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Oxford

Local Plan 2036

ADOPTED 8th June 2020



Building a world-class city for everyone

stations at Oxford Business Park/Retail Park (Cowley area) and Oxford Science Park (Littlemore area)(refer to Sites 9 & 10 chapter 9) and access routes to the stations and across the line is safeguarded.

Proposals for improvements to Oxford Railway Station that increase network capacity, improve the design and quality of facilities and interchange and support the Cowley Branch Line will be supported.

Sites for Cowley Branch Line stations and local access routes which are safeguarded and which should be improved by local development are defined on the Policies Map.

ii. Assessing and managing development

- 7.17 Key tools used to appraise and determine the transport impacts of a development proposal are transport assessments (TA)(refer to Appendix 7.1) and travel plans (TP). A TA is a comprehensive and systematic process to ensure that the transport impacts of the development are properly considered and where appropriate includes measures to help mitigate development impact. A TP is a package of measures tailored to the needs of an individual site and focused on reducing dependence on the private car.
- 7.18 TPs offer opportunities to reduce the carbon footprint of new development as occupants of the new building are required to shift away from using the private car, thus reducing congestion and emissions across Oxford. TPs should demonstrate how the occupants of the building are actively encouraged to establish use of sustainable modes of transport. TPs, to be effective, need monitoring, managing and where necessary enforcing. If the proposal is for employment activities, employers need to ensure that employees abide by the TP with appropriate sanctions for non-compliance. Developers must demonstrate, in their TPs what incentives are being offered to facilitate the shift of travel mode from the private car. The TP will be reviewed, monitored and enforced as required (to be set out in a legal agreement). For some developments further assessments and/or plans may be required such as student accommodation plans or car parking plans.
- 7.19 The movement of goods and materials by road can have a significant impact on the quality of the environment and the health and wellbeing of residents, in terms of noise, congestion and air pollution. These impacts are particularly severe in Oxford and the city centre in particular. As the city centre introduces the Zero Emission Zone some of these impacts will be reduced. However, commercial deliveries will always need to be made to Oxford and this should be done in the most sustainable way to reduce negative impacts.
- 7.20 Specific Delivery and Servicing Management Plans (DSPs) are required to be submitted for proposals that will affect the city centre or district centre and also for sites in close proximity to residential areas. They should set out measures that will be introduced to minimise impacts, such as managing delivery times and vehicles. The City Council encourages the use of cycle freight as an extension to cycle courier services by encouraging developers to make provision for cycle freight as part of their DSPs. This provides the potential to manage deliveries in a way that is zero carbon.
- 7.21 The Council will work with partners to promote the use of freight consolidation centres where possible. Within consolidation centres, goods

are grouped together so that fewer delivery journeys are required by roads, thus reducing air pollution, congestion and noise across Oxford. This would be particularly beneficial in reducing delivery trips to the city centre businesses, including Oxford University and the colleges.

- 7.22 Developments must ensure Construction Management Plans (CMP) set out how the impacts arising from construction work are managed. Policy M2 sets out the requirements for a CMP. The CMP should form part of the planning process.

Policy M2: Assessing and managing development

A Transport Assessment must be submitted for development that is likely to generate significant amounts of movement, in accordance with the requirements as defined in Appendix 7.1.

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 unacceptable impact on highway safety;
- b) there is no severe residual cumulative impact on the road network;
- c) pedestrian and cycle movements are prioritised, both within the scheme and with 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;
- 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.

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 requirements in Appendix 7.2. Travel Plans must help to 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.

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 Management Plan must be provided for developments of:

- 20 dwellings or more;
- 500m² or more of non-residential floorspace; or
- any size in a location where construction activities are likely to have a significant impact on the adjacent or surrounding road network.

A Construction Management Plan should set out how the construction phase of the development will be managed and in particular:

- Time of operations
- Noise Operations
- Abatement Noise Techniques
- Monitoring Noise Levels
- Vibration Levels
- Dust Levels
- Wheel washing arrangements
- Rodent Controls
- Community Liaison
- Traffic management incl. deliveries and contractors vehicles
- Waste Materials

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

A reduction in the number of private non-residential car parking spaces will be sought during the plan period.

iii. Motor vehicle parking

7.23 Limiting the opportunities for parking within the city helps to reduce car use leading to reductions in air pollution, congestion and the creation of a more attractive environment for walking and cyclists. In reducing the availability of public and private parking there will be fewer car trips as people shift mode to a more sustainable form of transport. Furthermore, parking across the city is not an efficient use of land, a key consideration in Oxford, where land is so constrained.

