

13.35 Proposals for the restoration of the canal must consider the status and objectives of relevant existing waterbodies in the area, as set out in the Thames River Basin Management Plan¹⁰⁷, prepared under the Water Framework Directive. The proposals will need to identify where the source of water will be obtained from to ensure that it will not have a detrimental impact on existing waterbodies, or aquatic and semiaquatic habitats. The preparation of masterplans and supporting documents will assist the consideration of the likely overall impacts of the canal restoration scheme and how to minimise or mitigate any likely negative effects. The councils may require an Environmental Assessment as part of an application to understand any impacts to wildlife and the natural environment.

Cycle and car parking standards

Policy IN5 – Cycle and car parking standards

- 1) New development must provide cycle and car parking in accordance with Oxfordshire County Council's adopted parking standards.
- 2) Where development provides parking provision, facilities must provide cycle parking that is Local Transport Note 1/20 compliant and has:
 - a) where provided, a minimum door width of 1 metre wide for doorways used to access cycling parking;
 - b) safe and convenient access for manoeuvring with a bike between cycle parking and the public highway for the whole journey to and from the public highway, this may include wheeling ramps available in convenient locations to prevent the need for lifting a bike;
 - c) an air pump and multi-tool facility where cycle parking spaces are clustered together; and
 - d) where new developments seek to provide internal cycle parking, the cycle parking must be convenient, with no more than 2 doors required to access internal cycle facilities.

¹⁰⁷ Environment Agency (2022) Thames river basin district river basin management plan: updated 2022, available at: <https://www.gov.uk/guidance/thames-river-basin-district-river-basin-management-plan-updated-2022>

3) Major developments providing employment and education must provide active travel (walking, running, wheeling and cycling) welfare facilities. The requirement will be identified on a case-by-case basis during pre-application discussions with Oxfordshire County Council. Active travel welfare facilities include (list is not exhaustive) the following:

- a) lockers;
- i) device charging can be supplied within lockers to allow e-bike batteries and bike lights to be charged securely.
- ii) when a drying room is not provided, lockers can be heated / well-ventilated to allow wet equipment to dry.
- b) changing rooms;
- c) showers; and
- d) drying room.

13.36 Policy IN5 (Cycle and car parking standards) identifies the need to apply Oxfordshire County Council parking standards for cycles and cars and provides design requirements for cycle parking, car parking and electric vehicle charging for all types of development. This policy also promotes the provision of welfare facilities to support the uptake of active travel.

13.37 Oxfordshire County Council's cycle and car parking standards can be found via the county's website¹⁰⁸. This currently includes three different standards across Oxfordshire: within Oxford City, sites on the edge of Oxford City, and the rest of Oxfordshire. Most developments in our districts will fall into the last category, but three sites allocated in the Joint Local Plan fall into the "edge of Oxford City" category: Land south of Grenoble Road, Land at Northfield, and Land at Bayswater Brook. Where a development requires parking bays, these must be marked in accordance with the Manual for Streets (or superseding version) standards.

¹⁰⁸ Oxfordshire County Council Transport Development Management, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development>

13.38 This policy requires cycle parking on new developments to be convenient. This refers to the ease of access for all users, and should follow the same principles applied to disabled car parking, whereby:

- a) the locking mechanisms are located as close to entrances as possible;
- b) gradients do not hinder use (such as the cycle rolling while attempting to lock the bike); and
- c) journeys to and from locking mechanisms do not require the bike to be lifted or transported along convoluted routes.

13.39 This policy also sets out requirements for developments to provide cycle maintenance stations. This will allow cyclists to undertake minor maintenance tasks to their bicycle to ensure it is in full working order, such as inflating tyres. Where significant cycle parking is provided the need will arise for a cycle pump and tool station. Where appropriate, the councils will use legal agreements to ensure ongoing maintenance arrangements are in place for cycle infrastructure provision, including any cycle maintenance stations provided. Cycle parking facilities should be safe and secure, and the councils encourage indoor long stay provision where possible. Coded and/or fob system doors can be provided where security concerns arise from electric assist door opening.

13.40 Alongside provision of cycle parking, providing welfare facilities in the right locations is important for supporting the uptake of active travel. Education and employment places are key locations where welfare facilities, such as showers, lockers, drying rooms and cycle maintenance stations enable employees and students to travel further via active modes in all weather conditions.

13.41 Oxfordshire County Council's parking standards also require electric vehicle charging points. These are also in nationally applied Building Standards. The transition from petrol and diesel cars to electric and other sustainable fuel types will need car parking with electric vehicle charging and other sustainable fuelling infrastructure. Some of the proposed electric vehicle charging provision will be passive, where developers install channels but not the cables and charge points. This will allow EV charging to be activated when there is demand, and avoid the need to retrofit, whilst also preventing charging devices being installed that may not be used or become obsolete. Developments should ensure that electric charging for vehicles does not create trip hazards for pedestrians and cyclists.