



Notice of a Meeting

Place Overview & Scrutiny Committee

**Friday, 7 October 2022 at 4.00 pm (or on the rise of Council)
Room 3 - County Hall, New Road, Oxford OX1 1ND**

These proceedings are open to the public

If you wish to view proceedings, please click on the link shown on the website. However, that will not allow you to participate in the meeting.

Membership

Chair - Councillor Kieron Mallon
Deputy Chair - Councillor Charlie Hicks

Councillors:

Brad Baines	Dan Levy	Richard Webber
Arash Fatemian	Sally Povolotsky	
Ted Fenton	Judy Roberts	

Notes: *Date of next meeting: 16 November 2022*

For more information about this Committee please contact:

Chair	-	Councillor Kieron Mallon	
		E.Mail: Kieron.Mallon@oxfordshire.gov.uk	
Committee Officer	-	Chris Reynolds, Committee Officer	
		Tel: 07542 029441	Email:
		chris.reynolds@oxfordshire.gov.uk	

A handwritten signature in black ink that reads "Stephen T Chandler".

Stephen Chandler
Interim Chief Executive

September 2022

What does this Committee review or scrutinise?

Climate change, transport, highways, planning and place-based services. Including the delivery of regulatory services, fire and rescue, community safety and community services such as libraries. NB This Committee will act as the Council's 'Crime and Disorder Committee'.

How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am 4 working day before the date of the meeting.**

About the County Council

The Oxfordshire County Council is made up of 63 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 678,000 residents.

These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 9 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

What does this Committee do?

The Committee meets up to 4 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declaration of Interests - see guidance note on the back page**
3. **Petitions and Public Address**

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

To facilitate 'hybrid' meetings we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e., 9am on Monday 3 October 2022. Requests to speak should be sent to chris.reynolds@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. **Parking Standards for New Developments (Pages 1 - 56)**

Report by Corporate Director – Environment and Place

The revised Parking Standards for new developments was scheduled to go before Cabinet on 20th September 2022. The report and supporting documentation were deferred, to be presented again at Cabinet meeting on 18th October 2022. The report was deferred by the Leader to *'allow further work on targets for this very important policy as [part of the aim of reaching net zero by 2050]*. It was also agreed that the issue should go before Place Overview & Scrutiny Committee

The Committee is RECOMMENDED to –

Review and endorse the revised Parking Standards for New Developments and make recommendations to the Cabinet as appropriate

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or email democracy@oxfordshire.gov.uk for a hard copy of the document.

Divisions Affected - all

Place Overview & Scrutiny Committee

– 7 October 2022

Parking Standards for New Developments

Report by Corporate Director – Environment and Place

RECOMMENDATION

1. **The Committee is RECOMMENDED to –**

Review and endorse the revised Parking Standards for New Developments and make recommendations to the Cabinet as appropriate.

Executive Summary

2. The revised Parking Standards for new developments was scheduled to go before Cabinet on 20th September 2022. The report and supporting documentation were deferred, to be presented again at Cabinet meeting on 18th October 2022. The report was deferred by the Leader to *‘allow further work on targets for this very important policy as [part of the aim of reaching net zero by 2050]’*. It was also agreed that the issue should go before Place Overview & Scrutiny Committee.
3. In accordance with item 2 above, Place Overview & Scrutiny Committee are presented with the Parking Standards for review, together with information (to follow) relating to LTCP monitoring project.

Background

4. Background information can be found in the Parking Standards Cabinet report (annex 1).

Corporate Policies and Priorities

5. Information about how the Parking Standards will help to deliver the County Council's strategic priorities can be found in the Parking Standards Cabinet report (annex 1).

Financial Implications

6. Financial implications of the Parking Standards can be found in the Parking Standards Cabinet report (annex 1).

Legal Implications

7. Legal implications of the Parking Standards can be found in the Parking Standards Cabinet report (annex 1).

Staff Implications

8. Staff implications of the Parking Standards can be found in the Parking Standards Cabinet report (annex 1).

Equality & Inclusion Implications

9. Equality and inclusion implications of the Parking Standards can be found in the Parking Standards Cabinet report (annex 1) and an equalities impact assessment at annex 3 to this report.

Sustainability Implications

10. Sustainability implications of the Parking Standards can be found in the Parking Standards Cabinet report (annex 1) and a climate impact assessment at annex 4 to this report.

Risk Management

11. Risk related matters are set out in Parking Standards Cabinet report (annex 1).

Consultations

12. Information about Parking Standards consultations can be found in cabinet report (annex 1).

Bill Cotton, Corporate Director – Environment and Place

Annex 1: Item 11, Cabinet, 20 September 2022: Parking Standards for New Developments

Annex 2: Parking Standards for New Developments (working draft)

Annex 3: Equalities Impact Assessment

Annex 4: Climate Impact Assessment

Annex 5: Parking Standards Review Update presentation

Annex 6: To follow

Background papers: Nil.

[Any unpublished documents on which the report has been substantially based must be specifically listed. A copy must be kept and made available for public inspection at 24 hours' notice for at least 4 years from the date of the report.

Contact Officer: Jason Sherwood, Growth Manager South & Vale,
07795684708 jason.sherwood@oxfordshire.gov.uk

October 2022

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Divisions Affected – All divisions

CABINET REPORT - 20 September 2022

PARKING STANDARDS FOR NEW DEVELOPMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to** adopt and implement the revised 'Parking Standards for New Developments' as a formal supplementary document to the Local Transport and Connectivity Plan (LTCP).

Executive Summary

2. Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP), adopted July 2022, outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system by 2040. One of the policies within the LTCP that will be key to supporting this vision is realised is Policy 33, which sets out how the council is seeking to reduce and restrict car parking availability while also creating more attractive places for residents to live and work in.
3. Policy 33 states that parking requirements for all modes of transport are to be considered in line with OCC's transport user hierarchy. This LTCP policy also seeks to ensure such standards are embedded into relevant guidance and decision-making processes, such as planning applications for development proposals.
4. The revised 'Parking Standards for New Developments' document has now been prepared and its formal adoption as a supplementary document to the LTCP by Cabinet is recommended, to allow the relevant OCC officers to ensure its requirements are implemented in practice through planning applications for new developments.

Background

5. The availability of parking, at both source and destination, has a significant influence on the type of transport people choose for their journeys. Striking the right balance by providing an appropriate level and type of parking, whilst also protecting highway safety for all users, and promoting active and sustainable transport modes is essential. The revised parking standards document has been prepared with this design rationale in mind, and in support of the LTCP Policies to:
 - *Replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030.*
 - *Deliver a net-zero transport network and replace or remove an additional 1 out of every 3 current car trips in Oxfordshire by 2040.*
 - *To deliver a transport network that contributes to a climate positive future by 2050.*
6. Oxfordshire is a large county and has many local characteristics from dense urban areas, through market towns, to rural villages and hamlets. These geographical variations influence the demographics and economics of the county and consequently car ownership and the parking behaviour of Oxfordshire residents in its distinctly different areas.
7. OCC, in its role as the Local Highway Authority (LHA), is a statutory consultee in respect of planning considerations that affect the public highway and responds to planning application proposals when consulted by all local planning authorities. OCC provides advice to local planning authorities on the transport implications of development proposals to assist in their decision-making process. OCC is also consulted during the preparation of local and neighbourhood plans and may provide advice on the soundness of policies that relate to parking in new developments (or redeveloped) sites.
8. The car and cycle parking standards that OCC has been using when assessing development proposals were prepared in 2011 and have fallen behind national and local policies. The document being considered for adoption is intended to update these standards while incorporating the guidance provided in the National Planning Policy Framework (NPPF) dated July 2021 and the adopted LTCP.

Summary of the ‘Parking Standards for New Developments’ approach and role

9. A key objective of this revised parking standards document is to support the implementation of OCC’s LTCP Policies through restricting / reducing the on-site car parking provision at a destination location i.e. a workplace. For example, this revised document has a 50% lower car parking provision for new employment / commercial developments compared to the existing standards. Reducing destination parking levels is expected to assist in influencing travel behaviour and encourage alternative modes of travel to be used.