7.24 The Council may refuse planning permission for development where additional parking pressures arising from the development would severely compromise highway safety and/or severely restrict the ability of existing residents to park.

7.25 The City and County Councils are actively working towards covering the whole city with Controlled Parking Zones by 2036, if not earlier. The reduction of parking and car use within and around the city is essential if air quality is to be improved.

Car-free and reduced car parking in residential developments

7.26 Opportunities for successful car free housing are high in Oxford because of the number of Controlled Parking Zones (CPZs), the availability of walking and cycling routes and facilities and the excellent public transport options. Technology and attitudes to car ownership are anticipated to change, especially with improvements to public transport and cycling facilities. Car

clubs and other means of sharing and hiring cars provide an increasingly convenient and realistic alternative to the private car. Car clubs, which are already operating in the city, offer the opportunity in future years to use driverless cars and the potential for developing their fleet to include electric bikes. A reduction in the number of private non-residential car parking spaces will be sought during the plan period.

- 7.27 For many residential schemes, in particular those developments in the city centre or in close proximity to district centres, car-free developments are expected. Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people, car clubs and operational uses.
- 7.28 Policy H8 Student Accommodation states that the City Council will secure an undertaking that students do not bring cars to Oxford. However some limited disabled and operational parking spaces should be provided for service and delivery vehicles, which should also be available, purely as a pick-up/drop-off facility, for students and their families arriving and departing at the start and end of terms. Alternative uses for these spaces could be available during term time to maximise opportunities for the space e.g. amenity functions.

Parking and Houses in Multiple Occupation

- 7.29 Some types of residential development may require provision of parking spaces. The number of people occupying Houses in Multiple Occupation (HMO) will often be higher than for a single household. The City Council will expect that where a Sui Generis HMO (6 or more occupants) is proposed outside CPZ areas, parking (either on or off street) must be available to reflect the standard set out in Appendix 7.3. Where there is a realistic possibility of a CPZ coming forward during the plan period no off-street parking would be required.

Parking in non-residential developments and district centres

- 7.30 Major redevelopment of non-residential sites is expected across Oxford during the plan period. Many of these sites already have substantial amounts of parking, including provision for disabled parking. Additional parking will not be allowed in the event of redevelopment and the reduction of parking is encouraged.
- 7.31 Any new developments for B1 use in the city centre and district centres do not require any parking provision except operational need, because the centres have good access to public transport and cycling and walking routes.

Public parking

- 7.32 The Local Plan recognises the need for some on and off-street parking to meet the requirements of those using the city centre and district and local centres for both business and pleasure. However, to achieve a modal shift in the way people travel into Oxford, away from the private car, to public transport, cycling and walking the Local Plan does not support a growth in either on or off-street public parking spaces in the city centre³⁰ and district centres. As the County Council introduces changes to the movement of vehicles around the city and more demand management measures, throughout the plan period there is an expectation that on-street parking places in the city centre may be reduced in number and/or reorganised to enable more efficient flow of vehicles and to reclaim road spaces for the benefit of cyclists and pedestrians. Where retained

³⁰The baseline for car parking numbers is the number of public car parking spaces across the city centre at March 2019 (after the closure of Oxpens) 1,942 off street (includes 556 spaces at Beckett Street for rail users only) and 255 on street car parking spaces.



or created, parking for disabled vehicles must be accommodated in a way that does not detract from other functions of the street.

- 7.33 The City Council will continue to work with the County Council to facilitate measures to maintain and enhance Oxford's overall accessibility to ensure people have realistic options other than to drive into the city and district centres.

Policy M3: Motor vehicle parking

Residential developments

In Controlled Parking Zones (CPZs) or employer-linked housing areas (where occupants do not have an operational need for a car) where development is located within a 400m walk to frequent (15minute) public transport services and within 800m walk to a local supermarket or equivalent facilities (measured from the mid-point of the proposed development) planning permission will only be granted for residential development* that is car-free.

