Background paper 012

Transport

This paper addresses: Oxford's circumstances around Transport and Movement
Relevant Local Plan Objective(s): • Create opportunities for supporting the transition to more sustainable/active forms of transport, including by reducing the need to travel, supporting good bicycle parking facilities and avoiding on and off-street car parking where possible across the city. • Contribute towards continued improvement in the city's air quality and its further limit impacts upon public health.
Relevant SA Objective(s): 1. To achieve the city's ambition to reach net zero **carbon emissions** by 2040 8. 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 themes: Air, Climatic Factors, Material Assets

1. Introduction

1.1 This paper focuses on Oxford's transport system. It provides a context for considering this subject by providing a brief summary of the relevant national and local plans, policies and

programmes that currently exist and will influence change in the future. There is a section on the current situation which includes some key information about existing and emerging strategies. As part of an assessment of the current situation some of the key challenges and future trends that are likely to impact on the transport system are identified. The next section explores what would happen without a new Local Plan and the potential difficulties that the city would face in terms of transport and connectivity. Finally, it discusses what the emerging Local Plan 2045 could do to meet the objectives of both existing and emerging policies and strategies.

2. Policy Framework/ Plans, Policies, Programmes (supporting Task A1 of Sustainability Appraisal)

Plans Policies and Programmes

National Planning Policy Framework (NPPF)

2.1 The NPPF (December 2024) indicates (paragraph 109) that transport issues should be considered from the earliest stages of plan-making. This should involve identifying and pursuing opportunities to promote walking, cycling and public transport use. It states (paragraph 111) *"Planning policies should: [...] b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils […] d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)."* In terms of parking, the framework specifies (paragraph 112-113) that policies should take into account the availability and opportunities for public transport.

Regional Policy and Strategy

2.2 England's Economic Heartland (EEH), the subnational transport body stretching from Swindon in the west 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 as a whole. 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 There are various relevant strategies listed below:

- The EEH have produced multiple connectivity studies (see here: https://englandseconomicheartland.com/publications-and-papers/publications) for areas in Oxfordshire which helps to identify opportunities for partnership working and develop the case for regional funding and further scheme development.
- Transport mode-based evidence studies and strategies have also now been produced. These include:
  - The Active Travel Strategy (Part 1 (March 2022) and Part 2 (July 2023)) which identifies cross boundary opportunities to improve active travel;
  - The Regional Bus Strategy (July 2022) which identifies opportunities to improve cross boundary bus movements;
  - The Mobility Hubs Business Case Guidance (March 2023) which provides practical guidance and advice in developing business cases and undertaking appraisal for mobility hub proposals;
  - The Improving the North Cotswold Line strategic narrative (January 2025) and The case for reinstating Oxford-Swindon-Bath-Bristol rail services (January 2025) which both aim to improve services along their corridors, Hereford, Worcester and Oxford and Oxford-Swindon-Bath-Bristol respectively.

Local Transport and Connectivity Plan (LTCP)

2.4 The LTCP, adopted in July 2022 and updated in November 2024 is the statutory Local Transport Plan required under the Transport Act 2000. It sets out Oxfordshire County Council's (as Local Highways Authority) strategy for both digital infrastructure and transport to 2050. It 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.

2.5 The headline targets in the LTCP include:

By 2030:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire;
- Reduce car vehicle miles driven in Oxfordshire by 10%;
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week; and
- Reduce road fatalities or serious injuries by 50%.

By 2040:

- Deliver a net-zero transport network; and
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050:

- Have zero, or as close as possible, road fatalities or serious injuries; and
- Deliver a transport network that contributes to a climate positive future

2.6 These are to be achieved by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes implemented. The latest LTCP monitoring report covering 2023-2024 was published in November 2024.

2.7 The LTCP is supported by a number of strategies and plans which are relevant to Oxford. These include the Active Travel Strategy (July 2022) which focuses on active travel modes; the Mobility Hub Strategy (July 2023) which focuses on transport interchanges across the county to improve the way we travel and to better integrate different transport modes; the Freight and logistics strategy (July 2022) which addresses some of the challenges with the movement of goods in Oxfordshire; the Innovation Framework, (October 2021) which sets out guidance as to how to consider innovation within planning and development; the Digital Infrastructure Strategy (updated summer 2022) which sets out how to continue to improve both fixed and mobile digital connectivity in collaboration with partners, suppliers, and central government, the Central Oxfordshire Travel Plan (COTP) (August 2023) which sets out the transport plan for the central Oxfordshire area from 2023 to 2050, with a focus over the period to 2032 and the OxRAIL 2040: Plan for Rail (November 2025) which aims to deliver on high-level policies on rail and public transport described in the LTCP.

Central Oxfordshire Travel Plan (COTP)

2.8 The COTP 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 these corridors (Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley). The COTP sets out 23 actions to achieve the plan outcomes and support the achievement of the LTCP targets. For Oxford these include the following:

- an expanded zero emission zone (ZEZ) - an expansion of the pilot ZEZ launched in February 2022;
- strategic traffic filters - intended to reduce traffic levels in Oxford by managing the use of certain roads in the city by private cars; and
- a 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 would be set aside to improve transport in and around the city.
- Improving priority and safety of sustainable modes through implementation of the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) (March 2020) and the Oxfordshire Strategic Active Travel Network (SATN) sets out priority infrastructure measures fundamental to achieving a step change in cycling and walking in Oxford in terms of infrastructure. This includes low traffic neighbourhoods (LTNs), and the introduction of active travel routes (Quickways,

Quietways and Connector Routes). Whilst there are no specific targets for improving overall walking levels, the LCWIP supports measures to provide appropriate infrastructure for those with mobility issues, children and older people.

- The introduction of a Central Oxfordshire Movement and Place Framework (COMPF). A joint County-City project which aims to raise the quality of public realm, support a shift to active travel and public transport, improve access to green and blue spaces and make the most of development and regeneration.

Oxfordshire Housing and Growth Deal

2.9 The Oxfordshire Leaders Joint Committee (formerly the Future Oxfordshire Partnership) secured £215 million of Government investment for new homes and infrastructure across Oxfordshire in 2017, of which £60m is for affordable housing and £150m is for infrastructure improvements. Within Oxford City, funding from the Housing and Growth Deal is being used alongside match funding and other developer funding to fund technical work for infrastructure improvements that include a number of measures set out in the COTP, as well as complementary development work to support the reopening of the Cowley Branch Line; a new pedestrian and cycle bridge between Oxpens and Osney Mead and the Environment Agency's planned Oxford Flood Alleviation Scheme (OFAS).

Department for Transport's Local Growth Fund and Homes England's Housing Infrastructure Fund (HIF)

2.10 Oxfordshire County Council has secured funding from the above for improvements between Eynsham and Oxford. The A40 improvement programme which will improve the commutes of current and future residents as well as visitors to Oxford, includes a new bus lane between Eynsham and Oxford and upgraded walking and cycling facilities along the route.

Bus Service Improvement Plan (BSIP)

2.11 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 June 2024. The Oxfordshire BSIP delivery plan 2025-26 which includes improvements in the Oxford City area was approved in March 2025.

2.12 In March 2022, Oxfordshire County Council was awarded funding from the government's Zero Emission Bus Regional Areas (ZEBRA) scheme. With additional funding from the council and bus companies Stagecoach and the Go Ahead Group, the ZEBRA scheme will deliver 159 electric buses and supporting charging infrastructure to Oxfordshire. Electric buses are now operational on many routes covering Oxford, helping to improve air quality within the city, reduce CO2 emissions and make bus travel a more attractive option.

Oxfordshire Rail Corridor Study

2.13 The Oxfordshire Rail Corridor Study (ORCS) (June 2021) was jointly funded by the Department for Transport, Future Oxfordshire Partnership (now named the Oxfordshire Leaders Joint Committee) 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 require improvements to the capacity and upgrades at Oxford Rail Station which are being undertaken. Further service enhancements are also 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.

Oxfordshire Connect

2.14 Oxfordshire Connect is a programme to upgrade Oxford Station and includes expanding the railway infrastructure and improving the local road network. The works include the replacement of the Botley Road bridge to enable upgrades to Oxford station, the wider railways and road, cycle and pedestrian routes as well as signalling and track upgrades. The outcomes the programme will bring include:

- A bigger, better station for everyone;
- More services with East West Rail;
- Additional rail capacity for the future; and
- An improved and safer road layout.