10. The car parking standards for residential developments have also been revised from the provisions set out in OCC's previous 2011 and 2015 documents. The new levels for residential land uses have been reduced. The levels of reduction are difficult to forecast due to the nature of the planning system. However, subject to location, for edge of Oxford City or town sites a total car free approach for new developments can be applied or a reduction of up to 43% of the existing car parking levels. Examples of this new approach are shown in Annex 4.
11. While a car free approach is positively promoted within the revised parking standards document specific site requirements are to be provided to enable such approaches to be implemented as part of a site-wide master plan. Such as the implementation of a Controlled Parking Zone (CPZ), provisions of high-quality direct pedestrian / cycle connections, and access to frequent public transport services.
12. Car parking levels within rural areas of Oxfordshire have been reduced, but not yet to the same extent as the urban areas; due to the limited opportunities for active and sustainable modes and local facilities that are available in these areas. As future investment comes into these areas this element of the car parking standards will be reviewed.
13. In addition to the reduction in car parking levels for new developments, changes to how OCC's car parking requirement is presented has also been changed. The proposed format is now considered to be a simpler process to follow to incorporate into a development proposal.
14. This document is not intended to favour the private car as the main mode of transport but emphasises the need to control and design parking levels for developments at a car fee or reduced level without increasing the risk of indiscriminate parking. The amount of car parking available must be enough to avoid any adverse effects to highway safety by not providing a sufficient level. Parking provisions for developments will be required to provide a sufficient level to accommodate the parking demand of a site, while also ensuring all the potential for sustainable and active travel by other modes of transport are also achieved.
15. Cycle parking for all development land uses has been reviewed. The new cycle parking levels set out in this document have been increased by 50% above previous standards. For some specific land use types the cycle parking standards quoted in Local Transport Note 1/20 Cycle Infrastructure Design (LTN 1/20) have been incorporated into the document. In addition, the cycle parking provisions for a development proposal are now set at a minimum level where developers are encouraged to exceed this to promote active and sustainable journeys.
16. The content of the 'Parking Standards for New developments' and supporting documents will be used to help determine the level of parking at all development sites and provide the basis of OCC's advice to the local planning authorities and developers on development proposals. These documents will also support OCC

officers in advising local planning authorities upon the soundness of local plan policies related to parking for new developments.

17. This document is a 'live' document and will be reviewed and updated alongside local and national policy. It is anticipated that reviews of this document will take place every 12-18 months.

Corporate Policies and Priorities

18. The County Council's 'Strategic Plan: 2022-25', sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer, and healthier county. By helping to put into practice policy within the LTCP, the 'Parking Standards for New Developments' document will help to deliver aspects of this vision.
19. By ensuring that the revised parking standards for new developments is implemented through proposed developments (alongside the new Decide and Provide approach), thus prioritising reduced parking levels, active travel and public transport interventions, the document will contribute to delivering the following priorities identified in the Strategic Plan:
 - Put action to address the climate emergency at the heart of our work
 - Prioritise the health and wellbeing of residents
 - Invest in an inclusive, integrated, and sustainable transport network.

Financial Implications

20. The implementation of this document's requirements is not expected to have implications for staff resource, as the assessment of parking provisions for development proposals is already undertaken by officers. The revised parking standards will not create any additional resource pressures to those that already exist. As such, it is not expected that there will be any revenue or capital resource implications.

Comments checked by: Rob Finlayson, Finance Business Partner,
Rob.Finlayson@Oxfordshire.gov.uk

Legal Implications

21. The implementation of this document's requirements is not expected to have any legal implications as the assessment of parking provisions for development proposals is already undertaken by officers. The revised parking standards is not expected create any additional resource pressures to those that already exist.

Comments checked by: Jennifer Crouch, Principal Solicitor,
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

22. The implementation of this document is not expected to generate any implications for staff resource, as the assessment of parking provisions for development proposals is already undertaken by officers. Some training will be required for appropriate teams but is not anticipated to create any additional resource pressures that don't already exist. As such, it is not expected that there will be any staff implications.

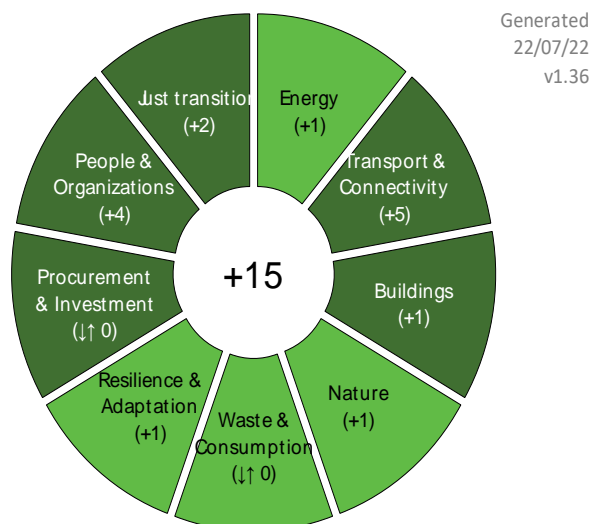
Equality & Inclusion Implications

23. The Implementing of 'Parking Standards for New Developments' document will help towards ensuring that new developments will be provided with an appropriate level of parking provision for all users of the highway network. One of the objectives of this document is to ensure development proposals, whilst provided with appropriate parking provision, do not detract from the character of a place to live, or work that is sought through the planning process.

The Equalities Impact Assessment, which can be found at Annex 2, shows that there is likely to be a benefit to various individuals, groups, and communities as a result of this document being implemented as it should make a positive contribution to ensuring that a wider range of travel choices are available to all.

Sustainability Implications

24. As one of the key means of implementing the aims of the LTCP, the 'Parking Standards for New Developments' document will play an important role in helping to deliver the aims of OCC's Climate Action Framework and realising the goal of decarbonising the transport and travel system.
25. A Climate Impact Assessment has been undertaken and the resultant report can be found in Annex 3. As illustrated in the scoring summary wheel below, the document has been identified as making a positive contribution to climate action across various categories.



Oxfordshire Council has committed to being a carbon neutral organisation by 2030 (8 years and 0 months away).

Risk Management

26. There is potential risk through implementing a reduced level of car parking for new developments (and redevelopments) in that this may lead to indiscriminate car parking taking place on the public highway, causing highway safety implications. This risk is considered within the document and can be minimised with quality development master planning, including appropriate design / mitigation measures and through other transport modes choices being made available.
27. Another potential risk is that the local planning authorities within Oxfordshire do not embed the requirements of this document appropriately in their respective Local Plans. This may cause issues with the implementation of the document as it may hold less weight in planning decisions if it remains only a requirement of the LTCP.
28. However, early engagement has taken place with officers at each of the four district councils and the city council to ensure that they are supportive of the document. Additionally, engagement with members of these councils is also planned so that they might also understand the intent of the document. It is hoped that the document will receive support from the district councils and city council as its aims broadly accord with the strategic policies of all Oxfordshire councils.

Consultations

29. 'Parking Standards for New Developments' is a technical document intended to implement policy in the Oxfordshire LTCP and as such the comprehensive consultation exercise for the Oxfordshire LTCP encompasses the intent of this document.
30. However, as part of the process of developing the 'Parking Standards for New Developments' document, an initial engagement exercise was undertaken with internal colleagues. Their written comments and views derived from discussions held in meetings were used to inform a first working draft of the document.
31. Subsequently, further engagement took place with internal colleagues, in addition to officers at the district and city councils, industry professionals, relevant OCC cabinet members (i.e. those with transport-related portfolios), and National Highways. The comments derived from this second engagement process were then used to inform the final draft of the document.

