

# DRCPS

DORSET RESIDENTIAL CAR PARKING STUDY



**Volume 1**

**Application of the Survey Data**



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## 1.0 Introduction

- 1.1** The Dorset Residential Car Parking Study (DRCPS), in its three volumes, is the first response of the partners involved to paragraph 51 of Planning Policy Statement 3 (PPS3) Housing (November 2006), 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”**

- 1.2** In addition, these documents support policy objectives on matters of the built environment as contained in the South East Dorset Local Transport Plan (2006-2011) and Chapter 7 of the Dorset (excluding South East Dorset) Local Transport Plan 2006 -2011.

- 1.3** 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. 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. It is also clear that restricting parking at a driver’s place of residence has little impact on their choice of travel mode.

- 1.4** The 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, Volume 1, describes the parking standards for new residential development throughout Dorset. Detailed information on the methodology used to obtain the data on which the standards are based can be found in Volume 2 while information on the survey sites is recorded in Volume 3. The DRCPS aims to provide a reasonable prediction of residential car parking demand through to the end of the RSS plan period of 2026.

- 1.5** It has been prepared as evidence to inform the preparation of Local Development Framework (LDF) Plan Documents being progressed by Local Planning Authorities. As such, it is a higher level set of documents, of far greater detail and complexity, than the LDF documents that will eventually be brought forward by each Local Planning Authority.

- 1.6** The DRCPS also provides robust evidence to inform the Local Highway Authority in negotiations with the development industry on residential proposals. It can also be used when responding to consultations on planning applications in respect of residential parking.

- 1.7** 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.

- 1.8** There is some use of technical or professional specific language in this document and a Glossary has been provided in Appendix E should the reader be unsure of any terms used.
- 1.9** The DRCPS investigated parking standards for owner-occupied houses and flats, as well as shared or rented accommodation. These final standards use only the owner-occupied figures from the study work as a worst-case scenario and acknowledging that dwellings may change from rented to owner-occupied at a later date (refer to Volume 2, Section 3.14 for justification).
- 1.10** Parking standards obtained from this document are to be used as a starting point for 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.
- 1.11** 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 D. Further design guidance is available in Manual for Streets, March 2007 and Car Parking What Works Where, March 2006, English Partnerships.
- 1.12** 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 developments of 5 dwellings or less and the second is for all other developments. The two methods are outlined in detail in the calculations section.
- 1.13** Both of the methods shown allow for the fact that only 50% of garages in Dorset are used for parking a car. No garage will be counted unless its internal dimensions meet the requirements given in Appendix D, Geometric Guidance.
- 1.14** 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.

## 2.0 THE CALCULATIONS

### 2.1 DEVELOPMENTS OF 5 DWELLINGS OR LESS.

- 2.1.1** Parking standards obtained from this document are to be used as a starting point for 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. In some situations a car free development may be acceptable. This should be discussed with the relevant Highway Development Control Engineer.
- 2.1.2** 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, by providing allocated parking spaces.
- 2.1.3** The parking standards shown in Table 1 are for both urban and rural situations.

<b>Table 1: Parking provision for developments of 5 dwellings or less</b>			
<b>URBAN</b>		<b>RURAL</b>	
<b>No. of Bedrooms</b>	<b>Parking spaces</b>	<b>No. of Bedrooms</b>	<b>Parking spaces</b>
1	1	1	1
2	1 or 2	2	1 or 2
3	1 or 2	3	2
4	2 or 3	4	2 or 3

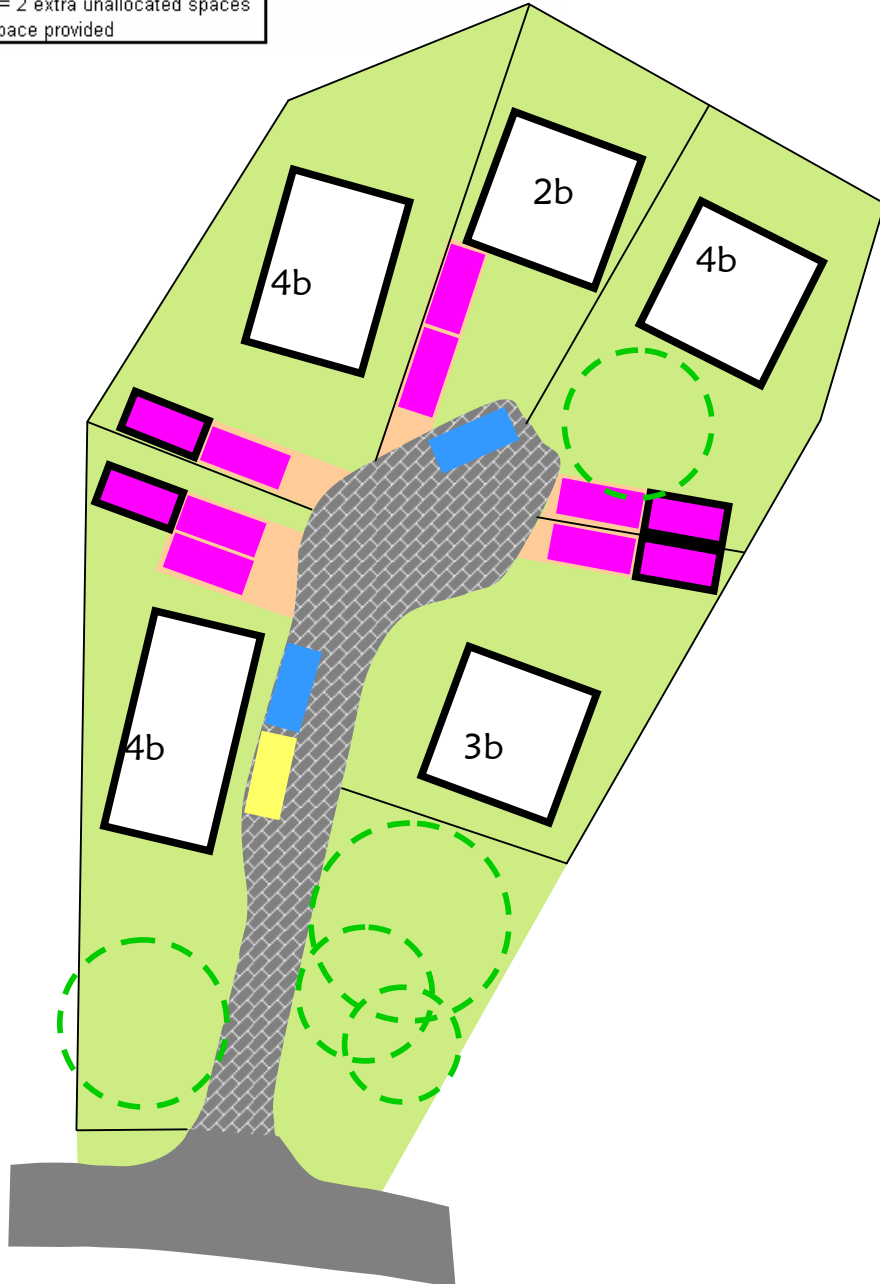
- 2.1.4** The maps in Appendix A must be used to determine which of these areas a development falls within. Table 2 below categorises the map colours.

<b>Table 2: Appendix A area types</b>	
<b>URBAN</b>	<b>RURAL</b>
Suburban	Hamlet and Isolated Dwelling
Public Transport Corridor	Village
Town Centre + 400m	Town and Fringe

- 2.1.5** In addition to the number of allocated spaces identified by Table 2, 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.
- 2.1.6** 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 proving the 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.
- 2.1.7** Figure 1 illustrates a typical private drive. It is encouraged that any planning permission provides this level of information, particularly the parking schedule table.

