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## 3.1 Introduction

3.1.1 This section is concerned with how the various demands for travel and transport in Oxford are managed and provided for in a way that is consistent with the achievement of other policies and proposals in this Plan.

3.1.2 The aim of the City Council's transport policy is to reduce the need to travel, particularly by private car, and to give people greater choice in the way they travel by walking, cycling and public transport. To achieve this, proposed development must be appropriate to its location and it must be recognised that some locations are more suitable for some land uses than others. Furthermore, measures should be implemented that directly improve travel by sustainable modes of transport and control private car use.

3.1.3 Development proposals will be carefully considered for their impact on the transport infrastructure. In accordance with Core Policy CP.2, proposals that are likely to create significant insoluble transport-related problems will be refused planning permission. However, if transport and accessibility-related problems could be overcome through suitable highway, parking or environmental measures, the developer may be invited to pay for, carry out or contribute towards such measures so that planning permission can be granted.

3.1.4 The Oxfordshire Local Transport Plan (LTP), produced by Oxfordshire County Council, sets out a five-year strategy for co-ordinating and improving transport, and a programme for investment and implementation of measures. The overall planning and transport strategies of the Local Plan and LTP should be consistent in their objectives and should complement and integrate with one another. Through its planning powers, the City Council will seek to ensure the LTP's objectives are achieved in Oxford.

3.1.5 Recreational walking, cycling and use of the waterways are dealt with in Section 11.0 on Sport, Outdoor Recreation and Community Facilities.

## 3.2 Integrated Transport Strategy

3.2.1 Oxford has had a long-term policy of balanced transport provision. In 1972 the City Council established its Balanced Transport Policy for the provision for walking, cycling, public transport and car. The policy involved the introduction of five key elements:

- control of parking in the City centre;
- residents' parking schemes;
- bus priority measures;
- facilities for pedestrians and cyclists; and
- park and ride.

3.2.2 From this evolved the current Oxford Transport Strategy (OTS), which focuses mainly on access to the City centre. The OTS was established in 1993 by the City and County Councils. Its principles underpin the balanced transport approach and continue the City Council's policies on controlling car parking and supporting non-car travel as the main means of access to the City centre. The OTS also includes improvements to the public realm.

3.2.3 The principles behind the OTS have been extended to address specific traffic problems in Headington and Marston. The Headington and Marston Area Transport Strategy (HAMATS) aims to address the existing traffic problems of Headington and Marston, and anticipate new development proposals, mainly from the hospitals and Oxford Brookes University. HAMATS also looks at improving the opportunities for walking, cycling and travel by public transport to reduce, in particular, non-essential car travel at peak periods.

3.2.4 HAMATS encompasses a vision for the future of the area, including objectives for transport provision. The Strategy will help both City and County Councils to judge whether the traffic implications of new development can be overcome. Transport-related measures implemented in the Headington and Marston area as a result of new development will be in line with the principles of HAMATS.

### 3.3 Transport Assessment

3.3.1 Development should be located, designed and implemented to promote access by sustainable modes of transport and to reduce reliance on car travel. Where the City Council considers transport assessment (TA) to be necessary, this must be submitted by applicants to ensure that our determination of the application is based on appropriate information.

3.3.2 TAs should review all potential transport impacts of a proposed development, with the aim of minimising any adverse consequences. The onus is on the developer to demonstrate the potential for travel to the site by walking, cycling and public transport. TAs should assess whether the proposed development would generate unacceptable congestion and environmental problems, and whether the nature of the development is acceptable in the proposed location.

3.3.3 TAs must be submitted for developments that are likely to have significant transport implications. Appendix 1 shows the thresholds above which full TAs will be required. TAs will generally not be required for proposals under 500m<sup>2</sup>. This is not an acceptance of car travel to such schemes, and good access by other modes will be expected. These thresholds are intended only as a guide, and prospective developers should discuss the issues with the City Council at an early stage to clarify whether their proposals are likely to be acceptable in transport terms, and to outline the requirements of their TA.