BILL COTTON
Corporate Director for Environment and Place

Annex 1: Parking Standards for New Developments (working draft)
Annex 2: Equalities Impact Assessment
Annex 3: Climate Impact Assessment
Annex 4: Parking Standards Review Update presentation

Background papers: Nil

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September 2022

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WORKING THIRD DRAFT (August 2022): Parking Standards for New Developments

Service Improvement Programme

Contents

1. Introduction
2. Background
 - National Context
 - Local Context
3. Structure of this document
4. Principles of this document
 - Design Considerations
 - Car Free Developments
 - Car Clubs
 - Electrical Vehicle Charging Infrastructure
 - Parking for People with Impaired Mobility
5. Residential Parking Standards for Oxford City
6. Residential Car Parking Standards for Edge of Oxford City sites
7. Residential Car Parking Standards for the rest of Oxfordshire
 - Houses of Multiple Occupations (HMO)
 - Visitor Car Parking Standards
8. Non-residential Car Parking Guidance for Oxfordshire
9. Undertaking Parking Capacity (Beat) Surveys
10. Reference Documents

Vehicular and Cycle Parking Standards

1.0 Introduction

- 1.1. The availability of parking, at both source and destination, has a significant influence on the type of transport people choose for their journeys. Striking the right balance by providing an appropriate level and type of parking, whilst also protecting highway safety for all users, and promoting active and sustainable transport modes is essential. This revised document has been prepared with this design rationale in mind, and in support of the adopted Local Transport Connectivity Plan (LTCP) Policies and the County Council's targets to:
- *Replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030.*
 - *Deliver a net-zero transport network and replace or remove an additional 1 out of every 3 current car trips in Oxfordshire by 2040.*
 - *To deliver a transport network that contributes to a climate positive future by 2050.*
- 1.2. New development sites will need to work collaboratively with Oxfordshire County Council (OCC) to help achieve these targets. One key component to support this approach is to revise the existing parking standards for new developments, ensuring they will accord with the council's objective to reduce 25% of car trips by 2030, and a further 33% by 2040. In 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.
- 1.3. Due to the diverse nature of development that is promoted in Oxfordshire a wide range of social and economic circumstances means OCC must have a flexible approach to identifying appropriate levels of parking provision. Such an approach is expected to provide a level of accessibility by private car that is consistent with the overall balance of the transport system at local levels as well the County Council's nine priorities as set out in OCC's Strategic Plan 2022 - 2025.
- 1.4. OCC, in its role as the local highway authority, is a statutory consultee in respect of planning considerations that affect the public highway and responds to planning application proposals when consulted by all local planning authorities. OCC provides advice to local planning authorities on the transport implications, such as parking levels of development proposals to assist in their decision-making process. OCC is also consulted during the preparation of local and neighbourhood plans and may provide advice on the soundness of policies that relate to parking in new developments.

- 1.5. Concerns relating to deficiencies in car parking leads to a desire amongst local communities for more car parking spaces. On these occasions OCC may express concerns about accommodating for car parking demand in areas that might already have congestion and air quality issues.
- 1.6. Oxfordshire, particularly Oxford City and the towns within the county continue to benefit from the popularity of cycling both for commuting and leisure purposes. This means that the inclusion of high-quality cycle parking is essential in all new developments to complement the infrastructure that is being delivered by development sites; and schemes that are identified in the emerging LTCP Area Strategies and Local Cycling and Walking Infrastructure Plans. In addition, all electric vehicles are to be catered for with electrical charging points being integral to all new development.
- 1.7. This parking standards document has been prepared to outline OCC's revised approach to parking at new developments. It is to be used to help determine the level of parking at all new developments and provide the basis for the County Council's advice to the local planning authorities on development proposals and the soundness of policies related to parking for new developments.
- 1.8. This document replaces OCC's previous parking guidance "Transport for New Developments Parking Standards for New Residential Developments" dated December 2011; the 2015 Second Edition of the County Council's Residential Road Design Guide and paragraph 2.4.1 of the Oxfordshire Cycling Design Standards document dated 2017.

2.0 Background

National Policy Context

- 2.1. The car and cycle parking standards that OCC has been using when assessing development proposals were prepared some time ago and had fallen behind national and local policies. This document is intended to update these standards while incorporating the guidance provided in the National Planning Policy Framework (NPPF) dated July 2021. Paragraph 107, confirms that when setting local parking standards for both residential and non-residential development, policies should consider:
 - a) *the accessibility of the development.*
 - b) *the type, mix and use of development.*
 - c) *the availability of and opportunities for public transport.*
 - d) *local car ownership levels; and*
 - e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*
- 2.2. The NPPF (paragraph 108) also confirms that '*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town*

centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe, and secure, alongside measures to promote accessibility for pedestrians and cyclists.'

- 2.3. The NPPF also describes the plan-making system which includes local and neighbourhood plans that guide local communities to develop and shape their own surroundings. These plans often contain policies on car and cycle parking.

Local Context

- 2.4. Oxfordshire is a large county and has many local characteristics from dense urban areas, through market towns, to rural villages and hamlets. These variations influence the demographics and economic situations of the county, and consequently car ownership and the parking behaviour of Oxfordshire residents in its distinctly different areas.
- 2.5. This parking standards document should be used alongside OCC's Street Design Guide. When used together they accord with the NPPF requirements by supporting a flexible approach to development proposals according to local circumstances.

3.0. Structure of this document

- 3.1. The following principles outline OCC's approach to parking for all new development (and redevelopment) proposals and is to be used to inform the design process of a development site. This document is considered to be a 'live' document and will be reviewed alongside local and national policy as appropriate. It is anticipated that reviews of this document will take place every 12-18 months.

4.0. Principles of this document

- 4.1. The general content of this document should be read in conjunction with:
- LTCP adopted July 2022.
 - OCC's Street Design Guide adopted September 2021.
 - Oxfordshire's Electric Vehicle Infrastructure Strategy adopted March 2021.
 - Manual for Streets' (MfS) published 2007 by the Department of Transport Communities and Government.
 - Manual for Streets 2' (MfS2) published in 2010 by the Chartered Institution of Highways and Transportation.
 - Local Transport Note 1/20 Cycle Infrastructure Design; and
 - Car Parking: What Works Where.

- 4.2. This document is not intended to favour the private car as the main mode of transport but emphasises the need to control and design parking levels for new developments at a reduced level without increasing the risk of indiscriminate parking. The amount of car parking available must be enough to avoid any adverse effects to highway safety by not providing a sufficient level. Parking provisions for new developments are required to provide a sufficient level (unless car-free) to accommodate the parking demand of a site, while also utilising and encouraging the potential for sustainable and active travel by other modes of transport.
- 4.3. In revising the car parking standards, car ownership levels across Oxfordshire (excluding Oxford City) have been reviewed using the 2011 Census data. This review has confirmed that on average the car / van ownership per household is 1.5. This data has been used in determining the car parking standards shown in Tables 3, 4(a) and 4(b).
- 4.4. If car parking is expected to take place on existing streets, then it must be demonstrated there is adequate capacity on-street through a robust parking capacity survey (paragraphs 9.1. to 9.7.) while also proving there will be no highway safety implications from such a proposal.
- 4.5. Parking demand in residential developments are to be determined by taking into consideration the following factors:
- a) *A site's location.*
 - b) *Dwelling size (rooms) and tenure.*
 - c) *Parking provision (allocated or unallocated); and*
 - d) *Parking controls / enforcement.*
- 4.6. The calculation of expected levels of parking demand is to be based on local or comparable data taking into consideration forecast changes in demand for the local plan period. Tables 2, 3, 4(a) and 4(b) provide residential car parking provisions to be used to calculate the parking demand for a new development proposal.
- 4.7. Determining the parking demand for non-residential developments within Oxfordshire has been revised to accord with the council's objective to reduce 25% of car trips by 2030, and a further 33% by 2040. The approach being taken for such development proposals is that if on-site parking is restricted / reduced at a destination location this will influence people's travel behaviour and encourage alternative active travel modes to be used rather than that of the private car.
- 4.8. Each non-residential development will continue to be assessed on its merits and in accordance with OCC's new *Decide and Provide* approach to development. Each development proposal will be assessed on its location, land-use; the trip rate associated with the development and the employees / visitors of the site, access to local facilities and public transport services. Such development proposals are encouraged to provide an operational need only provision of car parking as a starting point.

Where this may not be practical for the operation of the site, a robust evidence-based justification must be made for the parking levels provided in Table 5 to be considered.

- 4.9. Due to the diverse nature of development that is promoted in Oxfordshire, OCC welcomes innovative ways to provide parking solutions. While this is the case all stakeholders involved in designing a development must be mindful of the parking principles identified in this document and guidance provided in OCC's Street Design Guide.

