

Integrated Impact Assessment Stage 1 - Quick Assessment

Name of initiative:	<u>Parking Standards Supplementary Planning Document (SPD)</u>
Summary of main aims and expected outcomes:	<p>The Parking Standards SPD sets out requirements and guidance for developers regarding parking provision at new development sites outside the City Centre area. It provides additional detail and advice in support of LDF Core Strategy policy CS19 (Car & Cycle Parking). The SPD covers the following specific areas:</p> <ul style="list-style-type: none"> • Maximum parking standards for motor vehicles • Minimum parking standards for cycles • Design requirements and guidance for motor vehicle and cycle parking • Transport assessment and Travel Plan thresholds <p>The SPD has been written to enable developers to provide a greater amount of parking than the existing parking standards allow, so that new developments do not exacerbate existing parking problems. New and improved design guidance is also set out which aims to improve the design of parking provided with new developments.</p>
Assessment completed by:	<u>Richard Pemberton</u>
Date:	<u>17 August 2011</u>

Approval by Level 1 manager

Name:	
Signature:	
Date:	

Complete this initial assessment sheet using the following symbols:

✓ Where an impact (positive or negative) is likely to occur from implementation of your policy, strategy, project or major service change

? Where further information is required to make the assessment

Where no impact occurs, leave the box blank

Assessment Category	Positive Impact	Negative Impact	Reason for predicted impact
Age	-	-	No impact expected
Disability	✓		Improved design guidance for disabled parking bays and location compared to previous parking standards.
Gender Reassignment	-	-	No impact expected
Pregnancy and Maternity	-	-	No impact expected
Race	-	-	No impact expected
Religion or Belief	-	-	No impact expected
Sex	-	-	No impact expected
Sexual Orientation	-	-	No impact expected
Cohesion	✓		Parking disputes are very common in some areas and are often a major cause of tension between neighbours and also in some instances between different groups living in the same neighbourhood. These parking standards are designed so that new developments will not exacerbate existing parking problems or create new problems. This should provide some positive benefits for community cohesion.
Community Safety (s17)	?	?	The Parking Standards SPD changes the circumstances in which on-road parking may be used by new developments. There are links between pedestrian safety and on-street parking but the exact nature of these links (and whether increased or decreased on-street parking will have a positive or negative impact on pedestrian safety) is currently indeterminate ¹ .
Health and Well Being	- or indirect ✓		No impact or slight positive impact expected. This document only seeks to change requirements for parking at new developments outside the city centre, primarily for residential developments, to cater for

¹ For further information please consult Manual for Streets research (<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/manualforstreetsevidence.pdf>) sections 9.3, 9.4 and 9.5.

			<p>predicted changes in car ownership levels. Whilst it is agreed that high levels of car use is a key contributor towards health issues which are worsened by a sedentary lifestyle (ie obesity and linked conditions), parking is just one of several factors determining mode choice, and parking availability at the start point of a trip (typically a residential location) is a far smaller determinant in choice of mode used for the trip than parking availability at the trip destination. The majority of trip destinations in Southampton will be in the city centre (not covered by this SPD) hence it is unlikely that these parking standards will have a large influence on mode choice for most trips- and therefore little effect on health and wellbeing can be predicted from any changes in parking provision.</p> <p>The SPD also encourages (and for developments above certain thresholds, requires) developers to develop Travel Plans to promote sustainable travel habits amongst residents. An effective Travel Plan can be used to justify reductions in levels of parking provided at a development. These Travel Plans should increase levels of active travel and reduce single occupancy car use- and so indirectly the Parking Standards SPD may have a positive impact in this area. The SPD also includes specific design guidance on cycle parking designed to improve the storage and security of cycles. These and other changes should have some indirect positive impacts.</p>
Poverty & Deprivation	-	-	No impact expected
Contribution to local economy	-	-	No impact expected- whilst there are links between accessibility to developments/ work/retail etc and economic performance, the contents of this SPD are not expected to have a large impact.

Green Purchasing	-	-	No impact expected
Pollution & Air Quality	- or ✓	-	See answer for health and wellbeing- these parking standards are not anticipated to have a large effect on modal choice for most trips as they generally only apply to the origin points of trips, whereas it is parking at the destination that is a major determinant of mode choice. As previously noted, Travel Plan requirements, cycle parking design guidance etc should all have some indirect positive impacts through encouraging greater use of modes other than single occupancy car use.
Natural Environment	✓		The SPD sets out new requirements and expectations on permeable surfacing of parking areas which is intended to reduce the runoff generated by use of land for parking. This is a positive impact.
Energy & Water Efficiency	-	-	No impact expected
Waste Reduction	-	-	No impact expected
Climate Change	- or ✓	-	No direct impact expected- see answers for health and wellbeing/ pollution and air quality regarding expected minimal or indirect positive impacts on mode choice.



