourage alternative modes of travel to be used rather than that of the private car.*
8. The Committee heard that while there is reliable empirical evidence that the availability of parking at journey destination influences the mode of transport used, there is not reliable evidence that parking at journey source reduces car journeys, that parking availability influences car ownership or that car ownership influences trip rates. As the justification for reducing both residential and non-residential parking availability is that it will reduce private car journeys, the existence and significance of the relationship between parking availability and car journeys should be proven in both cases.

## Recommendation 2

*Table 4(b) of the Parking Standards for New Developments be revised to clarify the maximum levels of parking permitted for dwellings with four bedrooms.*

9. In Table 4(b) (reproduced below) of the Standards, which sets out the maximum levels of parking for rural Oxfordshire, the last two categories of dwelling overlap; the maximum number of parking spaces which are permissible for four-bedroom dwellings is unclear.

<b>Development type</b>	<b>Parking Provision</b>
1-bedroom dwelling	1 space per dwelling to be provided within the development site.
2-bedroom dwelling	2 spaces per dwelling to be provided within the development site
3 – 4-bedroom dwellings	2 spaces per dwelling to be provided within the development site
4+ bedroom dwelling	Up to 3 spaces per dwelling to be provided within the development site.

## Recommendation 3

*The Committee endorses the differentiation of the city, towns and rural areas in the Parking Standards for New Developments. However, those areas should be more clearly defined.*

10. Where people live significantly influences their transport mode choice, with residents of more-rural areas tending to rely more on private vehicles due to the longer journeys they undertake in challenging geographies and the more-limited public transport alternatives available to them. The Committee welcomes the differentiation of the city, towns and rural areas in the Standards. However, the definition of those areas is unclear to the Committee; for example, whether 'edge of city' includes areas designated in local plans to meet the city's unmet housing needs.

## Recommendation 4

*Officers use what data is available to produce a best estimate of current private car trip rates in Oxfordshire and use that estimate to produce numerical values for the LTCP headline targets regarding private car journeys – this should accompany the Parking Standards for New Developments report to Cabinet; and use those estimates to review, and if necessary revise, the maximum levels of parking proposed in the Parking Standards for New Developments, applying the Decide & Provide approach.*

11. The maximum levels of parking in the council's existing parking standards are already lower than others in South East England. The rationale for the further reducing parking availability is that doing so will contribute to the achievement of the Local Transport and Connectivity Plan headline targets. However, that contribution could not be quantified as the relationship between parking availability and car journeys is unclear and the council does not yet have a baseline or numerical targets for the number and type of journeys undertaken

in Oxfordshire. Not having that information made it difficult for the Committee to evaluate the appropriateness of the maximum levels of parking proposed.

12. To enable the Cabinet to consider whether the maximum levels of parking proposed are consistent with the future mode share for private cars in Oxfordshire, it is recommended that a best estimate of current private car journeys is produced so that LTCP targets can be quantified and the maximum levels of parking permitted in the Standards reviewed using 'Decide & Provide' (adopted by the Cabinet on 20 September). It is accepted that any estimates of current car journeys and targets for them may be imprecise, but that is considered preferable to not having them.

### **Recommendation 5**

*Parking must be planned with regard to public safety implications.*

13. A key risk associated with the Standards is that reduced parking leads to parking displacement onto the highway, which carries road safety implications and would be counterproductive to the council's ambition to increase active travel and public transport use and alleviate road congestion. On the other hand, poorly located parking courts can become antisocial behaviour hotspots.

### **Recommendation 6**

*The Parking Standards for New Developments be reviewed at an appropriate time sooner than 12 months post adoption if practicable.*

14. Owing to the lack of clarity regarding the likely impact of the Standards, the Committee considers that they should be reviewed as soon as practicable after they are adopted.

### **Recommendation 7**

*The levels of cycle parking required under the Parking Standards for New Developments must align with the LTCP ambitions for the future mode share for cycling.*

15. It is unclear to the Committee how the cycle parking requirements would apply to residential properties and whether the proposed minima for both residential and non-residential developments are aligned with the mode share for cycling intended in the LTCP. They should be reviewed to ensure adequacy.

Background papers: [Item 4 – Extraordinary, Place Overview & Scrutiny Committee on Friday, 7 October 2022](#)

[Item 12, Implementing 'Decide & Provide': Requirement for Transport Assessments – Cabinet on Tuesday, 20 September 2022](#)

[55/22, Local Transport and Connectivity Plan – Council on Tuesday, 12 July 2022](#)

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