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*Transport and  
Movement*

**Oxford Local Plan  
2040**

**BACKGROUND  
PAPER 14**

SA Objective: To reduce traffic and associated air pollution by improving travel choice, encouraging active travel, shortening journeys, and reducing the need to travel by car/lorry.

SEA Theme: Air and climatic factors

### **Sustainability/Plan issues:**

- Although Oxford is known for its high levels of walking, cycling and public transport use, Oxford's roads are still congested, with high levels of commuting by car and correspondingly poor air quality.
- The improvement to sustainable transport provision and the restriction of cars in the city centre will help to achieve a zero carbon Oxford alongside the introduction of other traffic management measures such as traffic filters and workplace parking levy (WPL) across the city
- The improvement to cycling, walking and wheeling infrastructure must be inclusive and the benefits shared by all of Oxford's residents.
- Improved transport connections between the city and surrounding areas will improve the integration of settlements throughout Oxfordshire.

## 1.0 Introduction

1.1 This paper sets out the context for Oxford's circumstances around transport and movement and provides the key connections with the Plan policies and the policy framework set out in Oxfordshire County Council's (OCC) [Local Transport and Connectivity Plan](#) (LTCP) and [Central Oxfordshire Travel Plan](#) (COTP). These documents will form part of the evidence base for the Plan. It is this evidence that has helped to inform and shape the policies in Chapter 7: A Liveable City with Strong Communities and Opportunities for All. Four policies, C6-C9, were developed around transport management, bicycle and car parking and supporting the roll out of infrastructure for electric vehicles. Owing to Oxford's compact nature, most people have access to a range of services to meet their daily needs within a 15-20 minute walk or short cycle ride. The transport and movement strategy of the Plan and the focus of the policies is to support Oxford as a liveable city and provide attractive opportunities for Oxford's residents to move around the city without depending on private vehicles.

1.2 The background paper presents Oxford's circumstances and a wide array of relevant studies and pieces of evidence to establish a clear image of the situation in Oxford, and how it leads to the Local Plan's policies.

1.3 Congestion on Oxford's main roads is endemic even though Oxford has very good bus services and higher levels of cycling and public transport use than many comparable cities in the country. All of Oxford is an Air Quality Management Area for NO<sub>2</sub>, and there are areas of poor air quality 'hot spots' at most major road junctions. Although the pandemic lockdowns

sharply reduced traffic, traffic levels have since grown. With the population and job growth envisaged for Oxfordshire, a continuation of existing levels of car use would threaten to overburden the transport network. As such several traffic management measures are being proposed by Oxfordshire County Council (OCC) as the highways authority as described in this paper.

1.4 OCC and the City Council are committed to supporting active travel by seeking enhanced walking and cycling infrastructure and public transport improvements in and around new developments across the city. During the Plan period OCC is aiming to make walking, cycling, public and shared transport the natural first choice through the proposed introduction of [traffic filters](#), [workplace parking](#), extending the area of the [zero emission zone](#) and supporting the introduction of [electric buses](#). Over time, the national phasing out/shift away from petrol/diesel vehicles will also help to improve air quality.

## [2. Policy Framework](#)

### National Planning Policy Framework and Guidance

2.1 The NPPF makes it clear (para 104) that transport issues should be considered from the earliest stages of plan-making. It states (para 112) that development should give priority to pedestrian and cycle movements, facilitate access to high quality public transport and allow for efficient delivery of goods and access by service and emergency vehicles. Development that generates significant movements must be required to produce a travel plan.

### Regional Policy and Strategy

2.2 England's Economic Heartland (EEH), the subnational transport body stretching from Swindon in the west, through Oxfordshire, to Cambridge in the east published its [Transport Strategy: Connecting People, Transforming Journeys in](#) February 2021. Although a non-statutory document, this strategy sets out a policy framework designed to deliver the EEH's ambition to support sustainable growth and improve quality of life and well-being through a world-class, decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK. Informed by a programme of technical work, taken forward in collaboration with partners within the Heartland and Government, the strategy is guided by four key principles:

- Achieving net zero carbon emissions from transport no later than 2050, with an ambition to reach this by 2040;
- Improving quality of life and wellbeing through a safe and inclusive transport system accessible to all which emphasises sustainable and active travel;
- Supporting the regional economy by connecting people and businesses to markets and opportunities; and
- Ensuring the Heartland works for the UK by enabling the efficient movement of people and goods through the region and to/from international gateways, in a way which lessens its environmental impact.

2.3 The EEH have produced three connectivity studies for areas in Oxfordshire that include Oxford. The [three studies](#) are Oxford – Milton Keynes, Peterborough – Northampton – Oxford and Swindon – Didcot – Oxford.

## Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP)

2.4 The LTCP produced by OCC was adopted in July 2022 and is the statutory Local Transport Plan required under the Transport Act 2000. It sets out OCC's strategy for both digital infrastructure and transport to 2050.

2.5 The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents.

2.6 The headline targets in the LTCP include targets to:

- Reduce 1 in 4 car trips to 2030;
- Deliver a net-zero transport network by 2040; and
- Have zero, or as close as possible to zero, road fatalities or life changing injuries by 2050.

2.7 The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes implemented. These include an [Active Travel Strategy](#), Freight and Logistics Strategy, [Digital Infrastructure Strategy](#) and [Innovation Framework](#) which sets out guidance as how to consider innovation within planning and development. As well as these approved additional documents to the LTCP, a Bus Strategy and a Rail Strategy are also planned.

2.8 The COTP has been developed as part of the LTCP and covers the urban area of Oxford, the immediate movement and connectivity corridors to and from the city, as well as the main villages that lie on the corridors (Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley). The focus of COTP is to set out a plan which tackles combatting poor air quality and reducing carbon emissions, promoting active travel, improving public transport on key corridor routes and to deliver an inclusive transport network that improves accessibility for all of Oxfordshire's residents. 23 actions are proposed in the COTP including:

- Traffic filters – these are intended to reduce traffic levels in Oxford by managing the use of certain roads in the city by private cars. Cars will be prohibited from driving through the traffic filters without a permit or exemption while the filters are in operation;
- Workplace parking levy – an annual charge to businesses with 11 or more staff parking spaces within the Oxford ring road. The funds raised from a WPL must be used to improve transport in and around the city; and
- Zero emission zone – an expansion of the pilot ZEZ launched in February 2022

2.9 COTP also includes an action for a Central Oxfordshire Movement and Place Framework (COMPF). With a focus on specific areas across central Oxfordshire, this piece of work will provide more detailed concepts for transport and placemaking schemes.

## Mobility Hubs

2.10 The County Council has produced a [mobility hub strategy](#) to support the implementation of the LTCP. A mobility hub is an area in which a variety of transport modes and community assets are co-located for seamless interchange. The intention of the Plan is to support a network of mobility hubs across the city to support, sustainable and active travel and good place making principles. The strategy identified 4 different types of mobility hubs that the county will develop in Oxfordshire. Typologies for major interchange hubs which include the railway stations, park and ride sites, and linking hubs to include busy urban high streets are of relevance to Oxford.

## Local Cycling and Walking Infrastructure Plans (LCWIPs)

2.11 [LCWIPs](#) are a strategic approach to identifying cycling and walking improvements at a local level and have emerged following publication of the Central Government's Cycling and Walking Investment Strategy in April 2017. The Oxford LCWIP was adopted by Oxfordshire County Council in March 2020. The Oxford LCWIP was prepared following input from stakeholders including Cyclox and the Oxford Pedestrians Association (OxPA) and sets out a series of measures and programmes to achieve a transformational change in levels of cycling and the attractiveness of walking within the city as well as supporting climate change targets.

2.12 A 'Mini Holland' Feasibility Study is being developed in an area in East Oxford. The project will propose a series of interventions and improvements that could be implemented within the study area to boost levels of walking, cycling and wheeling (especially to schools and workplaces) and will build on the LCWIP. This is framed in the context of [Cycle Infrastructure Design \(LTN 1/20\)](#) and [Inclusive Mobility](#) guidance.

## Bus Service Improvement Plan (BSIP)

2.13 In March 2021 the Department for Transport published a new long-term national strategy for buses in England titled [Bus Back Better](#). This asks local authorities and bus operators to work in partnership to develop ambitious plans to deliver better bus service in their area. [Oxfordshire's Bus Service Improvement Plan](#) was adopted in October 2021. It is reviewed annually with the latest update in October 2022.

2.14 To support the delivery of better bus services, the Department for Transport has made available £3 billion. In January 2023 a deal was signed to bring [electric buses](#) to Oxfordshire. This will have a very positive impact upon improving air quality across the city and county.

## Housing and Infrastructure Fund (HIF)

2.15 In February 2018, the Government awarded 5 Oxfordshire schemes Housing Infrastructure Fund (HIF) Marginal Viability funding for new infrastructure that will unlock new homes in areas of greatest housing demand. Three of these schemes are located within Oxford City and are now under contract for delivery:

- Blackbird Leys District Centre (£6,300,000);
- Oxford North (Northern Gateway) (£10,000,000);

- Osney Mead Innovation Quarter (£6,100,000)

2.16 The funding will help provide affordable housing to residents, helping to address housing shortages within the city and bring forward projects that will boost the city's knowledge economy.