**Figure 1: Example for a private drive.**

Parking Schedule	Number	Total Garages
2 bed house with 2 allocated spaces	1	0
3 bed house with 2 allocated spaces	1	1
4 bed house with 2 allocated spaces	2	2
4 bed house with 3 allocated spaces	1	1
		4
4 garages = 2 extra unallocated spaces		
1 Visitor space provided		





## **2.2 DEVELOPMENTS OF MORE THAN 5 DWELLINGS**

- 2.2.1** Parking standards obtained from this document are to be used as a starting point for 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. In some situations a car free development may be acceptable. This should be discussed with the relevant Highway Development Control Engineer. It 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.
- 2.2.2** 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.
- 2.2.3** 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.
- 2.2.4** Throughout this section an example will be used by way of illustration. The example is for a development of 54 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;

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

- 2.2.5** 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, some allocated parking levels are not permitted to ensure that parking is not over provided for. 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 copied below.

**2.2.6** 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.

<b>Table 3: Allocated parking provision</b>		
<b>Dwelling types</b>		
<b>Flats</b>	<b>Number of allocated spaces</b>	<b>Number of dwellings</b>
One Bed Flat	1 Space	3
Two Bed Flat	0 Spaces	10
Two Bed Flat	1 Space	5
<b>Houses</b>		
One Bed House	1 Space	2
Two Bed House	0 Spaces	4
Two Bed House	1 Spaces	4
Two Bed House	2 Spaces	12
Three Bed House	1 Space	7
Three Bed House	2 Spaces	5
Four or more Bed House	2 Spaces	2

**2.2.7** The methodology from this point on has been replicated in a spreadsheet (available at xxxx). 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.

**2.2.8** 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.

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

**2.2.9** 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.

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

<b>Table 5: Allocated and unallocated parking provision</b>			
<b>Dwelling type</b>			
<b>Flats</b>	<b>Number of allocated spaces</b>	<b>Number of dwellings</b>	<b>Unallocated parking provision (from Appendix B)</b>
One Bed Flat	1 Space	3	$(0.1 \times 3) = 0.3$
Two Bed Flat	0 Spaces	10	$(0.8 \times 10) = 8$
Two Bed Flat	1 Space	5	$(0.1 \times 5) = 0.5$
<b>Houses</b>			
One Bed House	1 Space	2	$(0.3 \times 2) = 0.6$
Two Bed House	0 Spaces	4	$(1.2 \times 4) = 4.8$
Two Bed House	1 Spaces	4	$(0.3 \times 4) = 1.2$
Two Bed House	2 Spaces	12	$(0.1 \times 12) = 1.2$
Three Bed House	1 Space	7	$(0.7 \times 7) = 4.9$
Three Bed House	2 Spaces	5	$(0.1 \times 5) = 0.5$
Four or more Bed House	2 Spaces	2	$(0.3 \times 2) = 0.6$
			<b>Total = 22.6</b>

**2.2.11** 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 27 garages leading to a requirement for an additional 13.5 unallocated spaces. The final unallocated provision is therefore 36 ( $22.6 + 13.5 = 36.1$ )

**2.2.12** 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 40 dwellings. This equates to 8 visitor spaces ( $40 \times 0.2$ ).

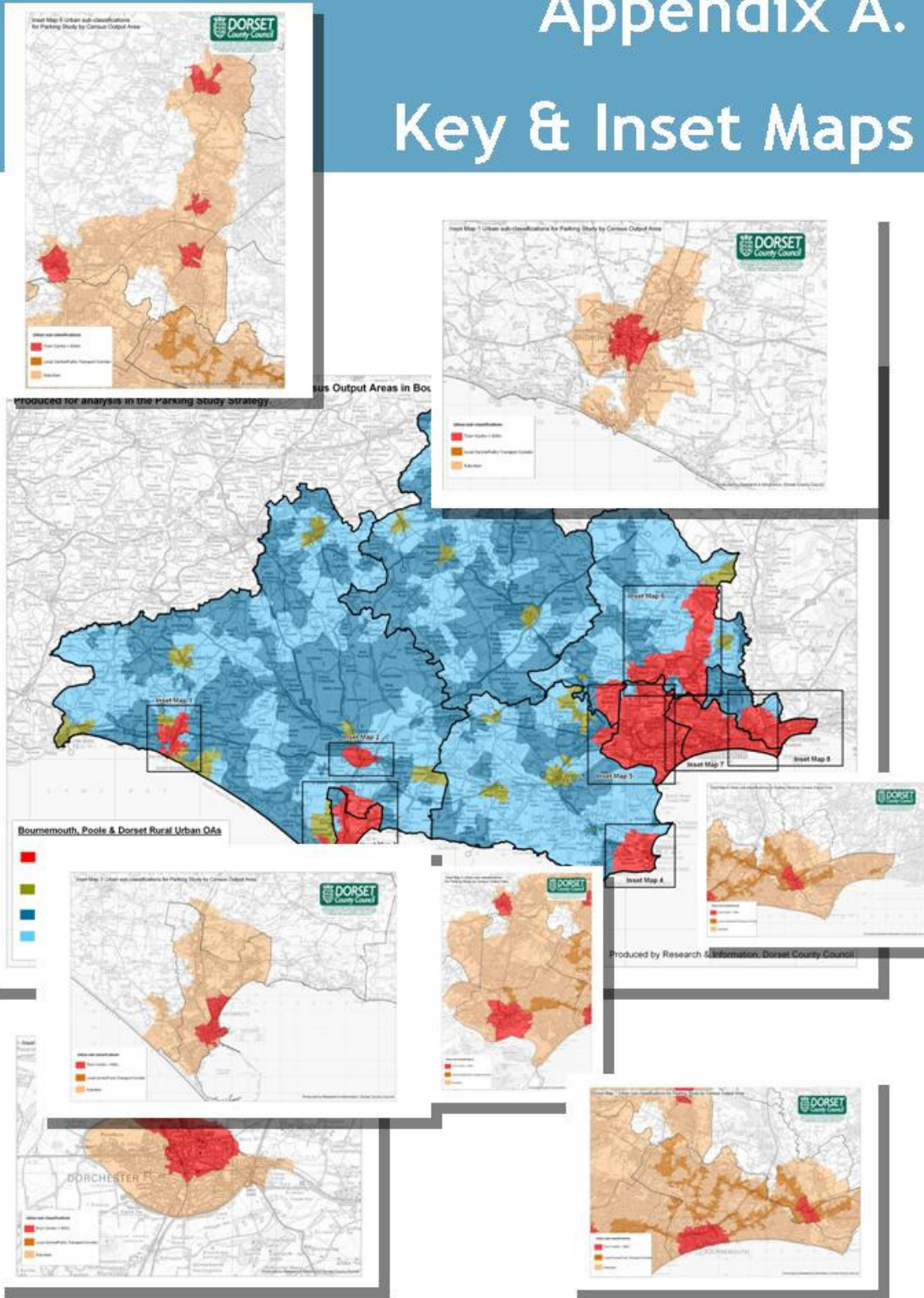
**2.2.13** The above method can be used to give the developer different options for providing parking on their site. For example, an option with low allocated provision for each dwelling type would give a requirement for