In all other locations, planning permission will only be granted where the relevant maximum standards set out in Appendix 7.3 are complied with.

The need for disabled parking must be considered in all residential developments in accordance with the standards set out in Appendix 7.3.

Parking for car club vehicles must be provided in all residential developments with the standards set out in Appendix 7.3.

Non-residential developments

The parking requirements for all non-residential development, whether expansions of floorspace 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 or Travel Plan, which must take into account the objectives of this Plan to promote and achieve a shift towards sustainable modes of travel. The presumption will be that vehicle parking will be kept to the minimum necessary to ensure the successful functioning of the development.

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, and demonstrates that opportunities will be sought to enhance and promote more sustainable travel to and from the wider site. The Travel Plan will be kept under review to ensure that future opportunities to encourage a shift towards sustainable modes of travel are taken.

*For the purposes of this policy, residential development includes C3 dwellings, C4 and Sui Generis, Houses in Multiple Occupation, and all C2 development (residential institutions)

iv. Provision of electric charging points

- 7.34 The introduction of the Low Emission Zone in Oxford in 2014 has resulted in improved air quality; however levels of air pollution still exceed target levels in some areas, in particular the city centre, at junctions on the ring road and in the district centres.
- 7.35 Oxford City Centre Zero Emission Zone (ZEX) will be introduced in a number of phases during the Plan period. To support the increase in the uptake of electrical vehicles the City Council have established a number of projects aimed at increasing vehicle charging across the city. This Plan supports the delivery of the ZEX to improve air quality in the city centre, which at the same time reduces noise, decarbonises road transport and stimulates the green economy.
- 7.36 Proposals for Zero Emission Vehicles will be supported by:
- The introduction of a Zero Emission Zone;
 - Ensuring that new developments include adequate provision for charging infrastructure, including in public car parks;
 - The City Council facilitating the introduction of charging points in public places; and
 - Continuing to work with partners to support alternative fuel technologies.

Policy M4: Provision of electric charging points

Where additional parking is to be provided in accordance with Policy M3, planning permission will only be granted for new residential developments if:

- a) provision is made for electric charging points for each residential unit with an allocated parking space; and
- b) non-allocated spaces are provided with at least 25% (with a minimum of 2) having electric charging points installed.

Planning permission will only be granted for non-residential development that includes parking spaces if a minimum of 25% of the spaces are provided with electric charging points.

v. Bicycle parking

- 7.37 Cycling in Oxford is an important and growing mode of transport. The 2011 census showed that 17.1% of journeys to work within Oxford were made by cycle, up from 14.9% in 2001, making Oxford second only to Cambridge in terms of the proportion of people cycling to work. The City Council wishes to continue to encourage this active and sustainable form of travel and will seek to ensure that new developments provide secure and convenient cycle parking. Since 2017 dockless bikes have arrived in Oxford. These present more opportunities for alternative travel for both residents and visitors, but need to be accommodated in the streets of Oxford.
- 7.38 A fundamental part of encouraging cycling is the provision of secure cycle storage within people's homes and destinations such as shops, work places

and transport interchanges. It is anticipated that ownership of electric bikes will expand and secure storage facilities around the city will be required. Cycle parking standards set out in Appendix 7.3 are minimum standards, which reflect the need for cycle storage shown by research evidence - Oxfordshire Cycling Design Standards A guide for Developers, Planners and Engineers Summer 2017³¹. Sufficient, high-quality cycle parking is especially important for car-free developments.

³¹ <https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/>

- 7.39 All cycle parking must, as far as is practical and reasonable, be enclosed within a secure store, or at least undercover. The location of cycle parking is also important: where cycle parking for residents or employees is not in a secure store, it should be located away from the street frontage, to maximise security. There must be convenient, level access between the bike store and the street that avoids having to wheel bikes through buildings or corridors. Short stay and visitor cycle parking is best located as near to the front door of the properties as possible. Cycle parking should make provision for the appropriate facilities for the charging of electric bicycles.

Policy M5: Bicycle Parking

Planning permission will only be granted for development that complies with or exceeds the minimum bicycle parking provision as set out in Appendix 7.3.

