



## 1. About the Project, service change or policy development

Responsible officer	Andrew Horner and John Chapman
Name and description of project, service or policy	
<p><b>Parking Standards Supplementary Planning Document (SPD)</b></p> <p>Paragraphs 105 and 106 in the National Planning Policy Framework (NPPF) provide the following guidance on parking standards:</p> <p>“105. If setting local parking standards for residential and non-residential development, policies should take into account:</p> <ol style="list-style-type: none"> <li>a) the accessibility of the development;</li> <li>b) the type, mix and use of development;</li> <li>c) the availability of and opportunities for public transport;</li> <li>d) local car ownership levels; and</li> <li>e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</li> </ol> <p>106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”</p> <p>Paragraph 008 in the Government’s Planning Practice Guidance (PPG) on ‘Travel Plans, Transport Assessments and Statements’ advises that:</p> <p>“Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.”</p> <p>The Council’s existing parking standards are expressed in terms of ‘maximum standards’ which should not normally be exceeded. This makes the existing standards out of date in relation to the NPPF and the PPG.</p> <p>Given the above, there is a risk that the Council will be unable to successfully defend planning appeals if planning permission is refused on the basis of the existing maximum standards.</p> <p>Therefore, the Draft SPD proposes a move away from a maximum approach to a ‘standard’ approach, with the expectation that development will meet its own needs on-site by providing parking to this standard. Other key aspects of the Draft SPD are highlighted below:</p> <ul style="list-style-type: none"> <li>• Most of the standards in the Draft SPD are the same as the existing standards, but there are some differences where justified by evidence.</li> <li>• The Draft SPD proposes two accessibility zones with reduced parking standards in highly accessible locations in central Hemel Hempstead and Berkhamsted, where car ownership is lower.</li> </ul>	

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<ul style="list-style-type: none"><li>• Car-free development may be considered in high accessibility locations. Parking provision may also be omitted or reduced depending on the type and location of the development.</li></ul> <p>Parking standards affect all those who live in, study in, work in, or visit Dacorum by car, van, motor bike or bicycle.</p> <p>Cabinet is being recommended on 19 March 2019 to approve the Draft SPD for public consultation purposes. The public consultation on the Draft SPD will be carried out in accordance with the Council's Statement of Community Involvement. Following the public consultation, Cabinet and Full Council will be required to agree the final SPD.</p>	

## 2. Identifying the community impact

<b>What impacts will this change have on the community?</b>		
Information which might be useful in thinking about this includes our <a href="#">equality profiles</a> , available for a number of demographic groups in Dacorum, and <a href="#">Spotlight on Dacorum</a> , which provides information about the Borough as a whole and signposts users to detailed statistics at ward / postcode level through neighbourhood statistics.		
	Positive	Negative
		<p><b>What are the positive and negative impacts?</b></p> <p>How will the positive impacts be enhanced? How will the negative impacts minimised/eliminated?</p>
<p><b>The community in general</b> e.g. social or economic benefits or negative impacts</p>	✓	<p>Insufficient parking can result in on-street parking stress and unsafe or obstructive parking, with high levels of frustration for residents and businesses.</p> <p>However, parking is also an important travel demand tool. Lower parking provision can, in the right circumstances (usually where there is high accessibility to other transport and facilities and a controlled parking zone) lead to lower car ownership and use.</p> <p>The SPD balances these two aspects based on the current evidence available.</p>
<p><b>On DBC as an organisation</b> e.g. on staff or operations</p>		<p>Any developments proposed by DBC will be assessed against the parking standards in the SPD.</p>
<p><b>The specific demographic considerations or characteristics</b> e.g. age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation - specify where impacts are different for different considerations</p>	✓	<p>The standards include the provision of parking spaces for disabled people. The Draft SPD states that the parking needs of disabled motorists shall be met in full irrespective of location i.e. where the zonal procedure results in on-site parking restraint, there shall be no corresponding reduction in disabled spaces.</p>
<p><b>The environment</b> e.g. effects on the climate, trees, amenity space, biodiversity, water, energy, waste, material use, air quality</p>	✓	<p>The following aspects of the Draft SPD will have positive impacts on the environment, by encouraging the use of sustainable transport (cycling, walking and public transport):</p> <ul style="list-style-type: none"> <li>• The inclusion of cycle parking standards.</li> <li>• The definition of accessibility zones with reduced parking standards in highly accessible locations</li> <li>• The possibility of car-free development in high accessibility locations and of omitting or reducing parking provision elsewhere depending on the type and location of the development.</li> </ul> <p>The Draft SPD also encourages an improvement in air quality by including electric vehicle charging points.</p>

**What impacts will this change have on the community?**

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	Positive	Negative	<b>What are the positive and negative impacts?</b> How will the positive impacts be enhanced? How will the negative impacts minimised/eliminated?
<b>Any community issues identified for this location</b> , if the project is based in a specific area – state if this is not applicable e.g. if there are no specific issues for this location or if the project is district-wide	✓		<p>The Draft SPD Local Plan relates to the whole Borough of Dacorum. However, it is considered particularly important to provide sufficient parking in rural areas. This is especially so in locations with poor public transport and those a substantial distance from the nearest town.</p> <p>Also, as stated above lower parking standards are proposed in the high accessibility locations, where car ownership is lower.</p>

What evidence have you used to assess the impact on the community?  
 What baselines have been established and what data will be used to monitor the impact?

This Community Impact Assessment has not identified any potential for discrimination or negative impact and all opportunities to advance equality have been taken. This is an update/replacement of existing planning policy documents and the fundamental principles which we have historically applied to planning policy formulation have not changed.

What steps have you taken or plan to take to consult the whole community or specific groups affected by the service or policy development?  
 E.g. on-line consultation, focus groups, consultation with representative groups?

It is proposed to carry out public consultation on the Draft SPD. This consultation will be carried out in accordance with the Council's Statement of Community Involvement.

### 3. Review

How will you review the impact, positive or negative once the service or policy has been implemented?		
<i>Action</i>	<i>By when</i>	<i>By who</i>
Following the public consultation on the Draft SPD, the Council will consider whether any changes are needed to the document before the SPD is approved by Cabinet and Full Council. This impact assessment will be reviewed and updated where necessary post consultation.	Summer 2019	Strategic Policy team
A review of the SPD may be required due to various factors, including the adoption of a new Local Plan or changes in travel behaviour or the parking management approach in Dacorum.  The case for reviewing the SPD will be assessed once provisional decisions have been taken on the nature of the parking policies to be included in the new Dacorum Local Plan.	Summer 2019	Strategic Policy team

Name of responsible officer:

Reviewed and signed off by: (relevant Group Manager)  
 Chris Taylor

Role:

Role: Group Manager (Strategic Planning and Regeneration)

Date:

Date: