

Parking Standards

5.1

The Hampshire Parking Standards are tabulated in Appendix 1. These standards apply to new provision and aim to encourage the use of other modes of transport. The process does not seek to be retrospective and therefore will not affect existing levels of parking except in cases covered by proposals 3d and 3e.

5.2

The approach seeks to apply a different set of standards for new developments, depending on the availability of alternative means of transport to the car and on local characteristics. However, in areas where there are few realistic alternatives, the car will inevitably remain the dominant means of transport. In settlements where public transport, cycling or walking are available as a choice, more restrictive parking provision will be applied. For example, the Major Development Areas will be planned with high public transport accessibility and more stringent parking limits.

5.3

A detailed and extensive public transport accessibility model has been developed for the County Council, districts and unitary authorities. Where the model is not used, other means of measuring accessibility may be appropriate to determine the reduction from the maximum parking limit. Other factors that will influence the parking limit include the availability of existing public car parking spaces nearby, environmental effects, the local economy and pedestrian and cycle access.

The scope for reducing the maximum parking limit depends on the type of land use, as listed in Appendix 1. The highest percentage reduction is for parking at the workplace, since this offers the greatest scope for tackling regular, peak-hour traffic congestion.

Reduction in car parking for levels of accessibility by land use

Land use	Parking standard for least accessible location	Reduced parking standard for highly accessible location
Retail	100%	75%
Residential, education, health, leisure	100%	50%
Employment	100%	30%

5.4

The car parking limits shown in Appendix 1 assume the lowest level of accessibility as a standard. However, parking spaces will be reduced where better levels of accessibility are provided, or can be delivered as a result of the development. Parking limits at the various land uses are to be reduced by different degrees to take account of their accessibility to non-car modes and to contribute to traffic reduction. For example, parking limits at workplaces can go down

to 30% of the maximum, since this can generally improve peak-hour travel conditions and conforms with the recommended range specified in Regional Planning Guidance (RPG 9) for the South East Region (March 2001), Policy T3. In the very highest range of accessible locations (for example, close to public transport interchanges), zero parking may be appropriate.

5.5

Where any development includes two or more land uses to which different parking standards apply, the relative demands of each use for parking should be assessed in proportion to the extent of the respective use. Developers are encouraged to make best use of any shared parking areas (for example, by time of day/day of week) where this can be achieved without difficulty.