3.3.4 The level of detail included in TAs should reflect the scale of development and the extent of the transport implications of the proposal. TAs must give sufficient information to allow effective decisions to be taken. However, a TA that is too detailed and complicated will be time-consuming for applicants to produce and for decision-makers to assess. Therefore, applicants need to strike an acceptable balance between excessive detail and inadequate information. The City Council may agree that the scope of a TA can be reduced where proposals are clearly in line with planning policy. An outline of what is expected from a TA is included in Appendix 1. For more complex schemes where more technical content is necessary, a non-technical summary must be included.

#### **POLICY TR.1 - TRANSPORT ASSESSMENT**

**A transport assessment (TA) must be submitted for development that is likely to have**

significant transport implications (as defined in Appendix 1).

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

### 3.4 Travel Plans

3.4.1 Travel plans (TPs) must be submitted for proposals that are likely to have significant transport implications, including those for all major development comprising employment, retail, leisure and other developments that will generate significant amounts of travel.

3.4.2 TPs should be worked up in consultation with the City Council, where appropriate the County Council as highway authority, and local transport providers. They should have easily measurable outputs and set out arrangements for monitoring the progress of the TP and for its enforcement. Appendix 2 gives further details. TPs will normally be included as part of a TA.

3.4.3 The presence of a TP does not justify unacceptable development. The weight given to a TP in determining a planning application will relate to the extent it affects the acceptability of the development and the extent to which it can be lawfully secured. It may be appropriate to make some or all elements of a TP binding through planning conditions or a planning obligation.

3.4.4 In order to determine an application for speculative development or outline permission, the City Council will need to be convinced that the developer could provide appropriate mitigation measures and that there is a commitment to implement them. Where detailed information is not available, the TP should state clearly its terms of reference and specify the nature of targets that will be set once the development becomes operational. Some elements that the full TP will eventually include, such as shower provision, cycle parking, employment of a travel plan co-ordinator and review of the TP, will be made binding through planning conditions or a planning obligation.

#### **POLICY TR.2 - TRAVEL PLANS**

A travel plan (TP), which has clear objectives, targets and a monitoring and review procedure, must be submitted for development that the City Council considers is likely to have significant transport implications (as defined in Appendix 2).

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

### 3.5 Car-parking Standards

3.5.1 Development land is limited in Oxford and there is a great need to use land as efficiently as possible. Non-operational car parking provision in areas well served by public transport, shops and services is not an efficient use of land. The City Council considers high levels of non-essential car-parking provision are unacceptable. The parking standards in Appendix 3 are maximum standards that will be applied to development proposals. If a site is well served by shops and services, and has good access or potential for good access by walking, cycling and public transport, lower levels of parking will be sought. Lower levels of

parking should not be permitted if this may cause pressure on the streets near the development.

3.5.2 The Transport Central Area (TCA), as defined on the proposals map, is an area of the City centre that is highly accessible by non-car modes of transport, is serviced by a good range of shops and facilities and is under great development pressure. In the TCA, the amount of parking allowed will be kept to a minimum. For residential development, a maximum of one off-street space per dwelling will be allowed and car-free development will be considered favourably. For other uses, parking should only be provided for operational needs and other travel demand will need to be met by other forms of transport.

3.5.3 The Transport District Areas (TDAs), as defined on the Proposals Map, are areas of Oxford easily accessible by non-car modes of transport, provide a good range of shops and services nearby, and are under significant development pressure. In the TDAs, the City Council will seek low levels of parking provision. For residential development, car-free proposals may be considered favourably. For commercial uses, the maximum provision will be reduced to 25% of the standards specified in Appendix 3.

3.5.4 For development outside the TCA and TDAs, the City Council will consider car-free residential development if there is good availability of public transport, local shops and services, and car parking could therefore be considered unnecessary. The City Council will seek advice from the County Council acting as Highway Authority on suitable locations for home zones. The City Council will, from time to time, publish Supplementary Planning Documents on home zones in association with the County Council. The requirement of Appendix 3, paragraph 1B, must also be complied with.

3.5.5 The internal road layout in new residential development should reflect the principles of home zones. In reduced parking and car-free proposals, parking for visitors and servicing vehicles must be considered and provision may be required by the City Council.