2.17 Oxfordshire County Council also secured HIF Forward funding for 2 significant packages of transport schemes. One of these (known as HIF2) is the A40 Smart Corridor (£102m) which includes a [new bus lane](#) between Eynsham and Oxford.

## Oxfordshire Rail Corridor Study

2.18 [The Oxfordshire Rail Corridor Study](#) (ORCS) was jointly funded by the Department for Transport, Oxfordshire Growth Board (now named the Future Oxfordshire Partnership) and other partners. It focuses on the movement of people and goods across the rail network in Oxfordshire, with particular emphasis on how rail can support growth and development across the County and the wider region and inform strategic decisions. The study identifies several strategic capacity requirements on the rail network as well as a need for better connectivity between key rail hubs within the County. For Oxford City, the introduction of East-West rail services from Milton Keynes/ Bletchley to Oxford and onwards to Didcot by 2024 requires improvements to the capacity and upgrades at Oxford Rail Station which are being undertaken. Further service enhancements by 2028 are identified to enable new passenger services via the Cowley Branch Line to London with two new stations on the Branch Line. The study also identified a need for increases in freight path availability particularly between Didcot and Oxford, including 4-tracking of the rail line between Oxford Station and Radley.

2.19 The [Network Rail Phase 2](#) scheme has received funding. The outcomes delivered by this scheme include:

- Platform capacity at Oxford to accommodate an additional 3 trains per hour into Oxford. This is to enable the introduction of East West Rail and Chiltern Railways services, providing improved connectivity to Banbury, Birmingham and throughout the Oxford-Cambridge Arc in support of planned housing and jobs growth.
- Journey time improvements for passengers using Platform 4 travelling west on Botley Road.
- Pedestrian flows through the station that are compliant to industry standards for existing and forecast demand growth, supporting the attractiveness of rail as a transport mode.
- Dedicated cycleways through Botley Road underbridge and improved height clearance for buses, to enable a modal shift from cars to active and public modes of transport from West Oxford.
- Extensive public realm improvements.

- Support for future electrification through Oxford station, by rebuilding the canopy on Platform 4. This is currently not able to accommodate overhead line electrification masts.
- Enable the future re-development of the east side of the station by providing an additional station entrance for use during construction works.
- Additional capacity to enable further service enhancements to align with connectivity improvements identified in the Oxfordshire Rail Corridor Study and Midlands Rail Hub.
- Support and encourage major adjacent development opportunities in Oxford's West End, alongside the station development, by improving connectivity and accessibility.

2.20 Work continues producing an updated Oxford station masterplan linked to the [West End Spatial Strategy SPD](#). The reopening of the [Cowley Branch Line](#) to passenger traffic is a priority for both councils to improve connectivity to the eastern arc (the outer wards of Oxford City adjoining the ring road which include the major employment areas in Headington and Cowley).

## Electric Vehicle (EV) Charging Strategy

2.21 [The Oxfordshire Electric Vehicle Infrastructure Strategy 2020-2025 \(OEVIS\)](#), adopted by Oxfordshire County Council in March 2021, sets out policies and plans to support the transition to zero emission road transport. This will help Oxfordshire achieve net zero carbon, reduce air pollution, and deliver key transport initiatives such as the Oxford Zero Emission Zone. The strategy is among the first of its kind in the UK and has been a collaborative piece of work between the County and five district councils of Oxfordshire. Oxford City has adopted its own [Electric Vehicle Infrastructure Strategy](#) and has also installed a number of EV charge points across the city as part of the '[Go Ultra Low Oxford](#)' project.

## Oxford Local Plan 2036

2.22 The Oxford Local Plan 2036 is the current adopted Local Plan. The Local Plan 2036 introduced a series of innovative policies with the aim to reduce carbon emissions, encourage the use of sustainable transport modes and make the best use of land. Section 7 contains strong policies to help realise this strategy. Policy M1 seeks to promote sustainable transport choices by prioritising walking, cycling and public transport. Policy M2 seeks the submission of Transport Assessments/Statements and Travel Plans from development proposals that will have significant transport implications, with the intention of reducing car travel and encouraging the use of sustainable transport. Policy M3 requires new residential development to be car free in Controlled Parking Zones and no increases in parking provision and ideally a reduction, in all other areas. For non-residential developments the policy aspirations are to keep parking levels to an operational minimum, with a shift towards more sustainable travel modes. A low standard for car parking provision means that a greater proportion of scarce land can be used for providing homes and avoids issues of parking creating poor urban design. Reduced car parking, and therefore car ownership and car trips, is likely to reduce air pollution and noise levels. Fewer cars using the roads

improves the attraction of walking, cycling, and spending time in the public realm. Policy M4 seeks the provision of electric charging points in new developments and Policy M5 addresses cycle parking provision.