Provision of bicycle parking lower than the minimum standards set out in Appendix 7.3 may be acceptable for new student accommodation that is located close to the institution where most of its occupants will be studying and/or where it is adequately demonstrated through a transport assessment that there is existing unused cycle 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.

For new non-residential development, the City Council will seek the provision of showers and changing facilities in accordance with the thresholds and minimum standards set out in Appendix 7.3.

Where opportunities to do so arise in relation to development, consideration should be given for the provision of space for storage of dockless bicycles.

Foreword

We live in a fast-changing world, where how we communicate, do business, work and shop are evolving more rapidly than our predecessors thought possible. But some things do not change – the need for a secure home, a job that brings dignity as well as a means of support, the opportunity to bring up a family, to make and keep friends, all in a place that offers the opportunity to live, not merely to exist.

Oxford is a wonderful city, with a beauty and a history that brings visitors here from all over the world. We are a centre of learning and innovation on a global scale, and we have much of which we can be rightly proud. But we are also a city where inequality is stark - where decent and affordable housing is out of reach for so many of our citizens, and where poor air quality damages the lives of many more.

We need to make sure that Oxford continues to be a successful and attractive city; a place that people enjoy living and working in, as well as visiting. Oxford's Local Plan is a vital document that sets out the shape of our city, and how it will look and feel in years to come. It will guide and shape new developments, so that they respect the past and present of Oxford, while improving its future by supporting our city's people and their environment.

This new Local Plan will determine the homes, jobs, community facilities and infrastructure for the next twenty years, striking the right balance between the different pressures that Oxford and its people face. It also sets out our priorities as a city. It makes a priority of providing affordable housing, and good quality jobs. It focuses growth and development on district centres, not just on the city centre, to make sure that facilities and services are close to home and more convenient for local residents. It prioritises walking, cycling and public transport to help tackle congestion and pollution on our streets.

A Local Plan needs to respect the city of previous generations while shaping the city of the generations to come. That is what this Local Plan aims to achieve.



Appendix 7:

Chapter 7 - Ensuring efficient movement into and around the city

7.1 Transport Assessments

Where Transport Assessment (TA) is required for a development proposal, it should be submitted with the planning application. The City Council may agree to the scope of TA being reduced if the development proposal is in a suitable location and in line with planning policy. TA should address the desirable modal split and provide for a package of measures designed to reduce the role of car travel to the site. If the potential modal split is difficult to predict, TA will need to consider whether and how far it may vary. TA should be easy to understand by non-technical people.

Thresholds

TA will generally be required if the development:

- is likely to generate car traffic, particularly at peak time, in an already congested area;
- is likely to introduce new access or traffic (any mode) onto a trunk road or other dual carriageway;
- is likely to generate significant amounts of traffic in or near the City centre Air Quality Management Area (AQMA), i.e. proposals in the Transport Central Area (TCA);
- is for new or expanded school facilities; and
- would be refused on local traffic grounds but where proposed measures set out to overcome any adverse impacts.

Proposals over 500m² or which may generate 100 vehicle movements or 5 freight movements per day will require at least a basic TA.

For residential development in Oxford, this equates to developments of 20 dwellings or more.

Applicants may find it useful to complete the "Site Audit" document produced by Oxfordshire County Council (2002).

Proposals over the following thresholds will require detailed TA:

Food Retail	1,000m ²
Non-food retail	1,000m ²
Leisure	1,000m ²
Cinemas and conference facilities	1,000m ²
Stadia	1,500 seats
B1 including offices	2,500m ²
B2 industry	5,000m ²
B8 distribution and warehousing	10,000m ²
Hospitals	2,500m ²
Higher and further education	2,500m ²
Residential	40 dwellings
Freight movements	10 per day

For mixed-use schemes, detailed TA will be required where the combined effect of the uses proposed exceeds 10 freight or 200 vehicle movements a day, based on the general assumption that 100 vehicle movements are generated by 500m² commercial floorspace or 20 dwellings.