3.5.6 To overcome potential transport-related problems associated with a development proposal, developer contributions may be sought for measures to improve road safety and the accessibility of the site by walking, cycling and public transport including the re-allocation of roadspace.

3.5.7 In the TCA and TDAs, and elsewhere in Oxford when it can be justified, the parking standards will be applied by the City Council in order to calculate developer contributions where it considers that the potential impact of trip generation to the site make this necessary, particularly in relation to improving access by walking, cycling and public transport.

#### **POLICY TR.3 - CAR - PARKING STANDARDS**

Planning permission will only be granted for development that provides an appropriate level of car parking spaces no greater than the maximum car-parking standards shown in Appendix 3.

Where appropriate, the City Council will seek a planning obligation for contributions towards or provision of improved accessibility to the site, proportionate to the scale of development and potential trip generation.

The areas covered by the Transport Central Area (TCA) and Transport District Areas (TDAs) are defined on the Proposals Map.

## 3.6 Pedestrians and Cyclists

3.6.1 Virtually everybody is a pedestrian at some point in their day-to-day activities such as when walking to the bus, from their car, along the road or into a building. The City Council will seek to improve facilities, access arrangements and the public realm to make it easier and safer for all pedestrians to go about their activities. The City Council encourages walking as the prime means of access to new development and recognises the potential for walking as a mode of transport, particularly for journeys under 2km. Development proposals must give priority to pedestrian accessibility.

3.6.2 Use of pedal cycles is high in Oxford, accounting for almost a quarter of all vehicles travelling to the City centre. The City Council wishes to maintain and increase this level of usage, particularly for journeys under 5km, as well as recognising the potential for cycle use as part of a longer journey. The City Council will seek the provision of further public cycle parking, particularly near key destinations and some residential areas, including provision on-street.

3.6.3 New development must provide safe and convenient access and appropriate facilities for pedestrians and cyclists. Measures could include safe, well-lit and direct routes into and across the site; plenty of safe and secure cycle parking facilities in suitable locations; information, including signs; appropriate landscaping; and locker and changing facilities with showers. Off-site cycle parking will only be acceptable for proposals in the City centre, District centres or for public buildings where it may not be feasible to make provision on-site. Cycle parking standards to be applied to new development are set out in Appendix 4.

3.6.4 All significant new commercial proposals will be required to provide shower and changing facilities. For the purpose of this policy, significant development implies additional gross floor area of approximately 500m<sup>2</sup> or more. Cycle parking provision must be secure and, provided there is adequate surveillance and lighting, undercover and preferably enclosed. It may be appropriate to secure off-site measures such as improvements to routes, crossings and signage.

3.6.5 Secure, and preferably sheltered, cycle parking should be integrated in the design of residential development. If external access to a secure space such as a rear garden is not available, cycles can be difficult to store. They may be left at the front of the property, which may not be acceptable in security terms, or brought into or through the property where access and storage may be inconvenient.

3.6.6 The City Council will seek developer contributions for improving pedestrian and cycle access, which will be used for measures such as improvements to the public realm including better cycle parking, landscaping, street furniture, signing, paving and lighting.

#### **POLICY TR.4 - PEDESTRIAN & CYCLE FACILITIES**

The City Council will only grant planning permission for development that:

- a) provides good access and facilities for pedestrians and for cyclists, and
- b) complies with the minimum cycle parking standards shown in Appendix 4.

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 4.

Where appropriate, the City Council will seek contributions towards, or provision of, off-site measures that create safer, more attractive and convenient access for pedestrians and for cyclists, and secured by a planning obligation.

#### **Pedestrian and Cycle Routes**

3.6.7 The City Council will seek to improve accessibility for pedestrians and cyclists through its planning powers. Such measures will particularly include improvements along routes serving the City centre, cross-town routes and into sites of major travel generators. These measures will improve the network throughout Oxford. Routes shown on the Proposals Map or referred to in this sub-section will complement existing routes. The purpose of the Proposals Map is to indicate new links rather than the complete network.

3.6.8 The City Council will investigate the potential for new links into residential areas where accessibility is currently inhibited by the railway, waterways or main roads. In particular, the City Council will seek to establish new or improved links towards the City centre from Barton, Risinghurst, Horspath, Blackbird Leys and Littlemore.