**Figure 2: Example development with parking schedule**

District/Borough	North Dorset		
Area Type	Town & Fringe		
Dwelling types		Number of units?	How many spaces are attributed to garages?
	Allocated spaces (Including garages)		
<b>Flats</b>			
One Bed Flat	1	3	2
Two Bed Flat	0	10	
Two Bed Flat	1	5	
<b>Houses</b>			
One Bed House	1	2	0
Two Bed House	0	4	
Two Bed House	1	4	4
Two Bed House	2	12	6
Three Bed House	1	7	7
Three Bed House	2	5	6
Four or more Bed House	2	2	2
<b>Total Unallocated parking requirement</b>			<b>36</b>
<b>Total Visitor parking requirement</b>			<b>8</b>



# Appendix A. Key & 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**

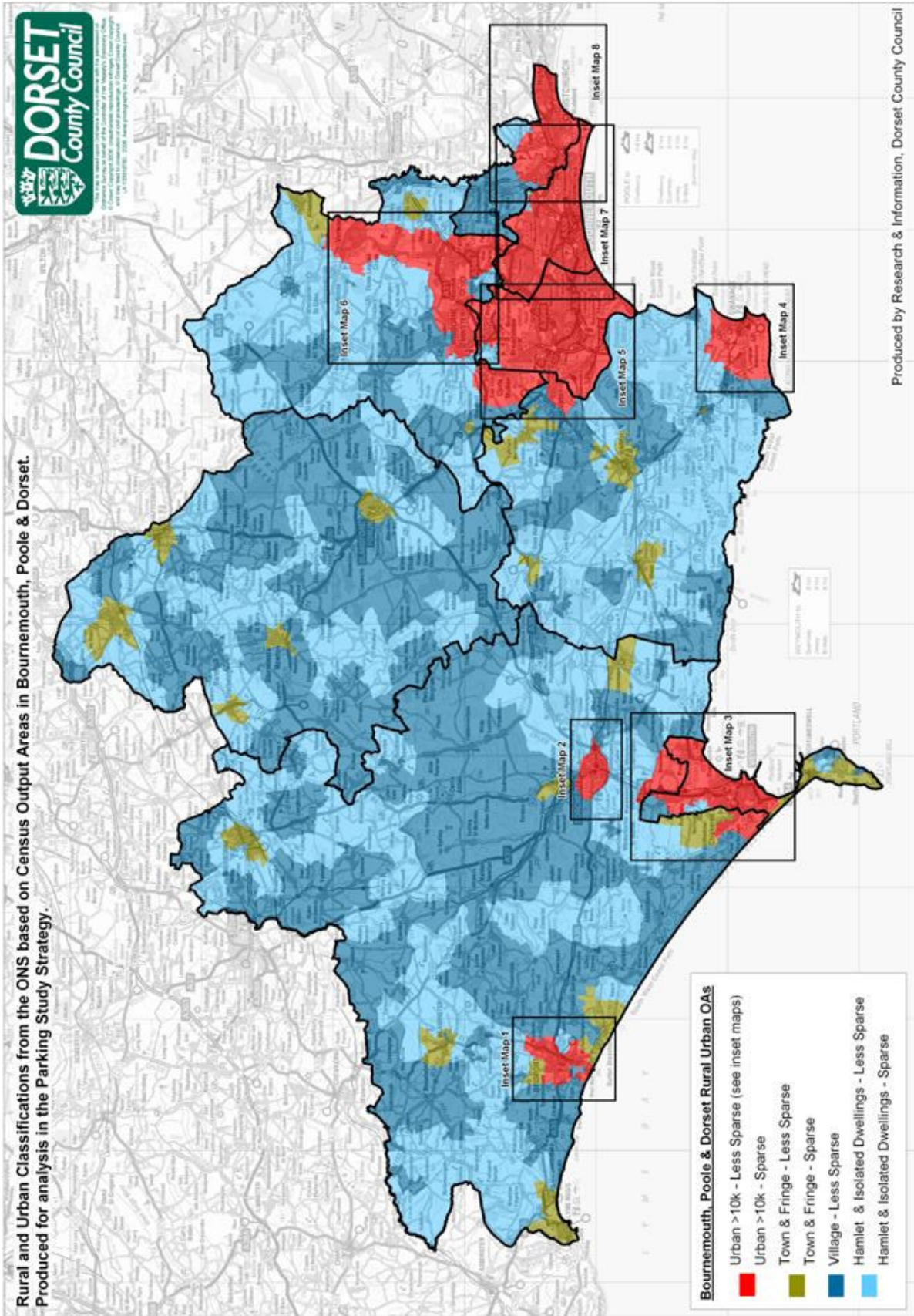
**Inset Map 4: Swanage**

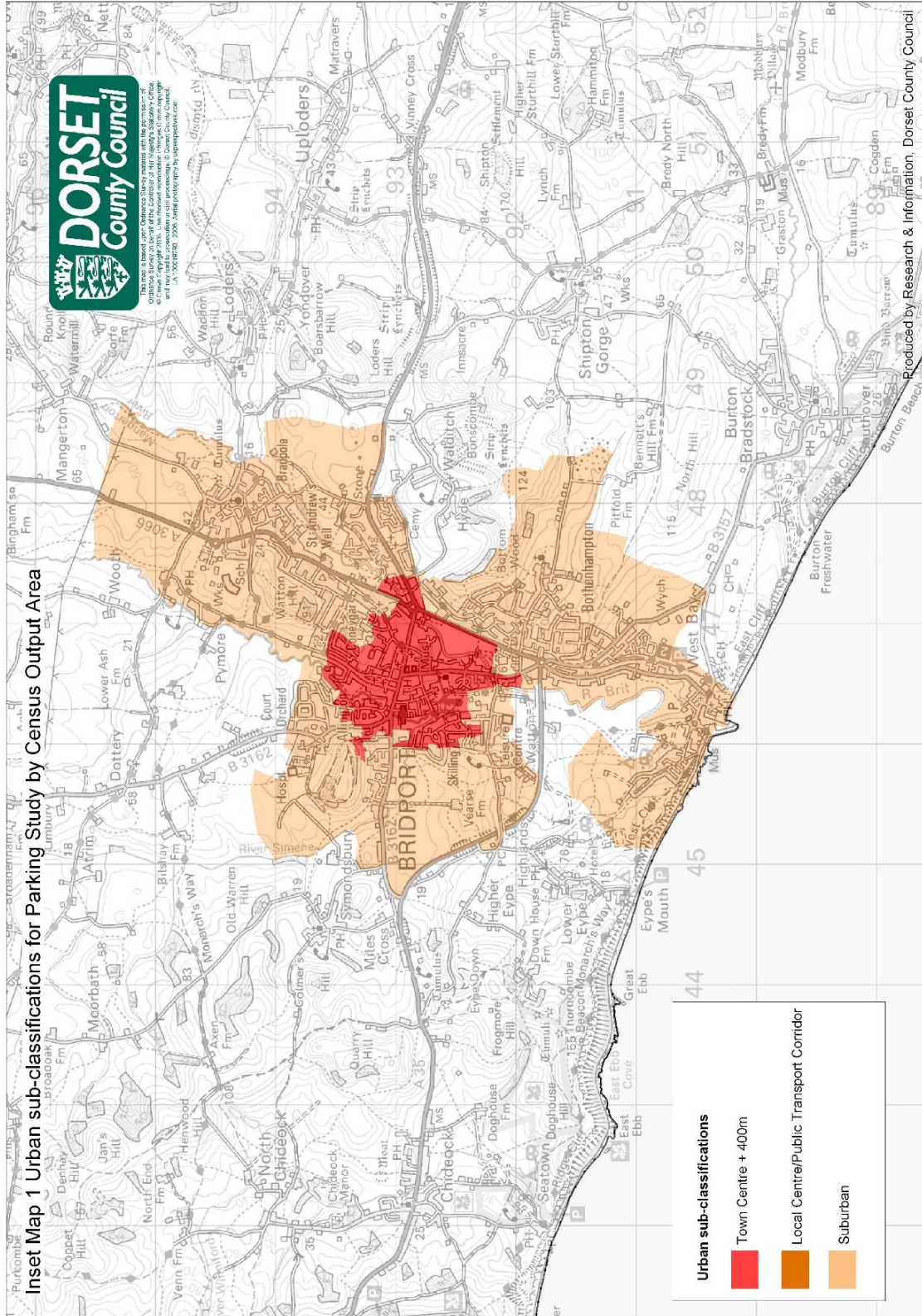