## Corporate Plan

2.23 The aims of Oxford City Council's Strategy 2020-24 are to enable an inclusive economy, deliver more affordable housing, support thriving communities and pursue a zero carbon Oxford. To help to enable an inclusive economy, the City Council intends to work with Oxfordshire County Council to implement the LTCP and improve bus and cycle routes into and around the city, better connecting the key employment sites. Within the city centre the aim is to create more accessible public space and reprioritise road space for pedestrians, cyclists and buses. In the City Centre's West End the aim is to undertake infrastructure improvements to create more sustainable transport and movement routes in the area, including an improved Oxford Rail Station, with increased capacity to provide greater connectivity nationally and locally. Improvements to rail capacity include securing commitment to the opening of the Cowley Branch Line to passengers (further information available above under the Oxfordshire Rail Corridor section). To help pursue a Zero Carbon Oxford, the Council seeks to create a citywide network of electric vehicle charging points to encourage the take-up of electric vehicles, and to implement a Zero Emission Zone in the city centre to improve air quality and encourage further take up of ultralow emission vehicles.

## Oxford Climate Emergency

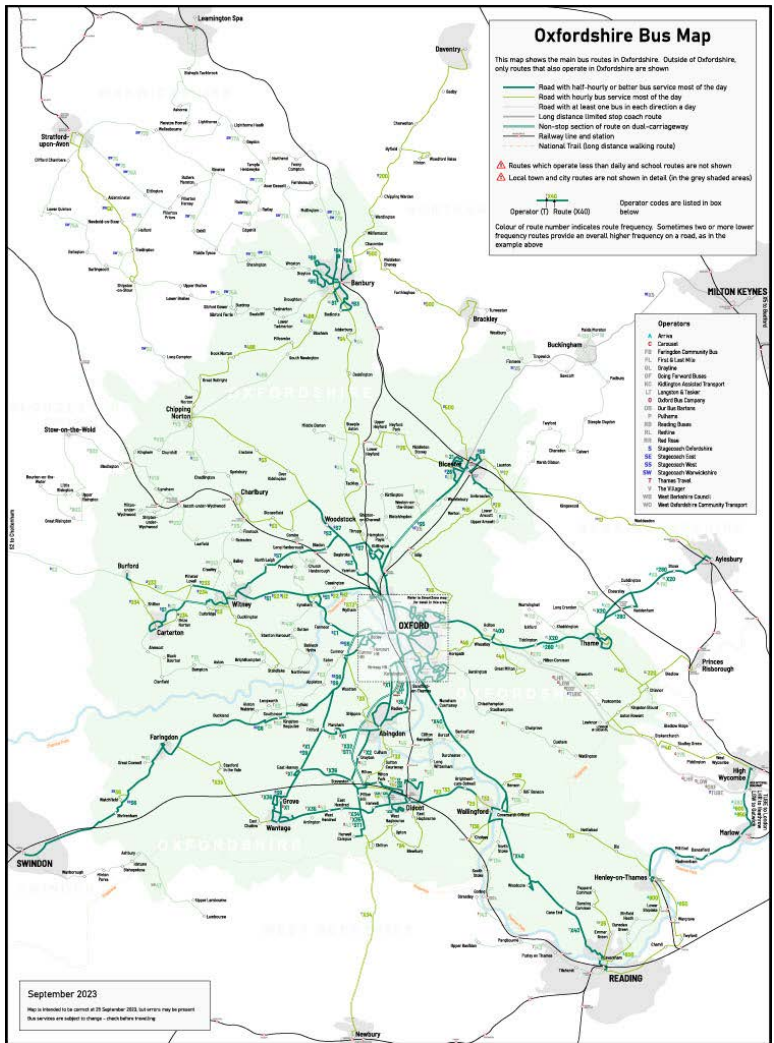
2.24 On 28 January 2019, a motion was unanimously passed by Oxford City Council declaring a climate emergency in Oxford. The motion called on the government at Westminster to provide the necessary powers and resources to make local action on climate change easier; called for review and recommendations on revisions to the council's Carbon Management Plan – including the setting of an earlier carbon neutral target and improved governance structure for monitoring; and set out intentions to continue to work with council partners to deliver widespread carbon reductions. Fundamentally, it stresses the importance and critical status of the current environmental situation – both globally and locally.

## 3. Current situation

3.1 The strategic road network around Oxford is primarily served by the A34, A40, A420, and the ring road. Within Oxford, key arterial routes accommodate large amounts of vehicular traffic, and the largest mode of transport is still private cars or vans, making up 50% of the overall share.

