

## Integrated Impact Assessment Stage 1 - Quick Assessment

<b>Name of initiative:</b>	<u>Parking Standards Supplementary Planning Document (SPD)</u>
<b>Summary of main aims and expected outcomes:</b>	<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 &amp; Cycle Parking). The SPD covers the following specific areas:</p> <ul style="list-style-type: none"> <li>• Maximum parking standards for motor vehicles</li> <li>• Minimum parking standards for cycles</li> <li>• Design requirements and guidance for motor vehicle and cycle parking</li> <li>• Transport assessment and Travel Plan thresholds</li> </ul> <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>
<b>Assessment completed by:</b>	<u>Richard Pemberton</u>
<b>Date:</b>	<u>17 August 2011</u>

### Approval by Level 1 manager

<b>Name:</b>	
<b>Signature:</b>	
<b>Date:</b>	

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 <sup>1</sup> .
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

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<sup>1</sup> 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 ✓	-	<p>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.</p> <p>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.</p>
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.