

Divisions Affected – All divisions

CABINET REPORT - 24 January 2023

PARKING STANDARDS FOR NEW DEVELOPMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to** accept the minor amendments to the adopted 'Parking Standards for New Developments' highlighted in Annex 1 and note the findings of the update to the research overview report, contained in Annex 2, which concludes that the available literature provides support to the general approach to parking provision as set out in the adopted (at Cabinet, held 18th October 2022) standards.

Executive Summary

2. Following the Oxfordshire County Council (OCC) Cabinet meeting held on 18th October 2022 at which the revised 'Parking Standards for New Developments' document (Annex 1) was adopted, it was resolved that, "Councillors Enright, Gant and Sudbury [are] to conduct a review with the relevant officers on issues raised by the scrutiny committee and bring back an update to a future Cabinet meeting before the end of this year."
3. In order to fulfil this resolution, a report has now been produced (Annex 2), which revisits the key findings of the research overview that was previously provided (Annex 3) in support of the parking standards and explores some additional research in order to ascertain whether the standards in their current guise represent an appropriate approach to parking policy in the context of the Local Transport and Connectivity Plan (LTCP).
4. The original research overview identified that there is much research that demonstrates a link between parking reduction (at both origin and destination) and a reduction in car ownership and usage. However, it also identified that the literature acknowledges that causality can be difficult to establish, given the myriad influencing factors on travel behaviour and the challenge of endogeneity in research methodologies.
5. As such, it was concluded that the general approach of reducing car parking provision in new developments (both residential and employment) is supported by the evidence. In lieu of research that is able to directly equate a level of car parking provision to a resultant level of car use, it has not been possible to

determine whether the specific levels of car parking provision set out in the revised parking standards will make a sufficient contribution towards the LTCP targets. However, the additional research papers reviewed in the update to the research overview report also lend further support to the general approach taken in the revised parking standards.

6. Therefore no further substantive changes to the adopted 'Parking Standards for New Developments' document are considered necessary at this juncture. However, 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 months.
7. Following an interim review of the adopted 'Parking Standards for New Developments' document, opportunities to clarify some passages were identified. Accordingly, minor amendments have been made to paragraphs 4.12, 6.2, 7.2 and 8.6 (see highlighted text in Annex 1). These amendments are to add greater clarity to the text and are not considered material.

Background

8. Please see Annex 1 for the adopted version of the 'Parking Standards for New Developments', Annex 2 for the report which details the update to the research overview, and Annex 3 for the original report which set out the overview of research on the relationship between parking availability and private car use.

Corporate Policies and Priorities

9. 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.
10. 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

11. There are no financial implications associated with the recommendation of this report.

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Legal Implications

12. There are no legal implications associated with the recommendation of this report.
13. The adoption of 'Parking Standards for New Developments' is lawful under the general power of competence in Section 1 of the Localism Act 2011 and in accordance with the council's role as a local planning authority under the Town and Country Planning Act 1990 and further in accordance with its role as highway authority under the Highways Act 1980 and as traffic authority under the Traffic Management Act 2004

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Staff Implications

14. There are no staff implications associated with the recommendation of this report.

Equality & Inclusion Implications

15. There are no Equity & Inclusion implications associated with the recommendation of this report.

Sustainability Implications

16. There are no adverse Sustainability implications associated with the recommendation of this report.
17. A Climate Impact Assessment has been undertaken and the resultant report can be found annexed to the Cabinet report from 18th October 2022.

Risk Management

18. There are no additional risks associated with the recommendation of this report, over and above those identified in Cabinet report for the revised Parking Standards of 18th October 2022.

Consultations

19. The update to the research overview report (Annex 2) has been informed by engagement with an academic at the Transport Studies Unit at the University of Oxford. Advice was sought from this academic on the availability of additional research that could be used to inform any potential changes to the revised parking standards. The academic kindly provided some additional materials to consider, which have been reviewed in detail in the report.
20. The consultation process associated with the 'Parking Standards for New Developments' document itself is outlined in the Cabinet report from 18th October 2022.

BILL COTTON

Corporate Director for Environment and Place

Annex 1: Parking Standards for New Developments (amended)

Annex 2: Update to research overview report (Dec 2022)

Annex 3: Overview of research on the relationship between parking availability and private car use (Oct 2022)

Background papers: Nil

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