3.6.9 An indication of some proposed routes is shown on the Proposals Map. Additional routes will also be sought. Some routes have yet to be finalised, particularly where new routes are to be created or where they cross development sites for which the detailed layout is still to be determined. The routes shown should be taken as indicative only. Some routes cross environmentally sensitive areas where materials, signage and lighting appropriate to the surroundings will be required.

3.6.10 While the City Council will seek to segregate cyclists from pedestrians it recognises that this may not always be appropriate, for example where space is limited or where it may compromise personal safety, particularly in quieter areas. Shared-use surfaces for pedestrians and cyclists may be appropriate but only if other options are impractical.

3.6.11 The City Council will seek developer contributions sought for off-site measures to improve pedestrian and cycle routes which will be used for measures including improvements to lighting, crossings, surfacing, signage, the accessibility of existing routes and the creation of new routes including the reallocation of roadspace.

### **POLICY TR.5 - PEDESTRIAN AND CYCLE ROUTES**

The City Council will support and, where appropriate, implement measures that create more direct, safe and secure pedestrian and cycle routes.

The City Council will seek improvements along highway routes, particularly along the following corridors:

- a. B4495 (Donnington Bridge Road, Hollow Way, The Slade, Windmill Road, Headley Way and Marston Ferry Road);
- b. B480 (Cowley Road to Watlington Road);
- c. A4158 (Iffley Road to Sandford Road); and
- d. Barns Road and Blackbird Leys Road.

The City Council will seek to improve links towards the City centre including from:

- e. North Oxford: from Walton Well Road along the railway and canal corridor;
- f. Marston: between Marston Road and St Cross Road;
- g. Headington: between Marston Road and Longwall Street;
- h. Barton: between North Way and Pullens Lane;
- i. Risinghurst: between Downside Road and Windmill Road;
- j. Temple Cowley: between Cowley Road and Meadow Lane;
- k. East Oxford: between Jackdaw Lane and Abingdon Road via a new bridge over the River Thames; and
- l. West Oxford: along land south of Botley Road.

The City Council will seek to improve links to key destinations including:

- m. Marston Road with Marston Ferry Road via Rippington Drive;
- n. Boults Lane with Copse Lane;
- o. the Ring Road cycle track with Meaden Hill;
- p. Roosevelt Drive with Bartlemas Close;
- q. the Ring Road cycle track with Masons Road;
- r. the Ring Road cycle track with and through the Oxford Business Park North;
- s. Sandy Lane West with and through the Oxford Business Park South; and
- t. Blackbird Leys with Armstrong Road.

The City Council will seek to secure the following new pedestrian and/or cycle links:

- u. Saxon Way to the John Radcliffe Hospital;
- v. Gardiner Street to the Nuffield Orthopaedic Centre; and
- w. Peat Moors to the Churchill Hospital.

Where appropriate, the City Council will seek contributions towards, or the provision of, new or more attractive pedestrian and cycle routes and facilities which will be secured by planning conditions or a planning obligation.

The improved links described in points e. to w. above are shown on the Proposals Map.

## **3.7 Powered Two-Wheelers**

3.7.1 Powered two-wheelers, such as mopeds and motorbikes, use roads space more efficiently than cars thereby causing less congestion. They may also use less energy and produce fewer emissions than other motor vehicles. However, it is also recognised that the use of powered two-wheelers may potentially draw some people away from more sustainable modes, such as walking and cycling.

3.7.2 Parking provision for powered two-wheelers will be required for non-residential proposals. This must include conveniently located parking spaces and secure anchorage points. Conveniently located locker or other storage facilities will be expected.

#### **POLICY TR.6 - POWERED TWO-WHEELERS**

Planning permission will only be granted for new non-residential development that provides appropriate access, parking and related facilities for powered two-wheelers. Appendix 3 shows the parking standards for powered two-wheelers.

Where appropriate, the City Council will seek contributions towards, or the provision of, off-site parking which will be secured by a planning obligation.

