6. Parking space dimensions

6.1 The dimensions for a car parking space (Appendix B), allows for the width of the car, near side clearance and the opening of the car door. To ensure that garages can be used by cars as well as places for the storage of bicycles the dimensions as indicated in Appendix A shall be a minimum, garages of a smaller design will **NOT** count towards parking provision. Single garages of the permissible size and the associated hard standings in front of the garage door will count as two parking spaces as long as the hard standing has a minimum length of 6m between the back edge of the highway and the garage door, and that its minimum width is 2.4m.

7. Houses in Multiple Occupancy (HMO's)

7.1 Only where a dwelling is being occupied by more than six unrelated residents living together as a single household is planning consent required. Therefore, planning control over HMOs is highly restricted. The majority of shared occupation dwellings are occupied by less than six residents and are therefore exempt from planning control. The control of any associated parking is thus unfortunately outside any control mechanisms. However, the conversion of a dwelling house into self-contained flats or hybrid conversion does require planning permission.

7.2 Planning applications proposing subdivision are generally resisted in areas where there is pressure on parking services or where the property is not deemed appropriate for subdivision. The fact is that in many instances such developments are not able to provide adequate off-street car parking which would meet the standards for each of the separate dwellings.

8. Permit Free Development

8.1 As stated above, the council recognises that in some cases such as those developments in the central zone and conversions of houses into multiple units, such proposals will have either insufficient off-street parking or none at all. In these circumstances the council will need to ensure that such developments do not generate unacceptable levels of on-street parking demand or exacerbate existing problems associated with restricted on-street provision. One area where this is of primary concern is existing and proposed Residential Parking Zones where parking is restricted and permits can out-number the total number of on-street spaces available by 2 to 1 in many areas. In order to keep the ratio of spaces and permits to its current level the council will expect new developments to become permit-free. This will mean that developments within Residential Parking Zones will be expected to enter into a legal agreement denying future residents access to parking permits, therefore ensuring a "Permit Free Development".

9. Affordable Housing

9.1 The parking standards as set out in Appendix B do not differentiate between market value housing and affordable housing. Whilst all housing developments will need to consider affordable housing in their design the parking provision for all dwellings need to be as in accordance to the standards. There is little evidence to suggest that affordable housing determines car ownership, the main factors influencing car ownership are in fact dwelling size and type together with tenure. Tenure has the greatest impact on car ownership, households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of a similar size and type. It is therefore, tenure that should be considered when developers are proposing a departure from parking standards, and are advocating a reduction in provision. However, future tenure of proposed dwellings maybe difficult to secure, and where there is doubt regarding ownership then parking provision should be provided in accordance with the standards.

10. Schools and Special Schools

10.1 Any proposals for new or expanding school facilities should include in their planning application a school Travel Plan which seeks to reduce car use by employees, students, parents and visitors. The plan should include the promotion of safe cycle and walking routes, promoting on-site changing facilities and cycle parking/ storage facilities. It should ensure that those who are accessing the school are aware of any restrictions to parking and car access, both on and off-site.

10.2 The standards set out in Appendix C, are for the total number of students attending the educational establishment, rather than full-time equivalent figures.

10.3 Pick up and drop off facilities within the site may be necessary on the grounds of highway safety, although a lay-by adjacent to the highway may be preferable, or in fact both depending on the circumstances and location of the site. There should be ample space for the parking and the manoeuvring of coaches and contract buses either within the site or off site on the highway. Such vehicles and their associated movements should not disrupt the free flow of traffic either on the highway or within the site, as to do so would undoubtedly give rise to a highway safety concern for other vehicles and possibly pedestrians. Therefore, the position and size of the areas allocated for dropping off / pick up by coaches / buses must be considered safe for pedestrian use, and other road users.

10.4 Any on-site parking provision should be closely monitored through the Travel Plan. There should also be provision on the site for motorcycles, the numbers of which will depend on the individual site but provision shall be in accordance with Appendix A. Disabled bays should also be provided, the number of bays shall be 6% over and above the parking required by the standards, such bays shall be appropriately delineated, located near main entrances and easily accessible.

