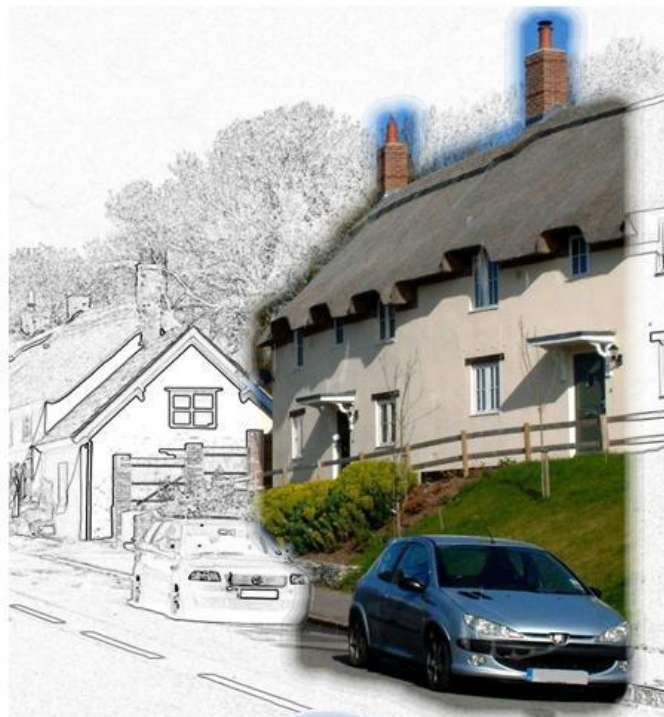


Residential Car Parking Provision Local Guidance for Dorset



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1.0 Foreword

- 1.1** Residential car parking guidance has a significant influence on the form and quality of urban design in residential developments. We are mindful in Dorset that if we are to continue to deliver exemplar development in response to Planning Policy Statements 1 and 3, we must be constantly receptive to review and improvement.
- 1.2** The detrimental impact of car parking provision on urban design quality, public realm and highway functionality is exacerbated by an under provision of spaces provided in response to restrictive residential parking guidance. Government guidance in the shape of Planning Policy Statement 3 undertook to address this issue and prompted Local Authorities to develop evidence based residential parking guidance based on expected levels of car ownership.
- 1.3** Residential Parking Research, May 2007 laid out a methodology developed by WSP Ltd in association with Phil Jones Associates, TRL and David Lock Associates to look at the various factors that have a significant impact on demand for residential car parking. The Bournemouth, Poole and Dorset Residential Car Parking Study (BP&DRCPs) was based on, and further developed, that methodology and brought forward Interim Guidance released in April 2010. The Study documents and the Interim Guidance was subject of consultation during the Bournemouth, Poole and Dorset Local Transport Plan 2011 – 2026 (LTP3) during January and February 2011
- 1.4** The Interim Guidance document was the foundation for three daughter documents each specifically relating to the Bournemouth, Poole and Dorset local areas and which are the culmination of that Bournemouth, Poole and Dorset Residential Car Parking Study. This is the document that specifically relates to the Dorset local area.
- 1.5** The local guidance given in this document provides the developer with the optimum numerical parking space provision that would accommodate the expected demand for car parking on a specific site. It does not remove the need for high quality design in the application of that information to achieve a parking solution that operates successfully. With the exception of parking space design, this document does not cover the integration of parking provision into a developing design, leaving this to several high quality existing documents referenced where necessary.

2.0 Introduction

- 2.1** This Local Guidance for Dorset (May 2011) evidenced by the BP&DRCPS and consulted on during January/February 2011 responds fully to paragraph 51 of Planning Policy Statement 3 (PPS3) Housing (January 2011), which states that:

"Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership"

- 2.2** This document supports policy contained in the Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 (LTP3) and is one of Local Transport Plan's suite of documents.
- 2.3** The purpose of this document is to ensure that parking provision in new residential developments, both market and affordable, is designed to meet expected demand in such a way as to ensure the most efficient use of space and the best urban design. Much evidence now exists indicating that over-restriction of residential parking, implemented in response to PPG3, has a negative impact on the public realm and the highway functionality.
- 2.4** The BP&DRCPS is based on research undertaken since 2006 by a partnership between all the Dorset Borough and District Authorities, Dorset County Council, WSP and Phil Jones Associates. Selected developers were also involved in the process. This document, Part 1, describes the local parking guidance for new residential development in Dorset. Sister Part 1 documents are available for the Bournemouth local area and the Poole local area. Detailed information on the methodology used to obtain the data on which the guidance is based can be found in Part 2 while information on the survey sites is recorded in Part 3. The DRCPS aims to provide a reasonable prediction of residential car parking demand through to the end of the LTP3 plan period of 2026.
- 2.6** The BP&DRCPS provides robust evidence to inform the Local Highway Authority in negotiations with the development industry on residential development proposals. It can also be used when responding to consultations on planning applications in respect of residential parking.
- 2.7** It is reasonable to expect that this evidence may be accredited weight through the appeal or public examination processes. The data contained in these documents is the best possible, evidence-based, information on residential car parking in Dorset available for use in the period covering the demise of Local Plans and the emergence of their replacements.
- 2.8** There is some use of technical or professional specific language in this document and a Glossary has been provided in Appendix D should the reader be unsure of any terms used.

- 2.9** The BP&DRCPS investigated car parking for owner-occupied houses and flats, as well as shared or rented accommodation. This final guidance uses only the owner-occupied figures from the study work as a worst-case scenario and acknowledge that dwellings may change from rented to owner-occupied at a later date (refer to Part 2, Section 3.14 for justification).
- 2.10** This document provides guidance on the optimum level of car parking for any given residential development and the results will inform any discussions with both Highways Development Control Engineers at Dorset County Council and with the Planning Officers at the relevant District or Borough Authority. On-street parking levels, parking restrictions and other local factors specific to a development site may mean that the allocations need to be changed.
- 2.11** The purpose of this document is to ensure that parking provision in new residential developments is designed to meet expected demand in such a way as to ensure the most efficient use of space and the best urban design. Provision of all car parking through spaces allocated to individual dwellings is not the most efficient method of provision. It is, however, acknowledged that a portion of allocated parking is often required in order to make a property marketable. To aid in the provision of residential parking, guidelines on geometry and layout are given in Appendix C. Further design guidance is available in Manual for Streets, March 2007, CLG & DfT and Car Parking What Works Where, March 2006, English Partnerships. There are also useful CABE documents including This Way to Better Residential Streets, 2009.
- 2.12** It is also realised that a complex methodology for determining the required parking provision may not be applicable to all developments. Small residential developments of less than five dwellings are rarely on plots large enough to provide a mix of allocated and unallocated parking provision. Application of the data will therefore take a two tier approach. The first is for the smaller developments outlined above and the second is for all other developments. The two methods are outlined in detail in the calculations section.
- 2.13** Both of the methods shown allow for the fact that, on average, only 50% of garages are used for parking a car. No garage will be counted as a useable space unless its internal dimensions meet the requirements given in Appendix C, Geometric Guidance. Where garages are provided that do meet the geometric guidance, an additional unallocated parking provision is still required to take account of the low use of garages for parking. No extra provision is required where car ports or car barns are provided.
- 2.14** In all instances at least 5% of residential parking should be designed for use by disabled people. Guidance on disabled spaces and their provision can be found in Appendix C and Section 8.3 of Manual for Streets, CLG and DfT, March 2007. Manual for Streets also provides links to further sources of guidance.
- 2.15** This guidance is purely for determining appropriate car parking levels. Advice and guidance on cycle parking and motorcycle parking provision is available in Sections 8.2 and 8.4 of Manual for Streets, March 2007.

3.0 The Calculations

3.1 DEVELOPMENTS OF 5 DWELLINGS OR LESS.

3.1.1 The guidance derived from this document is considered to provide the optimum level of car parking for a given development. Where a developer wishes to provide a different level of parking they will need to provide evidence to support their proposals and agree the variation with both Highways Development Control Engineers at Dorset County Council and with the Planning Officers at the relevant District or Borough Authority. In some instances on-street parking levels, parking restrictions and other local factors, specific to a development site, may mean that the above Officers request a deviation from the guidance.

3.1.2 For developments of this size there is unlikely to be enough land to enable the most effective use of allocated and unallocated spaces to be achieved. For this reason such developments can accommodate most of the expected parking demand, except visitor spaces and spaces allowing for garages not used for parking, by providing allocated parking spaces.