Electric Vehicle (EV) Charging Strategy

2.15 The Oxfordshire Electric Vehicle Infrastructure Strategy (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 to achieve net zero carbon, reduce air pollution, and deliver key transport initiatives such as the Oxford Zero Emission Zone (see above). 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.

2.16 Of the 17 OEVIS policies, those of most relevance to policy makers are Policy EVI 7 and Policy EVI 8:

Policy EVI 7: The Councils will seek to include statements & policies supportive of EV charging infrastructure and, where appropriate, references to the Oxfordshire Electric Vehicle Infrastructure Strategy in their planning standards and guidance;

Policy EVI 8: The Councils will benchmark nationally, and between themselves, each seeking to set minimum standards for the quantity of EV charging to be provided in developments in their planning requirements.

2.17 Oxford City has adopted its own Electric Vehicle Infrastructure Strategy (July 2022) and has installed a number of EV charge points across the city as part of the 'Go Ultra Low Oxford' project.

Transport/ Traffic Modelling

2.18 The transport/ traffic model used to inform the Oxford Local Plan 2045 is the County Council's Oxfordshire Strategic Model (OSM). Background Paper 012a provides a discussion of how that model has been used to inform plan-making in the city.

Oxford Local Plan 2036

2.19 The Oxford Local Plan 2036 is the current adopted Local Plan. The plan aims 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.
- Policy M5 addresses cycle parking provision.

Corporate Plan

2.20 Oxford City's Council's Strategy 2024-28 was approved by the Council's Cabinet in July 2024. Its five priority areas of focus are:

- Good, affordable homes;
- Strong, fair economy;
- Thriving communities;
- Zero Carbon Oxford; and
- Well-run Council.

2.21 The strategy identifies that achieving a Zero Carbon Oxford will require a citywide effort, involving local and national government, businesses, institutions and citizens. To help achieve a Zero Carbon Oxford, priorities for the City Council include:

- Decarbonising homes and other buildings and securing the additional funding required to meet the target of becoming a zero carbon council by 2030 and a net zero city by 2040;
- Maintain and improve parks, green spaces, biodiversity and access to nature; and
- Develop low carbon infrastructure and support households, businesses and institutions to save energy and cut emissions.

2.22 Commitments to achieve these priorities include:

- Ensuring all homes and other buildings are built to high standards with good energy efficiency;
- Maintain and improve biodiversity in our green spaces and access to nature in the city; ensure building projects support biodiversity by providing land for OX Place and other developers to use for Biodiversity Net Gain locally when exceptional circumstances mean it cannot be delivered on the building site itself; and
- Working with partners to deliver a Local Area Energy Plan for Oxford to support decarbonisation and infrastructure development.

2.23 To help enable a strong fair economy, the City Council commits to maximising the local benefit from investment in a new station for Oxford, and continuing to work for the Cowley Branch line extension (which received £120m of government funding in October 2025).

2.24 The strategy is designed to be used as a framework to guide thinking and decision-making and resource allocation. It is underpinned by the Medium-Term Financial Strategy 2026-27 to 2028-29 that sets out the financial priorities and commitments over the next three years. To support the delivery of the strategy, the Council will produce an annual Business Plan that will set specific priorities for the year ahead and report on progress against agreed key performance indicators (see the Annual Business Plan 2025 to 2026). In turn the Business Plan will be complemented by Oxford City Council's annual Budget that will allocate resources against the priorities set.

Oxford Climate Emergency

2.25 In January 2019, Oxford declared a climate emergency and in autumn 2019 was the first city to hold a Citizen's Assembly on Climate Change. Since 2019 work has continued to tackle the climate emergency and Zero Carbon Oxford is the goal for Oxford to achieve net zero carbon emissions across the city as a whole by the year 2040, 10 years ahead of the legal deadline set by Government.

2.26 In February 2021, the Zero Carbon Oxford Partnership was created, comprising a group of leaders from Oxford's main institutions and employers, including the universities, hospitals, businesses and other organisations. The Zero Carbon Oxford roadmap and Action Plan

was published in July 2021 outlining how the 2040 target can be achieved. Zero Carbon Oxford projects include Energy Superhub Oxford, Europe's most powerful electric vehicle charging hub; Oxford Zero Emission Zone (see above), introduced by Oxfordshire County Council and Oxford City Council to improve air quality, cut carbon emissions, and move towards zero emission travel in the city; and Go Ultra Low Oxford which provides electric car charging solutions for Oxford residents who do not have a driveway.

3. Current situation (supporting Task A2 and A3 of Sustainability Appraisal)

3.1 Oxford is a city recognised for its high levels of walking and 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.

3.2 Figure 3.1 shows the number of cycle trips per week in Oxford City between 2016 and 2023. This data is calculated using Sport England's Active Lives Survey. The data shows that the number of cycling trips per week in Oxford fell from 2019 to 2021, which is most likely because of the Covid 19 pandemic. Since 2021 the number of trips has increased but have not returned to those recorded pre pandemic. Notably, the surveys were conducted during different months in each year which does have an impact upon cycling take up.

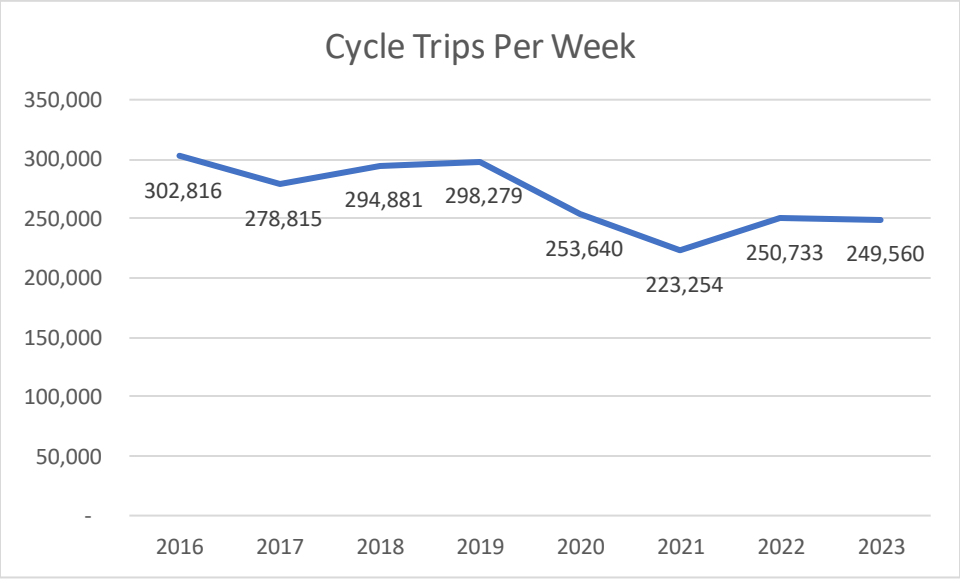

Figure 3.1 - Total number of cycle trips per week 2016 – 2023

3.3 Figure 3.2 shows the number of walking trips per week in Oxford City between 2016 and 2023. This data is calculated using Sport England's Active Lives Survey. The data shows that the number of walking trips per week has fluctuated over the years, with the lowest

number of trips occurring during 2017. More recent data shows that the number of trips has been increasing since 2021 and now exceeds the previous recorded high in 2018.