Design Considerations

- 4.10. Parking design is an important factor when preparing a master plan for a development proposal as it ensures an appropriate number of spaces are provided without detracting from the character of a place to live or work in. Developers are expected to provide a balanced, mixed, and flexible parking provision, while ensuring that all spaces are useable without creating highway safety issues, such as vehicles overhanging footways and cycle routes and requiring cyclists to travel in the 'door zone'. Such designs are required to reflect the guidance within the documents referenced in paragraph 4.1.
- 4.11. To ensure that developments function safely and efficiently, the following parking design requirements are to be considered:
- On-plot garages must be at least 6m into a plot to allow for a full car space whilst being able to open the garage door.
 - Garages (and car ports) must have minimum internal dimensions of 6m in length and 3m in width. These dimensions are clear dimensions measured between any internal structure, such as piers.
 - If garages are counted towards parking allocations. They must also have a planning condition which removes any permitted development rights to ensure continued use for that purpose.
 - All houses (and flats / apartments) with on-plot / allocated parking should have an electrical vehicle charging point.
 - Provide adequate visitor parking at new residential developments for people arriving by car and by cycle.
 - High standard cycle storage facilities should be provided on-plot. This provision may vary subject to dwelling size and type. Such levels are to be provided to a minimum level as set out in Table 1 below.
 - Cycling parking is to be provided in a convenient location close to building entrances and bus stop locations. Such provisions are to be covered, lit (where appropriate) and in the style of a Sheffield stand, which are individually installed permanently into the floor material (e.g. not toast-rack style stands bolted to the floor).
 - Double decked or vertical cycle parking should not be used unless agreed by OCC in specific circumstances.
 - The spacing of stands should be as per LTN 1/20. If raised on a kerb, dropped kerbs must be provided in suitable locations. Cycle parking should cater for non-standard cycles e.g. cargo bikes.

Table 1: OCC minimum levels of cycle provision required based on LTN 1/20

Type	Dwelling Size	Cycle Parking Provision (per unit)
House	1 bedroom	1 space per bedroom
House	2 bedrooms	1 space per bedroom
House	3 bedrooms	1 space per bedroom
House	4+ bedrooms	1 space per bedroom
House	Multiple Occupation	1 space per bedroom
Flats		1 space per flat
Flats	3+ bedrooms	1 space per bedroom
Visitor	1 space per Flat	

- *Motorcycle parking – provisions should be consistent with ‘MfS’.*
- *Bin storage must be designed away from cycle and car parking facilities to ensure access is not obstructed.*

Car Free Developments

- 4.12. Car-Free development means that no car parking spaces are provided within the site other than those reserved for disabled people, car clubs or operational uses. The concept of car free developments is fully supported by OCC where any such development proposal satisfies the following criteria:
- a) The proposed site is located within a city / town with (or will be provided with) parking restrictions imposed within its vicinity.
 - b) The site has access (or will be provided with) excellent connections to pedestrian & cycle infrastructure and should be within 400m direct walking distance of frequent (15 – 20 minute) public transport services.
 - c) The site is to be located within 800m walking distance to a range of local amenities and services.
 - d) Consideration is to be given to parking provisions for people with impaired mobility.
- 4.13. For developments that wish to promote a car free approach or one with reduced on-site parking provisions, OCC will require such sites to incorporate a Controlled Parking Zone (CPZ) into a site’s master plan where a CPZ does not already exist. Such development proposals will be required to provide the necessary infrastructure to bring forward such a scheme and the associated costs i.e. Traffic Regulation Order (TRO). These CPZ requirements will be included as part of any legal agreement associated with an appropriate planning permission and when the CPZ is needed to be operational.
- 4.14. It should be noted that the delivery of a CPZ on existing public highway infrastructure is subject to a separate public consultation process outside the planning process of a site, which a developer must consider carefully before a site is promoted.

Car Clubs

- 4.15. Promoting a site wide car club is an innovative concept OCC encourages. Car clubs can be provided on-site, and alongside other initiatives, to reduce car ownership levels and parking levels.
- 4.16. Developers are expected to work with OCC and the local planning authority to bring forward such parking solutions into areas of public realms as part of a master planning process. This may involve dedicated on-street car parking spaces being allocated on the carriageway or being provided within local community facilities, such as local shopping centre, public car park, church, or leisure centre. Electrical vehicle charging infrastructure should be provided in such locations; subject to appropriate licences and maintenance agreements for equipment being placed within the public highway to OCC's satisfaction.

Further advice on car clubs can be found via: [local authority toolkit - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/toolkits/local-authority-toolkit).

Electrical Vehicle Charging Infrastructure

- 4.17. Policy EVI8 of Oxfordshire's Electrical Vehicle Infrastructure Strategy (adopted March 2021 [Oxfordshire Electric Vehicle Infrastructure Strategy](#)) and Policy 29 of the adopted LTCP requires the provision of electrical charging points at homes, workplaces, and key destinations.
- 4.18. For all residential developments, active (live) on-plot charging points for electric vehicles and e-bicycles are to be provided. Off-plot residential car parking provisions i.e. a privately maintained parking area is to be provided with at least 25% (with a minimum of two) active charging points for all parking spaces. Such infrastructure is to be provided in accordance with the Autonomous and Electric Vehicles Act (2018), Building Regulations Document S, and the governments ambitions on 'Smart EV Charging'.
- 4.19. 'Active' charging points for electric vehicles for new non-residential development proposals are to be provided at a minimum level of 25% for all parking spaces with ducting provided at all remaining spaces to 'future proof' such spaces to be upgraded in the future.

Further advice on Oxfordshire's Electrical Vehicle Strategy is available via [Electric vehicles | Oxfordshire County Council](#)

Parking for People with Impaired Mobility

- 4.20. Consideration must be given in the design of a site for the provision and location of spaces for impaired mobility people (Blue Badge Holders). Generally, the spaces should be within the curtilage of the property and have level access to the main pedestrian access. At the least, these parking spaces must be within 50m of the dwelling entrance (Blue Badge Holder range).

- 4.21. Where developers are proposing to build flats with unallocated off-street parking and the level of mobility impaired residents is unknown then 6% of spaces should be designed and allocated for their use. This level of provision should also be considered for non-residential developments. Such provisions should also be located near to the main pedestrian access to the building and have level access. Reference should be made to Department for Transport's Inclusive Mobility standards.
- 4.22. A parking bay space should be marked with a British Standard Disabled Symbol to conform to Access to and use of buildings Approved Building Regulation Document M [Access to and use of buildings: Approved Document M - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m).
- 4.23. All development proposals will be expected to promote inclusive cycling, provision for cycles for disabled people and other needs (such as tricycles, cargo bikes, tandems, mobility scooters and adapted bicycles). Such parking facilities are required to be provided in accordance with LTN 1/20 standards.
- 4.21. Buildings specifically for the elderly or mobility impaired people should comply with the relevant higher requirements and standards (as shown in OCC's Street Design Guide).

5.0. Residential Car Parking Standards for Oxford City

- 5.1. Oxford City has lower car parking standards than the rest of the county as it has lower rates of car ownership and generally has very good accessibility by non-car modes to a wide range of facilities and services. Even within the city there are differing degrees of access to local facilities and public transport with car ownership being lower in the city centre than the outer areas. Oxford City Council has its own transport and parking standards approaches to development, Policies M2, M3 and M5 of Oxford Local Plan 2036. The recently adopted Technical Advice Note 12, dated March 2022 [Planning Policy - Technical Advice Notes \(TANs\) | Planning Policy - Technical Advice Notes \(TAN\) | Oxford City Council](#) also supports Policies M3: 'Motor Vehicle Parking' and M5: 'Bicycle Parking' of the adopted Oxford Local Plan 2036. As such the Oxford City Council parking standards have been incorporated into this document and will be implemented appropriately for new development sites proposed in Oxford City.
- 5.2. These standards are to be treated as maxima, reflecting excellent overall accessibility by non-car modes, and the need to use land efficiently. If a car free approach is not promoted by a development site then shared off-plot parking, combined with on-plot parking will be encouraged where appropriate.
- 5.3. Development proposals which are considered to have over generous car parking will not be accepted. Equally, proposals with significantly reduced parking may be assessed as unacceptable if this will result in unacceptable parking pressure on existing streets, which cannot be reasonably mitigated. In such circumstances a developer must robustly demonstrate that there is an acceptable level of parking provision provided with no adverse impact to highway safety from indiscriminate parking.