3.1.3 The parking guidance for developments of five dwellings or less are shown in Table 1

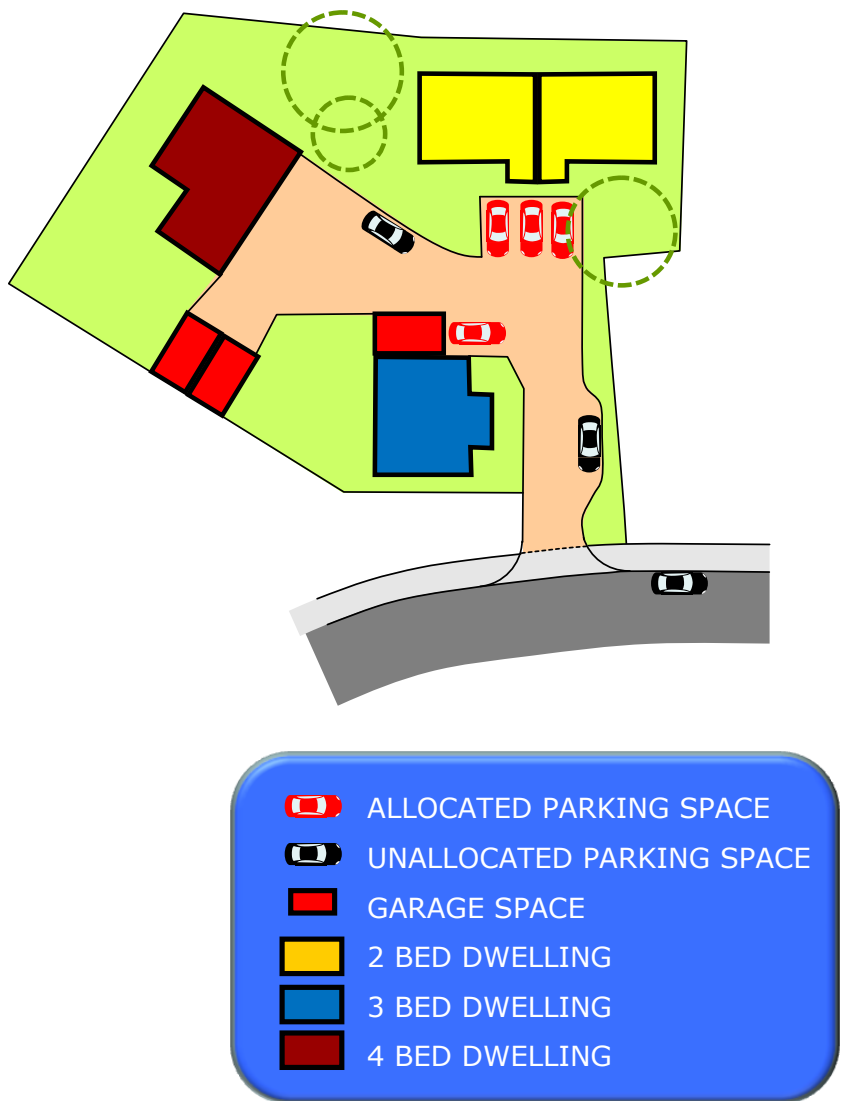
Table 1: Parking provision for developments of 5 dwellings or less	
Number of Bedrooms	Parking Spaces
1	1
2	1 or 2
3	2
4	2 or 3

Visitor parking: 1 visitor space will normally be required for these proposals. (See paragraph 3.1.4)

3.1.4 In addition to the number of allocated spaces identified by Table 1, 0.2 visitor spaces per dwelling will be needed. Given that these sites are all of 5 dwellings or less it is likely that only 1 visitor space will be required. The Highways Development Control Engineer will advise if this is necessary taking account of the level of allocated provision and other local circumstances.

- 3.1.5** Garages with an internal dimension of greater than 6m by 3m (this allows for internal storage in addition to a parked vehicle) will count as allocated parking spaces. To take account of evidence showing low use of garages for parking, extra unallocated parking will be needed for each garage at a rate of 0.5 spaces per garage. For example, a development with 4 garages would need to provide an extra 2 unallocated spaces. This does not apply to car ports or car barns.
- 3.1.6** Figure 1 illustrates a typical private drive. It is encouraged that any planning application provides this level of information, particularly the parking schedule table.

Figure 1: Example for a private drive.



Dwelling types	Allocated spaces (Including garages)	Number of units?	How many spaces are attributed to garages?
Two Bed House	1	1	
Two Bed House	2	1	
Three Bed House	2	1	1
Four or more Bed House	2	1	2
Total Unallocated parking requirement			2
Total Visitor parking requirement			1

3.2 DEVELOPMENTS OF MORE THAN 5 DWELLINGS

- 3.2.1** Guidance derived from this document is considered to provide the optimum level of car parking for a given development. Where a developer wishes to provide a different level of parking, they will need to provide evidence to support their proposals and agree the variation with both Highways Development Control Engineers at Dorset County Council and with the Planning Officers at the relevant District or Borough Authority. In some instances on-street parking levels, parking restrictions and other local factors, specific to a development site, may mean that the above Officers request a deviation from the guidance. This document will provide evidence to the Developer and the Planning and Highway Authorities helping them to decide upon the best parking solution to be applied to a new development.
- 3.2.2** The process described in this section gives a far more realistic and locally responsive calculation of the parking demand than was the case using the previous, generalised, parking guidance used throughout Dorset.
- 3.2.3** It also enables the designer to choose how they wish to meet the predicted demand within their development. At one extreme parking demand could be met very (land) efficiently using only unallocated parking. On the other hand it could provide as much allocated parking as possible. There is clearly a balance to be struck between the two scenarios and this document provides the means to calculate that balance of provision. In any case, the calculation will provide the optimum parking provision.
- 3.2.4** Throughout this section an example will be used by way of illustration. The example is for a development of 51 dwellings in North Dorset. Using the maps in Appendix A it has been determined that the development lies within the 'Town & Fringe' land use category. Using these maps to determine the area type that a development site lies within is the first stage in assessing the parking for a proposal.

The development will consist of:

15	x	1 bed flats
3	x	1 bed house
20	x	2 bed houses
11	x	3 bed houses
2	x	4 or more bed houses

- 3.2.5** For each dwelling type the developer should determine the level of allocated parking provision they wish to provide. This is no longer prescriptive, and neither the Local Planning Authority nor Local Highway Authority will stipulate the allocated parking requirement. However, in some instances where the allocated parking provision exceeds the expected demand, the option has been removed to avoid over provision. For example, a developer could not allocate 2 spaces to a 2 bed flat in North Dorset. This is indicated by the greyed-out cells in the tables in Appendix B and seen in Table 4 overleaf.

3.2.6 For simplicity the allocated provision can be presented in a parking schedule as seen in Table 3 for the example development. Only garages with internal dimensions of greater than 6m by 3m are counted as allocated parking spaces.

Table 3: Allocated parking provision		
Flats	Number of allocated spaces	Number of dwellings of this type
One Bed Flat	0 Spaces	5
One Bed Flat	1 Space	10
Houses		
One Bed House	0 Spaces	1
One Bed House	1 Space	2
Two Bed House	0 Spaces	2
Two Bed House	1 Spaces	7
Two Bed House	2 Spaces	11
Three Bed House	0 Spaces	1
Three Bed House	1 Space	3
Three Bed House	2 Spaces	7
Four or more Bed House	2 Spaces	2

3.2.7 The methodology from this point on has been replicated in a spreadsheet (available in the Highways and Transportation Development Control section on dorsetforyou.com). The information in Table 3 can be input into the spreadsheet to obtain a final requirement for parking without undertaking the calculations in full. However, the user should be aware of the calculations that the spreadsheet is undertaking by reading through the following section.

3.2.8 For each of the dwelling/parking combinations shown in Table 3 there is a related unallocated provision given in the tables in Appendix B. The relevant table for flats is shown below as Table 4.

Table 4: North Dorset Flats	unallocated demand figures								
	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet and Isolated Dwellings			Village			Town & Fringe		
1	1.1	0.3		1.0	0.1		0.7	0.1	
2	1.0	0.3	0.0	1.5	0.6	0.2	0.8	0.1	0.0
3+	1.9	1.0	0.6	1.7	0.7	0.2	1.2	0.3	0.1

3.2.9 A one bed flat with one allocated space, in a 'Town & Fringe' area, can be seen to need an additional 0.1 unallocated spaces per dwelling. Each two bed flat with no allocated spaces requires 0.8 unallocated spaces and so on.

3.2.10 Table 3 can be expanded to include this information obtained from Appendix B, as shown below.

Table 5: Allocated and unallocated parking provision			
Dwelling type			
Flats	Number of allocated spaces	Number of dwellings	Unallocated parking provision (from Appendix B)
One Bed Flat	0 Spaces	5	$(0.7 \times 5) = 3.5$
One Bed Flat	1 Space	10	$(0.1 \times 10) = 1$
Houses			
One Bed House	0 Spaces	1	$(1.2 \times 1) = 1.2$
One Bed House	1 Space	2	$(0.3 \times 2) = 0.6$
Two Bed House	0 Spaces	2	$(1.2 \times 2) = 2.4$
Two Bed House	1 Spaces	7	$(0.3 \times 7) = 2.1$
Two Bed House	2 Spaces	11	$(0.1 \times 11) = 1.1$
Three Bed House	0 Spaces	1	$(1.6 \times 1) = 1.6$
Three Bed House	1 Space	3	$(0.7 \times 3) = 2.1$
Three Bed House	2 Spaces	7	$(0.1 \times 7) = 0.7$
Four or more Bed House	2 Spaces	2	$(0.3 \times 2) = 0.6$
			Total = 16.9

3.2.11 To take account of the lack of use of garages for parking, 0.5 extra unallocated parking spaces will need to be provided per garage. In the case of our example there are 21 garages leading to a requirement for an additional 10.5 unallocated spaces.

3.2.12 To take account of visitor parking requirements 0.2 spaces per property should be provided for dwellings where the number of allocated spaces per dwelling is greater than or equal to the recommended unallocated provision per dwelling. For the purposes of our example this is all dwellings apart from those with no allocated spaces, a total of 42 dwellings. This equates to 8.4 visitor spaces (42×0.2). The final unallocated provision is therefore 36, rounded to the closest whole number ($16.9 + 10.5 + 8.4 = 35.8$).

3.2.13 The above method can be used to give the developer different options for providing parking on their site. For example, the layout provided requires a total parking provision (allocated and unallocated) of 98 spaces. An option with very high unallocated provision for each dwelling type could give a total requirement for 63 spaces. Equally, a layout similar to that presented in figure 2, but with no garages, would require a total of 88 spaces.