### **3.8 Public Transport**

#### **Bus Priority**

3.8.1 Buses are an environmentally sustainable alternative to car travel and are an effective use of road space, as well as providing greater opportunity for travel and choice of transport.

3.8.2 Most parts of Oxford are well served by bus. The City Council will support improvements to road and traffic conditions allowing bus services to operate more efficiently, and measures to improve access and waiting facilities for passengers. Examples include high kerbs, wide pavements and shelters at bus stops; and new bus lanes and bus priority signals to improve bus reliability and effectiveness. Where appropriate, the City Council will seek the provision of, or contribution towards, such improvements and new or improved services, including subsidy.

3.8.3 The City Council wishes to continue to exclude buses from Cornmarket Street and to introduce similar restrictions in Queen Street. However, it is vital not to undermine the attractiveness of bus use. In order to facilitate the removal of buses from Queen Street, the alternative route of Old Greyfriars Street and Castle Street will be protected for bus priority.

#### **POLICY TR.7 - BUS SERVICES AND BUS PRIORITY**

The City Council will support, promote and where appropriate provide, improvements to bus services, bus-priority measures and accessibility for passengers and passenger waiting facilities.

Key routes for bus-priority improvements include:

- a. the City centre shopping area including George Street, Worcester Street (south), Park End Street (east), New Road, Castle Street, Old Greyfriars Street, Speedwell Street, St. Aldate's and High Street;
- b. the main radial corridors of Botley Road, Banbury Road, London Road and Abingdon Road;
- c. the radial routes of Woodstock Road, Marston Road, Cowley Road and Iffley Road; and
- d. the B4495 including Donnington Bridge Road, Hollow Way, The Slade, Windmill Road, Headley Way and Marston Ferry Road.

Planning permission will not be granted for development that would prejudice the use of the Castle Street and Old Greyfriars Street bus-priority route as an alternative to Queen Street.

Where appropriate, the City Council will seek contributions towards, or the provision of, improvements to bus services, bus-priority measures, passenger access and waiting facilities and will secure them by a planning obligation.

#### **Guided Bus/Local Rail Service**

3.8.4 The City Council supports the principle of provision for improved public transport based on the route of the existing rail network in Oxford for local passengers. It would support a re-opening of the Cowley branch line for a local passenger rail service, with proposed halts at BMW/Blackbird Leys, Oxford United and the Oxford Science Park/Littlemore. Similarly, the City Council would in principle support the use of the railway and rail corridor linking north Oxford at Pear Tree with south Oxford at Redbridge via the City centre. It also supports the principle of the use of the railway or its associated corridor for another form of public transport provision. Local halts will be sought at Wolvercote, Merrivale Square (Canal Corridor residential area), the City centre and Oxpens. Any detailed proposal would be progressed under the Transport and Works Act 1992. A final decision would be based, among other things, on the outcome of an environmental impact assessment.

3.8.5 A current proposal is the GTE (Guided Transit Express) service that is being developed as a high quality, light rapid transit system. GTE offers the flexibility of running both on guideway and the ordinary road system. GTE could follow the rail corridor and leave the track at Oxford Station and/or at Oxpens, switching to the road to serve the City centre. The service may also serve other areas of Oxford by road as well as the wider County area using the road network from surrounding towns. A feasibility study has established that the GTE project is possible in engineering terms. However, further work is being carried out on the design detail and effect on the environment.

#### **POLICY TR.8 - GUIDED BUS/LOCAL RAIL SERVICE**

Land is safeguarded within the area shown on the Proposals Map for the development of a high-quality public transport service and halts based on the existing railway route and its associated corridor:

- a. from the City centre north towards Pear Tree;
- b. from the City centre south towards Redbridge; and
- c. along the branch line to Cowley.

In principle, the City Council supports a park and ride function for the service and use of the route by park and ride bus services.

Planning permission will not be granted for any development that would prejudice implementation of the Guided Transit Express (GTE).

Where appropriate, the City Council will seek contributions towards the implementation of a local public transport service along this route which will be secured by a planning obligation.