Table 2: Oxford City Council Technical Advice Note 12 - Parking Standards for car-permitted development

Development Type	Parking Provision
Any dwelling	1 space per dwelling to be provided within the development site.
Houses in Multiple Occupation	Parking Standards to be decided by case by case on their merit
Wheelchair accessible or adaptable houses and flats.	1 space per dwelling to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations)
Retirement Homes	1 space per 2 residents' rooms
Sheltered/extra care homes	1 space per 2 residents' rooms plus 1 space per 2 staff
Nursing Homes	1 space per 3 resident's rooms plus 1 space per 2 staff
Student accommodation	0 spaces per resident room. Operational parking and disabled parking to be considered on a case-by-case basis in accordance with Policy H8
Motorcycle and powered two-wheeler parking	1 space per five dwellings.

6.0. Residential Car Parking Standards for Edge of Oxford City sites

- 6.1. There are several Local Plan development sites allocated around the edge of Oxford City to support Oxford's unmet housing needs. Master planning these developments and understanding the local facilities, services, pedestrian, cycle connectivity and public transport provisions that will be available to these sites is key to setting the on-site parking provisions for these development sites. As these sites progress a design approach focused on promoting active and sustainable transport planning initiatives will be required, to support OCC's target, to reduce car trips by 2040. With consideration to Oxford City's parking standards and to accord with the 'National Policy Context' of setting parking standards, Table 3 is provided to support the progress of these sites and any future speculative housing proposals located around the edge of the city's boundary.
- 6.2. For phases of a development that will be located within 400m of frequent (15 to 30 minute) public transport services with direct pedestrian and cycle connections, and within 800m walking distance to a range of local amenities and services, a car free approach or reduced level of on-plot car parking will be accepted to Oxford City standards. Such approaches must be supported by an approved site wide master plan, a robust travel plan (including a fixed monitoring period), high quality pedestrian and cycle infrastructure provided

early in the life of the development site, including sufficient and convenient residential and visitor cycle parking to influence travel behaviour away from using the private car. The introduction and implementation of a CPZ, funded by the promoter of the site will also be required.

Table 3: Edge of Oxford City Sites Car Parking Standards

Development Type	Parking Provision
1-2 bedroom dwellings	1 space per dwelling to be provided within the development site.
3-bedroom dwelling	Up to 2 spaces per dwelling to be provided within the development site
4+ bedroom dwelling	2 spaces per dwelling to be provided within the development site.
Wheelchair accessible or adaptable houses and flats.	1 space per dwelling to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations)
Student accommodation	0 spaces per resident room. Operational parking and disabled parking to be considered on a case-by-case.
Motorcycle and powered two-wheeler parking	1 space per five dwellings.

- 6.3. Flats and apartments will generally be treated as standard dwellings. However, when using land efficiently to provide residential dwellings, the parking arrangement for flats / apartments tend to be designed within a parking court / communal style arrangement. In such cases it is strongly recommended that they are controlled by a third-party organisation i.e. a management company on behalf of those who will use the spaces. This approach allows flexibility in specific spaces being allocated to a property, assigning them to a particular group or promoting such spaces as unallocated in appropriate locations.

7.0. Residential Car Parking Standards for all areas of Oxfordshire (other than Oxford City and Edge of City sites)

- 7.1. The car parking standards for all other areas of Oxfordshire are set out in Tables 4(a) and 4(b) below. These standards have been revised from the provisions 2011 and 2015 OCC documents to ensure their inclusion in development proposals is simpler to incorporate. Car-free developments or reduced on-plot car parking proposals will be considered by officers if specific requirements are provided as part of a site wide master plan.
- 7.2. For developments that will be located within towns that are able to access frequent (15 - 30 minute) public transport services and have direct pedestrian & cycle connections to amenities and services a car free approach or a reduced level of on-plot car parking will be considered. Such parking reductions must be supported by a robust transport submission with appropriate mitigation

measures, that may include the introduction and implementation of a CPZ, funded by the promoter of the site.

Table 4(a): Town Car Parking Standards for Oxfordshire

Towns	Parking Provision
1–2-bedroom dwellings	1 space per dwelling to be provided within the development site.
3+ bedroom dwellings	Up to 2 spaces per dwelling to be provided within the development site
Wheelchair accessible or adaptable houses and flats.	1 space per dwelling to be provided within the curtilage of the dwelling (must be designed in accordance with Part M of Building Regulations)
Student accommodation	0 spaces per resident room. Operational parking and disabled parking to be considered on a case-by-case.
Motorcycle and powered two-wheeler parking	1 space per five dwellings.

- 7.3. It is recognised that for development proposals that are located in rural areas of Oxfordshire, access to frequent public transport services and high standards of direct pedestrian and cycle connections is not always available (unless it is provided by a new development). This tends to mean that the range of facilities and services expected to accommodate a reduced level of car parking provision is not always possible without causing indiscriminate carriageway parking and highway safety issues. On this basis, the parking standards in Table 4(b) are appropriate to use. When such standards are used a justification will be required within a transport submission.

Table 4(b): Car Parking Standards for the rest of Oxfordshire

Rural Oxfordshire	Parking Provision
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.

- 7.4. Flats and apartments will be treated as a standard dwelling for sites in located towns and the rest of Oxfordshire. However, when using land efficiently to provide residential dwellings, the parking arrangement for flats / apartments tend to be designed within a parking court / communal style arrangement. In such cases it is strongly recommended that they are controlled by a third-party organisation i.e. a management company on behalf of those who will use the spaces. This approach allows flexibility in specific spaces being allocated to a property, assigning them to a particular group or promoting such spaces as unallocated in appropriate locations.

Houses of Multiple Occupations (HMO)

- 7.5. HMOs are a type of development infilling which is becoming increasing more popular for sites within or on the outskirts of Oxford City and towns in Oxfordshire. Such proposals tend to give rise to an increase in parking unless appropriate parking provision is provided. The parking provisions for HMO proposals that are located within Oxford City will be assessed on their merits. For HMO sites outside the city, where indiscriminate on-street parking is likely to occur, will be required to provide a provision of 0.5 on-plot space(s) per bedroom. Such parking arrangements must be designed for practical use, accessible and be free from on-site obstructions. In addition, OCC will require the local planning authority to impose a planning condition limiting 1 occupant per room to assist in managing the parking requirement of an HMO proposal.
- 7.6. Transport submissions for HMO proposals must justify the parking provisions to be provided if these are not in accordance with the standards quoted in this guidance document. If an HMO is proposed within an area that is known to have car parking stress and is either not providing any on-plot car parking (car free) or not to a suitable level, robust evidence must be provided to justify why such a proposal will not cause indiscriminate on-street parking and any associated highway safety issues. All such development proposals will be assessed on their merits.

Visitor Car Parking Standards

- 7.7. Developers are expected to take an approach that is consistent with national research which suggests, *“that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling”* (DCL, 2007, Residential Car Parking Research).
- 7.8. For some residential developments this approach may not necessary be feasible. If this is the case, a maximum visitor parking level of 1 car parking space per every 5 residential units will be considered. Any such proposal will require a justification to be provided as part of a transport submission.

- 7.9. If a development proposal is larger than 10 or more dwellings, visitor parking should be arranged in clusters and / or evenly spread throughout the site and relate to the development types in that area. In some circumstances for large / strategic housing sites that may include mobility hubs being considered as part of a site wide masterplan. All such spaces are to be unallocated.
- 7.10. As part of a planning submission, an applicant will be required to provide a schedule of parking provision, detailing the number of allocated and, unallocated parking spaces, including those in garages, as well as details on carpools or other shared vehicles, and electrical charging facilities (both active and passive). Such planning submissions will be expected to explain how the proposed parking provision for the site meets the standards set out in this document and the needs of the development, including how these needs are expected to change in the future.