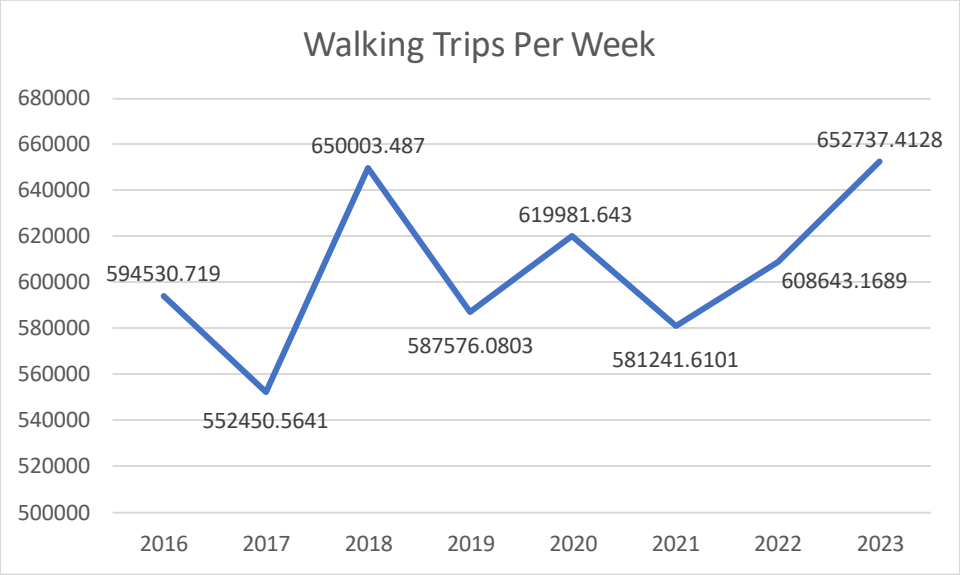

Figure 3.2 - Total number of walking trips per week 2016 – 2023

3.4 In terms of commuter travel, Figure 3.3 shows a comparison of the transport mode share of Oxford with the rest of Oxfordshire and nationally. This comparison uses data from the 2021 census which was undertaken during the COVID-19 pandemic. Census Day was in March 2021 during the national lockdown and although the census addressed questions related to Travel to Work, it did not collect any workplace address information for those working at home, including those following government guidance to do so. Furthermore there were large numbers of people still being supported by government furlough schemes and it is not clear whether the Office of National Statistics (ONS) guidance issued in relation to this question was followed; some people may have provided travel information for the last time they worked, or they may have answered with their behaviours on Census Day.

3.5 Notwithstanding the above, the data which includes a 'working from home' category (that accounts for residents who live in Oxford and work remotely (i.e. do not commute)) shows that when compared to the rest of the Oxfordshire and nationally, Oxford has a much higher share of people commuting to work on foot and by bicycle or bus. Consequently, the percentage of people travelling to work by train, or by car or van is much lower than national averages.

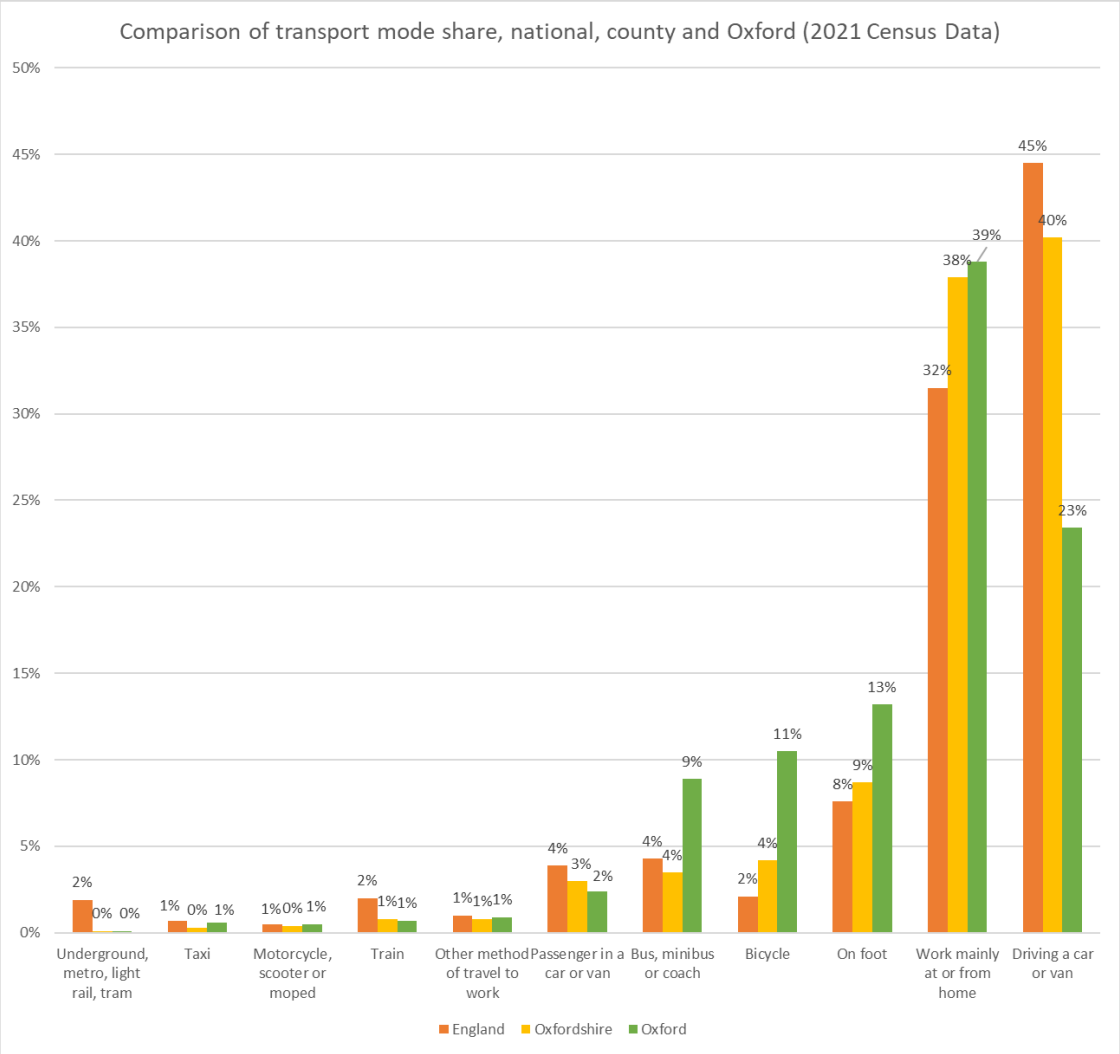

Figure 3.3 - Transport mode share for Oxford, Oxfordshire and England (2021 Census)

3.6 Whilst it is not possible to analyse origin destination by mode of transport from the 2021 census dataset, it is possible to review the journey origin data for commuters to Oxford. At the time of the 2021 census, a total of 92,047 people worked in Oxford, including 34,732 who worked from home or had no fixed place of work, and 28,973 who travelled within the area. Excluding those 'working from home' and those 'who lived within the Oxford boundary', the largest movement into Oxford was from the Vale of White Horse, followed by Cherwell and South Oxfordshire as shown in Figure 3.4 below.

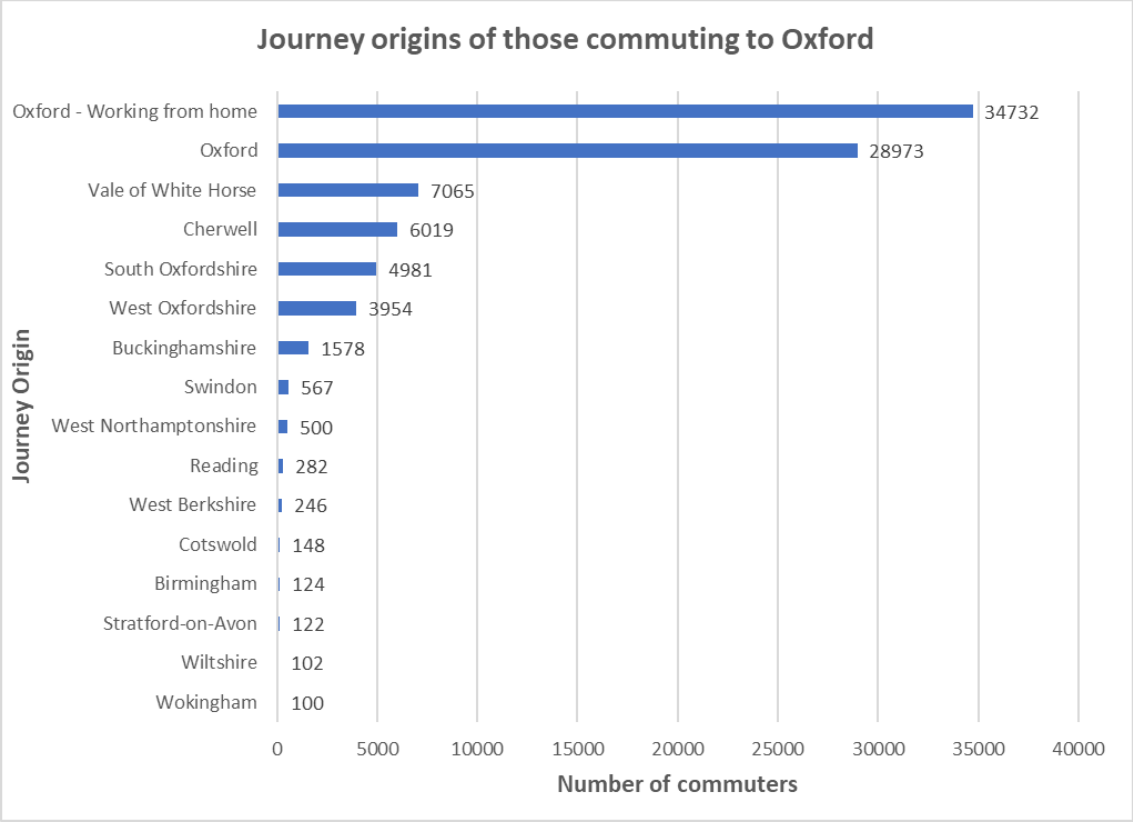

Figure 3.4 - Journey origin data for commuters to Oxford.