Contents

All TA must include a non-technical summary and must address:

- a) location and layout including access points;
- b) size, in terms of site area and floorspace per activity; and/or number of dwellings and number of bedrooms per dwelling; and use of the site e.g. staff, students, patients, visitors;
- c) proposed uses and activities; and
- d) issues such as timing and type of access requirements

Where full TA are required, these must additionally address the following:

- e) Potential travel characteristics: accessibility by all modes and predicted modal split. TA should consider ease of access and catchment areas by travel-to-site times for each mode.
- f) Measures: influencing travel patterns and minimising the need for parking using measures to improve access by walking, cycling or public transport in order to minimise non-essential car travel. TA should consider appropriateness of location, scale, density and uses of the site and development.
- g) Impact appraisal and mitigation: maximising accessibility by sustainable transport modes such as through minimising prominence of car parking, management of access and parking, and organisational policies. TA should determine whether the development is acceptable or not in terms of the transport impacts, and propose measures to mitigate the impacts in terms of accessibility, integrating modes of travel, reducing environmental impact and promoting safety.

Checklists for preparing a TA

The following tables have been adapted from Oxfordshire County Council's Transport Assessment Guidelines. Note that this information is for guidance only, and developers should agree the scope of a TA, including expected content, with the planning department of the City Council in consultation with the Local Highway Authority.

Basic TA Template

Note that the level of detail may vary depending on the size and location of development, and the local context.

1	TRAVEL CHARACTERISTICS	FIGURES INCLUDED?	COMMENT AND DETAILS			
	Size of development: site area, floorspace per activity and/or no. of dwellings (inc. bedrooms per dwelling)			Promoting public transport: such as information, bus stops, improved services and bus priority		
	Use of site: staff, students, patients, visitors			Minimising parking: Overall number of parking spaces proposed and what this represents in relation to relevant maximum standards.		
	Journeys per day: expected number of journeys to and from the site as one total (figures should show particular peak hour flow)			3 TRANSPORT IMPACTS	ARE IMPACTS + / - ?	COMMENT
	Mode split: expected modal split for all journeys (excluding freight) to and from the site (figures should show car journeys with driver only or passenger and driver journeys)			Accessibility and integration: whether changes will occur in access to/adjoining transport infrastructure, the local area and community		
	Freight: expected number of freight/deliveries per day (Figures should be split by size/type of vehicle and peak time where possible)			Safety: Whether changes will occur in the risk of accidents and perceptions of personal security		
	Compare all the above with existing journeys per day, mode splits and freight impacts.			Environment: Impact on noise, air quality landscape, townscape, effect on heritage (on request of City Council)		
				Traffic and highway impact: impacts such as junction capacity problems and on/off street parking		
2	MEASURES TO INFLUENCE TRAVEL	DOES SCHEME INCLUDE MEASURES ?	DETAILS OF HOW THESE ARE DEALT WITH	4 OVERALL ASSESSMENT	Yes / No	If no what other measure are needed?
	Access, scale and design: the efforts made to promote choice of access, including for people with reduced mobility			Does scheme provide realistic choice of access?		
	Promoting walking and cycling: such as pedestrian routes and crossings, cycle routes, junction designs and cycle parking + facilities			Is parking being minimised below maximum standard?		
				Are legal agreements needed – e.g. S106 or S278?		Describe requirements:

Source: Guidelines for Assessment of Transport Implications for New Developments. Oxfordshire County Council Advice Note.



7.2 Travel Plans

If a Travel Plan (TP) is required for a development proposal, it should be submitted with the planning application.

Thresholds

Tps must be submitted alongside planning applications if the development:

- is likely to generate significant amounts of travel in or near the City centre Air Quality Management Area (AQMA), i.e. proposals within the Transport Central Area (TCA);
- is for new or expanded school facilities; and
- would be refused on local traffic grounds but where the TP sets out to overcome any adverse impacts.

Proposals over the following thresholds will require a TP:

Food Retail	1,000m ²
Non-food retail	1,000m ²
Leisure	1,000m ²
Cinemas and conference facilities	1,000m ²
Stadia	1,500 seats
B1 including offices	2,500m ²
B2 industry	5,000m ²
B8 distribution and warehousing	10,000m ²
Hospitals	2,500m ²
Higher and further education	2,500m ²

Tps must recognise the potential for modal shift and therefore the early stages of the TP are likely to focus on those car drivers "most able" or "most likely" to change their mode of travel. This does not mean that other categories should be neglected. Greater effort in terms of more measures will be needed in the longer term to address the needs of those less likely to switch from driving.