## Park and Ride

3.8.6 Oxford's park and ride scheme includes five car parks on the outskirts of the City with a total of around 5,100 spaces served by bus into the City centre. On a weekday, almost a quarter of peak-hour car drivers use the park and ride car parks. The development of park and ride is carried out as part of the OTS. There are no proposals to increase parking capacity in or near Oxford for park and ride as part of the current OTS programme.

3.8.7 The City Council recognises that the demand for travel into Oxford may increase but that the expansion of parking on the outskirts of Oxford cannot continue indefinitely. The County Council is investigating various measures, including remote park and ride sites near the Country Towns; rail-based park and ride; and longer distance bus-priority schemes. Such measures would help alleviate demand for land to accommodate more park and ride parking spaces in Oxford.

3.8.8 The City Council recognises that it may be appropriate to promote the wider scope of the current scheme.

3.8.9 There may be scope for park and ride or other special bus services to serve specific City centre destinations, such as the Science Area, as well as suburban areas or other major travel generators, such as the Oxford Business Park and the Oxford Science Park.

3.8.10 The Peartree, Redbridge and Seacourt park and ride car parks are within the City boundary and will be protected for park and ride car parking provision. In the longer term, the City Council may, in conjunction with the County Council, investigate additional sites and the expansion of existing sites including the potential for decking.

3.8.11 The City Council will seek developer contributions sought for improvements to Park and Ride, which will be used for measures including improved bus priority on routes served by Park and Ride; improvements to facilities for pedestrians, cyclists and waiting passengers; additional capacity; conveniently located and well appointed bus terminals; lighting; security; information provision and signing; set-down facilities for school-based demand; and community facilities such as recycling.

#### **POLICY TR.9 - PARK AND RIDE**

Parking provision at the Peartree, Redbridge and Seacourt park and ride car parks will be protected for park and ride purposes, including additional capacity. Where appropriate, the City Council will seek contributions towards park and ride improvements, and secure them by a planning obligation. The park and ride sites within Oxford are shown on the Proposals Map.

#### **Gloucester Green**

3.8.12 Demand for a bus station has overstretched capacity at Gloucester Green. Section 14.0, Development Sites, addresses the redevelopment of Oxpens and the potential provision of a new coach park facility. Removing long-distance coach services from Gloucester Green would ease access problems and traffic pressures on the City centre bus priority route.

#### **Oxford Station**

3.8.13 The City Council will support further improvements to the safety and convenience of travel through the Station junction particularly by foot or cycle.

3.8.14 Demand for stopping-services at Oxford Station is outgrowing its capacity and the City Council would support its expansion. However, the potential of the existing site is constrained by the water and road networks surrounding it. The current problems of capacity on the surrounding road network should also be taken into account. As such, further parking provision in association with the Station is not considered appropriate.

#### **POLICY TR.10 - OXFORD STATION IMPROVEMENTS**

The City Council will support and, where relevant, grant planning permission for appropriate increases in capacity for stopping train services in Oxford.

Planning permission will be granted for improved access arrangements into the Station, and for improved passenger-waiting and cycle-parking facilities.

### **3.9 Car Usage**

3.9.1 The aim of the City Council's transport policy is to reduce the need to travel, particularly by private car, and to encourage travel by walking, cycling and public transport. As such, it is car-use rather than car ownership with which the City Council is concerned. The City Council's objective is to manage the available resources (or those likely to become available within the Plan period) to further this aim.

3.9.2 The City Council wishes to reduce reliance on the private car, particularly for journeys to work. Commuters travelling by car create congestion at the peak periods. When not needed for operational purposes, their vehicles may block valuable space during the working day whether on-street, in public car parks or in private parking areas.

#### **City Centre Car Parking**

3.9.3 Traffic movements into and out of the City centre are largely a product of the availability of car parking there. The City Council will seek to reduce these movements through

planning controls on private parking; restricting the number of public car parking spaces, both on and off-street; and encouraging motorists to walk, cycle or use public transport. The City Council does not propose to allow any significant increase in parking stock in the TCA.

3.9.4 The City Council recognises the value of public parking provision to the economic viability of the City centre and wishes to maintain the current level of off-street provision. Public off-street car parking is intended mainly for short-stay visitors including shoppers.