10.5 Hard-surfaced play areas at all schools should be provided with adequate vehicular

access, this can then be made available for parking during parents evenings, concerts, sports events and other out of school hours use where there is an increased demand on car borne journeys which may lead to inappropriate parking on the local highway network.

10.6 There should be more than the minimum standard of cycle facilities within the curtilage of the site. Such facilities should be under cover, in safe well lit areas near all the main entrances. Where necessary there should be cycle racks of differing sizes to accommodate different age groups within the school.

School cycle facilities with different sized “Sheffield” racks

Facilities for young pupils

11. Dedicated Parking Provision

11.1 Parking for the Disabled

11.1.1 Swindon Borough Council is committed to the mobility needs of disabled people, and as such the consideration of the needs of people with special mobility requirements is an essential element for new developments, residential or commercial where communal parking areas are provided.

11.1.2 Where such parking is provided it should be in accordance with Disability Discrimination Act (DDA) standards, that is an additional 6% of the proposed parking allocation (ie, over and above the parking requirement based on the parking standards), for the proposed development. The spaces shall be designed and marked out appropriately (see Figures 2&3). As can be seen from the diagrams these bays will be larger than the normal car parking space, in both width and length, therefore this must be taken into account when designing car parking areas. Disabled parking bays should be located in the proposed car park so that they can

be easily accessed by wheelchair users, ideally they should be positioned close to any main entrance.

11.1.3 Disabled parking should be:-

- ❖ Located no more than 50m from the appropriate accessible building entrance
- ❖ linked to the main entrance by a safe and level route
- ❖ suitably marked and sign posted

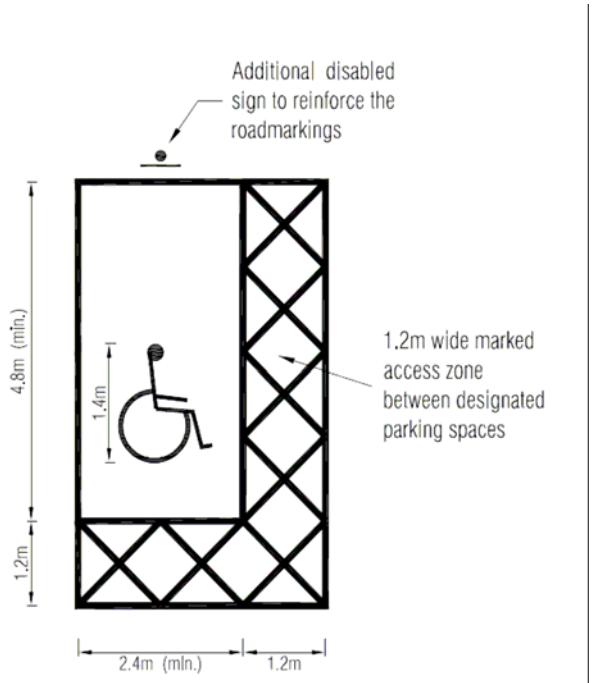
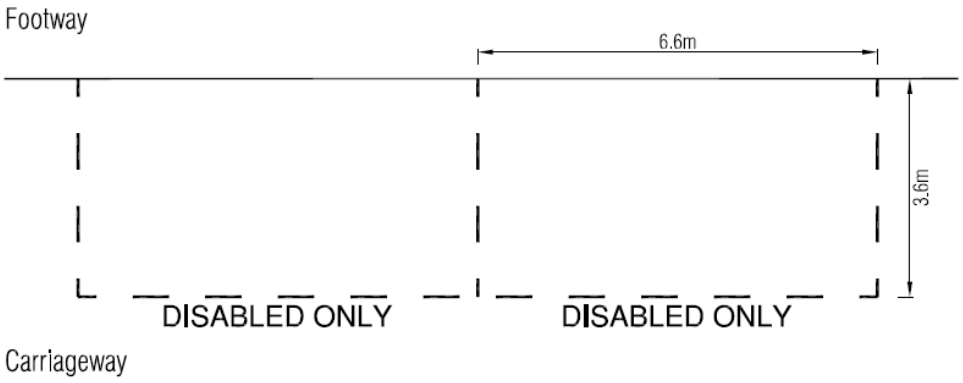