3.7 Within Oxford itself, it is possible to review the origin and destination of working people within specific wards of the city by using the Origin-Destination Explorer and then using the Census 2021 Maps to identify Middle Super Output Areas (MSOAs). Table 3.1 below identifies origin and destination data for wards in the east of the city that are either near or contain areas of employment (e.g. the Science Park, ARC Oxford (former Oxford Business Park), BMW, and the Headington hospitals). The data set for Oxford (all wards) has also been included as a reference point.

Area (MSOA)	Lived here	Worked here	Lived and worked here	Travelled to another area to work	Travelled from another area to work	Go (out) to work to:	Come to work from:
Oxford	***73,324***	***92,047***	***63,705***	***9,619***	***28,342***	***Vale of White Horse (2,292), South Oxfordshire (1,702), and Cherwell (1,638)***	***Vale of White Horse (7,065), Cherwell (6,019), and South Oxfordshire (4,981)***
Littlemore & Rose Hill	5,500	5,293	2,484	3,016	2,809	Oxford Central (418), Lye Valley and Cowley East (403), Headington (374)	Greater Leys (160), Blackbird Leys (157), Cowley South and Iffley (151)
Blackbird Leys	3,116	2,240	1,062	2,054	1,178	Lye Valley and Cowley Easy (386), Headington (261), and Oxford Central (257)	Greater Leys (123), Littlemore and Rose Hill (106), and Lye Valley and Cowley East (79)
Greater Leys	3,332	1,479	1,098	2,234	381	Lye Valley and Cowley East (348), Headington (284), and Oxford Central (253).	Blackbird Leys (64), Littlemore and Rose Hill (42), Cowley South and Iffley (26)
Cowley North	4,076	2,862	1,938	2,138	924	Oxford Central (452), Headington (316), and Lye Valley and Cowley East (223)	Cowley South and Iffley (66), Littlemore and Rose Hill (57), Lye Valley and Cowley East (49)

Cowley South and Iffley	5,482	4,478	2,611	2,871	1,867	Oxford Central (549), Lye Valley and Cowley East (429), Headington (335)	Littlemore and Rose Hill (205), Greater Leys (121), and Blackbird Leys (118)
Lye Valley and Cowley East	4,064	8,713	1,916	2,148	6,797	Headington (533), Oxford Central (316), and Churchill (203)	Cowley South and Iffley (429), Littlemore and Rose Hill (403), and Blackbird Leys (386)
Headington	5,166	16,693	3,402	1,764	13,291	Oxford Central (345), Churchill (273), East Central Oxford (78)	Barton (821), Churchill (723), and Risinghurst and Sandhills (693).

Table 3.1 - Origin Destination Data for city wards

3.8 Table 3.1 shows that the largest movement of people out of Littlemore and Rose Hill, Cowley North and Cowley South, Iffley and Headington was to Oxford Central. The largest movement of people out of Blackbird Leys and Greater Leys was to Lye Valley and Cowley East, and the largest movement of people out of Lye Valley and Cowley East was to Headington.

3.9 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; sharing these with strategic bus routes that connect Oxfordshire's principal towns and settlements (such as Abingdon, Banbury, Bicester, Didcot, Kidlington, Thame, Wantage, and Witney) as shown in Figure 3.5. 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.

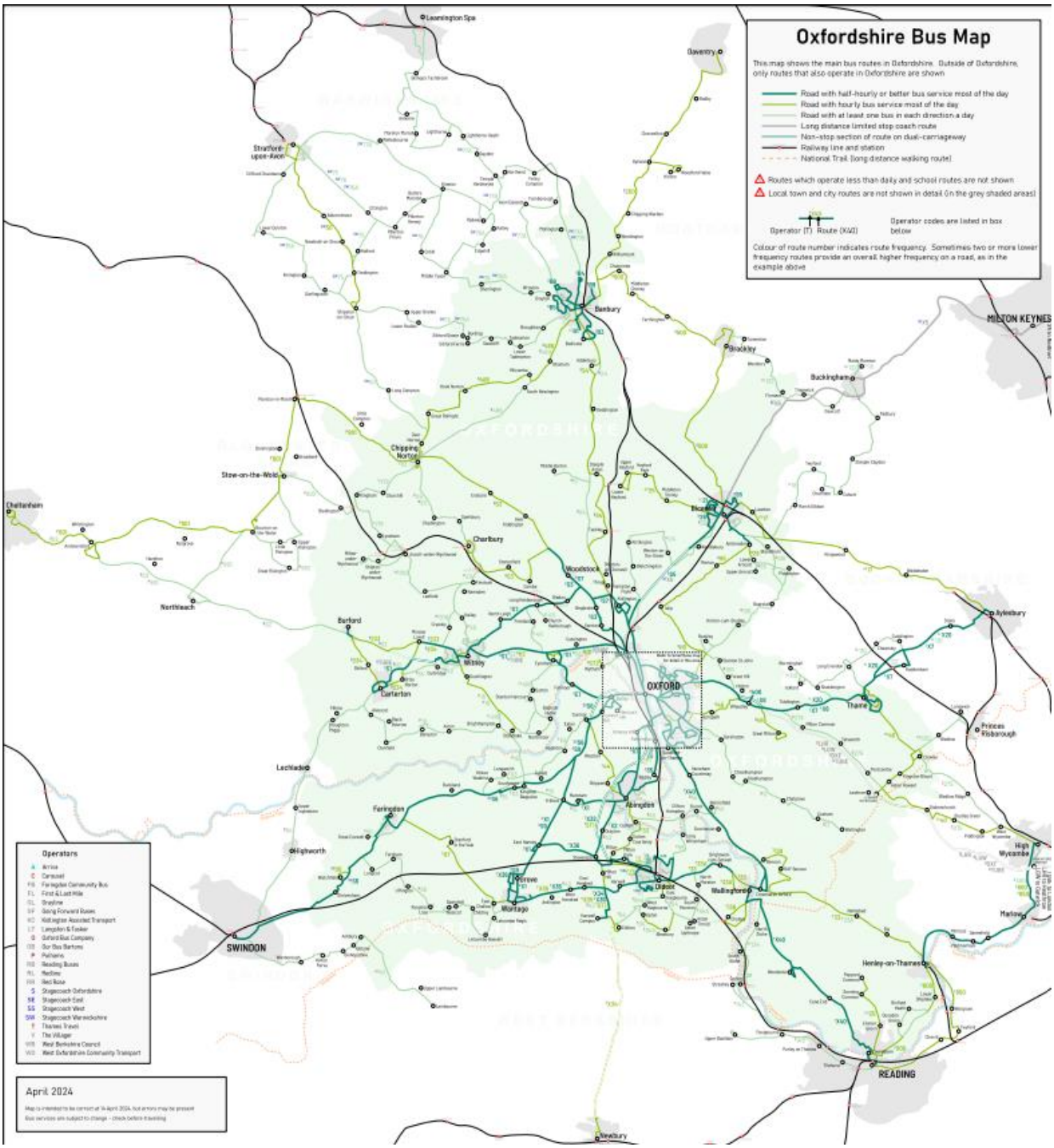

Figure 3.5 - Oxfordshire Bus Map (reproduced here with permission of Oxfordshire County Council)

3.10 Despite having very good bus services and higher levels of cycling and public transport use than many comparable cities in the country, congestion on Oxford's main roads is endemic. The entire city of Oxford has been a designated Air Quality Management Area (AQMA) for NO_2 since 2010 and whilst air pollution levels have significantly improved in the city over the last few years, Oxford City Council is aware that there's still more to be done. The latest Air Quality Annual Status Report (published June 2025 and reporting on 2024 observations) indicates that the transport sector continues to be the largest contributor (44%) to total emissions of Nitrogen Oxides (NO + NO_2) in the city, followed by combustion from industry

and services (30%), domestic combustion (26%), and others: waste, agriculture, solvents, nature (<1%). The Natural Resources background paper (BGP.9) provides more information on air quality in the city and the strategies that are in place to improve it.