Integrated Impact Assessment Stage 2 Detailed Assessment

All new policies, strategies, projects, and major service changes must show how they have considered the differential social, economic and environmental impacts of the initiative, and the difference this has made to its design or delivery. The process should highlight positive impacts and enable identification of potential negative impacts in advance such that mitigating measures can be proposed to address them. Officers completing this template must maintain their own service area evidence to support the Integrated Impact Assessment outcomes, which may be required at any time for audit purposes, or to satisfy legal challenge. The full detail supporting the assessment should not be included in this template, but supporting evidence documents must be referred to.

Name of initiative:	<u>Parking Standards Supplementary Planning Document (SPD)</u>
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	developments.
Assessment completed by:	Richard Pemberton
Date:	17 August 2011
Approval of Level 1 manager	
Name:	
Signature:	
Date:	

SOCIAL						
	What is the projected positive impact	What is the projected negative impact	Are there any cumulative effects	Evidence for this impact or for no impact	Actions to maintain positive impacts and mitigate negative impacts	Lead officer/service area
Age	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any age-related disadvantage	None known	N/A
Disability	Slight positive- improved design guidance for disabled parking bay dimensions and location	N/A	None	Additional requirements and guidance on design of disabled parking bays- should ensure improved parking & access for less mobile people able to use disabled parking bays at new developments.	Ensure all developments given planning permission are compliant with disabled parking requirements and guidance set out in this SPD	Highways Development Control
Gender Reassignment	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any gender reassignment-related disadvantage	None known	N/A

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Pregnancy and Maternity	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any pregnancy/ maternity-related disadvantage	None known	N/A
Race	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any race-related disadvantage	None known	N/A
Religion or Belief	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any religion or belief-related disadvantage	None known	N/A
Sex	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any sex-related disadvantage	None known	N/A
Sexual Orientation	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and any sexual orientatuion-related disadvantage	None known	N/A

SOCIAL

<p>Cohesion</p>	<p>Slight positive</p>	<p>None known</p>	<p>None known</p>	<p>Parking disputes are very common in some areas and are often a major cause of tension between neighbours and also in some instances between different groups living in the same neighbourhood, eg between Students/ HMO residents and other residents. In rare cases this may even result in vandalism etc to vehicles as a result of disputes getting out of hand.</p> <p>Parking disputes and concerns over worsening them are also a key reason for objections to (and sometimes rejection of) planning applications. These parking standards are designed so that new developments will not exacerbate existing parking problems or create new problems. This is done through enabling developers to provide more</p>	<p>Ensure all developments given planning permission are compliant with disabled parking requirements and guidance set out in this SPD</p> <p>Consultation with parking services on planning applications and parking provision in CPZs</p>	<p>Highways Development Control, Parking Services</p>
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				parking if they feel this is required, and also by setting strict new criteria determining the instances when on-street parking will be permissible. This should provide some positive benefits for community cohesion, a reduction in the level of friction between new and existing residents that parking at new developments often causes, and reduce the likelihood of new developments creating or worsening neighbourhood disputes over parking.		
Safety	Indeterminate	Indeterminate	Indeterminate	There are links between on-street parking and pedestrian safety, but it is currently unclear as to whether on-street parking is helps improve pedestrian safety or or may increase risks. To quote the	Continued monitoring of PIA record	Balfour Beatty Workplace; Highways Client; Transport Policy team

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				<p>DfT's Manual for Streets Research²:</p> <p>"Parking was found to reduce speeds on links and at junctions by 2 to 5 mph. That is, drivers react to the perceived danger by reducing their speed. The effect of this on safety is unclear. Reducing speed increases relative safety, but parked vehicles reduce lines of sight and can consequently obscure (crossing) pedestrians. There was no clear indication (in the research) that this resulted in higher numbers of casualties from the accident statistics analysis. However many of the reported accidents from the household survey were related to parked vehicles".</p>		
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² <http://www2.dft.gov.uk/pgr/sustainable/manforstreets/manualforstreetsevidence.pdf>- Sections 9.3 to 9.5

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Based on the above summary and a limited base of other evidence, it is possible that this Parking Standards SPD may over time lead to increased vehicle speeds on some residential streets (through reducing on-street parking demand on some routes and managing demand to current levels elsewhere). This however assumes no other measures to reduce vehicle speeds are introduced (eg shared surfaces, highway design to reduce straight line running, etc). It is also possible however that the improvement in lines of sight brought about by reduced on-street parking would then help to reduce risks to pedestrians and other road users.