Figure 2: Off-street dedicated parking bay



Note: Disabled bays to be marked in accordance with Diagram no, 1028.3 (TSRGD)

Figure 3: On-street dedicated parking bay

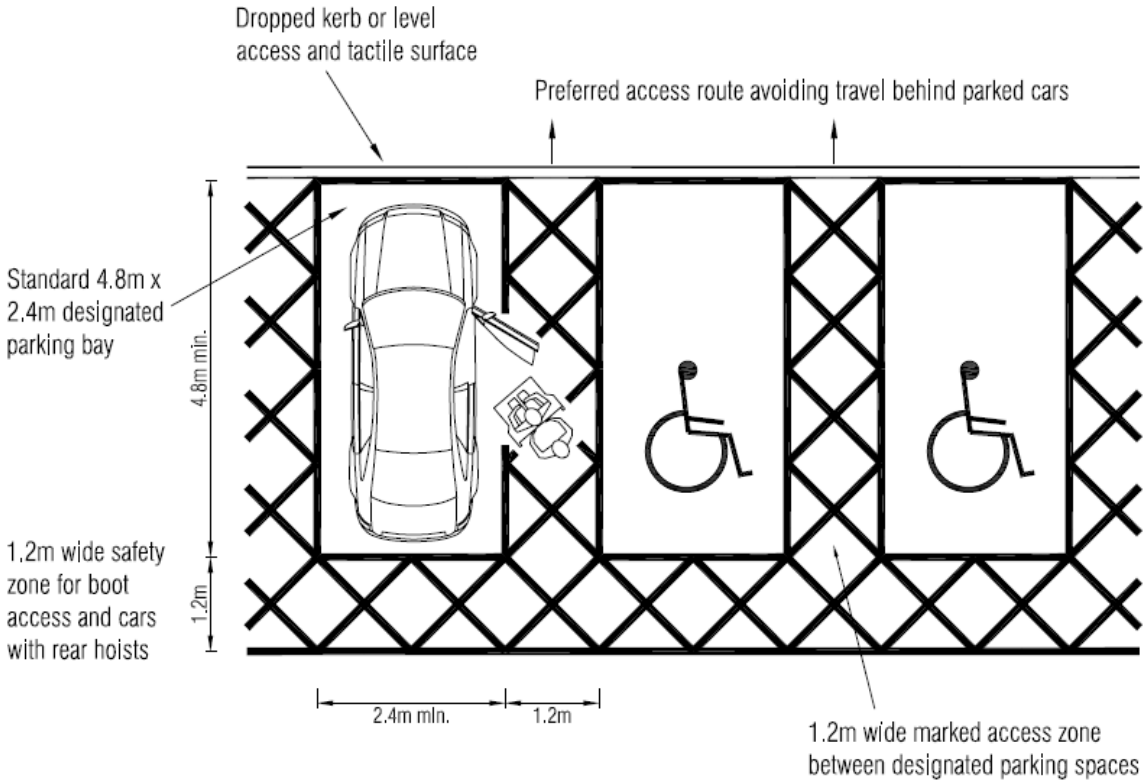


Figure 4: Off street Multiple Disabled Parking Bays

11.2 Parking with Children

11.2.1 As with catering for the needs of those with disabilities, it is also important to consider those with young children. Where developments need to provide public parking (more than 100 spaces), spaces should be reserved where appropriate (Retail, Leisure), for those needing to transfer children into and out off the car. As with bays for the disabled, the spaces reserved for those with children will be larger than the normal parking bay (see Figure 2). These areas should be near main entrances and easily accessible and should be signed and marked as necessary.