#### **POLICY TR.11 - CITY CENTRE CAR PARKING**

The City Council will not allow any significant increase in the overall number of parking spaces in the Transport Central Area, and will maintain approximately the present number of public off-street parking spaces. (Car parking at Oxford Station is not treated as public car parking for the purposes of this Policy.)

#### **Private Non-Residential Parking**

3.9.5 At 2003, there were around 6,600 private non-residential parking spaces in the Transport Central Area whose demand significantly contributes to peak-hour congestion. There are no realistic methods of reducing existing private non-residential car parking spaces. However, the City Council will encourage the redevelopment of existing car parking and restrict the level of new private non-residential parking associated with development proposals. This will be particularly sought in the TCA and TDAs.

#### **POLICY TR.12 - PRIVATE NON-RESIDENTIAL PARKING**

When determining planning applications, the City Council will seek to reduce the number of private non-residential parking spaces, particularly in the Transport Central Area and Transport District Areas, when they are not required for operational reasons.

Where the City Council considers an existing site to be a major traffic generator, planning permission will not be granted for further provision of private non-residential off-street parking.

#### **On-street Residents' Parking Schemes**

3.9.6 In many residential areas, uncontrolled on-street parking - particularly by commuters parking all day - can mean that local residents may be unable to get to their homes easily or find anywhere to park nearby. It can also hinder access by delivery, servicing and emergency vehicles. This is why controlled or residents' parking schemes are introduced. It is the only way to protect streets effectively for local people to use.

3.9.7 Development that may adversely impact on the surrounding street-parking provision will not be permitted unless appropriate measures are taken, such as on-street parking controls or contractual arrangements of tenancy prohibiting cars on-site. It may be necessary to exclude new development from residents' parking schemes in adjacent streets. In reduced-parking or car-free developments, the City Council may consider it necessary to preclude eligibility for residents', and in some cases visitors', parking permits.

#### **POLICY TR.13 - CONTROLLED PARKING ZONES**

Where appropriate, the City Council will support the implementation or extension of controlled parking schemes.

Where appropriate, the City Council will seek developer contributions towards the design, implementation, administration and enforcement of controlled parking schemes, and secured by a planning obligation.

Planning conditions may be applied which prevent development from taking place until exclusion from residents' parking schemes, or other on-street parking, has been secured.

### 3.10 Servicing Arrangements

3.10.1 Adequate servicing arrangements are vital to the commercial prosperity of Oxford. However, problems arise from lorry traffic in Oxford and some of the worst arise from the loading and unloading of commercial vehicles in unsuitable places.

3.10.2 The historic nature of the City centre's building and road network often prevents the creation of environmentally acceptable servicing facilities. Access for servicing is an important issue not only for safety reasons but also for making the best use of land. Where possible, the design of new commercial development should provide for adequate servicing away from the pedestrian area. Shared rear servicing that is properly managed will be encouraged.

#### **POLICY TR.14 - SERVICING ARRANGEMENTS**

Planning permission will only be granted for new commercial development:

- a. where adequate provision is made for essential servicing activities; and
- b. that does not compromise access to other developments.

The City Council will seek the development of shared rear-servicing areas.

### 3.11 Freight

3.11.1 There is a restriction on lorries over 7.5 tonnes gross vehicle weight crossing the ring road into Oxford except for access. However, some goods vehicle operators use the largest permitted vehicles along Oxford's narrow streets, which can cause environmental and access problems.

3.11.2 The City Council wishes to reduce the overall amount of road freight activity. Developments likely to generate substantial freight movements will not be permitted in the City centre or residential neighbourhoods. The City Council will encourage proposals for sustainable freight distribution, particularly by rail or water.

3.11.3 The City Council will investigate the possibility of designating a site on the outskirts of Oxford for a goods transshipment centre which is accessible from the ring road and where goods delivered by road could be transferred to smaller vehicles more suited to Oxford's historic streets. Such a facility might be combined with facilities for overnight parking and possibly strategic lorry traffic, and could provide an interchange with rail and water-borne freight.

#### **POLICY TR.15 - FREIGHT MOVEMENTS**

The City Council will require proposals involving freight movements, including during their demolition or construction, to address the potential for transportation by rail and water.

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