3.2.14 Where a layout with high unallocated provision is proposed, the parking must be designed in such a way that it is clearly available for use by all. Describing car parking spaces as unallocated in small parking courtyards is, for instance, unlikely to be acceptable as the spaces would effectively become allocated to certain properties regardless of their designation. Similarly, spaces obviously associated with a specific property on the street frontage may also not be acceptable as unallocated. Any parking layout submitted should be clearly thought through on a property by property basis to avoid any such issues.

Figure 2. Estate Road example and parking schedule



-  ALLOCATED PARKING SPACE
-  UNALLOCATED PARKING SPACE
-  GARAGE SPACE
-  1 BED DWELLING
-  2 BED DWELLING
-  3 BED DWELLING
-  4 BED DWELLING

Estate Road parking schedule

Flats	Allocated spaces (including garages)	Number of units?	How many spaces are attributed to garages?
One Bed Flat	0	5	0
One Bed Flat	1	10	0
Houses			
One Bed House	0	1	0
One Bed House	1	2	1
Two Bed House	0	2	0
Two Bed House	1	7	2
Two Bed House	2	11	6
Three Bed House	0	1	0
Three Bed House	1	3	3
Three Bed House	2	7	7
Four or more Bed House	2	2	2
Total Unallocated parking requirement			27
Total Visitor parking requirement			9

Appendix A.

Key and Inset Maps

Key and Inset Maps illustrating the Rural and Urban Classification areas and Inset Maps illustrating the Urban sub-division areas as referred to in sections 5.5 and 5.4

Inset Map 1: Bridport

Inset Map 2: Dorchester

Inset Map 3: Weymouth

Inset Map 4: Swanage

Inset Map 5: Fringe areas adjacent to the Borough of Poole

(the area within boundary of the Borough of Poole is now covered by Local Guidance for Poole)

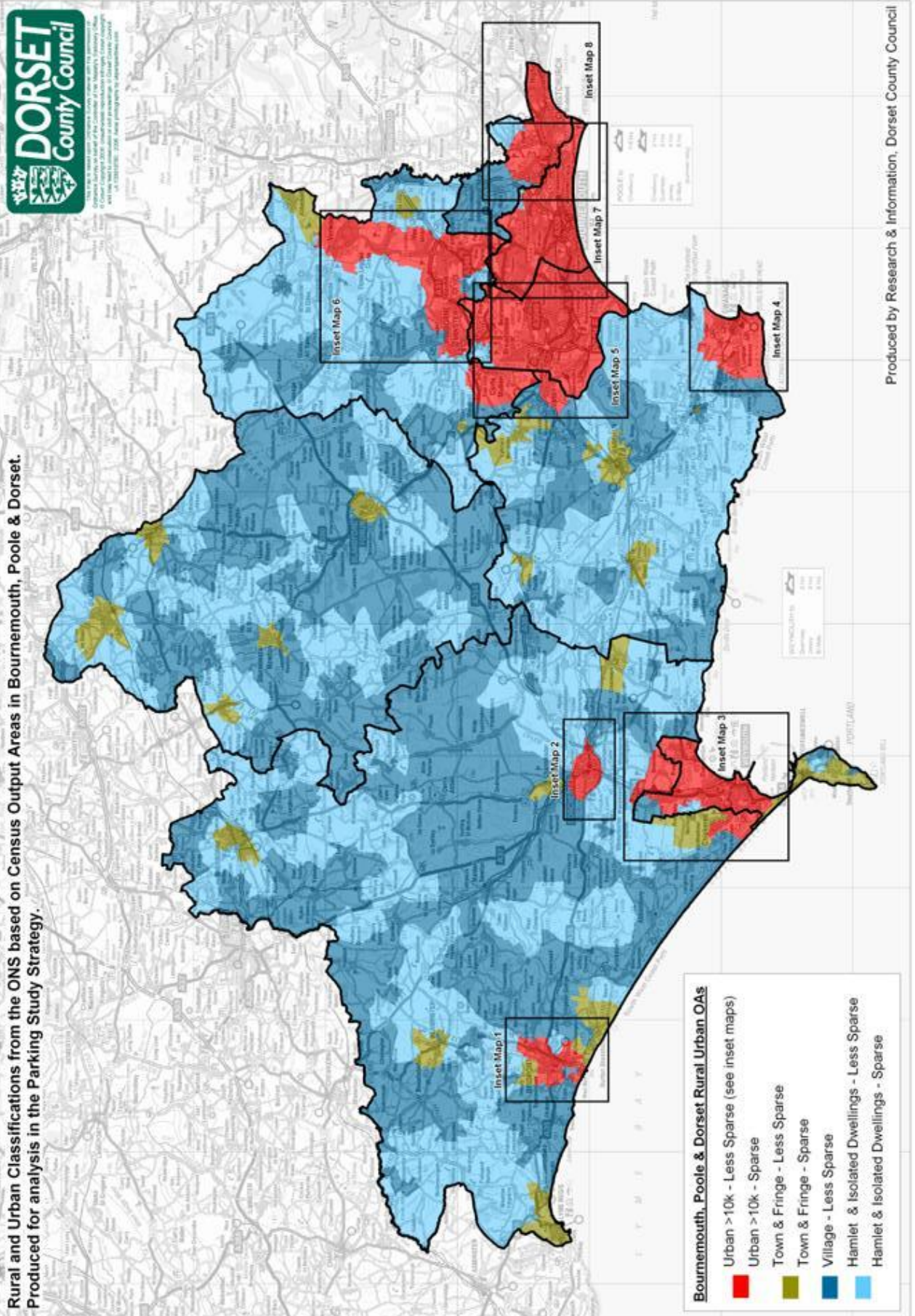
Inset Map 6: East Dorset (part)

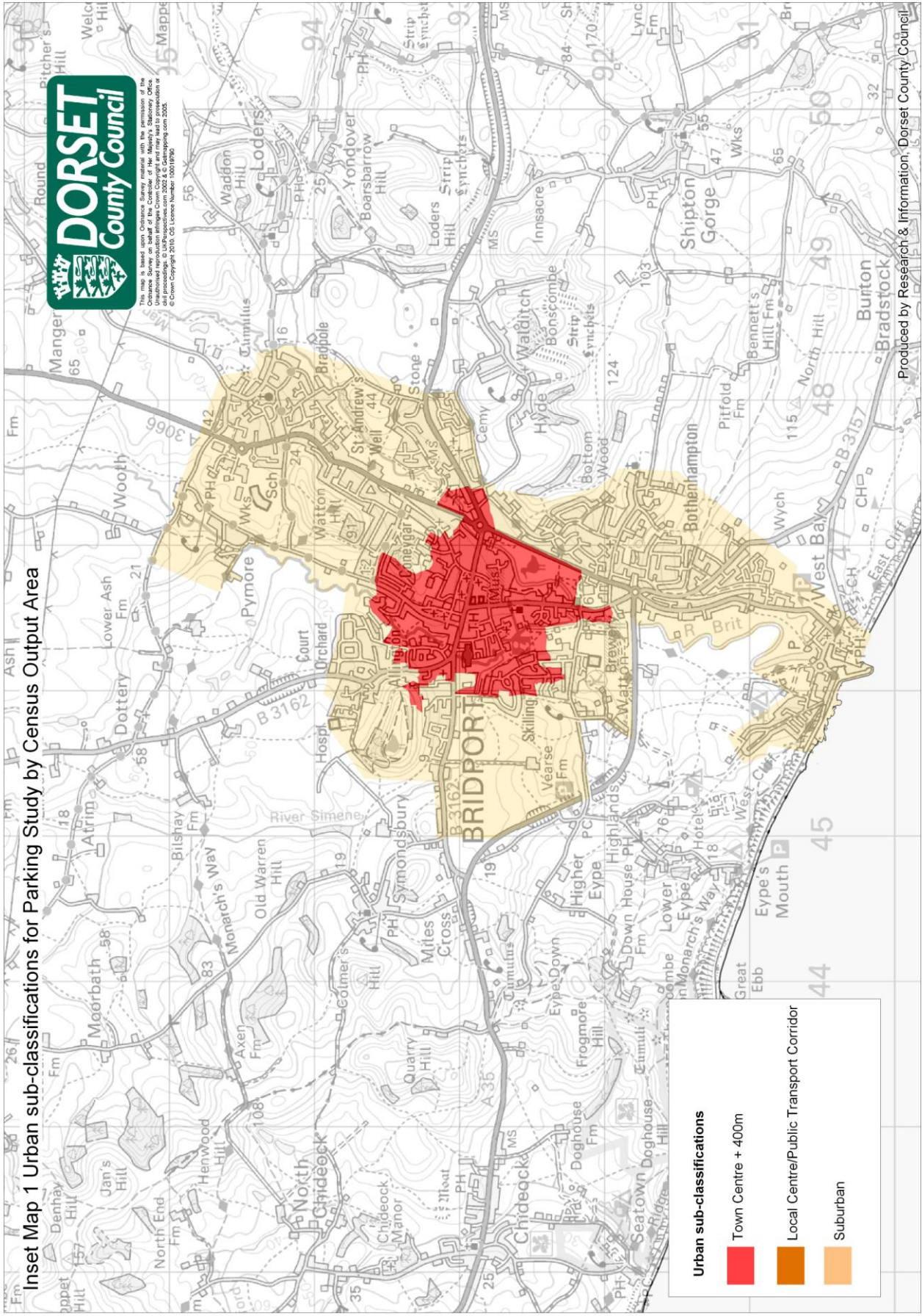
Inset Map 7: Fringe areas adjacent to Bournemouth Borough