**Inset Map 5: Poole**

**Inset Map 6: East Dorset (part)**

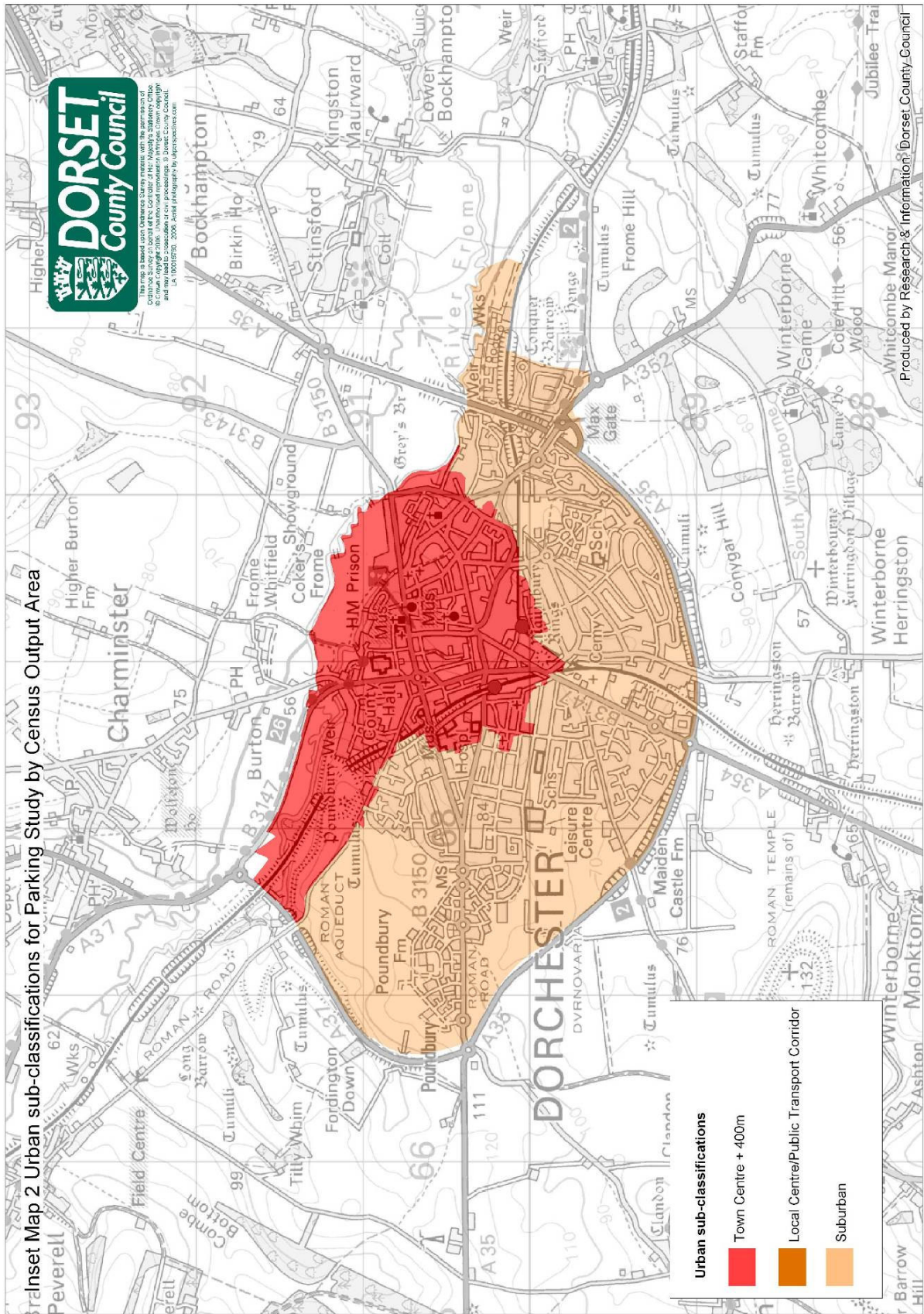
**Inset Map 7: Bournemouth**

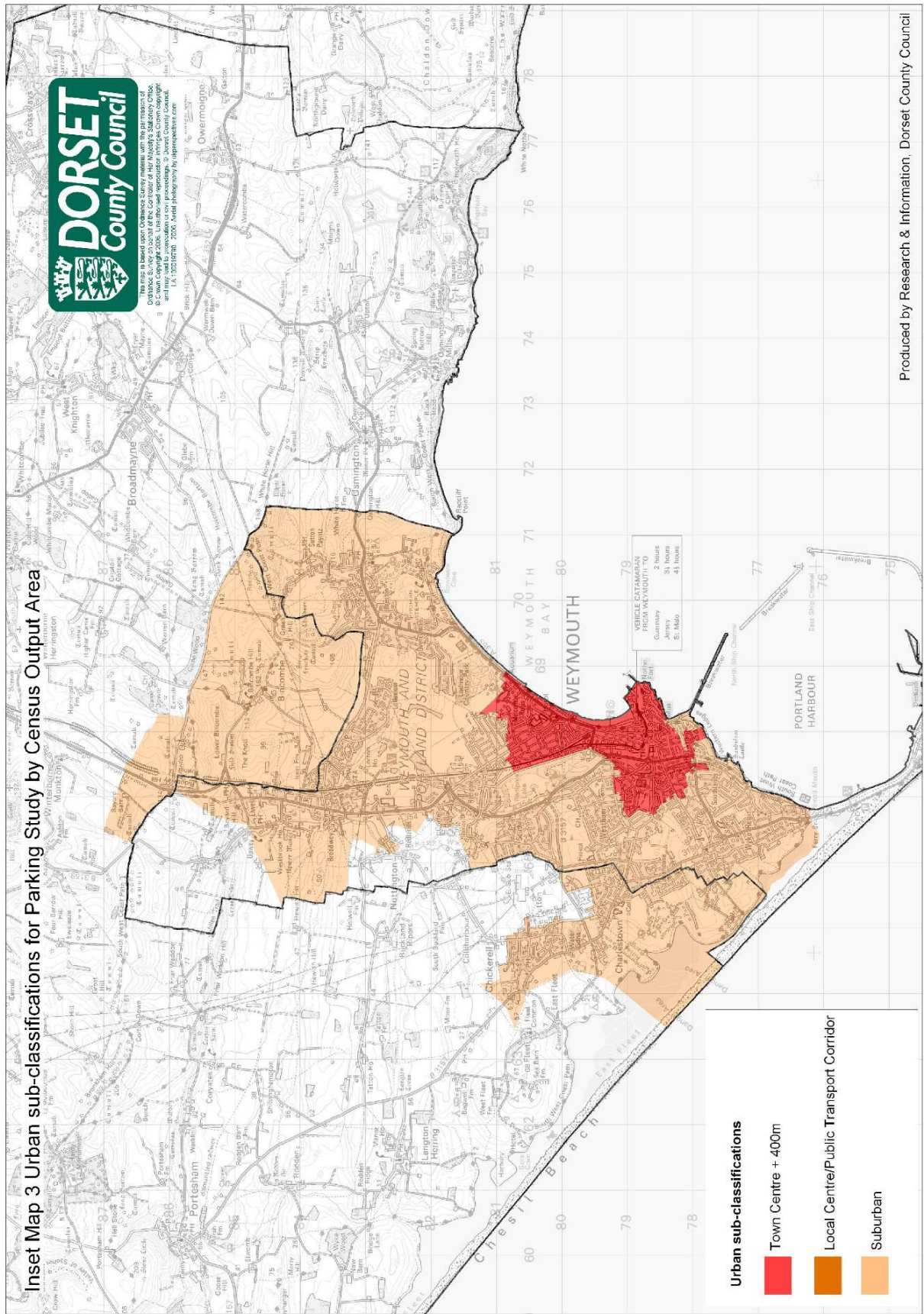
**Inset Map 8: Christchurch**

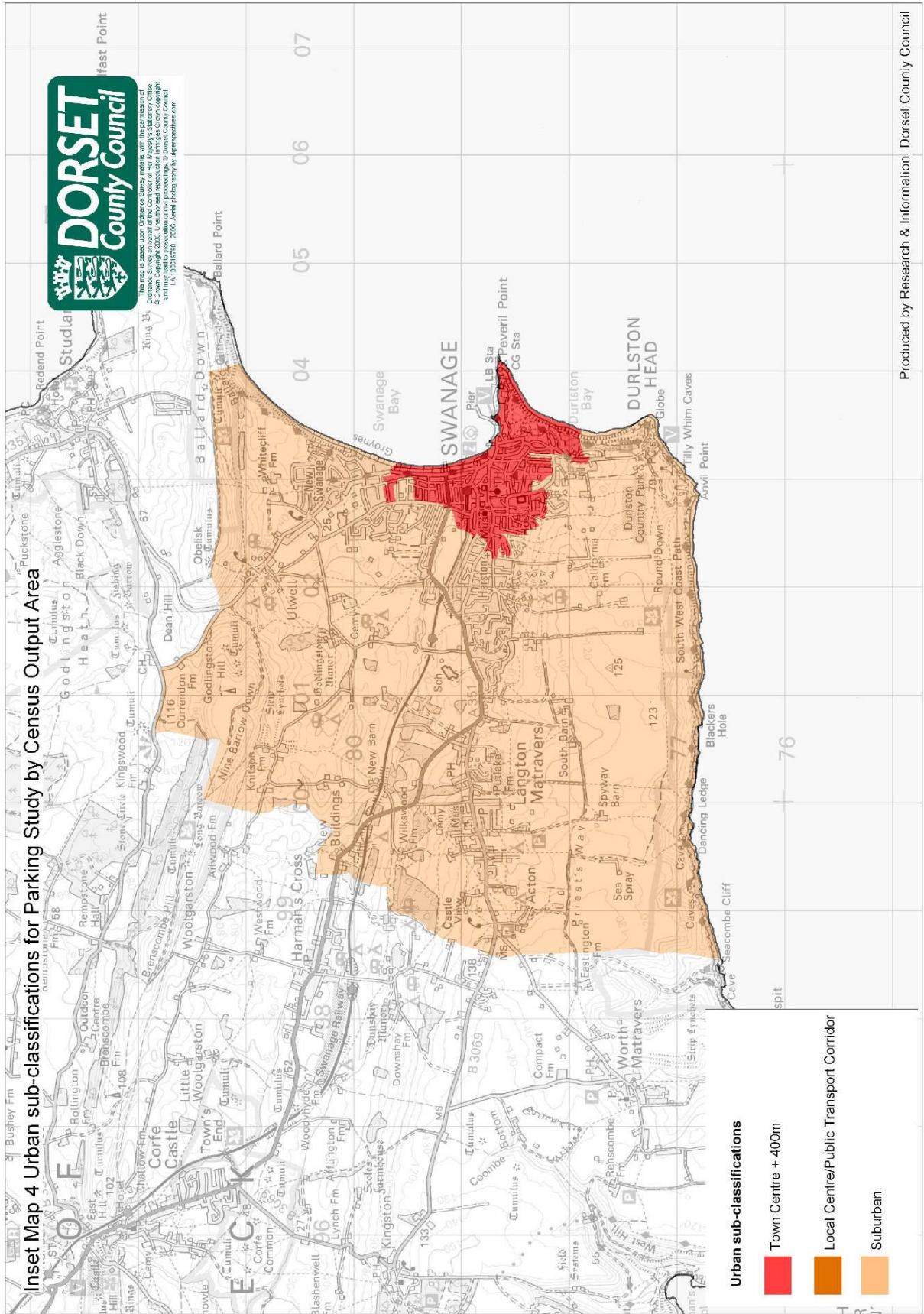