Motor Vehicle Parking

3.11 In a compact city like Oxford where there are many competing demands on space, it is important to consider whether using large areas of land for parking of vehicles is appropriate. Vehicle parking is usually an inefficient use of land. However, there will be those who need to drive or who drive to access certain areas at certain times and for particular types of trips. 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.

Public Car Parking in City and District Centres

3.12 With regards to public parking provision, the current Local Plan's strategy is that in the city centre, levels of public parking will be maintained at approximately the same levels, with a discouragement of arrivals during network peaks. Meanwhile, within district centres it is to maintain roughly current levels of public parking.

Residential Parking

3.13 The current Oxford Local Plan 2036 permits only low levels of residential parking for new residential developments. The majority of the city has an excellent existing level of public transport provision, as well as good connectivity by walking and cycling, therefore, in certain circumstances, Policy M3 of the Local Plan requires residential developments to be "car free"; that is they will have no general parking spaces provided for residents. Policy M3 allows for some parking however, for example for disabled and visitors, ensuring there are not negative consequences for accessibility for the elderly, disabled and vulnerable groups.

Controlled Parking Zones (CPZ)

3.14 Large parts of the city are already covered by a CPZ (an area where parking is only permitted in designated parking bays, and the rest of the kerbside space is restricted by yellow lines) as shown on the map in Figure 3.6 below. Where CPZs have been implemented they have been extremely successful in removing commuter parking. Further expansion of CPZs is currently being rolled out by Oxfordshire County Council, and Oxford City Council supports these measures and efforts to ensure that increases in residential population and/or in visitors do not bring about increases in the number of vehicles parked in an area. In CPZs, 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. Over time it is likely that most streets in the city will be covered by parking restrictions.

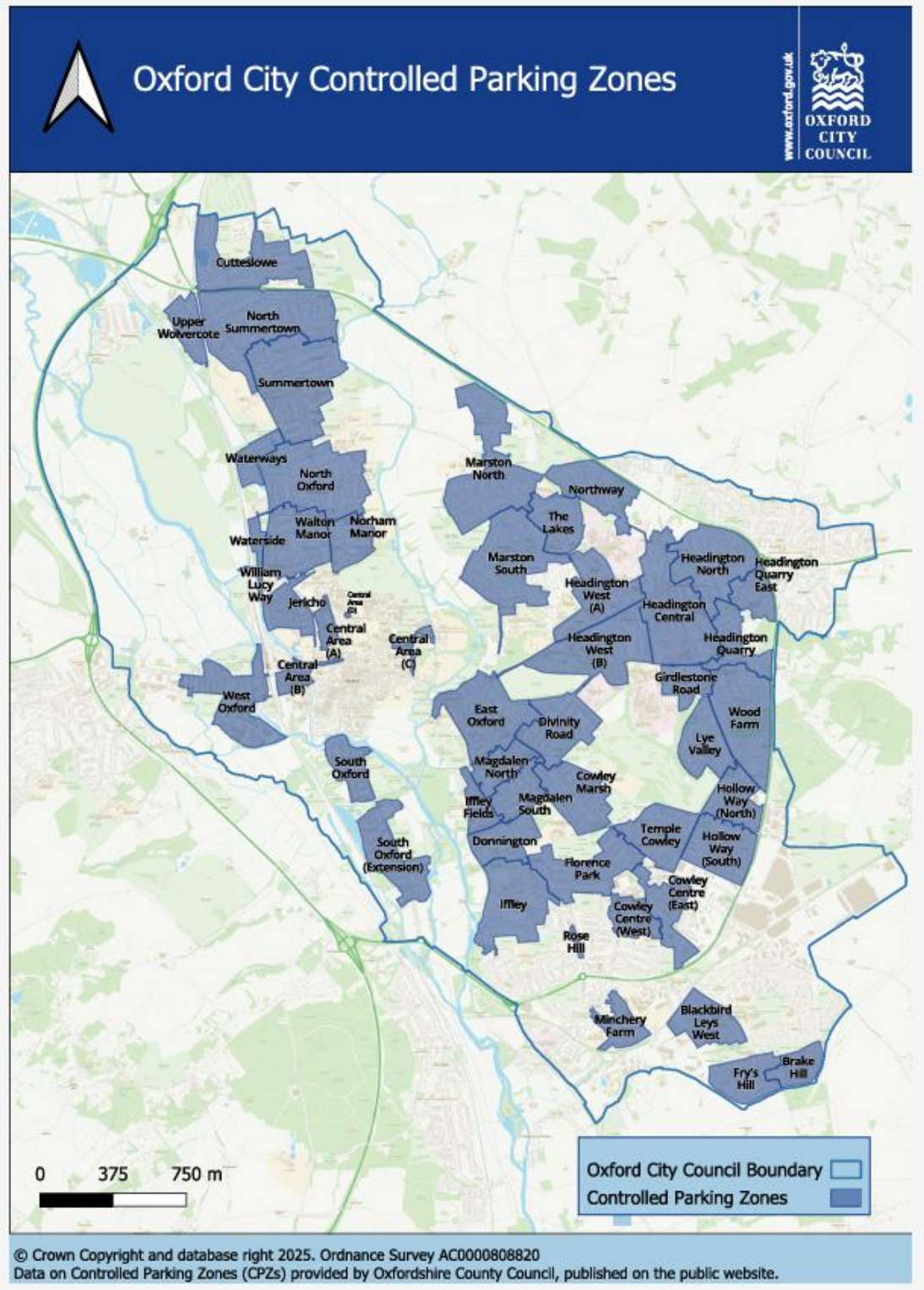

Figure 3.6 Controlled parking zones in Oxford (November 2024 Oxfordshire County Council)

4. Likely trends without a new Local Plan (supporting Task A2 and A3 of Sustainability Appraisal)

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. At this point the National Planning Policy Framework would take over as a default. 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 reopening of the Cowley Branch Line for passenger services and support the redevelopment of Oxford Rail Station.

4.2 With the population and job growth envisaged for Oxfordshire, a continuation of existing levels of car use would threaten to over-burden the transport network. Both Oxfordshire County Council and Oxford City Council are preparing detailed measures for implementing the Central Oxfordshire Travel Plan. This will include traffic filters, the introduction of a workplace parking levy, and an extended zero emission zone in the city centre.

4.3 Without a new Local Plan, these measures will still come forward, but the existing policies will remain as drafted when the plan was 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. Key issues addressed through the Local Plan

Introduction

5.1 The analysis set out in the previous sections of this background paper indicate that the Local Plan 2045 will need to take account of existing and emerging transport strategies for Oxford including those that the County Council as LHA are leading on. These strategies will help shape policies that encourage travel by sustainable modes, such as walking, wheeling, cycling, and public transport, helping to continue to address the transport sector's contribution to climate change in Oxford.

5.2 The Regulation 18 consultation identified a number of transport and movement topics that could be addressed through implementation of a policy. Under each of these topics, there were various options for policy approaches which could be taken, with differing impacts and these were presented in tables to better facilitate comparison between them. The tables identified potential positives of the approach, as well as the potential negative or neutral impacts that could arise depending on the approach taken and helped inform the preferred position set out for consultation.

5.3 Additionally, the options sets were considered in light of their specific sustainability impacts through a high-level screening against the 12 sustainability criteria forming the assessment process for the separate Local Plan Sustainability Appraisal (explained in greater detail in the main Sustainability Appraisal report). Where there is potential for a significant sustainability impact to arise from an option, or where there are significant differences in impacts between potential options, the Council has screened the options set in for a detailed appraisal in the main Sustainability Appraisal report. A summary of this screening process is included at the end of each options set table.

5.4 The options considered have been reviewed in light of the Regulation 18 feedback (as summarised in the consultation report) and the updates to the Local Plan period. The tables are reproduced in Appendix A along with the preferred approach taken forward for the Local Plan 2045.