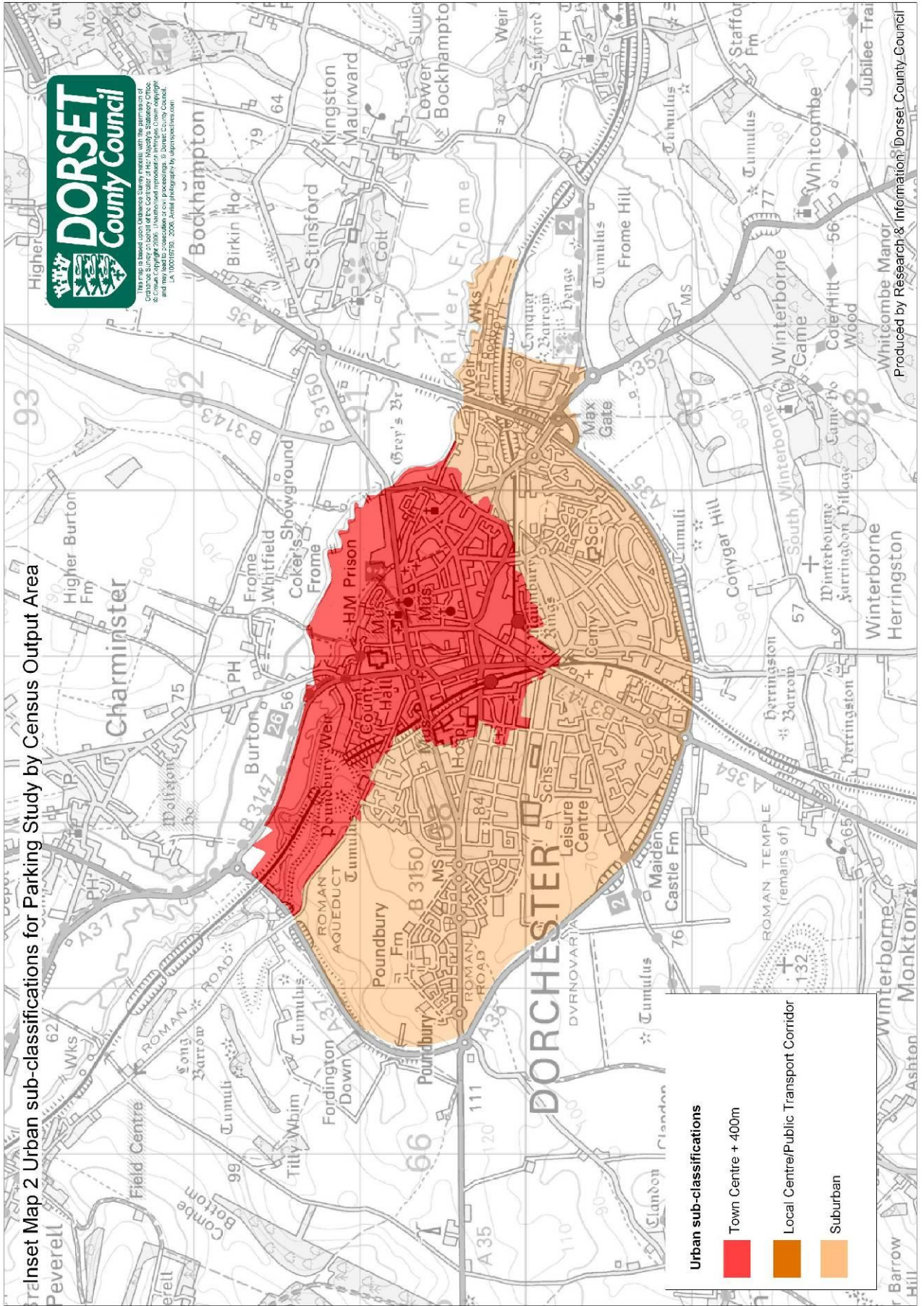
(the area within boundary of Bournemouth Borough is now covered by Local Guidance for Bournemouth)