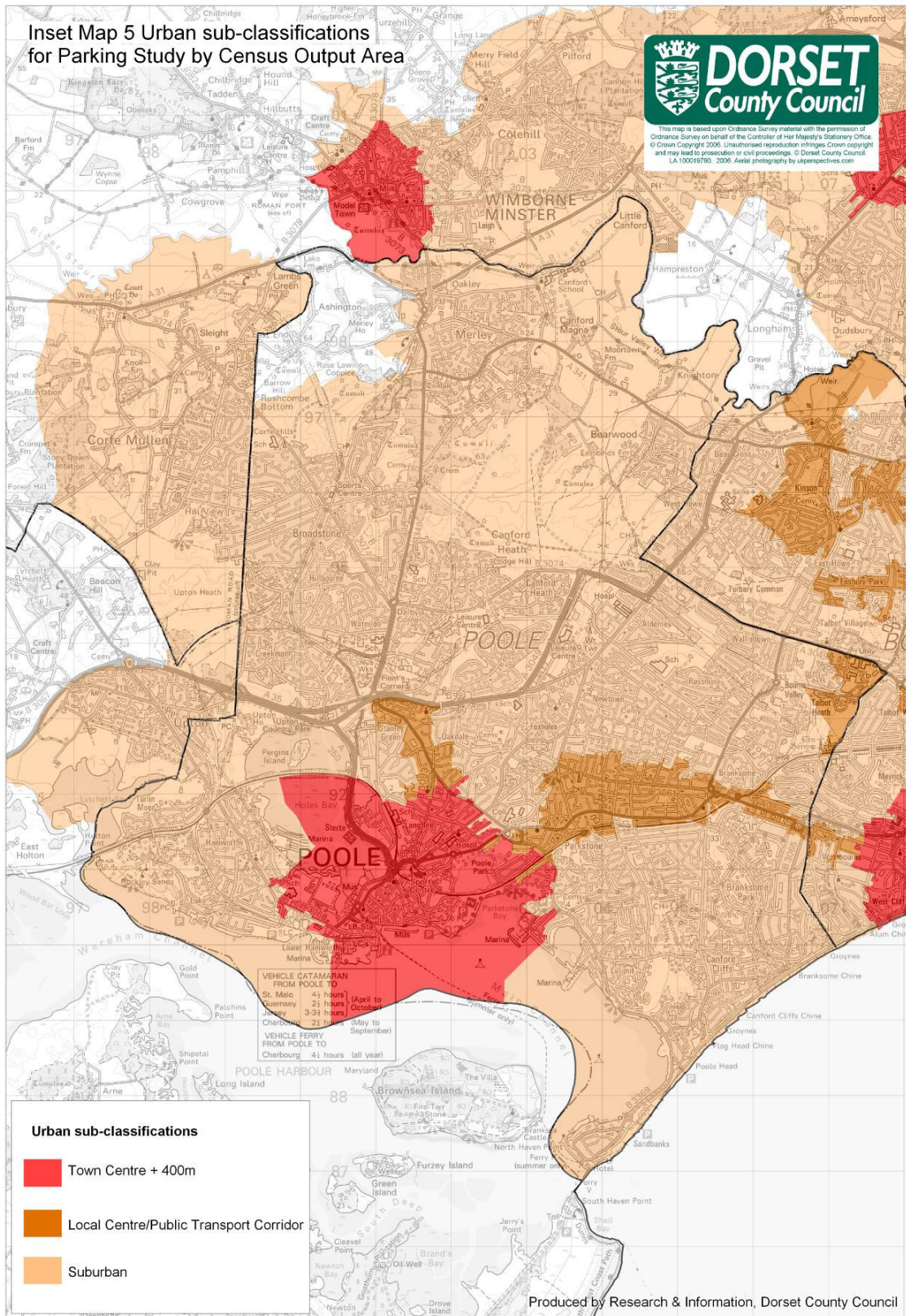


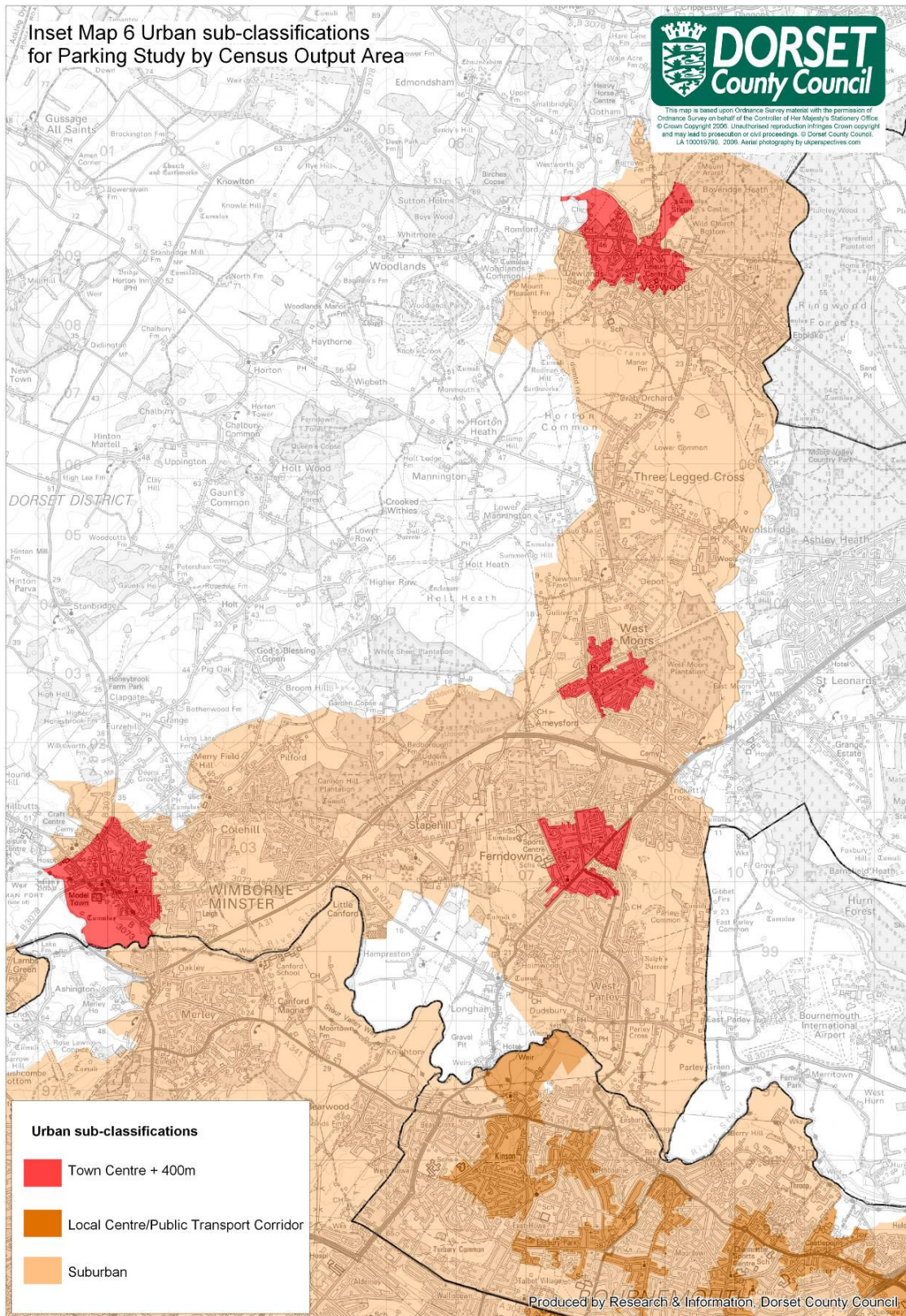


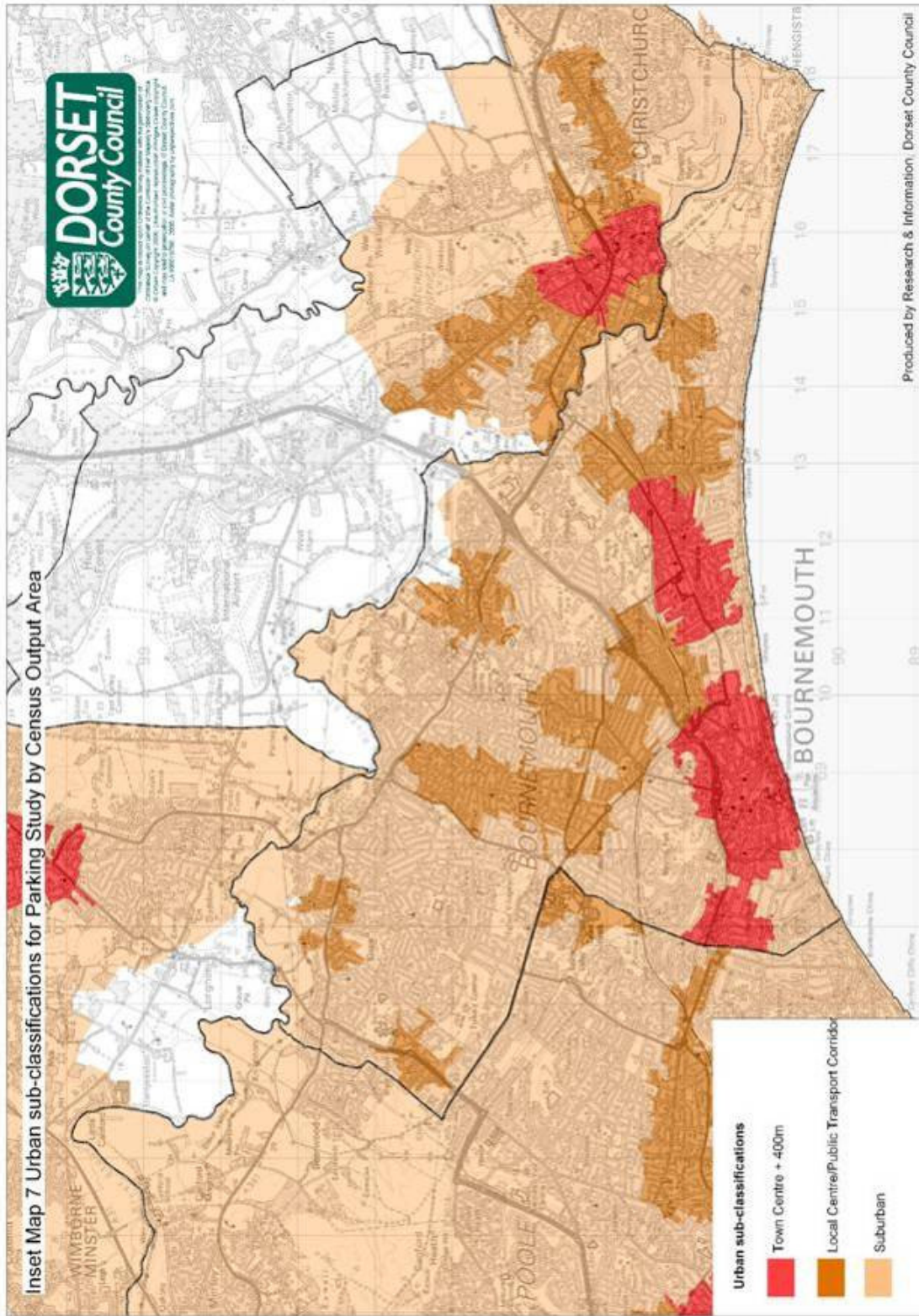


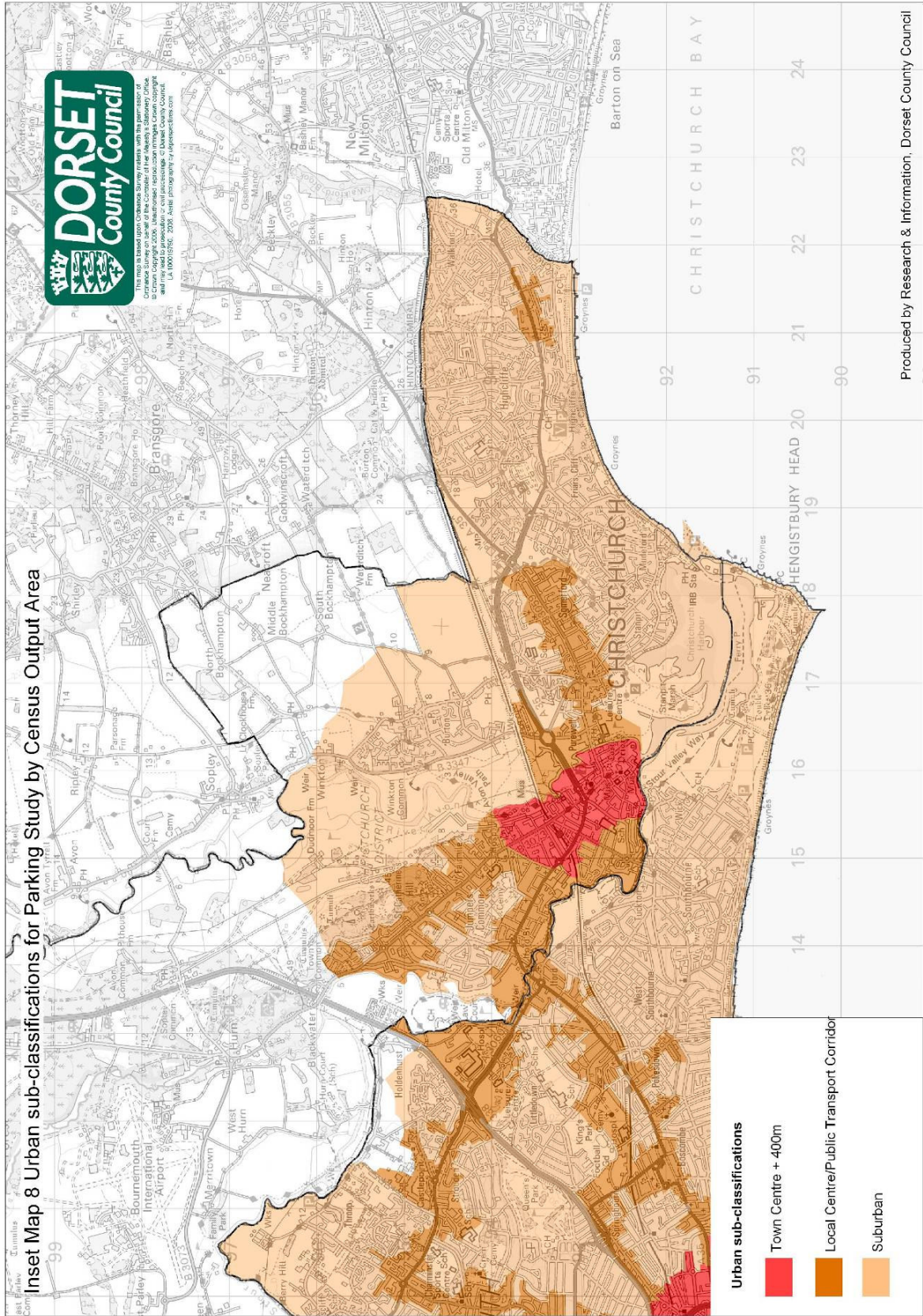


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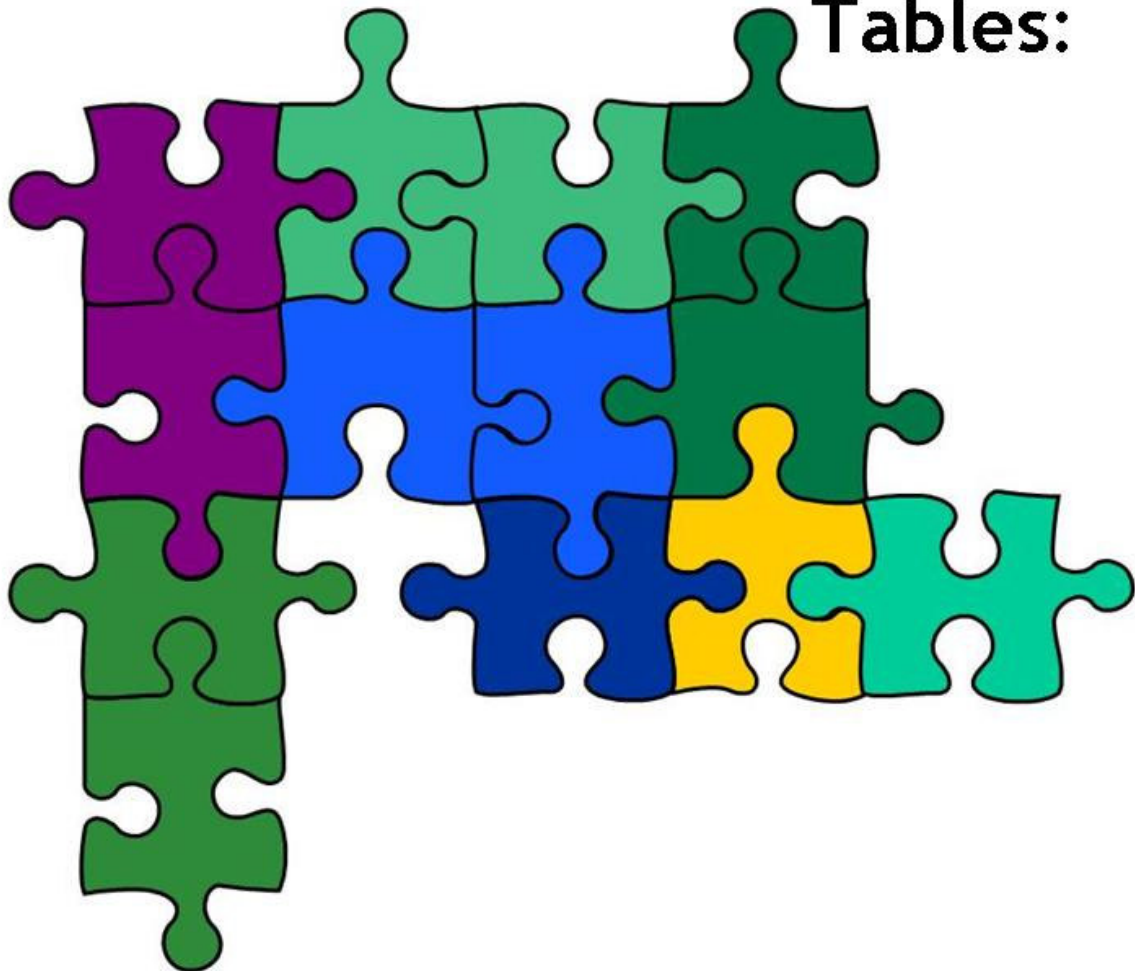