3.2 Oxford's Transport Network is interconnected with the wider Oxfordshire network. A series of bus routes connects Oxfordshire's principal towns and settlements (such as Abingdon, Banbury, Bicester, Didcot, Kidlington, Thame, Wantage, and Witney) as shown in Figure 1.





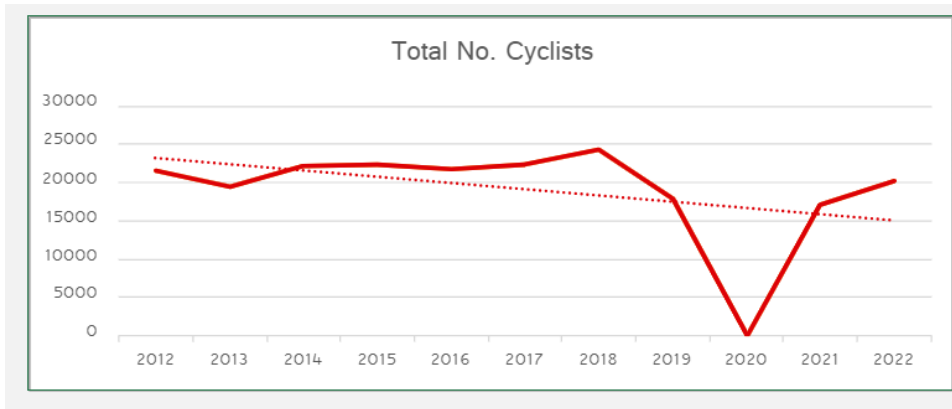
**Figure 1: Oxfordshire Bus Map**

(reproduced here with permission of Oxfordshire County Council)

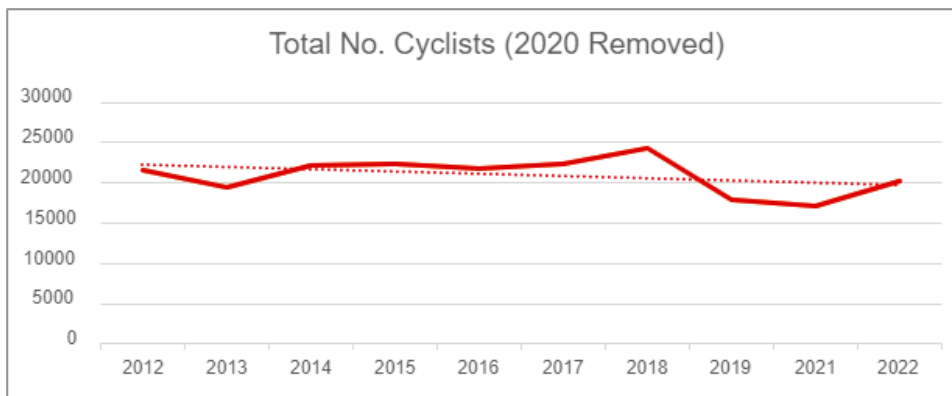
3.3 Banbury, Bicester, and Didcot, as well as a number of smaller villages are also connected to Oxford via the railway network. Together, the bus and railway network provide opportunities for commuter traffic from neighbouring authorities to access the city by sustainable modes. National Cycle Routes 5 and 57 also provide access to the National Cycle Network, with connections to Bicester, Didcot, Kidlington and Thame; as well as several smaller villages on these routes.

3.4 Oxford is a city recognised for its high levels of walking and cycling with the majority of Oxford residents commuting to work by walking or cycling. However, the LCWIP identifies that cycling conditions, provision and routes are often very poor. The cycling section of the Active Travel Strategy and the Oxford LCWIP sets targets to increase both commuter cycling and all cycling trips in Oxford by 50% by 2031.

3.5 Figure 2 and Figure 3 show cycling trends within the city between 2012 and 2022. NB the surveys were conducted during different months in each year which does have an impact upon cycling take up.



**Figure 2:** Total number of cycle trips (annually) 2012 - 2022



**Figure 3:** Total number of cycling trips omitting 2020 owing to lock downs.

#### 4. Likely trends without a new local plan

4.1 Without a new Local Plan, the policies within the current Local Plan 2036 would remain in place until 2036 or until they become otherwise out of date. These policies should help deliver increased use of sustainable modes of transport within Oxford. The residential car parking policies should help reduce car ownership on new build developments. Other policies seek to safeguard land for the potential reopening of the Cowley Branch Line for passenger services and support the redevelopment of Oxford Rail Station. Both Oxfordshire County Council and Oxford City Council are preparing detailed measures for implementing the Central Oxfordshire Travel Plan. This will include traffic filters, new bus routes to increase access to the Eastern Arc and other areas, the introduction of a workplace parking levy, and an extended zero emission zone in the city centre. Without a new Local Plan, these measures will still come forward, but the existing policies will remain as drafted when adopted in 2020 and in time, will become out of date whereas the evidence base and influencing strategies as described above, will have continued to develop and evolve, and the urgency with which we need to address the climate emergency will also have increased. A new Local Plan provides the opportunity for the existing policies to evolve and be further developed to ensure that the issues affecting Oxford are addressed.

## 5. Approach taken for Local Plan 2040

5.1 The County Council's plans and programmes provide the starting point for drafting the policies in the Plan which seek to support the principle of Oxford being a liveable city. This means that people can move around more easily through active travel and by using public transport to get to shops, leisure, work, education and health facilities. Recognising that this will only be achieved by reduced traffic congestion in the city, the City Council will work with the County Council to support their transport plans and proposals. The key policies in the Plan that support this are around the submission and assessment of transport assessments and travel plans in new development, ensuring that bicycle and vehicular parking standards are adequately considered and introducing low car development where applicable.

5.2 Policies in the Oxford Local Plan 2040 seek to work in tandem with Oxfordshire's transport strategies to help shape and implement the proposals. The policies in the Plan will need to help address the transport sector's contribution to climate change in Oxford by creating policies that encourage travel by sustainable modes, such as walking, cycling, and public transport.

### Motor Vehicle Parking

5.3 Car parking uses land and in a compact city such as Oxford where land is scarce and there are so many competing demands, consideration should be given to maximising efficient use of that land. However, there will be those who need to drive. The needs of people to access services, and potential impacts on local centres if there is not enough parking, must be balanced against the negative effects of car traffic generation and the opportunities to make sustainable modes of travel more attractive. As such, different approaches will be required for review and management of different types and levels of car parking. The Plan sets out the residential parking for new residential developments in Policy C8 and Appendix 7.6.

5.4 Most of the city has an excellent existing level of public transport provision, as well as good connectivity by walking and cycling, so low car developments are feasible. Low car means not allocating a car parking space for each residential unit but only a certain number of spaces to meet the needs of the development in terms of disabled parking, blue badge holders, service and delivery spaces, spaces for working drivers, pooled cars/ car clubs and visitor spaces. A lower standard for car parking provision means that a greater proportion of scarce land can be used for providing homes which is the priority use in Oxford. Reduced car parking, and therefore car ownership and car trips, is likely to reduce air pollution and noise levels. Fewer cars using the roads improves the attraction of walking, cycling, and spending time in the public realm.

## Controlled Parking Zones

5.5 Large parts of the city are already covered by [Controlled Parking Zones](#). Where these have been implemented, they have been extremely successful in removing commuter parking. A CPZ is an area where parking is only permitted in designated parking bays, and the rest of the kerbside space is restricted by yellow lines. Residents, their visitors, and local businesses can park in designated bays when displaying a relevant parking permit for that zone. In controlled parking areas, new developments with little private parking are less likely to have a negative impact on surrounding areas, as parking cannot be displaced to the street.

5.6 Further expansion of Controlled Parking Zones (CPZs) is envisaged for the city to ensure that increases in residential population and/or in visitors do not bring about significant increases in cars present in the area, and that any increases in parking demand are not simply displaced to neighbouring streets.

## Park and Ride

5.7 The Park and Rides around Oxford are important for reducing traffic coming into the city, providing people with the opportunity to park their cars and switch travel modes to public buses at the boundary of the city. The park and ride currently being built on the A40 near Eynsham for 850 vehicles will provide opportunity for people to start their bus journeys even earlier using the dedicated bus lane on the A40.

5.8 Park and Rides offer the opportunity for promoting a mobility hub, facilitating interchange between a variety of modes and supporting multimodal travel for example people may arrive by car and switch to a cycle, a shared e-bike or car club as well as bus. The county council see the Park and Ride sites as a form of mobility hub.

## Public parking

5.9 The Plan encourages the downward pressure on public parking across the city. Car parking in the district centre car parks will be kept at a level which is reasonable to serve the area bearing in mind that district centres serve those living locally who may opt to walk or cycle a short distance, and that they are all served by excellent public transport connections for those travelling a little further.

## Bicycle Parking

5.10 Cycling is an important transport mode for many of Oxford's residents. To encourage people to cycle we need to ensure our city's roads are safe for cyclists. Opportunities should be taken in new development to provide links to existing cycling networks and contribute to new cycling links in accordance with the LCWIP.

5.11 To encourage cycling there needs to be sufficient well designed, secure bicycle parking provided in new developments (Policy C7 and HD15) and be made available across the city in our schools, employment areas and city and district centres. They must be well designed sheltered, secure and well located. The standards for bike parking are set out in the Appendix 7.4 of the Plan.