- For example, people living within 2km of a site may be able to walk, cycle or catch the bus. Car drivers living between 2km and 8km from a site may reasonably be able to change to cycling or the bus, and those living between 8km and 16km may be able to use public transport. Car sharing is likely to be a realistic option for longer journeys or journeys where alternative modes are not possible.

The reasons for car use, the distances travelled, and from where journeys start and finish must be assessed. There are many ways that information could be assessed and represented in the TP.

- For example, on a proposal to expand an existing site, surveys of current staff would be useful. For a relocated organisation, current staff surveys could indicate travel habits at the new site. An isochrone map can be useful in indicating distances from a site, accessibility by various modes, or potential catchment areas.

Modal split targets are normally displayed as percentages. However, this does not address the issue of rising staff numbers for example, and over time may in fact hide an increase in the number of cars being brought to a site. Targets should be stated as actual numbers as well as percentages.

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There is no right or wrong way to present a useful and effective TP. However, the following guidelines should be considered:

Background:

Information about the organisation must be stated clearly, including:

- Staff details such as numbers (for example, full-time/part-time, staff on payroll/fulltime equivalents*), times of travel (for example, Monday to Friday at 9am and 5pm or shift pattern), where they travel from, and how they currently travel;

* Some staff may be part-time or job-share, so the number of posts in an organisation and the number of staff it employs may differ. Full-time equivalents (FTEs) are the number of equivalent full-time posts in an organisation.

- b) Site assessment including current links (pedestrian/cycle/vehicular) into and within the site, cycle facilities, accessibility by public transport, accessibility of nearby shops and services, and car parking
- c) Assessment of non-staff travel (for example, visitors, deliveries, fleet vehicles);
- d) Attitudes of staff towards travel to and from the site and towards their travel needs.

Objectives:

The statement of objectives should identify the motivation behind the TP and clearly state its purposes. (For example, reasons for a TP include reductions in car usage (especially single occupancy journeys at peak times), and increased use of walking, cycling and public transport). It may be relevant to address:

- a) Reducing traffic speeds, improved road safety and personal security (especially for people on foot or cycle); and
 - b) More environmentally friendly delivery and freight movements, including home delivery services.
- TP good practice example of an objective: "To maximise opportunities for staff and students to travel to the University and to undertake University business using transport modes other than the private car" - Oxford Brookes University (1999)

Measures:

The TP must identify what needs to be done to achieve its objectives and what measures need to be implemented.

- TP good practice examples of measures: "include green travel teaching in curriculum" - Headington Junior School (2002) "covered cycle parking and shower and changing facilities within each building" - Oxford Science Park (2001)

Targets:

The TP must identify what needs to be done to achieve its objectives and what measures need to be implemented.

- TP good practice examples of targets: Medium term: introduce home working: 2-3 years (information is provided about who is responsible, cost bracket, funding source and monitoring criteria)

Monitoring and Review:

The effects of TPs must be monitored and they must state clearly how monitoring will take place (for example by stating what will be monitored by whom and when). Baseline data must therefore be provided (for example, as part of the background information). The outcome of monitoring may suggest that a review of the measures and/or targets is necessary. (For example, it is not necessarily a bad thing to discover through monitoring that a measure is no longer feasible, but new measures will then need to be set in order to meet the objectives of the TP.)

Enforcement:

The TP must set out arrangements for appropriate enforcement action in case agreed targets are not met.

7.3 Vehicular parking standards

Residential Parking Decision Flow Diagram:



Vehicular parking standards:

Policy M3 sets out Oxford City Council's policy on providing parking for new residential developments which would be car free. The standards below should be read alongside Policy M3 and its supporting text.

Dwellings of any size*	1 space per dwellings (to be provided within the development site, where feasible) and car club parking up to 0.2 per dwellings
Houses in Multiple Occupation (HMOs)	Parking standards to be decided 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 homes plus 1 space per 2 staff
Nursing homes	1 space per 3 residents' 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.