5.5 This section will now discuss the key issues that are being addressed through the Local Plan 2045 in response to the topics and how the policies respond to them. The proposed policies are as follows:

- Transport Assessments/Statements, Travel Plans and Service and Delivery Plans,
- Cycle Parking and Powered Two Wheeler Parking,
- Motor Vehicle Parking Design Standards, and
- Electric Vehicle Charging

Transport Assessments/Statements, Travel Plans and Service and Delivery Plans

5.6 The Plan sets out the requirements relating to the submission of Transport Assessments/ Statements, Travel Plans, Delivery and Service Management Plans and Construction Management Plans in support of development proposals. This 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.

5.7 The requirements for Transport Assessments/ Statements are set out in Policy C6 and Appendix 7.2. Travel Plan requirements are set out in Policy C6 and Appendix 7.3. The requirements for Delivery and Service Management Plans and Construction Management Plans are set out in Policy C6.

Cycle and Powered Two Wheelers Parking

5.8 The Plan seeks to ensure that adequate parking provision is made for these modes of transport in new developments. The parking design standards for cycle and powered two wheelers is set out in Policy C7 and Appendix 7.4. The standards largely align with Oxfordshire County Council's Parking Standards for New Developments, with

some elements tailored to the local context. Following feedback from the Regulation 18 consultation the title of the policy has been amended from 'Bicycle' to 'Cycle' as this is considered a more inclusive term. The direct reference to 'Motorcycle' within the policy title has also been removed as was not considered necessary as 'Powered Two Wheeler' includes motorcycles.

Motor Vehicle Parking Design Standards

5.9 The Plan seeks to reduce opportunities for parking in different types of development across the city. The parking standards for residential and non residential developments are set out in Policy C8 and Appendix 7.6. The standards align with Oxfordshire County Council's Parking Standards for New Developments.

Electric Vehicle Charging

5.10 Infrastructure for the charging of electric vehicles is addressed by Part S of the Building Regulations. To ensure that chargers are well located and designed for ease of use, the requirements for electric vehicle charging for both residential and non residential developments are included in Policy C8 which includes reference to the Oxfordshire County Council Street Design Guide to ensure suitable provision for off-plot parking.

Appendix A – Policy options and preferred approaches

Policy options set 012a (draft Policy C6): Transport Assessments/ Statements, Travel Plans and Service and Delivery Plans

Key tools to appraise and determine the transport impacts of a development proposal are Transport Assessments (TA)/Statements (TS), Travel Plans (TPs), Construction Management Plans (CMPs) and Service and Delivery Plans (SDPs). TA/Ss are a comprehensive and systematic approaches to ensure that the transport impacts of the development are properly considered and where appropriate include measures to help mitigate development impact. TPs are a package of measures tailored to suit the needs of an individual site and focus on reducing dependence on the private car. CMPs set out measures to minimise and mitigate the impacts of construction traffic and SDPs set out measures that will be introduced to minimise impacts of servicing and delivery traffic and are required to be submitted for development proposals that will affect the city centre or district centres and also for sites in close proximity to residential areas.

The options for the policy that have been considered for the LP2045 relate to the extent of requirements for submission of TAs/TSs, TPs, Construction Management Plans and SDPs in support of development proposals.

Table 1 - Policy options set 012a: Transport Assessments/ Statements, Travel Plans and Service and Delivery Plans

Option for policy approach	Potential positive consequences of the approach	Potential negative/neutral consequences of the approach
Option a Require transport assessments/ statements and travel plans to review transport impacts and show transport measures proposed to mitigate them, for all development that is likely to have significant transport implications.	This approach will encourage measures that reduce the need to travel and manage congestion. In addition, more sustainable modes of travel are promoted as part of these assessments. Transport Assessments/Statements should include, for example, targets associated with the proportion of journeys made to and from the development site by travel modes more	These requirements could be seen as an extra burden on developers and those assessing applications. Travel Plans, 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 Travel Plan with appropriate sanctions for non-compliance.

Option for policy approach	Potential positive consequences of the approach	Potential negative/neutral consequences of the approach
	sustainable than the private car, and measures such as bus passes.	
Option b Require transport assessments/statements to also include construction management plans and service and delivery plans, where relevant.	Including construction management plans and service and delivery plans as part of the assessment process will also help to mitigate the impacts of construction, freight and service vehicles by requiring consideration of measures to minimise any issues that may arise, such as managing delivery times or construction materials. This is particularly important in busy and confined areas such as the city centre and for sites near residential areas.	These requirements could be seen as an extra burden on developers and those assessing applications.
Option c Do not include a policy requiring transport assessments/statements, travel plans, construction management plans or service and delivery plans.	Not requiring these reduces the burden on developers and assessors.	The assessment and mitigation of transport impacts of development schemes are crucial to their success or failure. Requiring an assessment as part of a planning application is the only way to secure the required information on which to make a sound planning decision. Without a requirement to assess and manage traffic impacts there may be an increase in congestion and a lack of encouragement and provision for active travel.

Initial sustainability appraisal screening of options sets
Is there only one option or are there various options we could take? - Option a, Option a & b or Option c **High-level screening conclusion? -** the options are unlikely to have significant sustainability impacts **Screened in for detailed appraisal? -** No **Rationale:** Option a could either be stand alone or incorporated alongside option b. Option b is not strictly an alternative, but rather an additional option that could be added to a policy. Option c is the alternative. In terms of sustainability impacts, the different options all relate to **criterion 8. to reduce traffic and associated air pollution and criterion 6. to provide accessible essential services and facilities** and the level of sustainability impact is unlikely to vary significantly between option a and b. Both option a and option b would have a minor positive impact for access. Option a and b would have a minor positive impact for air quality; however, option b would potentially have a slightly more positive impact as it would also require consideration of construction traffic management and service and delivery plans which could result in further traffic reduction and associated air pollution (dust and fumes from equipment). Option c would have a minor negative impact as there is no direct national policy, and without any requirements in place it could exacerbate current congestion and air quality issues. Overall, the difference between the sustainability impacts of the different options are unlikely to be significant so it is not considered to warrant a detailed appraisal.

Transport Assessments, Travel Plans and Service and Delivery Plans – Policy C6:

For the Local Plan 2045, the preferred approach is to take forward a combination of **Options A and B**. Together these options will help to encourage measures that reduce the need to travel, manage congestion and consider from the outset how more sustainable modes of travel can be promoted. The requirement for Construction Management Plans and Service and Delivery Plans will also help mitigate the impacts of the development.

Policy options set 012b (draft Policy C7): Bicycle Parking Design Standards

If travel by sustainable modes of transport such as bicycle is, to be encouraged, it is important to ensure that there is secure bicycle parking in residential and employment developments. The options for the policy relate to how far the Local Plan 2045 should go in relation to levels of parking required for bicycles.

Table 2 - Policy options set 012b: Bicycle Parking Design Standards

Option for policy approach	Potential positive consequences of the approach	Potential negative/neutral consequences of the approach
Option a Require high levels of secure bicycle parking either indoors or external for residential and non-residential schemes to achieve best design outcomes.	The provision of a high level of well-designed cycle parking will help to encourage cycling across the city which brings positive benefits such as improved air quality, reduced congestion, enhanced public realm and healthy lifestyles. This could increase the number of people cycling to work, to the shops, for health appointments, to school etc. as they will be confident that their bike will be parked in a safe secure way which would reduce the risk of theft or vandalism. This is particularly important with the rise in e-bikes. Also well designed bike parking can enhance the public realm.	Providing well designed secure cycle facilities could add to build costs and take up space within the development which could be used to enhance the design in other ways and may result in the loss of public amenity areas.
Option b Set more specific requirements for the type of bicycle parking for residential developments and workplaces to make sure e-bikes, trailers, tricycles etc. can be accommodated. Require higher levels of well-designed and secure bicycle parking and ensure that showers and lockers are provided to support staff.	More specialist types of bikes are increasingly common providing the option of cycling to a wider range of people. They also have more complex storage and charging requirements which won't necessary be met if the requirement for them is not set out clearly. Although showers are currently required for offices over 500m2 and most other non-residential uses over 2500m2	This adds an extra requirement for space and potentially cost, which may compete with other requirements.

	this approach encourages more provision for cyclists.	
Option c Lower the residential and non-residential bicycle parking standards from existing levels.	There is no loss of amenity space or indoor living space. This approach would help to reduce build costs for the scheme.	If insufficient or poorlydesigned bicycle parking is provided in new development, it is likely that bicycles will be parked informally in inappropriate areas causing clutter and obstruction. It provides no encouragement for future residents to consider cycling and embracing a more active and healthier lifestyle – lower levels of cycle parking may make it more difficult for people to store bikes and as such bike ownership could drop as travelling by bike is not practical without secure storage. There are already concerns across the city about bicycle parking stress and concerns about security particularly from those with more expensive bikes which are more at risk from being stolen. If Oxford is to become a cycling city reducing the levels of parking provision would be a disincentive to people who might be considering how to travel around the city other than by private car.
Option d No local policy standards	Not requiring these reduces the burden on developers.	Bicycles may be parked in inappropriate areas, potentially reducing the space available for parking motor vehicles and/or causing an obstruction.