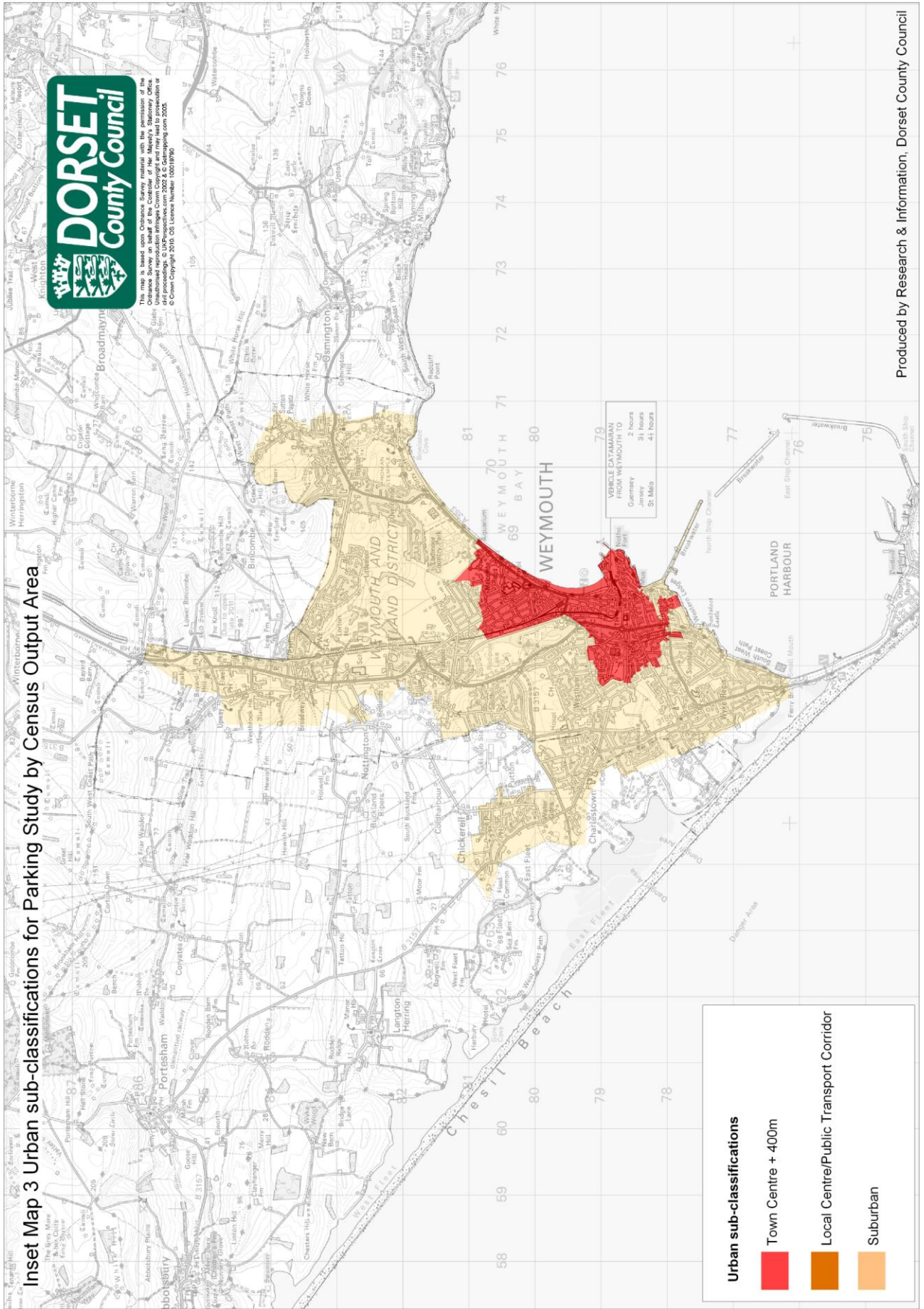
Inset Map 8: Christchurch

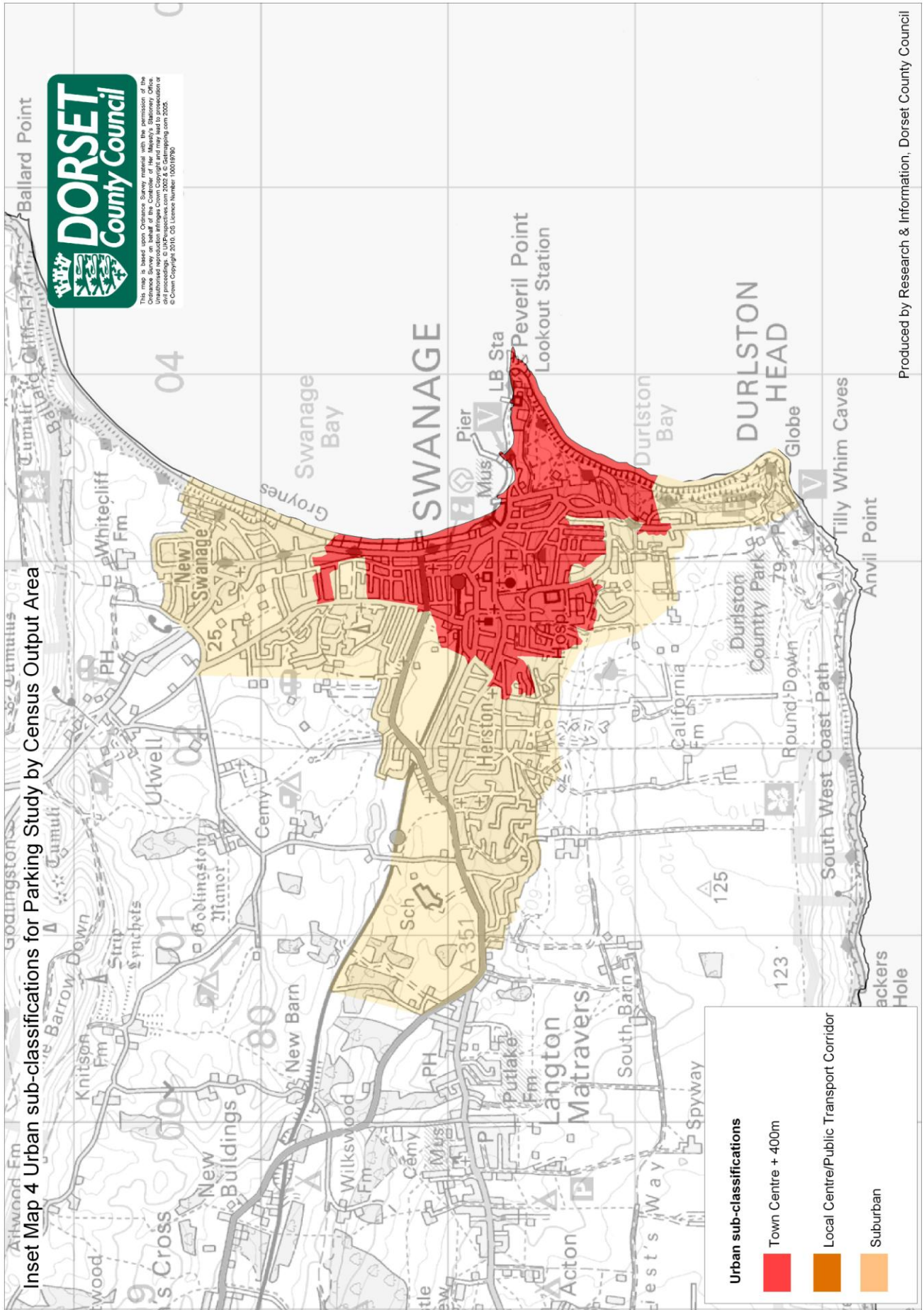
Rural and Urban Classifications from the ONS based on Census Output Areas in Bournemouth, Poole & Dorset.
 Produced for analysis in the Parking Study Strategy.







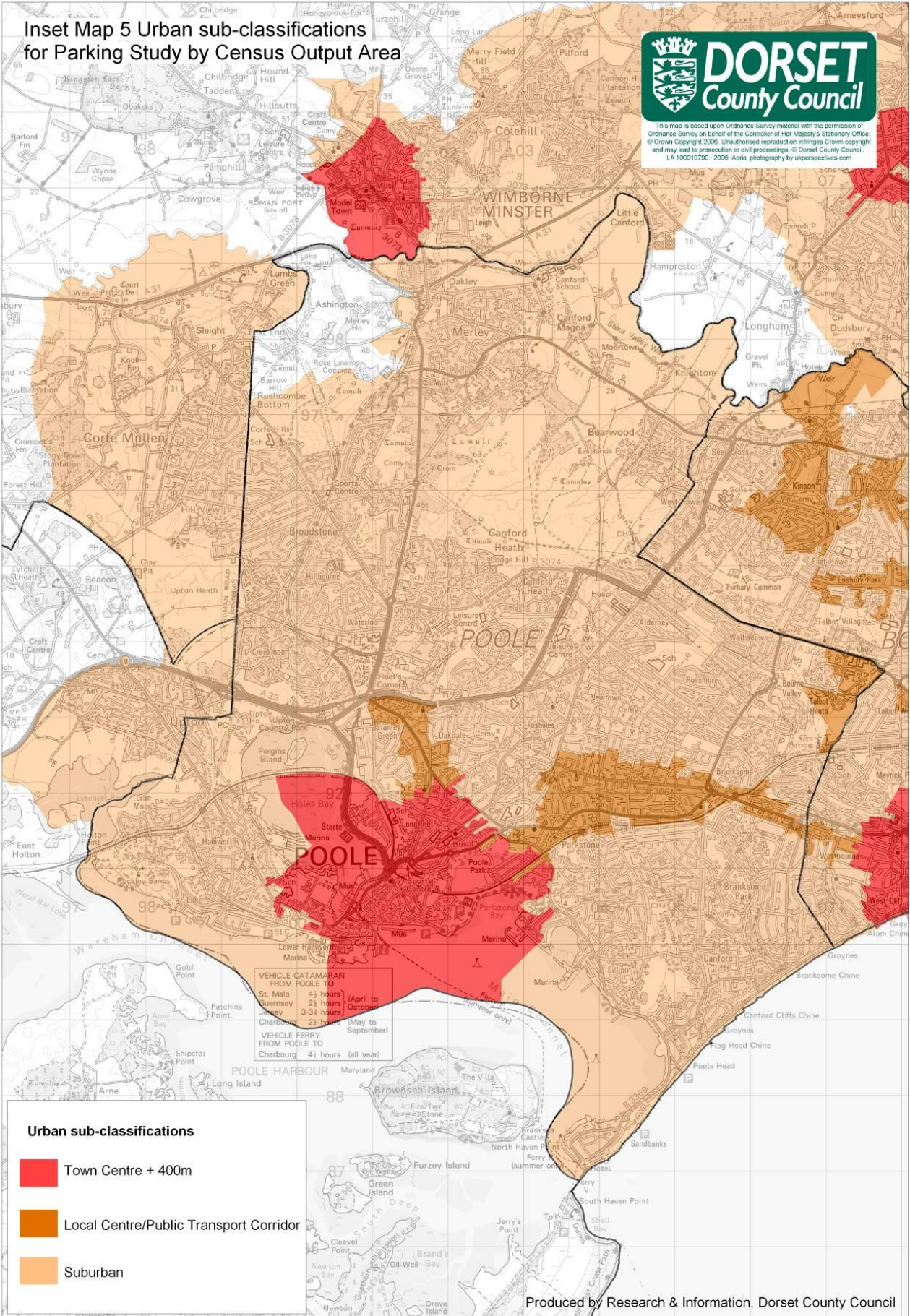




Inset Map 5 Urban sub-classifications for Parking Study by Census Output Area



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Urban sub-classifications

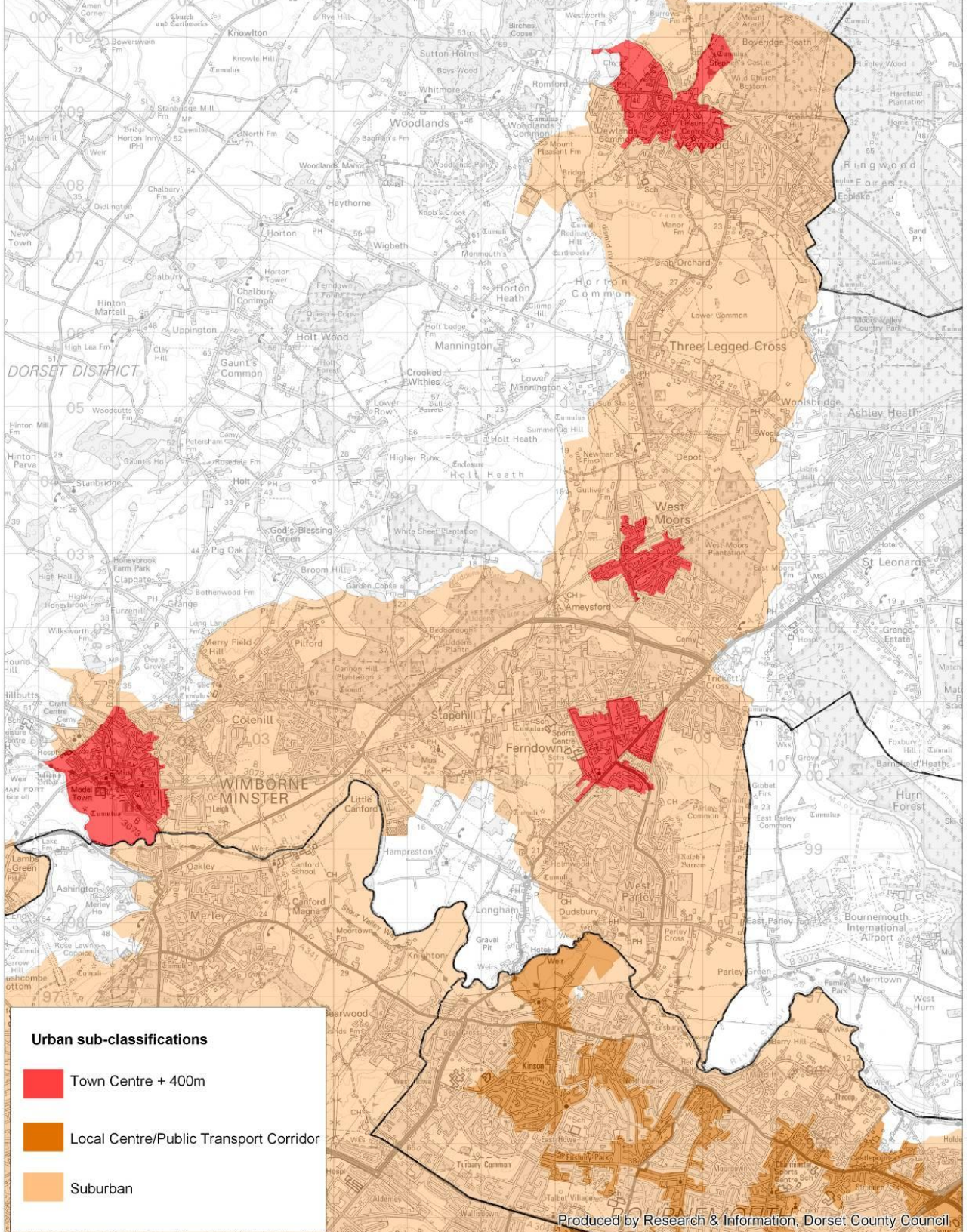
- Town Centre + 400m
- Local Centre/Public Transport Corridor
- Suburban