12 Commercial parking spaces / Loading bay design

12.1 When developers are proposing commercial use on a site, the size of the vehicles associated for each class of use within the site should not be under-estimated. The commercial parking standards, are maximum standards and for all commercial development the calculating of accessibility discounts **MUST** be applied. The accessibility of the proposed development takes into account the sites individual location and its relative position within the strategic network, and therefore its proximity to public transport, cycle and pedestrian routes as well as residential areas.

12.2 The parking and manoeuvring within the site of any associated commercial vehicle should not compromise any of the following:

- Safe pedestrian routes through the site
- Disabled Bay provision
- Cycle parking facilities
- Car parking spaces

Developers often do not appreciate the fact that class of use determines the type of vehicles associated with it, and that by developing a site which proposes a number of uses, parking and manoeuvring for each classification of use must be catered for. This can obviously have a significant effect on land use. B1 classification means that in accordance with the standards there will be a high number of car parking spaces required, compared to a B8 classification which needs far less associated parking but should be able to cater for a vehicle with a minimum length of 16.5m and all associated turning movements.

Loading bays for commercial vehicles will vary between 9.0m to 18.0m x 3.1m depending on the type of vehicle most likely to serve the site (see Appendix C for further details). The number of loading bays required within a site will be assessed on a site by site basis. Any accompanying Transport Statement or Assessment should give full details.

13 Requirement for Cyclists

13.1 The provision of convenient, secure cycle parking facilities, as well as additional facilities, i.e. showers, lockers etc, is fundamental to encouraging increased cycling. This is particularly relevant for those journeys that would normally be undertaken on a regular basis over shorter distance, as a single occupant of a private vehicle. “Manual for Streets” recommends that the design of a scheme is based on a user hierarchy whereby the needs of pedestrians and cyclists takes precedence over that of motor vehicles. This strongly suggests that cycle facilities should be an integral part of any application and should not be dealt with solely by conditions.

All developments should therefore take into account the requirement of the cyclist, from safe and convenient access routes onto the existing surrounding cycle network, to the facility proposed within the site for the storing of such vehicles. On residential developments this can usually be incorporated within the individual dwellings, however, flats and commercial developments will need to consider the minimum standards set out in Appendix A.

13.2 Cycle parking should be located in areas that are convenient to use, and close to main entrances. Surveillance of such areas should be good, however, the facility should also be secure, under cover and well lit. Developers should also consider the additional needs of cyclists such as lockers, changing and shower facilities, especially where it is anticipated that there will be longer stay cycle parking, for example where it is provided for employees in association with a Travel Plan.

13.3 The exact number of cycle parking spaces required will depend upon the type of development and such provision is set out in Appendix A.

13.4 The basic requirement of cycle parking is :-

- that it provides security against theft
- easy to use and supports the cycles without damaging them
- does not endanger others especially pedestrians particularly those that are blind or sight impaired.

13.5 Although there are numerous types of cycle stands, the stand which is favoured by the council and the one which it feels is the most appropriate for use by the general public is the universal “Sheffield ” design, which can accommodate two bicycles on either side with a separation between stands of 1.0m, which is in accordance with “Manual for Streets”.

Sheffield Racks, and shelter, easily accessible, convenient to use

14 Powered Two Wheeler

14.1 Provision should be made for the specific use of the motorcycle otherwise known as Powered Two Wheeler vehicle or PTWs, on all developments where there are 20 or more communal parking spaces. Minimum requirements are set out in Appendix A, however, the location of such facilities is an important factor, therefore the chosen area should be safe and secure, and somewhere where there is good general surveillance. The space required for parking of a motorcycle is 2.0m x 0.8m, and multiples thereof, although it is not necessary or desirable to mark bays out individually. The provision of anchor points such as low level rails or posts will ensure secure parking, and will consequently encourage use.

14.2 The following list is the basic requirement of PTW parking :-

- provides security against theft, securing devices are essential
- area should be easily accessible and well lit
- does not endanger others especially pedestrians particularly those that are blind or sight impaired.