8.0. Non-residential Parking Standards for Oxfordshire

- 8.1. Commercial / employment development proposals (both new and redevelopment opportunities) are required to promote sustainable and active travel behaviour by encouraging employees to travel to their work destination by non-car modes and reduce the number of commuter / commercial car trips on the highway network. This approach is emphasised within OCC's adopted LTCP which supports sustainable travel measures and seeks to reduce the availability of car parking at such sites.
- 8.2. Since the publication of the previous OCC car parking standards, there has been a change in direction in government policy and more flexible working practices have been established. One of these changes was shifting the responsibility for determining parking standards to individual authorities and indicates that local circumstances should be taken in account when setting such standards, including accessibility of the site, the likely demand for parking, and the viability of the site.
- 8.3. Therefore, this section of the parking standards document has been specifically revised for commercial / employment development proposals by reducing on-site car parking provisions by 50% to accord with the County Council's objective to reduce car trips by 25% by 2030 and by a further 33% by 2040. As such developers must undertake a site-specific assessment (as described in paragraph 8.7) and seek to balance its operational needs, space requirements, efficient use of land and costs attributed to providing parking, whilst also demonstrating that efforts to reduce car and commercial vehicle trips have been appropriately explored.
- 8.4. Car parking that is over provided for will not be accepted. For car parking where daily usage is shown to be lower than previously assessed from site-wide monitoring, development sites will be encouraged to repurpose such areas. Repurposing may include conversion of areas for active travel measures or benefit the local community and employees through landscaped / biodiversity improvements.

- 8.5. For all non-residential development proposals located within Oxford City and town centres in Oxfordshire, the delivery of a car free site is required unless an evidence-based justification is provided as part of a robust transport submission. Such provisions must accord with the criteria as identified in the 'Design Considerations' section of this guidance document.
- 8.6. Table 5 sets out OCC's non-residential standards on vehicular and cycle parking requirements by land-use class as set out in the Town and Country Planning (Use Classes) Order 1987 as amended up to 2021. This table sets out the expected **upper limit** of car parking provision that may be acceptable once the steps detailed in paragraph 8.7 have been undertaken to establish the appropriate quantum as related to the development-specific criteria. However, should the assessment described in paragraph 8.7 identify a smaller quantum of provision, this will take precedence over the numbers identified in Table 5.

Table 5: Non-Residential Parking Guidance for Oxfordshire

Use Class	Vehicular Standards (see supporting text)	Minimum Cycle Standards
City / Town centre development proposals for all non-residential land uses.	Car Free / Operational use only with supporting evidence.	Standards below apply and are encouraged to be exceeded where practical.
B2 General Industrial.	1 space per 75sqm	1 space per 175sqm for staff and 1 space per 250sqm for visitors.
B8 Storage.	1 space per 300sqm	1 space per 250sqm for staff and 1 space per 500 sqm for visitors.
C1 Hotels.	1 space per bedroom	1 cycle space per 5 car-parking spaces provided.
C2 Residential Care Homes.	Site specific assessment required based on travel plan and operational needs.	0.5 spaces per bedroom available to residents, visitors, and staff.
E Commercial, Business and Services - Shops and retail.	1 space per 30sqm	1 space per 50sqm for staff and 1 space per 50sqm for customers.
E Commercial, Business and Services – Financial and Professional Services.	1 space per 45sqm	1 space per 100sqm for staff and 1 space per 250sqm for visitors.
E Commercial, Business and Services – food and drink (mainly in premises) i.e. restaurants and cafes.	1 space per 10sqm of public floor area	1 space per 4 staff and 1 space per 25sqm for customers.
E Commercial, Business and Services – office, research and development and light industrial process.	1 space per 45sqm	1 space per 100sqm for staff and 1 space per 250sqm for visitors.



Use Class	Vehicular Standards (see supporting text)	Minimum Cycle Standards
E Commercial, Business and Services – Non-residential institutions (medical or health services, creches, day nurseries and centres).	1 space per 4 medical staff, plus 1 space 4 non-medical staff. Plus 1 parking space per consulting, examination, treatment, therapy room & A&E cubicle.	1 space 50sqm or 1 per 30 seats capacity. Plus 1 space 5 per employees.
E Commercial, Business and Services – Assembly and Leisure (indoor sport, recreation or fitness, gyms).	1 space per 30sqm of public floor area	1 space 50 sqm or 1 per 30 seats capacity. Plus 1 space 5 per employees.
F.1 Non-residential institutions (education, at gallery, museum, public library, public exhibition hall, place of worship, law courts).	Site specific assessment required based on travel plan and operational needs.	Staff provision 1 space per 20 staff. Students; 1 space per 10 students.
F.2 Shop no larger than 280sqm (selling mostly essential foods and at least 1km from another similar shop); community hall, outdoor sport/recreation area, indoor or outdoor swimming pool, skating rink.	1 space per 30sqm of public floor area	1 space per 50sqm for staff and 1 space per 50sqm for customers.
Sui Generis, Public House, wine bar, drinking establishment.	1 space per 10sqm of public floor area	1 space 4 staff and 1 space per 25sqm for customers.
Sui Generis, Hot Food Takeaway.	1 space per 10sqm.	1 space 4 staff and 1 space per 25sqm for customers.
Sui Generis, Cinema, Concert Hall, Bingo Hall, Dance Hall, Live Music venue.	1 space per 30sqm.	1 space per 20sqm for staff plus visitor / customer cycle parking.

8.7. As set out in Table 5, the type of land use will determine the maximum amount of commercial / employment vehicle parking per development site. Should a reduction in parking provision be proposed, each application will be individually assessed on its merits, but must be based on the following criteria:

- a) Trip rates (including base and forecast mode shares) associated with the development accounting for the vehicular trip rate reductions in accordance with the requirements set out in OCC's 'Implementing Decide & Provide: Requirements for Transport Assessments' document,
- b) The policies in OCC's Local Transport and Connectivity Plan, notably the transport user hierarchy (Policy 1), which requires that development proposals give primacy to walking, cycling and public transport, and the LTCP targets to reduce dependence on the private car,

- c) The specific user group of employees / visitors of the site (including shift patterns),
 - d) Location and risk of displaced parking.
- 8.8. The number of spaces for operational vehicles i.e. Light Goods Vehicles (LGV) and Heavy Goods Vehicles (HGV) may also be calculated using the same methodology above or compared to vehicle operating licences for similar buildings / operations.
- 8.9. While non-residential developments are expected to provide a minimum level of active charging points (25% of all vehicle parking spaces), in designing this type of infrastructure, there is a need to consider the likely parking behaviour i.e. expected duration of people's stays which may affect the number of 'active' spaces. In designing provisions for disabled users parking at non-residential developments, where the total number of parking spaces exceeds 200 spaces, consideration must be given to providing less than 6% of spaces for disabled parking to ensure there is not overprovision of spaces. Disabled cycle parking is to be provided in accordance with LTN 1/20.
- 8.10. The developer of a site proposal is responsible for ensuring high quality facilities are provided on site for the proposed use, including cycle parking, staff changing, washing and storage facilities.
- 8.11. Any planning submission must be supported with details of the site's operation once it is in use, whether the site stores vehicles not in use, the frequency of vehicles visiting the site for deliveries, or the type and size of vehicles using the site. The majority of such details would be expected to be provided as part of transport submission for a future planning application and accompanying Travel Plan [Transport Development Control \(TDC\) | Oxfordshire County Council](#).
- 8.12. As part of any planning application submission, the staff and visitor ratio for each land use should be clearly identified as they are likely to be distinct to each land use class and may change over the life of the building, particularly if occupied by another business user. For example, land uses such as retail uses (E Commercial, Business and Services - shops) and health centres/leisure uses (E Commercial, Business and Services, Assembly and Leisure (indoor sport, recreation or fitness, gyms, and hospitals (class C2)) will generally have two user groups accessing those types of developments, staff/employees, and customers/patients. Another example to consider, such as employment uses, (class B2-B8) will generally only be accessed by staff/employees with occasional visitors. In essence, each development proposal is assessed on its merits due to each land-use having its own unique characteristics.
- 8.13. In addition to the above, other characteristics of non-residential developments needs to be taken into consideration when determining parking arrangements, such as:

- a) The geographical location of the site and the levels of accessibility for non-car mode users.
- b) Survey (or business) data to determine the peak parking period and demand.
- c) Local on-street parking conditions; and
- d) Local data i.e. census travel to work data about mode share and supporting Travel Plan information.