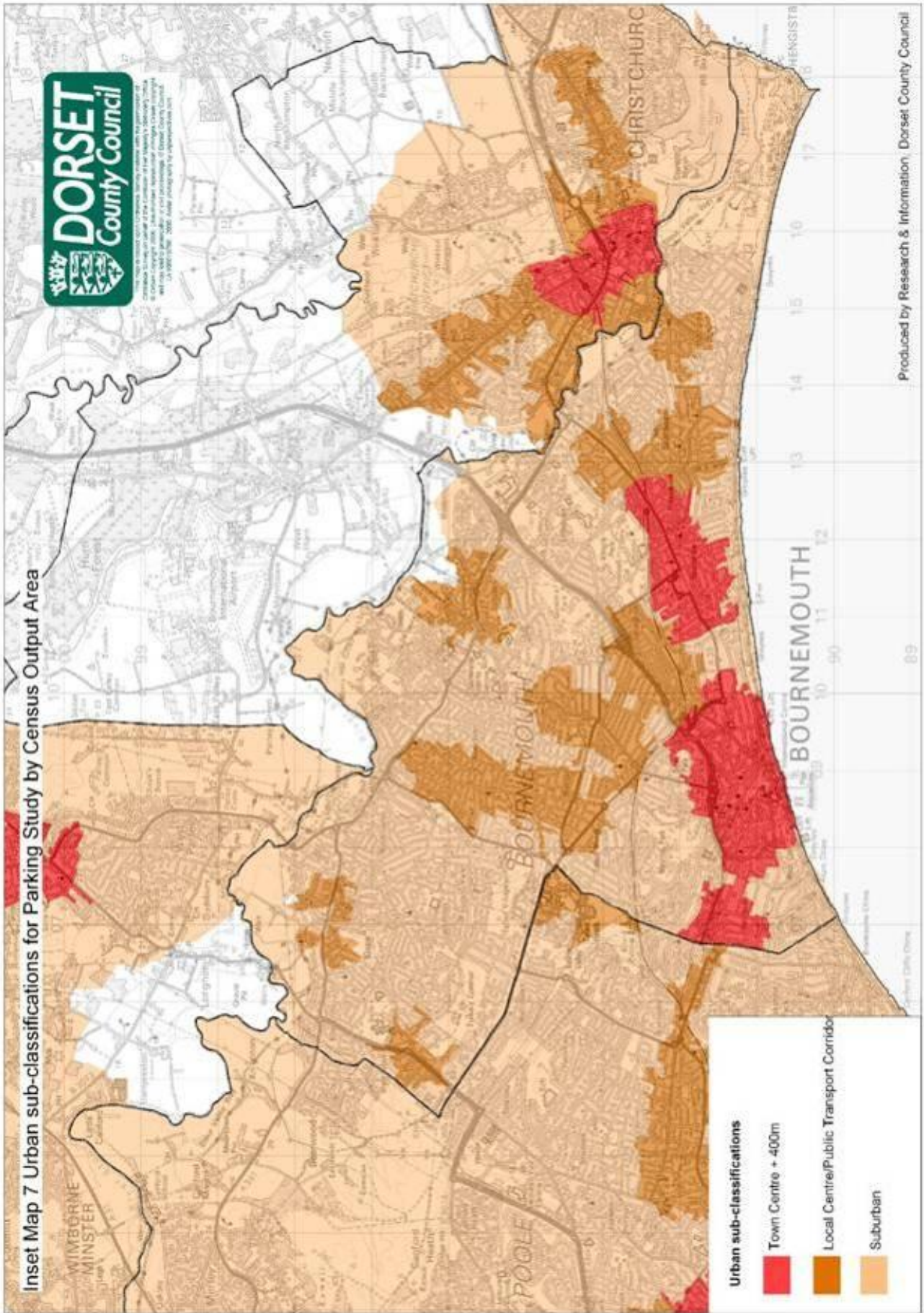
Produced by Research & Information, Dorset County Council

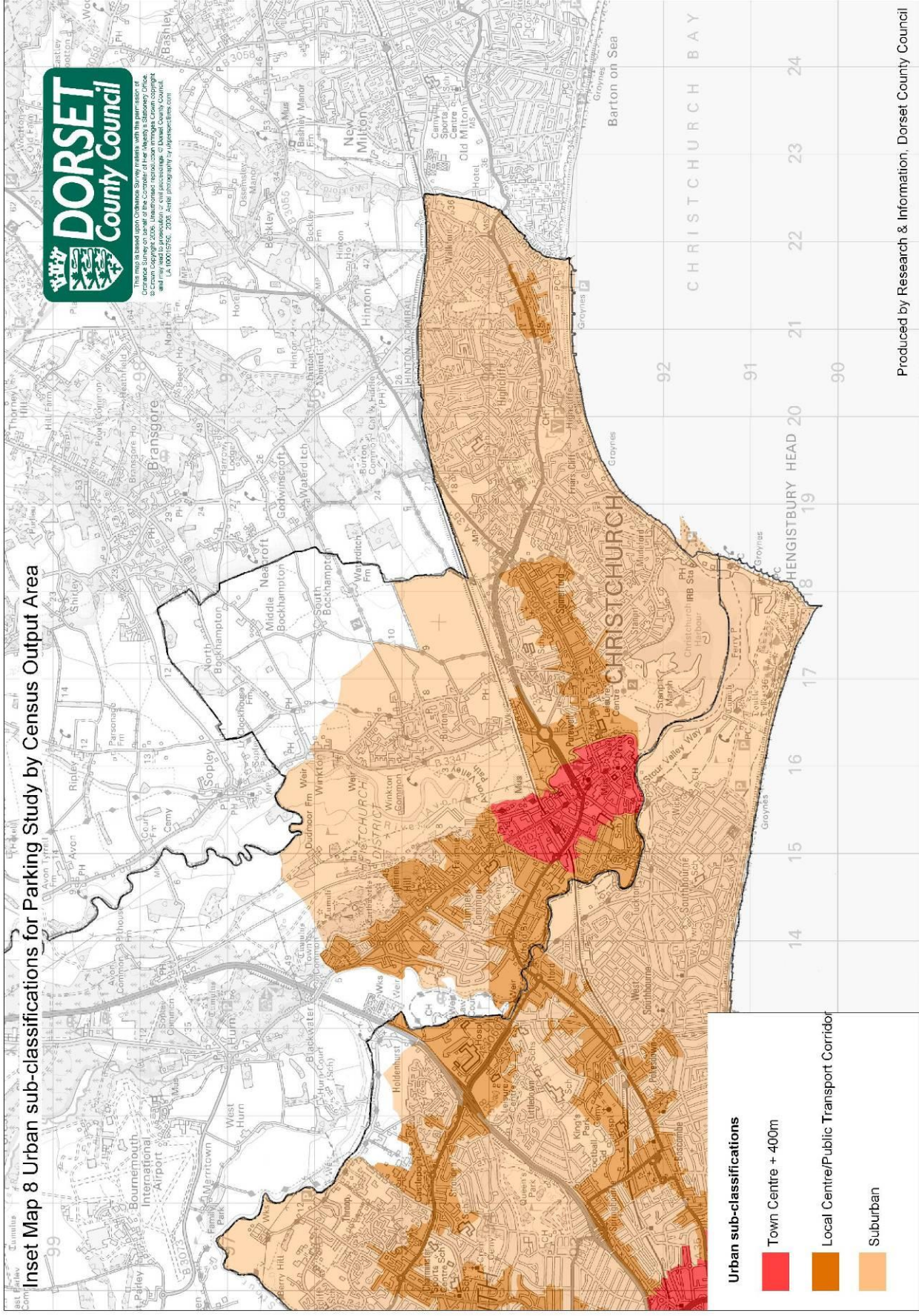
**Inset Map 6 Urban sub-classifications
for Parking Study by Census Output Area**



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Appendix B.

Unallocated Demand Tables

Greyed out cells in the following tables indicate that that number of allocated parking spaces is too great and should not be provided. This occurs when that number of allocated parking spaces exceeds the predicted level of car ownership for that dwelling type in 2026. For justification and details of expected car ownership refer to Volume 3.

Car ownership data for various area types has been grouped where it was considered that there was no significant variation or where sample sizes were considered too low to form a reliable parking forecast. For example, the Bournemouth Suburban and Local Transport Corridor data for owned houses below.

The unallocated demand when allocated parking spaces are provided has been calculated using the spread of dwellings that own between 0 and 4+ vehicles in the base data. For instance, a 2 bedroom house in Town Centre + 400m East Dorset has a car ownership of 1 car per dwelling. However, when that dwelling is allocated 1 parking space there is an overspill of 0.2 cars per dwelling. This overspill relates to the spread of car ownership in the census data, with some dwellings owning no cars, some 1 car and some 2 cars. Where dwellings own zero cars, an allocated parking space will be unused and the overspill represents the properties that have two cars (balancing the average at 1 car per dwelling), of which only one could be parked in the allocated parking space.