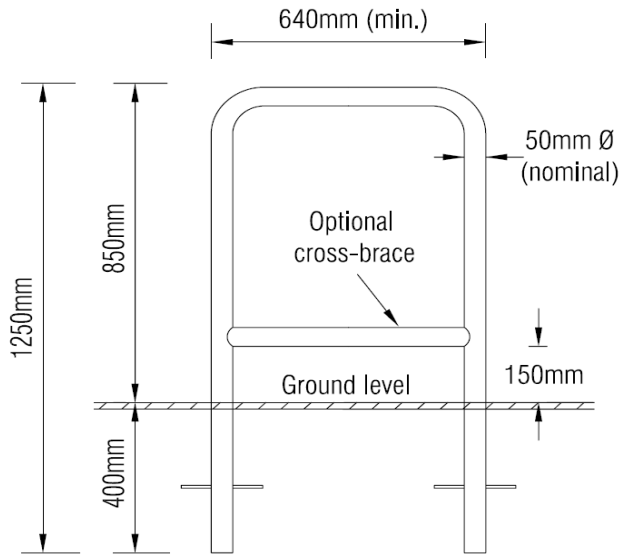
Types of securing devices for Motorcycles

Appendix A
Cycle and Motorcycle Parking Standards

1: CYCLE PARKING STANDARDS

Design

Cycle provision must be well designed from the outset, access to and manoeuvring space around the parking area needs to be carefully considered. All cycle parking should be covered, secure, and well lit.



