

## Cabinet response to recommendations re Parking Standards for New Developments

Recommendation	Accepted, rejected, or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
1: Officers review the evidence available on the relationship between both residential and non-residential parking availability and private car use and report to the Cabinet and Place Overview & Scrutiny Committee.		Information to follow and presented at cabinet meeting.
2: Table 4(b) of the Parking Standards for New Developments be revised to clarify the maximum levels of parking permitted for dwellings with four bedrooms.	Accepted	Table 4(b) has been updated in Annex 1, as have Tables 3 and 4(a). Amendments highlighted in yellow text in Parking Standards for New Developments document.
3: The Committee endorses the differentiation of the city, towns, and rural areas in the Parking Standards for New Developments. However, those areas should be more clearly defined.	Accepted	<p>The document has been updated to reflect this recommendation with rural areas identified as villages and hamlets (highlighted in yellow text). Oxford City, Edge of Oxford City (Local Plan) sites and Towns remain as presented.</p> <p>In additional, paragraph 6.2, Edge of City Sites parking standards wording has been amended. The proposed amendment confirms that edge of city sites are required to be car free (subject to meeting the car free criteria), or a reduced Oxford City standard will be accepted, subject to robust justifications. Amendment highlighted in yellow text in paragraph 6.2.</p>
4: Officers use what data is available to produce a best estimate of current private car trip rates in Oxfordshire and use that estimate to produce numerical values for the	Partially accepted	<p>Current position</p> <p>There is not a readily available data source for the quantum of car trips across Oxfordshire, which has not previously been monitored by OCC. Work is currently ongoing to create a monitoring tool for</p>

Local Transport Connectivity Plan (LTCP) headline targets regarding private car journeys – this should accompany the Parking Standards for New Developments report to Cabinet; and use those estimates to review, and if necessary revise, the maximum levels of parking proposed in the Parking Standards for New Developments, applying the Decide & Provide approach.

the LTCP. This seeks to combine data sources to allow monitoring of the LTCP targets and KPIs in one platform, to establish how we can successfully monitor vehicular trips and how this work can be resourced. Once a methodology has been established and agreed, the LTCP can be updated with the number of car trips.

#### Scope of work

To support the development of the LTCP monitoring tool, officers have been working with the council's Innovation Hub (iHUB) to develop a scope and work programme for the tool and begin to map existing data sources. Two funding bids have also been submitted to the governments 'Regulators Pioneer Fund'. The two bids request funds to build the LTCP monitoring tool or Local Authority Transport Impact Monitoring (LATRIM). A summary of each bid is provided below:

RPF/LATRIM 1 - Project LATRIM1 is part of a two-bid sequence, aiming to develop a tool for monitoring the implementation of Oxfordshire County Council's Local Transport and Connectivity Plan. LATRIM1 will build a data hub, combing various transport data sets. The output of the project will enable the development of data analysis tools needed to monitor specific targets.

RPF/LATRIM 2 - Project LATRIM2 is part of a two-bid sequence, aiming to develop a tool for monitoring the effects of the implementation of Oxfordshire County Council's Local Transport and Connectivity Plan. It builds on the previously developed data hub to develop tools for monitoring specific targets and key performance indicators. The tool will allow evidence-based decision-making process to be adopted by the council.

Bids were submitted on 30 September, with successful bidders due to notified in November. Alternative funding is being identified to begin progressing the project if the bids are unsuccessful.

		<p>Timescales</p> <p>Anticipated timescales for work on LTCP monitoring are outlined below. Please note that these assume both bids are successful.</p> <ul style="list-style-type: none"> <li>• November 2022 – Regulators Pioneer Fund outcomes</li> <li>• January 2023 – August 2023 – Project LATRIM1</li> <li>• August 2023 – LTCP annual monitoring report published</li> <li>• Autumn 2023 - Outcomes from project (including LATRIM1) to inform revised approach to Parking Standards at 12 month review stage</li> <li>• September 2023 – March 2025 – Project LATRIM2</li> </ul>
5: Parking must be planned with regard to public safety implications.	Accepted	The inclusion of secure by design provisions has been incorporated into paragraphs 2.5 and 4.11 (first bullet point) and are highlighted in yellow text. Please note this design consideration is identified in the council's adopted Street Design Guide (Section 3.2) and the local planning authorities own Design Guides.
6: The Parking Standards for New Developments be reviewed at an appropriate time sooner than 12 months post adoption if practicable.	Accepted	The text stating the proposed document will be reviewed every 12 to 18 months has been amended. The document says it will be reviewed every 12 months (highlighted in yellow text). This is to ensure the first review aligns with the LTCP monitoring project's expected conclusion as set out in item 4 above.
7: The levels of cycle parking required under the Parking Standards for New Developments must align with the LTCP ambitions for the future mode share for cycling.	Accepted	The adopted LTCP sets a headline target for 2030 to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week. Several policies within the LTCP regarding cycle parking to support this target are identified, such as Policies 23 and 33. Both policies seek to ensure cycle parking is to be provided in secure and accessible locations and influence the design of a

	<p>development site's overall parking requirements, for all modes of transport.</p> <p>The revised Parking Standards for New Developments has been written with consideration to these LTCP policies (paragraph 4.10 of the proposed document under 'Design Considerations') and has increased the existing cycle provision standards from a maximum level to a minimum level. The number of spaces to be provided have also been increased. Table 1 in Annex 1 (residential cycle parking standard) has been updated due to the recommendation of the Place Overview &amp; Scrutiny Committee. The level of cycle parking has been increased by 100% from the recommended levels quoted in Local Transport Note 1/20 but are still set to a minimum level (highlighted as yellow text). The level of cycle parking proposed for commercial developments remain as a 50% increase from the existing standards.</p>
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