Christchurch

Table B3: Christchurch Houses

	unallocated demand figures					
Number of allocated spaces	0	1	2	0	1	2
Number of Bedrooms	Suburban			Town Centre + 400m		
	Local Centre/PT Corridor					
1	1.2	0.3		1.0	0.2	
2	1.2	0.3	0.0	1.0	0.2	0.0
3	1.7	0.7	0.2	1.4	0.6	0.1
4+	2.2	1.2	0.4	2.1	1.1	0.3

Table B4: Christchurch Flats

	unallocated demand figures								
Number of allocated spaces	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Suburban			LC/PTC			Town Centre + 400m		
1	0.8	0.1		0.7	0.1		0.7	0.1	
2	1.0	0.2	0.0	1.0	0.2	0	0.9	0.2	0.0
3+	1.2	0.3	0.0	1.4	0.7	0.1	1.7	0.7	0.1

East Dorset

Table B5: East Dorset Houses

	unallocated demand figures					
Number of allocated spaces	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwelling			Town Centre + 400m		
	Village					
	Town & Fringe					
	Suburban					
1	1.2	0.4		0.9	0.2	
2	1.2	0.4	0.1	0.9	0.2	0.0
3	1.8	0.8	0.2	1.3	0.7	0.1
4+	2.3	1.3	0.4	2.1	1.1	0.3

Table B6: East Dorset Flats

	unallocated demand figures														
	0	1	2	0	1	2	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwellings			Village			Town & Fringe			Suburban			Town Centre + 400m		
1	1.1	0.3		1.0	0.1		0.5	0.0		1.0	0.2		0.5	0.1	
2	1.0	0.3	0.0	1.5	0.6	0.2	1.1	0.2	0.2	1.1	0.3	0.0	0.7	0.2	0.0
3+	1.9	1.0	0.6	1.7	0.7	0.2	1.0	0.1	0.1	1.3	0.8	0.4	1.1	0.3	0.1

North Dorset

Table B7: North Dorset Houses

	unallocated demand figures					
	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwelling			Town & Fringe		
	Village					
1	1.3	0.4		1.2	0.3	
2	1.3	0.4	0.1	1.2	0.3	0.1
3	1.8	0.8	0.2	1.6	0.7	0.1
4+	2.3	1.3	0.5	2.1	1.1	0.3

Table B8: North Dorset Flats

	unallocated demand figures								
	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwellings			Village			Town & Fringe		
	1	1.1	0.3		1.0	0.1		0.7	0.1
2	1.0	0.3	0.0	1.5	0.6	0.2	0.8	0.1	0.0
3+	1.9	1.0	0.6	1.7	0.7	0.2	1.2	0.3	0.1

Purbeck

Table B11: Purbeck Houses

	unallocated demand figures								
	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwellings			Village			Town Centre + 400m		
				Town & Fringe					
				Suburban					
1	1.5	0.6		1.2	0.3		0.9	0.2	
2	1.5	0.6	0.1	1.2	0.3	0.1	0.9	0.2	0
3	1.9	1.0	0.3	1.7	0.7	0.2	1.5	0.6	0.1
4+	2.5	1.5	0.5	2.2	1.3	0.4	1.8	1.1	0.6

Table B12: Purbeck Flats

	0	1	2	0	1	2	0	1	2	0	1	2
	Number of Bedrooms	Town & Fringe			Suburban			Hamlet & Isolated Dwellings			Village	
Town Centre + 400m												
1	0.9	0.2		0.8	0.1		1.1	0.3		1.0	0.1	
2	0.9	0.2	0.1	1.2	0.3	0.1	1.0	0.3	0.2	1.5	0.6	0.2
3+	1.2	0.3	0.2	1.3	0.4	0.1	1.9	1.0	0.6	1.7	0.7	0.2

West Dorset

Table B13: West Dorset Houses

	unallocated demand figures											
	0	1	2	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwelling			Village			Town & Fringe			Town Centre + 400m		
							Suburban					
1	1.5	0.5		1.3	0.4		1.1	0.3		1.0	0.2	
2	1.5	0.5	0.1	1.3	0.4	0.1	1.1	0.3	0.0	1.0	0.2	0.0
3	1.7	0.8	0.2	1.7	0.7	0.1	1.5	0.5	0.1	1.3	0.4	0.0
4+	2.4	1.4	0.5	2.2	1.2	0.4	1.9	0.9	0.2	1.7	0.8	0.1

Table B14 West Dorset Flats

	unallocated demand figures														
	0	1	2	0	1	2	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet & Isolated Dwellings			Village			Town & Fringe			Suburban			Town Centre + 400m		
1	1.1	0.3		1.3	0.3		0.7	0.1		1.0	0.3		0.5	0.0	
2	1.0	0.3	0.0	1.3	0.4	0.1	0.8	0.1	0.0	1.0	0.2	0.0	0.7	0.1	0.0
3+	1.9	1.0	0.6	1.8	0.9	0.3	1.4	0.5	0.1	1.5	0.8	0.3	1.4	0.5	0.2

Weymouth and Portland

Table B15: Weymouth and Portland Houses

	unallocated demand figures											
	0	1	2	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Village			Town & Fringe			Suburban			Town Centre + 400m		
1	1.3	0.4		1.2	0.4		1.1	0.3		1.0	0.3	
2	1.3	0.4	0.1	1.2	0.4	0.1	1.1	0.3	0.0	1.0	0.3	0.1
3	1.6	0.6	0.1	1.3	0.5	0.1	1.5	0.6	0.1	1.3	0.5	0.1
4	2.0	1.1	0.3	1.8	0.9	0.3	2.1	1.1	0.3	1.8	0.8	0.2

Table B16: Weymouth and Portland Flats

	unallocated demand figures					
	0	1	2	0	1	2
Number of Bedrooms	Suburban			Town Centre + 400m		
1	0.9	0.2		0.7	0.1	
2	1.0	0.2	0.0	0.9	0.2	0.0
3	1.4	0.4	0.1	1.2	0.3	0.0

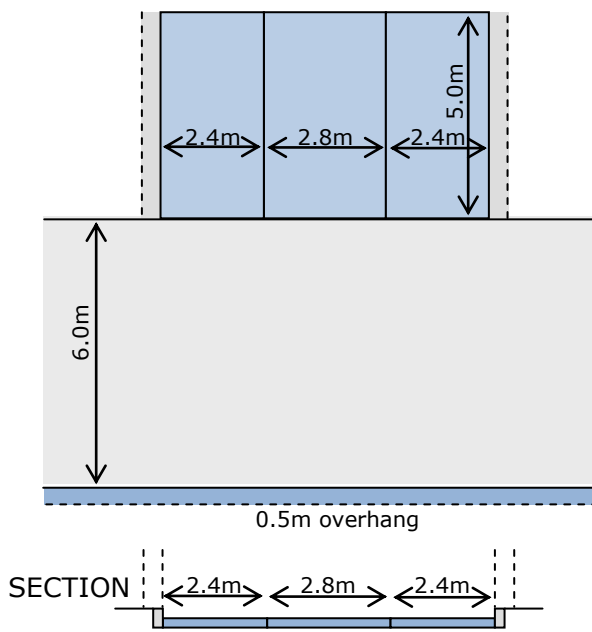
Appendix C.

Geometric Guidance

PARKING

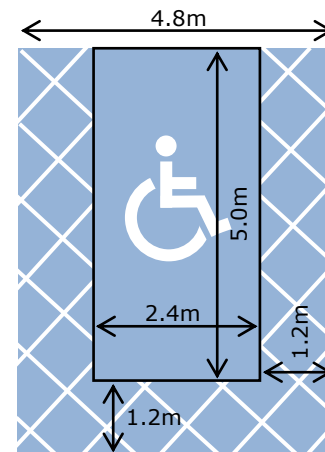
The typical car parking space should measure 2.8m wide by 5.0m long. This allows for a width of 0.4m for door opening within the space. The width can be reduced to 2.4m if a 0.4m clearance is available immediately adjacent to one side of the space. A 6.0m aisle width is required in front of the space to allow vehicles to easily turn into and out of it. This aisle width may be reduced if the space width is widened accordingly.

EXAMPLE OF A THREE SPACE PARKING BAY



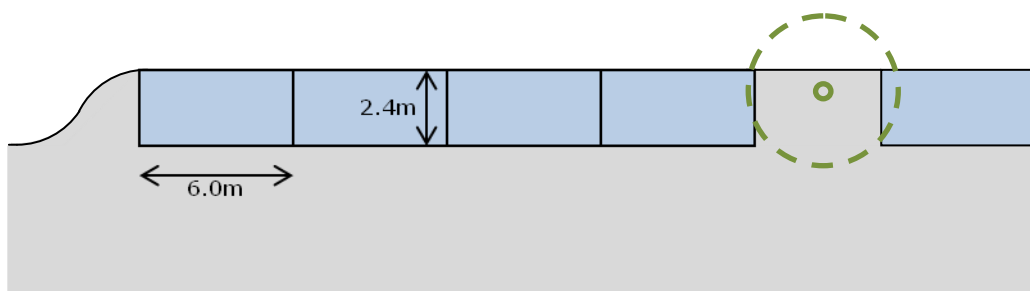
PARKING SPACES FOR DISABLED PEOPLE

Parking bays for disabled people are designed so that drivers and passengers, either of whom may be disabled, can get in and out of the vehicle easily. They allow wheelchair users to gain access from the side and rear.



PARALLEL PARKING ARRANGEMENT

For parking parallel to the highway, each space should measure 2.4m wide by 6.0m long.