Minimum distance between rows of racks = 2m

Figure 4: Typical Sheffield Rack design

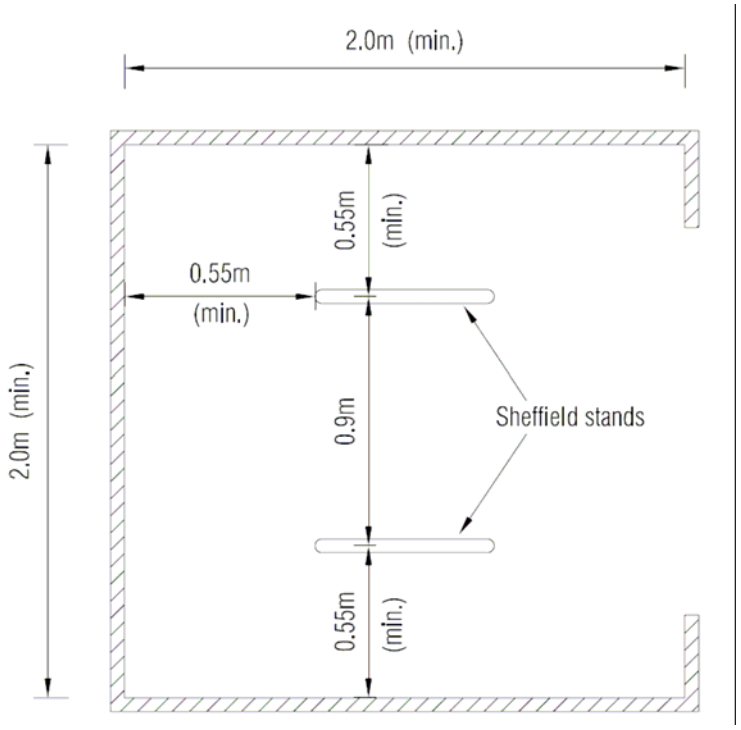


Figure 5: Plan of cycle store for four cycles using Sheffield Standards

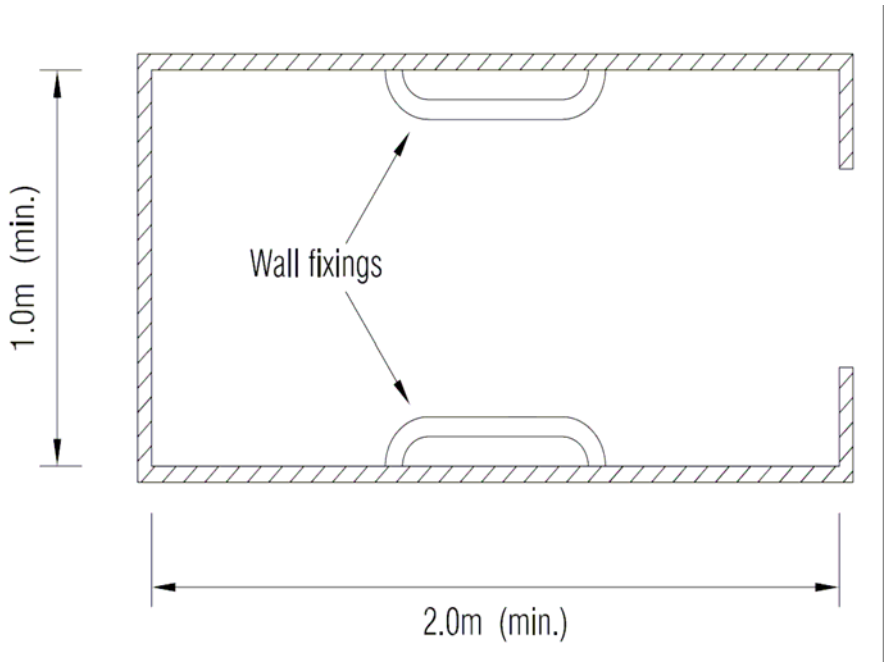


Figure 6: Plan of a cycle store for two cycles using wall fixings

Minimum Cycle Provision

Table 1

C3 Dwelling houses and flats	1 space per unit. (Garages 6m x 3m are considered to fulfil this requirement)
C2 Residential schools, Colleges and Hospitals	Treated on merits based on a Transport Assessment
D1 Nursery/Crèche/Infant Schools up to 7yrs old	1 per 10 staff (Cycle parking for Infant pupils assessed on merits)
D1 Primary 7-11yrs/Secondary Schools/Further and Higher Education	1 per 10 staff/students
D1 Special Schools	Assessed on merits
Employment Development	4 spaces (2 'Sheffield' racks) plus 2 spaces per each 500m^2 above 1000m^2 gross floor area.

Retail and Leisure Development	4 spaces (2 'Sheffield' racks) plus 2 spaces per each 500m^2 above 1000m^2 together with the above standard for employees

2: MOTORCYCLE PARKING STANDARDS

Calculation shall be based on the number of car parking spaces required before applying the accessibility discount.

All motorcycle parking spaces are to be easily accessible and provided with a securing device.

An area 2.0m x 0.8m should be provided for each motorcycle required.

Minimum Motorcycle Provision

Table 2

Employment Development	A minimum of 1 space for car parks with up to 20 spaces and 1 additional space for every 20 extra spaces or part thereof.
Retail and Leisure Development	A minimum of 1 space for visitor car parks with up to 20 spaces and 1 additional space for every 20 extra spaces or part thereof, together with the above standard for employees.

Appendix B
Residential Parking Standards

Guidance Notes:

The standards are classified according to the Town and Country Planning Use Classes Order 1995 (as amended).

The parking standards as set out in Appendix B relate to the non-operational use. Operational parking requirement ie that space required for the parking and manoeuvring of service and delivery vehicles shall be additional to the requirements of these standards.

Operational and non-operational parking requirements will normally be required within residential development. These can be provided as allocated or unallocated spaces, or a combination of the two. Developers are encouraged to consider carefully the recommendations of the Manual for Streets when preparing their proposals for parking within residential development.

The parking standards, in accordance with the guidance in Manual for Streets and in response to the difficulties experienced in new development throughout the Borough, will define the level of parking that is to be provided in residential development.

In certain circumstances the Council will consider applications that include greater, (or exceptionally lesser), than the absolute number of spaces defined in these standards. Such applications must be supported by robust justification as to the particular circumstances that give rise to that level of provision and will be determined at the discretion of the Planning Authority.

