

**KEY POINTS FROM THE HALCROW REVIEW**

- Parking policy is a key element of wider transport policy
- There is a lack of serious congestion in the central area (unlike other similar cities) – congestion is more on the surrounding network
- The Council has a lack of influence over private non-residential (PNR) parking spaces (and a lack of data on numbers and locations)
- Long-stay tariffs appear slightly lower than other areas in the region
- There is a significant proportion of spare capacity in the City Centre car parks (even at peak times); 20% occupancy level in the evenings
- There are low levels of commuter parking in City Council car parks (reflecting the PNR situation)
- Car ownership levels per household are relatively high, but proportion of households without access to a car is above average (major pockets of low ownership)
- Anticipated impact of the South East Plan and the South Hampshire Strategy
- Balanced approach needed in the City Centre (to ensure that business is encouraged to locate there)
- Parking control is a key element of a balanced transport strategy for the City Centre
- The City Centre has different characteristics to the rest of the City (special case in development planning terms as well)
- Current over-provision of public parking in the centre undermines traffic restraint and encourages car use
- Development on the scale proposed for the City without parking restraint would create congestion
- Park & Ride – conditions are not amenable at present (but should be in the longer-term)
- There is a lack of coach parking facilities
- Variable criteria for Residents' Parking Schemes (RPS) may be causing some confusion to users
- RPS's incur a small loss and are subsidised from On-street income
- Management of RPS's should focus on flexible service to residents, but with increased charges to cover the costs
- National policy is not about reducing car ownership, it is about managing car use
- Revised PPS3 - car ownership levels should be taken into account when considering development control parking standards
- Current public transport accessibility level (PTAL) approach to assessing appropriate standards is too simplistic – use of a new matrix tool is proposed
- Importance of wider accessibility considerations when determining parking standards
- No major issue identified in terms of co-ordination of operations related to parking