Initial sustainability appraisal screening of options sets
Is there only one option or are there various options we could take? - Option a, Option b, Option c or Option d **High-level screening conclusion? -** the options are unlikely to have significant sustainability impacts **Screened in for detailed appraisal? -** No **Rationale:** All options are standalone and represent various levels of cycle parking that the local plan could ask for. In terms of sustainability impacts, the different options all relate to **criterion 8. to reduce traffic and associated air pollution** (supporting active travel options) **criterion 1. carbon emissions** and **criterion 11. good urban design** (assuming that high quality urban design would include supporting active travel). Option a and option b would both have a minor positive impact for all the criteria however option b's prescriptive approach will depend on site context and could be harder to achieve on smaller sites, and easier to achieve on bigger sites thus whether it has slightly more or slightly less positive effect than option a will depend on implementation. Option c would have a neutral impact, it has the potential to provide some cycle space but what is provided could be unusable as for example it could be of poor quality. Option d is likely to have a minor negative impact against all three criteria, as whilst there is potential for a developer to still provide cycle parking provision this could be as an afterthought and may be of poor quality or poorly located so that it is unattractive. Under option d it is assumed that occupiers would be pushed to other less sustainable forms of transport e.g car. Overall, the difference between the sustainability impacts of the different options are unlikely to be significant so it is not considered to warrant a detailed appraisal.

Policy options set 012c (draft Policy C7): Motorcycle and Powered Two Wheelers Parking Design Standards

Parking provision for motor cycle and powered two wheelers is also important and should be considered at the design stage to ensure the most efficient use of land and encourage the use of this mode of transport. The options for the policy relate to how far the Local Plan 2045 should go in relation to levels of parking for these vehicles.

Table 3 - Policy options set 012c: Motorcycle and Powered Two Wheelers Parking Design Standards

Option for policy approach	Potential positive consequences of the approach	Potential negative/neutral consequences of the approach
Option a	The provision of a high level of well-designed parking would	Providing well designed secure facilities could add to build costs and take up

Require high levels of secure motorcycle and powered two-wheeler parking for residential and non-residential schemes to achieve best design outcomes.	reduce the risk of theft or vandalism. Also well designed parking can enhance the public realm.	space within the development which could be used to enhance the design in other ways and may result in the loss of public amenity areas.
Option b Set more specific requirements for the type of parking for residential developments and workplaces and ensure that showers and lockers are provided to support staff who use these modes of travel.	Although showers are currently required for offices over 500m2 and most other non-residential uses over 2500m2 this approach encourages more provision for those who use motorcycles and powered two wheelers.	This adds an extra requirement for space and potentially cost, which may compete with other requirements.
Option c Lower the residential and non-residential motorcycle and powered two-wheeler parking standards from existing levels.	There is no loss of amenity space. This approach would help to reduce build costs for the scheme.	If insufficient or poorlydesigned parking is provided in new development it is likely that motorcycles and powered two wheelers will be parked informally in inappropriate areas causing clutter and obstruction.
Option d Do not set any parking standards for motorcycles and powered two wheelers.	Not requiring these reduces the burden on developers.	Motorcycles and powered two wheelers may be parked in inappropriate areas potentially reducing the space available for parking motor vehicles and/or causing an obstruction.

Initial sustainability appraisal screening of options sets
Is there only one option or are there various options we could take? - Option a, Option b, Option c or Option d **High-level screening conclusion? -** the options are unlikely to have significant sustainability impacts **Screened in for detailed appraisal? -** No

Rationale: All options are standalone and represent various levels of parking for motorcycles and powered two wheelers that the local plan could ask for.

In terms of sustainability impacts, the different options all relate to **criterion 8. to reduce traffic and associated air pollution** (reducing reliance on the private car) **criterion 1. carbon emissions** and **criterion 11. good urban design** (assuming that high quality urban design would include supporting travel). Option a and option b would both have a minor positive impact for all the criteria however option b's prescriptive approach will depend on site context and could be harder to achieve on smaller sites, and easier to achieve on bigger sites thus whether it has slightly more or slightly less positive effect than option a will depend on implementation. Option c would have a neutral impact, it has the potential to provide some parking provision but what is provided could be unusable as for example it could be of poor quality. Option d is likely to have a minor negative impact against all three criteria, as whilst there is potential for a developer to still provide parking for motorcycles and powered two wheelers this could be as an afterthought and may be of poor quality or poorly located so that it is unattractive. Under option d it is assumed that occupiers would be pushed to other forms of transport e.g. car. Overall, the difference between the sustainability impacts of the different options are unlikely to be significant so it is not considered to warrant a detailed appraisal.

Cycle and Powered Two Wheelers Parking Design Standards – Policy C7

For the purposes of the Local Plan 2045 it was considered that merging the requirements of both Cycle and Powered Two Wheeler Parking into the same policy would be the best way forward. The preferred approach for Cycle parking is a combination of **Option A and Option B** which together are considered to bring positive benefits such as improved air quality, reduced congestion, enhanced public realm and healthier lifestyles. The preferred approach for powered two wheeler parking is **Option A** which is considered to bring positive benefits as the provision of well designed and dedicated parking areas reduces the risk of theft or vandalism and can also provide enhanced public realm for example by reducing opportunity for inappropriate parking of these types of vehicles.

Policy options set 012d (draft Policy C8): Motor Vehicle Parking Design Standards

Setting the right level of parking for motor vehicles can positively influence design outcomes, ensure the most efficient use of land and encourage residents to consider alternative options to using a private car. If standards are too low, a potential unintended effect is that parking is displaced to surrounding streets that do not have any parking restrictions. Although Controlled Parking Zones (CPZs) can prevent this from happening there are still parts of the city that are not included within a CPZ or where parking restrictions are not in

place 24 hours a day, 7 days a week. Whilst the LP2045 will have limited influence over the implementation of new or review of existing CPZs within the city, where planning permission is required, the levels of parking for motor vehicles can be considered.

The options set out below therefore focus on how parking levels could be considered in applications for both residential and non residential developments. For residential developments, low car would mean no car parking spaces allocated to a particular housing unit, instead, only a number of shared spaces and spaces for blue badge holders, service and delivery vehicles, including for working drivers. For non-residential developments, low car would mean either a reduction in existing car parking spaces where there is good accessibility for the area or provision of a number of shared spaces and spaces for blue badge holders, service and delivery vehicles. Parking standards assumes the Council would apply County standards. This means that for residential, there will be more parking provision per household (e.g. one space per dwelling). For non-residential development, the standards seek car free development or operational use only with supporting evidence, which means applicants are able to justify higher levels of provision according to their site's needs which can result in significantly more provision.