The area included in Sector One (Map A) encompasses Swindon Town Centre and Old Town as defined on the proposals map included in the Swindon Borough Local Plan 2011 (July 2006),as well as the areas defined as Old Town, and the area covered by Polices S2 and S3 and CA2 of the Local Plan. Also included in this Sector are the existing, Residents Parking Zones. These are those areas in which parking in all or part of the street is limited, either throughout the day, or just for part of the day for the sole use of vehicles that are displaying residents parking permits. These zones are clearly signed within the site and such areas may be increased or reduced in size during the lifetime of these standards.

Parking Space Dimension and layout Criteria

Minimum sizes of parking spaces are laid out below;-

Table 3

Car parking	Dimensions
Individual Car Parking Space	4.8m x 2.4m
Parallel Parking	6.0m x 2.0m
Dedicated Parking Space (ie, Disabled)	4.8m x 3.6m (minimum width)

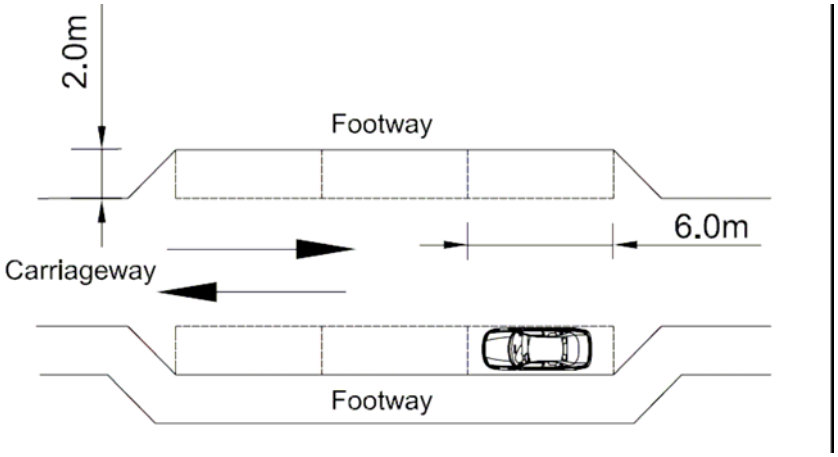


Figure 1: Parallel parking arrangement

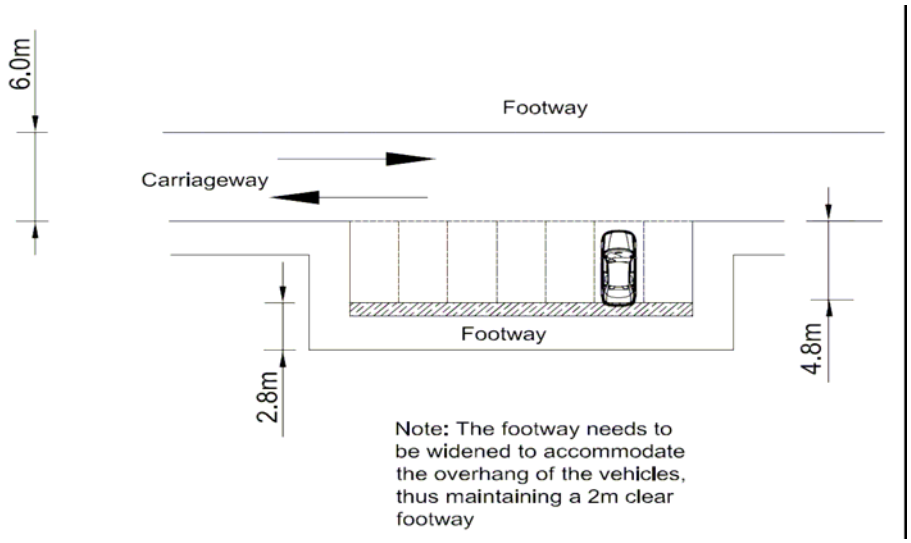


Figure 2: Perpendicular parking arrangement

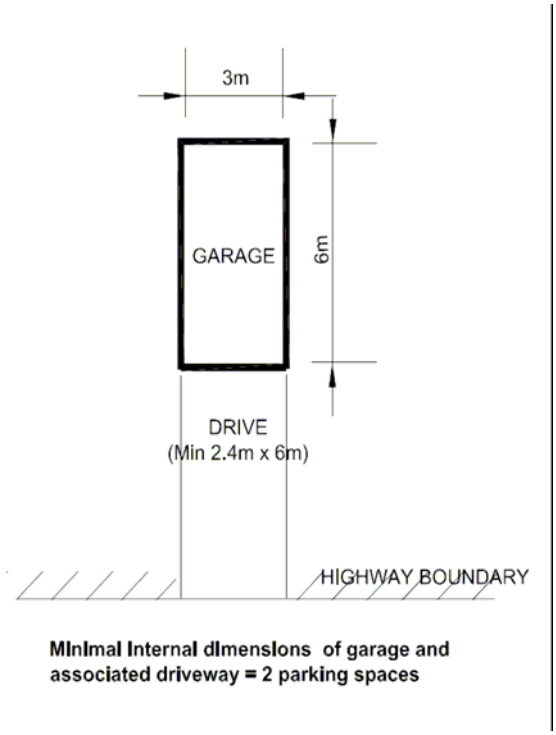


Figure 3: Parking associated with dwelling (Garage + Drive)

Adequate access and manoeuvring space will be necessary in all cases.

Within car parking areas a clear zone of 6.0 metres is required between opposing parking spaces. This may be reduced to 4.2 metres for 60-degree spaces and 3.6 metres for 45-degree spaces (this latter standard relates to one way traffic only).

Residential Parking Provision

C3(ii)
Dwelling Houses and Flats Sector 1

Land Use	Car Parking Provision	Disabled Provision	Visitor Parking	Secure Cycle Parking	Secure Motor cycle Parking
i) Single family Dwellings with 5+ bedrooms with up to 4 bedrooms	3 per unit 2 per unit	See note 2 below	1 per 5 units	N/A	N/A
