

Service Improvement Plans:

Parking Standards Review – August 2022 update

- The aim of the revised parking standards document is to help assist in achieving the council's objective to reduce car trips by 25% by 2030, and a further 33% by 2040. The Parking Standards document will form part of a suite of measures that will support the delivery of LTCP and will add strength to the new *Decide & Provide* and *Area strategies* approach towards achieving the LTCP objectives.
- Influencing how people travel to a destination is considered to be the best way forward to achieve car trip reduction i.e. reduced / restrictive car parking provision at a destination (work place) will influence how people will travel to work. To reflect this approach the latest Parking Standards for employment land uses were proposed to be reduced by 25%. However, this reduction is now recommended to be 50% to support the LTCP objective to reduce car trips. The table below provides a comparison between two employment land uses using the existing car parking standards, a 25% reduction of these standards and the proposed 50% reduction. *Note: The lower the parking provision the higher the risk of indiscriminate / displaced on-street parking taking place causing maintenance and highway safety issues.*
- Cycle parking standards are proposed to be increased by 50% for all employment land uses as a minimum level. An example of the differences are also shown below :

Land Use Type	Floor Area (GFA)	Current car parking standard used	25% reduction	50% reduction
E Commercial, Business and Services – office, research and development and light industrial process	1000sqm	1 space per 30sqm 33 car parking spaces	1 space per 37.5sqm 26 car parking spaces (-7)	1 space per 45sqm 22 car parking spaces (-11)
B2 General Industry	1000sqm	1 space per 50sqm 20 car parking spaces	1 space per 60sqm 16 car parking spaces (-4)	1 space per 75sqm 13 car parking spaces (-7)
Land Use Type	Floor Area (GFA)	Current cycle parking standard used	50% increase	
B8 Storage	1000sqm	1 stand per 500sqm (2) Visitor 1 stand per 1000sqm	1 stand per 250sqm for staff (4) 1 stand per 500sqm for visitors	
B2 General Industry	1000sqm	1 stand per 350sqm (3) Visitor 1 stand per 500sqm (2)	1 stand per 175sqm for staff (6) and 1 stand per 250sqm for visitors (4).	

Service Improvement Plans: Parking Standards Review - update

- Residential car parking for Oxford City remains unchanged. New Edge of Oxford City standards have been prepared. Such sites will be considered for car free approaches or be designed to Oxford City standards subject to master planning requirements with CPZs incorporated into a site's design and S106 obligations.
- Due to the varied geographical nature of Oxfordshire, parking for different geographical locations are proposed as before, but have been simplified and reduced. For example, the parking standards are no longer split with Cherwell having their own levels and the rest of Oxfordshire treated differently. A countywide approach is proposed for towns and rural areas:
- Table 1: Edge of City example showing parking space reduction from previous standard in both numbers of spaces and percentages

Dev Type	Dev Proposal	Current car parking standard (located outside City and Towns)	Proposed car parking standard (Edge of City)	Difference in numbers
2 bedroom dwelling	100 dwellings	2.3 spaces per dwelling (230 spaces)	Car Free or 1 space per dwelling (up to 100 spaces)	-130 to -230 (43% to 100% reduction)
3 bedroom dwelling	100 dwellings	2.4 spaces per dwelling (240 spaces)	Car Free or up to 2 spaces per dwelling (up to 200 spaces)	-40 to -240 (17% to 100% reduction)

Service Improvement Plans: Parking Standards Review - update

- Table 2: Town example showing parking space reduction from previous standard in both numbers of spaces and percentages

Dev Type	Dev Proposal	Current car parking standard (located outside City and Towns)	Proposed car parking standard (Town)	Difference in numbers
2 bedroom dwelling	100 dwellings	2.3 spaces per dwelling (230 spaces)	Car Free or 1 space per dwelling (up to 100 spaces)	-130 to -230 (43% to 100% reduction)
3+ bedroom dwelling	100 dwellings	2.4 spaces per dwelling (240 spaces)	Car Free or up to 2 spaces per dwelling (up to 200 spaces)	-40 to -240 (17% to 100% reduction)

- Table 3: Rural example showing parking space reduction from previous standard in both numbers of spaces and percentages

Dev Type	Dev Proposal	Current car parking standard (located outside City and Towns)	Proposed car parking standard (Town)	Difference in numbers
2 bedroom dwelling	100 dwellings	2.3 spaces per dwelling (230 spaces)	2 spaces (200 spaces)	-30 (13% reduction)
3+ bedroom dwelling	100 dwellings	2.4 spaces per dwelling (240 spaces)	2 spaces (200 spaces)	-40 (17% reduction)



Service Improvement Plans:

Parking Standards Review - update

- Electrical charging points are to be provided per housing plot (and within private parking areas) with provisions for employment / commercial sites to accord with Oxfordshire's Electrical Vehicle Infrastructure Strategy (min 25% spaces provided with EV infrastructure).
- Cycle parking for residential land uses to be provided per LTN 1/20 standards.
- Overall there is 50% percentage reduction for employment / commercial uses proposed and 50% increase in cycle parking provisions.
- Over-all average achievable range of parking percentage reduction across Oxfordshire compared to previous standard is between **22.5% and 57.5%**. **A median point of 40% residential parking reduction across Oxfordshire is considered achievable.**
- Residential parking provisions are more difficult to forecast due to the nature of the planning system – however subject to location, for a Edge of City or town site, a **total car free** approach for new developments can be applied or a reduction of up to **43%** of existing car parking levels. Rural sites are proposed to see a reduction (up to 17%). This reduction figure is lesser as rural sites have limited access to local facilities and public transport services creating more reliance on using a private car. If a development of a significant size is proposed providing new facilities etc lower car parking standards will be applied.
- Each development proposal will be assessed on its merits.
- Document to be reviewed every 12 – 18 months.
- Third draft of document nearing completion after consultation phase. Comments provided aiding final draft.