Table 4 - Policy options set 012d: Motor Vehicle Parking Design Standards

Option for policy approach	**Potential positive consequences of the approach**	**Potential negative/neutral consequences of the approach**
Option a Seek low car residential development across the city, subject to criteria to ensure accessibility to public transport and local shops. Consideration will be given in the policy to setting a threshold for the numbers of pooled cars/ car club spaces because larger sites have more scope for successful carpooling and more space for essential vehicles.	A lower level of parking provision across the city means that less land is being used for parking cars, also the reduction of car ownership and car trips in the city can help reduce congestion and air and noise pollution. Fewer car movements could encourage people to walk and cycle as they may feel safer, and parents may feel more confident allowing their children to cycle or walk if there is less traffic on the roads.	Although sites are low car it could result in parking being displaced to other streets which are not restricted. In some parts of the city outside of the centres there are insufficient realistic alternative transport options other than using the car. Some occupations require employees to have a vehicle or take a vehicle home – many such jobs are low paid (e.g. mobile carers; maintenance trades; mini-cab drivers; etc.). Many households also work outside of the city; away from the

	Supports the use of car clubs across the city. Supports the most efficient use of land, opportunity to create well designed external spaces. Low car developments can give proper and adequate consideration as to where the parking would be located to ensure good design is delivered.	city or district centres; have children to take to school on the way to work; or work outside of the usual operating hours for bus services. Households that include persons in these occupations risk being excluded from housing that might best meet their needs, if low car schemes become predominant in new housing developments. Having low car parking provision for larger family dwellings for sale may impact on the viability of schemes, and the ability to deliver affordable housing.
Option b Adopt parking standards for residential developments	Ensures that the design of car parking is properly considered and encourages private car ownership. Levels of car parking provision would be consistent with other developments throughout the City.	More land would be used for parking and there would be more cars in the city adding to congestion, air and noise pollution.
Option c Seek low car non-residential development across the city. This could vary by accessibility of the area of the city and/or existing parking levels.	A lower level of parking provision across the city means that less land is being used for parking cars, also the reduction of car trips in the city can help reduce congestion and air and noise pollution. Fewer car movements could encourage people to walk and cycle as they may feel safer.	More land would be used for parking and there would be more cars in the city adding to congestion, air and noise pollution. The inadequate provision of parking at a site could lead to displaced parking on nearby streets creating parking stress elsewhere if there is no CPZ in operation.

	Supports the most efficient use of land, opportunity to create well designed external spaces. Low car developments can give proper and adequate consideration as to where the parking would be located to ensure good design is delivered.	
Option d Adopt parking standards for non-residential developments.	Ensures that the design of car parking is properly considered Levels of car parking provision would be consistent with other developments throughout the City.	More land would be used for parking and there would be more cars in the city adding to congestion, air and noise pollution.

Initial sustainability appraisal screening of options sets
Is there only one option or are there various options we could take? - Option a + c, Option a + d, Option b + c, Option b + d **High-level screening conclusion? - the options are likely to have significant sustainability impacts** **Screened in for detailed appraisal? - Yes** **Rationale:** The options represent various levels of motor vehicle parking that the local plan could ask for. Assuming that options b and d are allowing a greater level of parking on sites than low car as in options a and c. In terms of sustainability impacts, the different options all relate to **criterion 8. to reduce traffic and associated air pollution** (reducing reliance on the private car) **criterion 1. carbon emissions** and **criterion 11. good urban design** (assuming that high quality urban design would include supporting travel). Whilst all options allow for parking, options a and c could be neutral to positive as this would likely drive reductions in the amount of parking across residential and non-residential sites. Options b and d would potentially be neutral to negative in terms of impact against the same criteria, this would depend upon implementation e.g.

being more neutral where a site already has car parking and the standards would not allow for increases, but negative where provision is currently below the standard and there would be scope to increase levels of car parking.

In addition, option b may also have an indirect positive impact on **criterion 4 Local housing needs,** improving viability of new residential development because increased car parking can be provided. Option c, may have indirect impacts on **criterion 12 economic growth**, depending upon implementation, potentially having a neutral impact in terms of viability on new non-residential development where there is existing parking provision, or a more negative impact where there is no existing provision and they are unable to provide as much car parking which could impact viability.

Overall, there are varying sustainability impacts across the criteria depending on whether low car options are selected or not. As there is uncertainty about the impacts and whether they will be significant or not, the options should be screened in for further detailed appraisal.

Motor Vehicle Parking Design Standards – Policy C8

For the Local Plan 2045, the preferred approach is to have a policy that is supportive of parking design standards.

The preferred option is a combination of **Options A and B and Option C** as they push for lower levels of parking provision in areas of the city that are suitable e.g. where they are accessible to public transport but accept that some parking will be needed in parts of the city and for people that rely on a vehicle e.g. for employment or those with a disability.

The options set was tested through the Sustainability Appraisal with the options having varying impacts. Seeking low car where possible will help to maximise positive sustainability impacts but it is acknowledged that there could be some negative sustainability impact where higher levels of car parking come forward.

Policy options set 012e (draft Policy C9): Electric Vehicle Charging

The increase in ownership and use of electric vehicles has placed greater demand for charging infrastructure in both residential and commercial developments as well as in public spaces such as public car parks, leisure centres and shopping centres. The current

local plan does not include a policy to address Electric Vehicle Charging and although the delivery of infrastructure for charging vehicles is now covered by Building Regulations the options considered for LP2045 relate to how much further local design standards could go beyond what is being asked for in national building regulations.

Table 5 - Policy options set 012e: Electric Vehicle Charging

Option for policy approach	Potential positive consequences of the approach	Potential negative/neutral consequences of the approach
Option a Seek the provision of electric vehicle charging infrastructure on all new residential developments with a dedicated parking space and on all non-residential development providing additional car parking bays. Where there is no dedicated parking space and on street parking is proposed, appropriate infrastructure should be incorporated to enable the charging of electric vehicles on the street. All blue badge and car club parking bays must be electrified.	The NPPF indicates that when setting parking standards, policies should take into account an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. The provision of electric vehicle charging infrastructure for residential and non-residential developments supports the NPPF. It may also increase the market value of homes and non-residential developments. Demand on the electricity grid can be assessed at the time of application.	The requirement for the provision of EV infrastructure could lead to additional costs being incurred by developers for example there may not be adequate grid capacity
Option b Specify design standards for EVs being installed – e.g. in relation to impact on streetscape, safety etc.	This could help to ensure that a particular local context is considered (e.g. minimising harm to heritage assets or cluttering the street).	Design standards could change quite rapidly as technology develops. It might be challenging to be too specific at the Local Plan level (e.g. site context could differ a lot across the city). It might be better to direct applicants to other guidance/TANs.

Option c Do not seek any electric vehicle charging infrastructure on new residential developments or on non-residential developments and do not set any local design standards.	Associated costs of providing this infrastructure are not incurred by landowners/ developers.	Residents of new developments or employees at workplaces who have electric vehicles would not have access to charging infrastructure at their own property

Initial sustainability appraisal screening of options sets
Is there only one option or are there various options we could take? - Option a, Option a + b, or Option c **High-level screening conclusion? -** the options are unlikely to have significant sustainability impacts **Screened in for detailed appraisal? -** No **Rationale:** Option a is about requiring new EV charging points, Option b is about adding design considerations to the policy, and option c is an alternative to option a (or a+b) and essentially leaving standards to national regs. In terms of sustainability impacts, the options relate to **criterion 8. Traffic and Air Pollution**, as well as **criterion 11 Urban design** (reducing harm to the amenity and local context from new EV equipment) and **1. Carbon emissions** (supporting occupiers to adopt lower carbon transport options). Options a and b both have minor positive impacts for criteria 8 and criteria 1 because they can support occupiers to choose low carbon transport options. Option a potentially has a minor negative impact on criterion 11, particularly where new EV equipment clutters up streetscape or causes harm to nearby heritage assets due to poor quality design. Option b would have a neutral impact for criterion 11 because it helps to ensure the harm to urban realm and heritage is mitigated. Option c would have a neutral impact for criteria 8 and 1, because Buildings Regs will require charging infrastructure to support EVs for most new development, however it would again potentially have a minor negative impact for criterion 11, for the same reasons as discussed under option a above. In conclusion, the sustainability impacts arising from the different options would be minor, and are not considered to warrant a detailed appraisal.

Electric Vehicle (EV) Parking – Policy C8

For the purposes of the Local Plan 2045 and following feedback received at Regulation 18 it was considered that merging the EV parking requirements with the Motor Vehicle Parking Design Standards would be the best way forward. The preferred approach is a

combination of **Option A and Option B**. Whilst recognised that EV infrastructure is part of Building Legislation, the NPPF makes it clear that if setting parking standards, policies should take into account the provision of spaces for charging plug-in and other ultra low emission vehicles. Option A seeks the provision of EV infrastructure on all residential developments and on non-residential developments that would provide additional parking spaces. It also includes the provision of EV parking for blue badge and car club parking bays. Option B goes further by including reference to design standards that could help to ensure that EV infrastructure does not cause harm to a particular local context, for example in Conservation Areas.