*Any parking provided on plot to be excluded from a permit for any future CPZ and only 1 permit to be provided per dwelling on street where not provided on plot.

Disabled Parking:

Provision for disabled parking will be considered on a case by case basis and be determined through pre-application meetings/planning applications in the light of their Transport Assessment and Travel Plan. Where disabled parking is provided it should have level access to, and be within 50 metres of the building entrance which it is intended to serve.

Powered Two Wheelers:

Residential	1 space per 5 dwellings
Non-residential developments	1 space per 400m ² up to 2000m ² , 1 space per 1000m ² thereafter.

7.4 Minimum Bicycle Parking standards

Houses and flats up to 2 bedrooms	At least 2 spaces per dwelling
Houses and flats of 3 or more bedrooms	At least 3 spaces per dwelling
Student Accommodation	At least 4 spaces for every 4 study bedrooms unless site specific evidence indicates otherwise in accordance with Policy M5.
HMOs	At least 1 space per occupant
Hotel/Guest Houses	At least 1 spaces per 5 non-resident staff (or other people). Plus 1 space per resident staff
Shops (A1) other than non-food retail warehouses, financial and professional	1 space per 113m ²
Businesses (B1)	1 space per 90m ² or 1 space per 5 staff or other people
Food and drink (A3-5)	1 space per 40m ² public floor space
Non-food retail warehouses including garden centres (A1)	1 space per 400m ²
General industry (B2)/warehousing/distribution (B8)/traders' merchants (A1)	As B1 up to 235m ² . 1 space per 5 staff (or other people)
Places of assembly including cinemas, theatres, stadiums and concert halls	4 spaces per 10 seats up to 1,000 seats; 1 space per 100 seats thereafter.
Places of worship/community centres/public halls	2 spaces per 2m ² of seating/assembly floor space
Libraries	1 space per 200m ²

Medical clinics/dentists	1 space per treatment room plus 1 space per 5 staff or other people
Hospitals	1 space per 5 staff or other people
Public sports facilities	1 space per 5 staff (or other people) plus additional provision to be determined on its merits with the following guideline; 1 space per 105m ² . In the TDAs, additional provision should be increased to 1:55m ² and in the TCA to 1:35m ² .
Primary/junior schools	1 space per 5 pupils. Plus 1 space per 3 staff (or other people).
Secondary/senior schools	1 space per 2 pupils. Plus 1 space per 3 staff (or other people).
Non-residential higher/further education	1 space per 2 students (based on anticipated peak number of students on-site at any one time). Plus 1 space per 5 staff.
Other developments	To be treated on their individual merits, guided by the general principle of 1 space per 5 people.

Cycle parking provision should be made on the site. If there is a shortfall of on-site parking provision, a contribution may be sought towards off-site cycle parking or associated facilities, based on the standards set out in this appendix. These standards acknowledge rights of permitted development and changes of use, particularly from B2

and B8 uses to B1 business use. The standards will be applied to ensure that there would be adequate provision if permitted development were carried out, unless applicants are willing to accept a condition restricting their permitted developments rights in this respect.

The reference to staff should be taken to mean the peak number of staff expected to be onsite at any one time, whether part-time or full-time.

The standards are intended as minimum standards for new development and where appropriate, change of use. One space means that one bicycle can be secured. A bike stand for example Sheffield style stand, can provide two cycle-parking spaces.

Cycle parking should be future proofed to ensure that the infrastructure to support the charging of electric bikes is supported.

7.5 Shower and comfort facilities provision

The City Council will seek the provision of shower, changing and locker facilities in commercial developments on the following basis:

Office (B1)	1 shower per 500m ² up to 1,000m ² 1 shower per 4,000m ² thereafter
Warehousing (B8) and Retail warehouses (A1)	1 shower per 5,000m ² up to 10,000m ² 1 shower per 8,000m ² thereafter
Other	1 shower per 2,500m ² up to 10,000m ² 1 shower per 4,000m ² thereafter

The application of these standards will be subject to the merits of each proposal. Except where specified, all areas quoted refer to gross floor space measured externally i.e. where proposals are submitted to extend, consolidate or reconfigure an existing site, these standards may be applied to the site as a whole rather than just the additional floor space, in order to ensure adequate provision on the site.