5.12 One way to encourage more people to cycle and ride ebikes is to provide secure cycle parking that provides people with the confidence that their bike will less likely be stolen when travelling around the city. The introduction of traffic filters and LTNs across the city during the Plan period has the potential for opportunities to reallocate road space from use by private motor vehicles to provide better walking and cycling routes and dedicated bus priority. Both councils are committed to reducing public on street parking where possible which would provide the opportunity for more cycle parking and/or spaces for pool cars.

## 6. Conclusions

- 6.1 With population and job growth in the city, a continuation of existing travel behaviour would threaten to over-burden the transport network to an extent that compromises the environment, the character of Oxford and the quality of life of those living and working here.
- It is important that housing development is delivered in locations that encourage sustainable travel choices; for example, proximity to established walking and cycling networks, and access to public transport services.
- Barriers to increasing walking and cycling in Oxford should be addressed including roads busy with other forms of private transport, lack of quality infrastructure, issues of air quality, and physical features or areas of private land preventing direct routes that improve connectivity and meet latent travel demands.

6.2 Leading from the conclusions drawn above, four policies were developed to embody the Plan's movement strategy, these are listed below.

6.3 The first policy is concerned with Transport Assessments, Travel Plans and Servicing and Delivery Plans and has been included to ensure that major new development proposals seek to optimise active travel and public transport opportunities and aim to limit the increase in car journeys which would contribute to air pollution and congestion.

## Policy C6: Transport Assessments, Travel Plans and Service and Delivery Pla

Planning permission will only be granted for development proposals if the City Council is satisfied that adequate and appropriate transport-related measures will be put in place.

A Transport Assessment ([TA](#)) or Transport Statement ([TS](#)) must be submitted for development that is likely to generate significant amounts of movement, in accordance with the thresholds set out in Appendix 7.2.

Transport Assessments must assess the multi-modal impacts of development proposals and demonstrate the transport measures which would be used to mitigate the development impact to ensure:

- a) there is no impact on highway safety to be assessed on a case-by-case basis;
- b) there is no severe residual cumulative impact on the road network;
- c) pedestrian and cycle movements are prioritised, both within the scheme and within neighbouring areas;
- d) access to high quality public transport is facilitated, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- e) the needs of people with disabilities and reduced mobility in relation to all modes of transport are addressed;
- f) the development helps to create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards as set out in the [Oxfordshire County Council Street Design Guide](#);
- g) the efficient delivery of goods, and access by service and emergency vehicles is allowed for; and
- h) charging of plug-in and other ultra-low emission vehicles is enabled in safe, accessible and convenient locations with designated bays and priority for car clubs

A Travel Plan, which has clear objectives, targets and a monitoring and review procedure, must be submitted for development that is likely to generate significant amounts of movement in accordance with the thresholds set out in Appendix 7.3. Travel Plans must support outcomes (a) to (h) set out above.

Where a Travel Plan is required under this policy and a substantial amount of the movement is likely to be in the form of delivery, service and dispatch vehicles, a Delivery and Service Management Plan will be required.

Small sites where servicing space is restricted will be required to submit a service and delivery plan.

**Where a Delivery and Service Management Plan is provided this should set out how deliveries will be managed and demonstrate how impacts will be minimised including congestion, safety, noise and how zero or ultra-low emission and last mile opportunities will be considered.**

**A Construction Traffic Management Plan must be submitted for development that is likely to generate significant amounts of movement during construction. This CTMP must incorporate the CLOCS standards where applicable (Construction, Logistics and Community Safety).**

6.4 The second policy addresses Bicycle and Powered Two Wheelers Parking and seeks to ensure that adequate provision is made for these modes of transport in new developments.

#### **Policy C7: Bicycle and Powered Two Wheelers Parking Design Standards**

**Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provisions and the parking provision for powered two wheelers as set out in Appendix 7.4.**

**Provision of bicycle parking lower than the minimum standards may be acceptable for new student accommodation if it is:**

**a) located close to the institution where most of its occupants will be studying; and/or b) where it is adequately demonstrated through a transport assessment that there is existing unused bicycle parking capacity available, in appropriate locations and of an appropriate design standard on site, to accommodate the increased number of bedrooms.**

**Bicycle parking should be well designed and well-located, convenient, secure, covered (where possible enclosed) and provide level, unobstructed external access to the street. Bicycle parking should be designed to accommodate an appropriate amount of parking for the needs of disabled people, bicycle trailers and cargo bicycles, as well as facilities for electric charging infrastructure to charge batteries for E bikes.**

**Changing room, showers and lockers should be provided at commercial/non-residential new development in accordance with the standards set out in Appendix 7.5.**

6.5 The third policy addresses Motor Vehicle Parking Design Standards, seeking to reduce opportunities for parking in different types of developments across the city.