9.0. Parking Capacity (Beat) Surveys

- 9.1. The information provided in this section of this document is to assist developers and their consultant team when assessing the parking implications of new development for a transport submission (Transport Assessment or Statement) to accompany a planning application. The guidance seeks to ensure that any parking capacity surveys undertaken are robust and that the information collected and presented is in a consistent and concise manner, providing a reliable source of data for decision making purposes.
- 9.2. Parking capacity surveys are required to satisfy the criteria outlined in this guidance and should be agreed with OCC as part of a scoping exercise for a transport submission. Such surveys should only be undertaken when it is reasonably expected that parking will take place on existing streets and should follow calculation of the expected levels of vehicle ownership and consider how this parking can be provided. Any surveys undertaken will be expected to be presented in the form of a summary report as part of a wider transport submission.
- 9.3. The survey area is expected to centre on the development site and extend 200 metres (not as the crow flies) for residential uses and 500 metres for commercial uses and is to extend where a 200-metre route is close to joining another and include areas that are most likely to be used for parking by those living in, or visiting the site and will, therefore, need to consider site access arrangements.
- 9.4. These parking surveys are to be undertaken when usage / demand of available parking is at highest i.e. peak times in the agreed survey area. Where commercial parking is considered, a number of surveys should be undertaken during the operational times for the proposed use, while residential parking demand is to be undertaken when the majority of residents would be expected to be at home i.e. 00:30-05:30. A development that is expected to have large impact on on-street parking in an area where demand is high, may be required to undertake an extensive survey throughout the day.
- 9.5. A parking capacity survey is generally undertaken as a beat survey (also known as Lambeth Methodology survey) where an enumerator walks an agreed route at regular intervals recording the registration details of parked vehicles. The information expected to be collected should include the following:

- a) The rate of turnover of vehicles on each street expressed as a number of vehicles leaving / arriving per hour.
 - b) The number of vehicles parking on each street; and
 - c) An estimate of the parking capacity of each street and an explanation of how this is calculated.
- 9.6. If the development site is located within a Controlled Parking Zone (CPZ), the summary report to be provided should also include the details of the existing resident permit take-up or any waiting lists. The summary report should also be accompanied with a map of the area surveyed, details of the date and times when a survey was undertaken, and any parking restrictions imposed in the survey area.
- 9.7. When the results of a parking survey are being prepared, a summary report of the capacity surveys is to be provided and should be accompanied by:
- a) A suitable scaled map displaying the geographical area that has been surveyed.
 - b) Details of the dates and times of day the survey(s) took place.
 - c) The details of any parking restrictions imposed within the study area; and
 - d) Confirmation that the study area has been agreed with OCC officers before any survey(s) have been undertaken.

10.0 Reference Documents

- Oxfordshire County Council Strategic Plan 2022 – 2025 [Strategic Plan 2022-2025 \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk).
- Local Transport and Connectivity Plan (adopted July 2022) [Connecting Oxfordshire | Oxfordshire County Council](https://www.oxfordshire.gov.uk).
- National Planning Policy Framework (NPPF) dated July 2021 [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk).
- Oxfordshire County Council Street Design Guide [Street Design Guide \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk).
- Oxfordshire's Electrical_Vehicle Infrastructure Strategy (Adopted March 2021) [Oxfordshire Electric Vehicle Infrastructure Strategy](https://www.oxfordshire.gov.uk).
- Oxfordshire Cycling Design Standards 2017 [cyclingstandards \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk).
- Transport for New Developments Parking Standards for New Residential Developments dated December 2011.
- Manual for Streets published 2007 by the Department of Transport Communities and Government.
- Manual for Streets 2 published in 2010 by the Chartered Institution of Highways and Transportation.
- Local Transport Note 1/20 Cycle Infrastructure Design [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk).
- Oxford City Technical Advice Note 12, dated March 2022 [Planning Policy - Technical Advice Notes \(TANs\) | Planning Policy - Technical Advice Notes \(TAN\) | Oxford City Council](https://www.oxfordcitycouncil.gov.uk).
- West Sussex County Council Guidance in Parking at New Developments (September 2020) [Guidance on Parking at New Developments \(westsussex.gov.uk\)](https://www.westsussex.gov.uk).
- Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) [Parking Guidance for Development January 2018 \(woking.gov.uk\)](https://www.woking.gov.uk)
- Buckinghamshire County Council, Buckinghamshire Countywide Parking Guidance (September 2015) [parking-guidance-september-2015-2.pdf \(buckscc.gov.uk\)](https://www.buckscc.gov.uk).
- Office of National Statistics [Home - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk).
- BREAM UK New Construction [BREEAM non-domestic manual - Cover \(bregroup.com\)](https://www.bregroup.com)
- Building Regulations 2010: Approved Document S: Infrastructure for the charging of electric vehicles [Approved Document S: Infrastructure for the charging of electric vehicles \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk).



Oxfordshire County Council
Equalities Impact Assessment

PARKING STANDARDS FOR NEW DEVELOPMENTS

JULY 2022

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Section 1: Summary details

Directorate and Service Area	Environment and Place, Transport and Infrastructure
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	'Parking Standards for New Developments'
Is this a new or existing function or policy?	A new technical document to implement LTCP policy
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The 'Parking Standards for New Developments' document has been prepared to outline Oxfordshire County Council's (OCC) approach to parking at new and redeveloped development sites with an overall objective to restrict / reduce on-site car parking at a destination location to influence people's travel behaviour and encourage alternative modes of travel to be used rather than that of the private car. It is to be used to help determine the level of parking at all new developments and provide the basis of OCC's advice to the local planning authorities on development proposals and the soundness of policies related to parking for new developments.</p> <p>This Equalities Impact Assessment shows that there is likely to be a benefit to various individuals, groups, and communities as a result of this technical document being implemented.</p>
Completed By	Michael Deadman, Transport Development Control Lead Officer
Authorised By	Hannah Battye, Head of Placemaking
Date of Assessment	22/08/22

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>OCC's Local Transport and Connectivity Plan (LTCP), adopted July 2022, outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system by 2040. One of the policies within LTCP that will be key to this vision is Policy 33, which sets out how the council is seeking to reduce and restrict car parking availability creating more attractive places for residents to live and work in.</p> <p>Parts 'a' and 'b' of Policy 33 requires parking requirements for all modes of transport to be considered, in line with OCC's transport user hierarchy; and embed the parking standards into relevant guidance and decision-making processes, such as planning applications for development proposals. The revised 'Parking Standards for New Developments' document has now been prepared and its formal adoption by Cabinet is recommended in order to allow OCC officers to ensure its requirements are achieved to meet the aims of the LTCP policy.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>OCC's LTCP sets out the target of achieving a net-zero transport and travel system by 2040, improving health and wellbeing, tackling the climate emergency, reducing private car usage, and prioritising walking, cycling, and public transport. As detailed in the LTCP, in order to achieve this, changes to the way the council assesses on-site car parking levels for development proposals will need to be made. Such an undertaking will necessarily entail a multi-pronged approach to reshaping the way places are connected.</p> <p>OCC, in its role as the local highway authority, is a statutory consultee in respect of planning considerations that affect the public highway and responds to planning application proposals when consulted by all local planning authorities. OCC provides advice to local planning authorities on the transport implications of development proposals to assist in their decision-making process. OCC is also consulted during the preparation of local and neighbourhood plans and may provide advice on the soundness of policies that relate to parking in new developments (redeveloped) sites.</p> <p>This parking standard document has been prepared to outline OCC's approach to parking at new developments with an objective to restrict / reduce on-site car parking at a destination location to influence people's travel behaviour and encourage alternative modes of travel to be used rather than that of the private car. It is to be used to help determine the level of parking at all new developments and provide the</p>