# Appendix B.

Tables of suggested car/dwelling correlation for each  
local planning authority area in Dorset

## Unallocated Demand & Average Car Ownership 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.

## Bournemouth

**Table B1: Bournemouth Houses**

	unallocated demand figures					
Number of allocated spaces	0	1	2	0	1	2
Number of Bedrooms	Suburban		LC/PTC	Town Centre + 400m		
1	1.2	0.4		1.1	0.4	
2	1.2	0.4	0.1	1.1	0.4	0.1
3	1.6	0.7	0.2	1.3	0.5	0.1
4+	2.1	1.1	0.3	1.8	1.1	0.5

**Table B2: Bournemouth Flats**

	unallocated demand figures					
Number of allocated spaces	0	1	2	0	1	2
Number of Bedrooms	Suburban		LC/PTC	Town Centre + 400m		
1	0.9	0.2		0.8	0.1	
2	1.1	0.3		1.0	0.2	
3+	1.4	0.5		1.2	0.3	

## 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			
2	1.0	0.2		1.0	0.2		0.9	0.2	
3+	1.2	0.3		1.4	0.7		1.7	0.7	

## 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 and 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		1.5	0.6		1.1	0.2		1.1	0.3		0.7	0.2	
3+	1.9	1.0		1.7	0.7		1.0	0.1		1.3	0.8		1.1	0.3	

## 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 and Isolated Dwellings			Village			Town & Fringe		
1	1.1	0.3		1.0	0.1		0.7	0.1	
2	1.0	0.3		1.5	0.6		0.8	0.1	
3+	1.9	1.0		1.7	0.7		1.2	0.3	

## Poole

**Table B9: Poole Houses**

	unallocated demand figures								
	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Suburban			Local/Transport			Town Centre +400m		
1	1.2	0.4		1.2	0.3		1.1	0.3	
2	1.2	0.4	0.1	1.2	0.3	0.1	1.1	0.3	0.1
3	1.7	0.7	0.2	1.5	0.6	0.1	1.4	0.5	0.1
4+	2.2	1.2	0.4	1.9	1.0	0.3	2.0	1.0	0.4

**Table B10: Poole Flats**

	unallocated demand figures								
	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Suburban			Local/Transport			Town Centre +400m		
1	1.1	0.3		0.6	0.1		0.5	0.1	
2	1.1	0.3		0.9	0.2		0.9	0.2	
3+	1.3	0.4		1.2	0.4		1.2	0.4	

## Purbeck

**Table B11: Purbeck Houses**

	unallocated demand figures								
	0	1	2	0	1	2	0	1	2
Number of Bedrooms	Hamlet and 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 and 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		1.2	0.3		1.0	0.3		1.5	0.6	
3+	1.2	0.3		1.3	0.4		1.9	1.0		1.7	0.7	

## 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 and 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			
Number of bedrooms	Hamlet and 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		1.3	0.4		0.8	0.1		1.0	0.2		0.7	0.1	
3+	1.9	1.0		1.8	0.9		1.4	0.5		1.5	0.8		1.4	0.5	



## 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

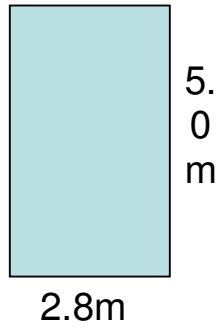
**Table B16: Weymouth and Portland Flats**

	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		0.9	0.2	
3	1.4	0.4		1.2	0.3	

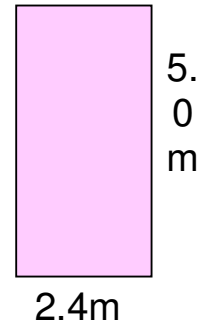


# Appendix C.

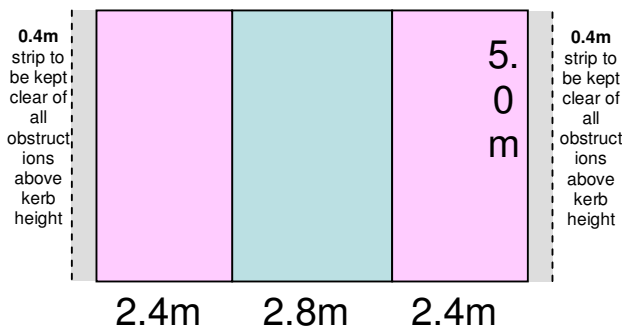
6.0M AISLE WIDTH



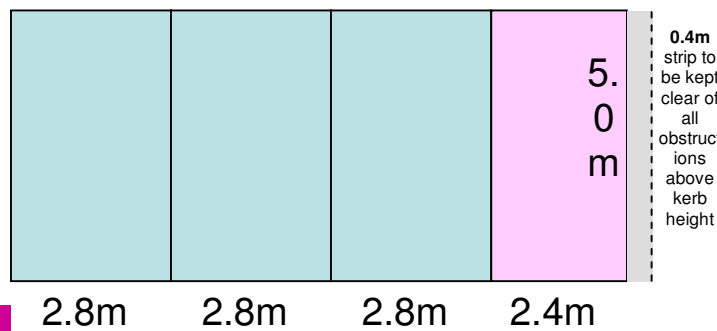
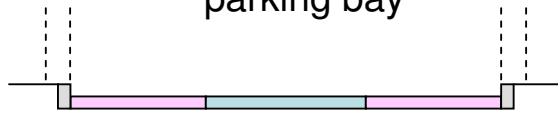
normal space



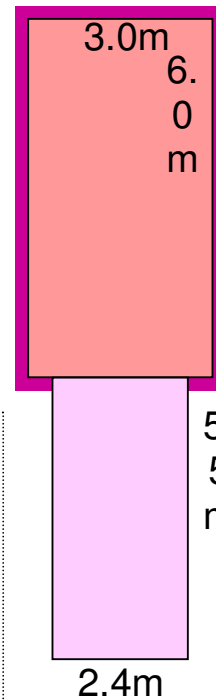
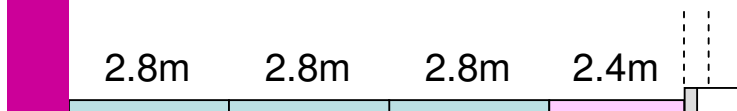
space if one side is unobstructed over kerb height



example of three space parking bay



example of four space parking bay



typical garage indicating minimum internal dimensions and door opening width

- \*\*\*\* 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.
- 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