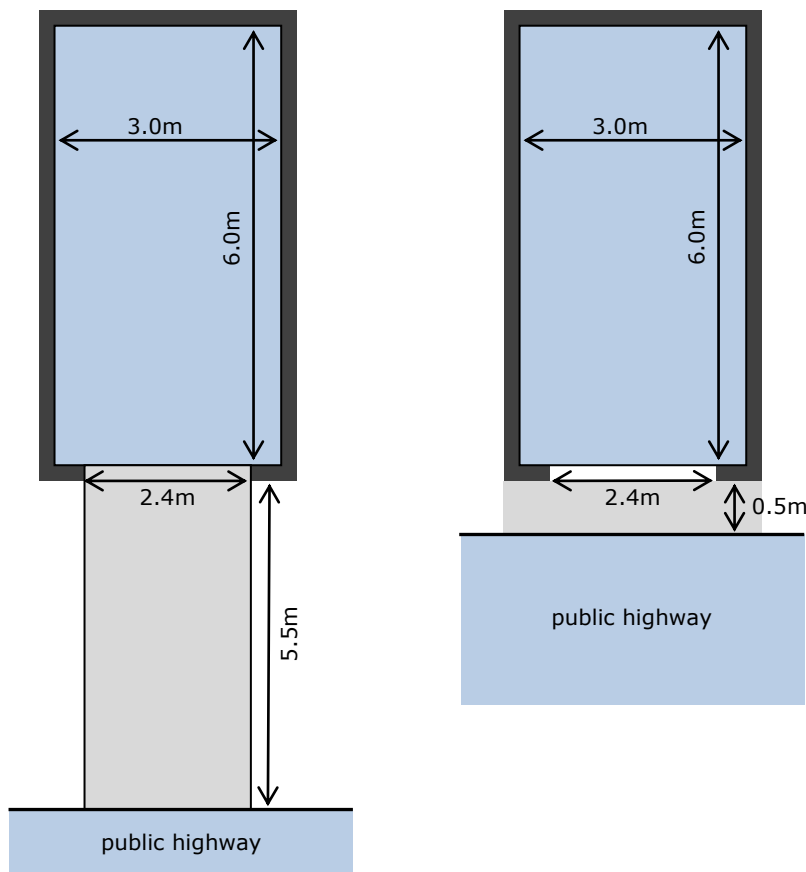


GARAGING

Garages must be designed so that they can be used for the parking of cars (rather than for storage), reducing the demand for on-street parking.

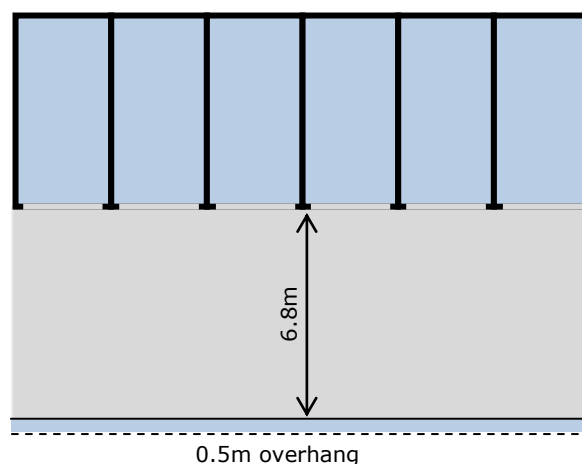
The typical garage should have minimum internal dimensions of 3.0m wide by 6.0m long. A minimum door width of 2.4m should be provided.

A forecourt length of 5.5m allows for the garage door to be opened whilst a car is parked in the space in front of it. If no parking space is to be provided in front of the garage, the garage should be set back a minimum of 0.50m from the public highway to allow for the door opening.



GARAGE FORECOURT DIMENSIONS

A forecourt depth of 6.8m should be provided in front of a single row of garages when it is possible for vehicles to overhang the adjacent footway or verge for at least 0.5m.



- **** It is commonly accepted that vehicles using the County's highways have increased in size in recent years, with geometric criteria failing to keep up with this fact. For the purposes of this study, it has been accepted that the Ford Mondeo is representative of the "generic car", measuring 4.8m in length and 2.0m wide (including the wing mirrors).
- **** Using these generic dimensions it has been determined that a total width of 2.8m is required to allow a car to be parked parallel to another and be able to open its doors, allowing the driver and/or passengers to freely enter and exit the vehicle.
- **** Wherever possible surfacing of car parking areas should be constructed using Sustainable Urban Drainage designs rather than as traditional hard run-off areas draining into sewerage systems.

Appendix D.

Glossary

Car	This encompasses not only cars as a specific vehicle type but also vans and other light commercial types together with motor caravans -“campers” based on cars, vans or light commercials. In short any vehicle that is parked whilst the driver occupies the home and uses the home as the origin of a journey for functional or leisure purposes.
Home	The term home is used here to describe what is more formally called the dwelling and includes a whole range of building types including flats, maisonettes, apartments, bungalows, cottages and houses.
Allocated	An allocated parking space is one which the user has certainty of specific rights over being able to use. That certainty is given either by ownership, or some other formalised right, normally linked to land ownership. Examples of an allocated parking space might be a garage or private driveway included within the plot of an owner’s home.
Unallocated	An unallocated parking space is one which the user has no certainty of specific rights over being able to use. An example is kerbside parking on public highway in the proximity to the plot of an owner’s home.
Car port or car barn	An open sided structure designed to store a car which would be unlikely to be used for general storage due to the lack of security.
Parking Demand	The parking demand is the total number of allocated and unallocated spaces needed to accommodate the vehicles used by the home occupiers.

The partners in the Dorset Residential Parking Study are:

Borough of Poole,



Bournemouth Borough Council,



C G Fry & Sons Ltd.,



Christchurch Borough Council.



Dorset County Council,



The Duchy of Cornwall,



East Dorset District Council,



Morrish Builders (Poole) Ltd.,



North Dorset District Council



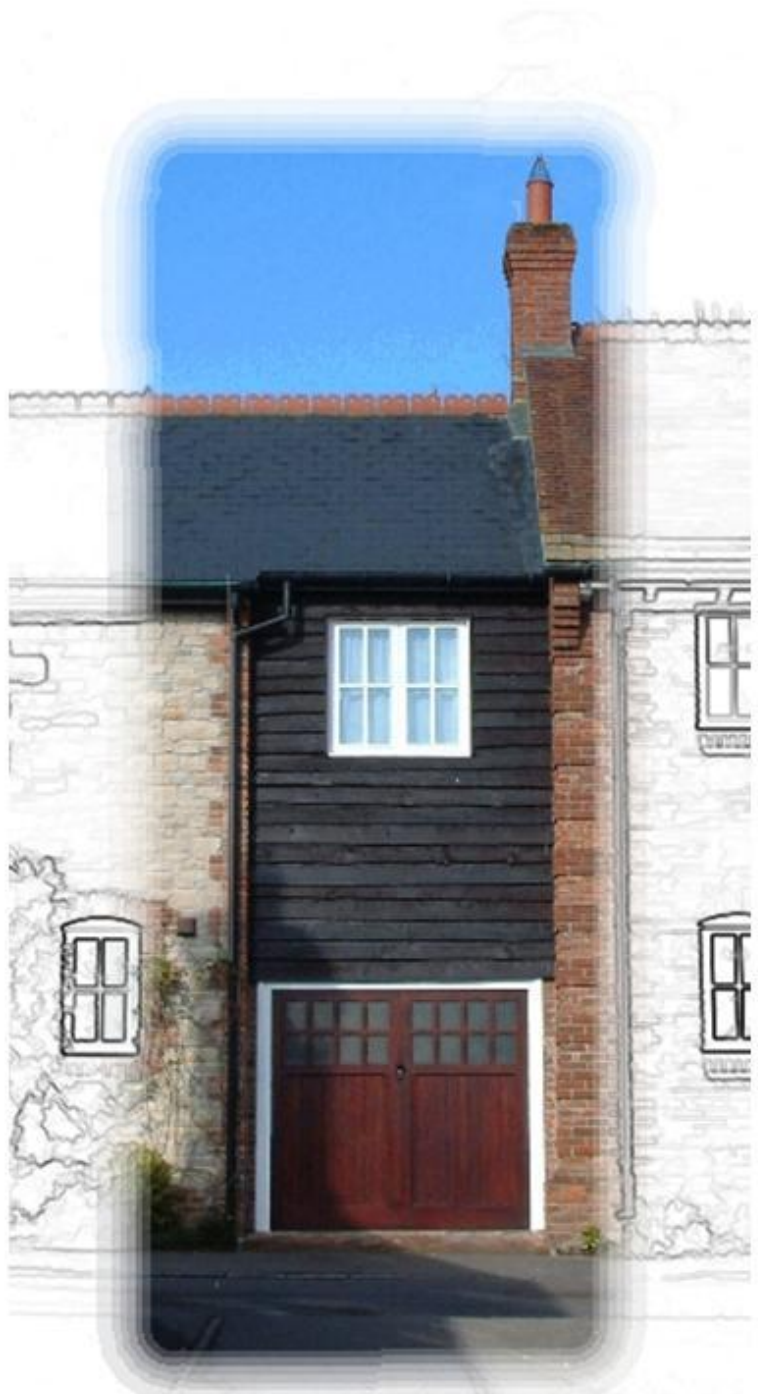
Purbeck District Council,



West Dorset District Council.



Weymouth & Portland Borough Council



The Consultants to the Study are:



WSP Development and Transportation
Phil Jones Associates