	<p>basis of OCC’s advice to the local planning authorities on development proposals and the soundness of policies related to parking for new developments.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>‘Parking Standards for New Developments’ is a technical document intended to implement policy in the Oxfordshire LTCP and as such the comprehensive consultation exercise for the Oxfordshire LTCP encompasses the intent of this document. Research has been undertaken by liaising and viewing other county council parking standard documents to assist with initial drafts of this document. In addition, the existing OCC parking standard, Oxfordshire 2011 census data for car ownership, national design standards and local infrastructure guidance documents have also been reached to prepare this document and are referenced to.</p> <p>An initial engagement process was undertaken which sought comments from a focussed group of internal colleagues. Following this, an engagement process was undertaken whereby input has been sought from officers at the district and city councils, industry professionals, and the authors of the guidance upon which the document is based.</p>

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The car and cycle parking standards that OCC has been using when assessing development proposals were prepared some time ago. This document is intended to update these standards while incorporating the guidance provided in the National Planning Policy Framework (NPPF) dated July 2021 and the adopted Local Transport and Connectivity Plan.</p> <p>Previous Local Transport Plans have not typically been supported by supplementary documents intended to ensure the effective implementation of OCC policy, so in that sense doing nothing was previously the option taken.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to reduced on-site parking provisions, this will aid the council's overall objective to make walking, cycling, and public transport use more attractive making a positive contribution to ensuring that travel choices for all ages are more widely available.	n/a	n/a	n/a
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to reduced on-site parking provisions, this will aid the council's overall objective to make walking, cycling, and public transport use more attractive making a positive contribution to ensuring that travel choices for all ages are more widely available.	n/a	n/a	n/a

Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to reduced on-site parking provisions, this will aid the council's overall objective to make walking, cycling, and public transport use more attractive making a positive contribution to ensuring that travel choices for all ages are more widely available (where possible).	n/a	n/a	n/a
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to reduced on-site parking provisions, this will aid the council's overall objective to make walking, cycling, and public transport use more attractive making a positive	n/a	n/a	n/a

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				contribution to ensuring that travel choices for all ages are more widely available.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to reduced on-site parking provisions, this will aid the council's overall objective to make walking, cycling, and public transport use more attractive making a positive contribution to ensuring that travel choices for all ages are more widely available.	n/a	n/a	n/a

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a	n/a	n/a	n/a
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By putting greater emphasis on ensuring that new developments contribute to reduced on-site parking provisions, this will aid the council's overall objective to make walking, cycling, and public transport use more attractive making a positive contribution to ensuring that travel choices for all ages are more widely available contributing to the economic,	n/a	n/a	n/a

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				social, and environmental well-being of the county.			

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

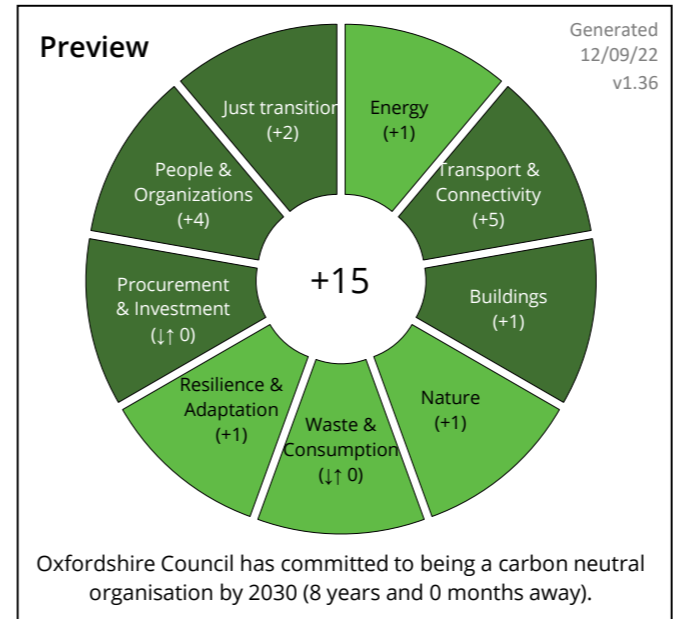
Review Date	
Person Responsible for Review	
Authorised By	

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Growth and Economy
What is being assessed	Parking Standards for New Developments
Is this a new or existing function or policy?	A new technical document
Summary of assessment	The assessment shows that implementing the revised OCC Parking Standards for New Developments document will help support a positive contribution towards the County Council's aims of addressing the climate and ecological emergency.
Completed by	Michael Deadman
Climate action sign off by	
Director sign off by	
Assessment date	

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Detail of proposal

Context / Background	The document sets out OCC's requirements for implementing the draft policy (from the emerging LTCP) on adopting a reduced car parking levels at new developments as part approach to transport planning for developemnt proposals (submitted as part of planning applications for new development), while seeking more sustainable and active travel parking provisions.
Proposal	This document supports the implementation of emerging LTCP policy to ensure that the LTCP policy is effective in its aims.
Evidence / Intelligence	<p>The document is based on OCC's current parking standards, while also taking into consideration national and local policy context (such as the National Planning Policy Framework, current census data etc), while also reviewing other documents pulished by other county council authorities. All documents are referenced throughout the document.</p> <p>An initial engagement process has been undertaken which sought comments from a focussed group of internal colleagues. Following this, an engagement process is about to be embarked upon whereby input is being sought from officers at the district and city councils, industry stakeholders, other local highway authorities, and the authors of the guidance upon which the document is based.</p>
Alternatives considered / rejected	Previous Local Transport Plans have not typically been supported by supplementary documents intended to ensure the effective implementation of OCC policy, so in that sense doing nothing was previously the option taken.

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	0	n/a			
Energy	Promotes a switch to low-carbon or renewable energy	1	Potentially results in less reliance on private motor vehicles in favour of public transport and active transport modes, thus helps to replace carbon-based systems with low-carbon technologies.			
Energy	Promotes resilient, local, smart energy systems	0	n/a			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	1	The aim of this document is focussed reducing car parking at new development to where people journey to across the county. If there is less parking at a desintaiton this will help influence their travel behaviour and encourage alternative transport modes to be be considered instead of the private car.			
Transport & Connectivity	Supports active travel	2				
Transport & Connectivity	Increases use of public transport	1				
Transport & Connectivity	Accelerates electrification of transport	1	One of the requirement within this document is to require EV charging point infrastrcture to be provided for new developments. For residential uses this is to be provided per new unit, for commerical a minimum provision is to be provided in accordance Oxfordshire's Electrical Vehicle Infrastructure Strategy.			
Buildings	Promotes net zero new builds and developments	1	The document is intended to directly contribute towards the net-zero aims of the emerging LTCP by shaping developments to give primacy to sustainable and active modes over private motor vehicles.			
Buildings	Accelerates retrofitting of existing buildings	0	n/a			

Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1	By seeking to minimise / reduce car parking levels on site, this document should help to protect local habitats and wildlife.
Nature	Develops blue and green infrastructure	0	n/a
Nature	Improves access to nature and green spaces	0	n/a
Waste & Consumption	Reduces overall consumption	0	n/a
Waste & Consumption	Supports waste prevention and drive reuse and recycling	0	n/a
Resilience & Adaptation	Increases resilience to flooding	0	n/a
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	0	n/a
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	By contributing towards decarbonising the transport network, this document helps to reduce the transport network's detrimental impacts on climate change
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	0	n/a
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	0	n/a
People & Organizations	Drives behavioural change to address the climate and ecological emergency	1	This document aims to reduce car parking at new development to where people journey to across the county. If there is less parking at a desintaiton / work place - this will help influence their travel behaviour and encourage alternative transport modes to be be considered instead of the private car. This will help support the council's objective to address the climate and ecological emergency.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	3	The document supports the County Council's and other organisation's (district and city councils, developers, etc.) efforts to address the climate and ecological emergency.

Just transition	Promotes green innovation and job creation	1	Through ensuring that new developments have reduced car parking on site - this will help promote new development site's provide high quality walking and cycling routes and public transport services, this approach may in turn help to drive green innovation and influence job creation.
Just transition	Promotes health and wellbeing	1	As a result of encouraging reduce car parking at new developemnts, this will encourage greater use of active transport modes for desintation journeys. This will help support improving air quality, encourage more people to be active, and improve access to green open space.
Just transition	Reduces poverty and inequality	0	n/a

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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

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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.