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<p>Health and Well Being</p>	<p>Neutral/ indirect positive</p>	<p>None known</p>	<p>None known</p>	<p>No impact or slight positive impact expected. This document only seeks to change requirements for parking at new developments outside the city centre, primarily for residential developments, to cater for predicted changes in car ownership levels. Whilst it is agreed that high levels of car use is a key contributor towards health issues which are worsened by a sedentary lifestyle (ie obesity and linked conditions), parking is just one of several factors determining mode choice, and parking availability at the start point of a trip (typically a residential location) is a much less important determinant in choice of mode used for the trip than parking availability at the trip destination.</p>	<p>Use of Parking Standards SPD and other policy tools/ measures to ensure effective Travel Plans are secured to help ensure increased parking standards does not result in increased car use on trips where alternatives are viable.</p> <p>Use of SPD to ensure developers provide adequate cycle parking etc. Ensuring (working with developers) to ensure that parking provision at trip attractors is minimised.</p>	<p>Highways Development Control; Transport Policy</p>
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SOCIAL

				<p>The majority of trip destinations in Southampton are in the city centre (not covered by this SPD) hence it is unlikely that these parking standards will have a large influence on mode choice for most trips- and therefore little effect on health and wellbeing can be predicted from any changes in parking provision.</p> <p>The SPD also encourages (and for developments above certain thresholds, requires) developers to produce Travel Plans to promote sustainable travel habits amongst residents. An effective Travel Plan can be used to justify reductions in levels of parking provided at a development. These Travel Plans should increase levels of active travel and reduce single occupancy car use- and so indirectly the Parking Standards SPD may have a positive impact in</p>		
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SOCIAL

				<p>this area. The SPD also includes specific design guidance on cycle parking designed to improve the storage and security of cycles. These and other changes should have some indirect positive impacts.</p>		
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ECONOMIC

	What is the projected positive impact	What is the projected negative impact	Are there any cumulative effects	Evidence for this impact or for no impact	Actions to maintain positive impacts and mitigate negative impacts	Lead officer/service area
Green Purchasing	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and green purchasing	None known	N/A
Poverty & Deprivation	None known	None known	None known	No direct or obvious indirect links between parking provision at new developments and poverty/ deprivation	None known	N/A
Contribution to local economy	Neutral/none known	Neutral/none known	None known	These parking standards will apply to non-residential developments (including offices, retail and industrial uses) outside the city centre area. The number of sites outside the city centre identified in the LDF Core Strategy for these types of uses is small, so it is not expected that these parking standards will apply to a significant proportion of future development of these types in the city.	None known	N/A

ECONOMIC

				<p>Nevertheless, parking is an element of the access to these developments and access to services, facilities, employment, education etc is a major element in the economy of the city.</p> <p>The maximum standards set out for non-residential developments are generally the same or in some instances slightly lower or higher than the previous standards. However these standards provide added encouragement to developers to improve sustainable access to sites in exchange for lower parking provision.</p> <p>It is not believed that any of the content of this SPD would compromise economic performance of developments, and there is a large body of evidence showing that enhancements to sustainable access can improve economic performance of developments and of cities as a whole.</p>		
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ENVIRONMENTAL

	What is the projected positive impact	What is the projected negative impact	Are there any cumulative effects	Evidence for this impact or for no impact	Actions to maintain positive impacts and mitigate negative impacts	Lead officer/service area
Pollution & Air Quality	None or slight indirect positive	None known	None known	As previously stated, contents of this SPD are unlikely to increase single occupancy car usage and the negative effect on air quality this would have. It may indirectly provide slight benefits through its requirements and recommendations for Travel Plans, cycle parking, etc which should lead to some modal shift toward more sustainable modes.	Use of Parking Standards SPD and other policy tools/ measures to ensure effective Travel Plans are secured to help ensure increased parking standards does not result in increased car use on trips where alternatives are viable.	N/A

ENVIRONMENTAL

Natural Environment	None known	None known	None known	No known changes or additional impacts above those of LDF core strategy site allocations. Developments will generally only be permitted on approved sites (ie mostly those identified in the LDF core strategy and some as yet unidentified windfall sites). These parking standards may slightly change the design of some developments (ie the amount and design of parking) but are very unlikely to change the actual site areas or locations of development.	None known	N/A
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ENVIRONMENTAL

				In this regard it is unlikely that these parking standards will lead to any changes from the anticipated/approved pattern of future development.		
Energy & Water Efficiency	Slight positive	None known	None known	This SPD includes new requirements and recommendations on the topic of permeable surfacing for parking areas. This should help reduce runoff from parking areas at new developments, mitigating the flood risk they pose to some extent. This is an improvement on the parking standards currently in place.	None known	N/A

ENVIRONMENTAL

Waste Reduction	None or slight indirect positive	None known	None known	N/A	None known	N/A
Climate Change	None or slight indirect positive	None known	None known	As previously stated, contents of this SPD are unlikely to increase single occupancy car usage and the effect on carbon emissions this has, and may indirectly provide slight benefits through its requirements and recommendations for Travel Plans, cycle parking, etc which should lead to some modal shift toward more sustainable modes.	Use of Parking Standards SPD and other policy tools/ measures to ensure effective Travel Plans are secured to help ensure increased parking standards does not result in increased car use on trips where alternatives are viable.	N/A