#### **Policy C8: Motor Vehicle Parking Design Standards**



### **Residential developments**

Where the following circumstances apply, planning permission will only be granted for residential schemes\* that are low car:

- a. in Controlled Parking Zones (CPZs); and
- b. where the site is located within a 400m walk to frequent (15-20 minute) public transport services; and
- c. within 800m walk to a local supermarket or equivalent facility with a minimum floor area of 130m<sup>2</sup> of retail space which sells essential items such as milk, bread, pasta and fruit and vegetables (measurements taken from the midpoint of the proposed development)

In low car residential developments, no car parking spaces allocated to a particular housing unit are to be provided, but only a small number of shared spaces and spaces for blue badge holders, servicing and delivery vehicles including, for working drivers, and for pooled cars/car club cars. The numbers of blue badge holder spaces and servicing spaces, pooled car/car club spaces required in all residential developments is set out in Appendix 7.6

On large residential schemes of 100+ units, car club or pooled cars should be made available according to the standards set out in Appendix 7.6.

In all other locations planning permission will only be granted where the relevant maximum standards as set out in Appendix 7.6 are met.

Parking spaces should be located to minimise the circulation of vehicles around the site and so that they are well integrated into the landscaping scheme.

### **Non-residential developments**

The parking requirements for all non-residential development, whether expansions of floorspaces on existing sites, the redevelopment of existing or cleared sites, or new non-residential development on new sites, will be determined in the light of the submitted Transport Assessment (TA) or Travel Plan (TP), which must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel. The requirements for a TA and TP are set out in Appendices 7.2 and 7.3 of the Plan. The presumption will be that vehicle parking will be for blue badge and servicing only. Any additional provision being kept to the minimum necessary to ensure the successful functioning of the development, the need for which should be demonstrated through the submitted Transport Assessment/Travel Plan. This should set out measures introduced to maximise use of sustainable transport modes and that demonstrates there will not be unacceptable impacts on the transport network.



In the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous level and the Council will seek a reduction where there is good accessibility to a range of facilities.

Where the proposal is for the expansion of an existing operation on an existing large site, a comprehensive Travel Plan should be submitted that looks at the development in the context of the whole site. The Travel Plan will be kept under review to ensure that future opportunities to encourage a shift towards public transport and active travel are taken.

*\* For the purposes of this policy, residential development includes C3 dwellings, C4 and Sui Generis, HMOs, and all C2 development (residential institutions).*

6.6 The fourth policy addresses Electric Vehicle charging seeking to ensure that chargers are well located and designed for ease of use.

#### Policy C9: Electric Vehicle Charging

The location of charging points in development proposals should allow for easy and convenient access to the charge point from the parking space. Both the charge point and auxiliary electric infrastructure should be designed and located so that they can be maintained as required. To minimise negative impacts on the electricity grid, charge points and associated electric infrastructure must meet [PAS 1878/9 Smart, interoperable and flexible Energy Appliances](#) standards.

On new developments, planning permission will only be issued for installations that meet both the parking standards set out in Policy C8 and Appendix 7.6 as well as accessible charging PAS standards, currently [PAS 1899:2022 Electric vehicles – Accessible charging](#). Where passive only infrastructure is provided, handover documentation must specify compliant hardware to ensure that the above standards are fully met once charging bays are activated.

All new blue badge parking bays and all car club parking bays must be electrified.

#### New build residential development

All dwellings with a dedicated parking space must provide access to electric vehicle charging infrastructure. Where on street parking is proposed in the new residential development it should incorporate infrastructure to enable the charging of elective vehicles on the streets in accordance with the Oxfordshire County Council Street Design Guidance.

**New build non-residential development**

**In all non-residential development providing one or more car parking bays, access to electric vehicle charging infrastructure must be provided.**

**All new blue badge parking bays and all car club parking bays must be electrified.**

6.7 The fifth policy addresses Bin and Bike Stores and External Servicing Features seeking to ensure that these are well designed and incorporated into new development proposals.

**Policy HD15 Bin and Bike Stores and External Servicing Features**

**Bin and bike stores and external servicing features should be considered from the start of the design process and provided in new development. Planning permission will be granted only where it can be demonstrated that:**

- a) bin and bike storage is provided in a way that does not detract from the overall design of the scheme or the surrounding area, whilst meeting practical needs including the provision of electric charging points for e-bikes where applicable; and**
- b) external servicing features have been designed as an integrated part of the overall design, or are positioned to minimise their visual impact; and**
- c) materials used for detailed elements such as for stores or rainwater goods are of high quality so they enhance the overall design and will not degrade in a way that detracts from the overall design.**