ii) Flats (Incl Conversions) with 1 bedroom only with 2+ bedrooms	0 per unit 0 per unit See note 1 below	See note 2 below	N/A See note 1 below	1 space per flat	N/A See note 1 below

Table 4

C3(ii)
Dwelling Houses and Flats Sector 2

Land Use	Car Parking Provision	Disabled Provision	Visitor Parking	Secure Cycle Parking	Secure Motor cycle Parking
i) Single family Dwellings with 5+ bedrooms with up to 4 bedrooms	3 per unit 2 per unit	See note below	1 per 5 units	N/A	N/A
ii) Flats (Incl Conversions) with 1 bedroom only with 2+ bedrooms	1 per unit 2 per unit	See note below	1 per 5 units	1 space per flat	See note 3 below

Table 5

Note: 1- A degree of off-site parking provision may be acceptable, based on merits.
Note: 2 – In addition all communal parking shall have 6% disabled bay provision.
Note: 3 – In addition all communal parking spaces should have motorcycle areas.

Appendix C
Commercial Parking Standards

Introduction

These standards are classified according to the Town and Country Planning Use Classes (Amendment) Order 1995

Unless stated to the contrary all floor areas are deemed to be gross internal floor areas (GFA); fractional space requirements shall be rounded up to the next whole number.

The parking standards relate only to non-operational use. Operational parking requirement i.e., that space required for the parking and manoeuvring of services and delivery vehicles, shall be additional to the requirements of these standards.

Operational and non-operational parking requirements will normally be required within the site cuartilage

The commercial parking standards, are maximum standards and for all commercial development the calculating of accessibility discounts **MUST** be applied. The accessibility of the proposed development takes into account the sites individual location and its relative position within the strategic network, and therefore its proximity to public transport, cycle and pedestrian routes as well as residential areas.

Typical layouts

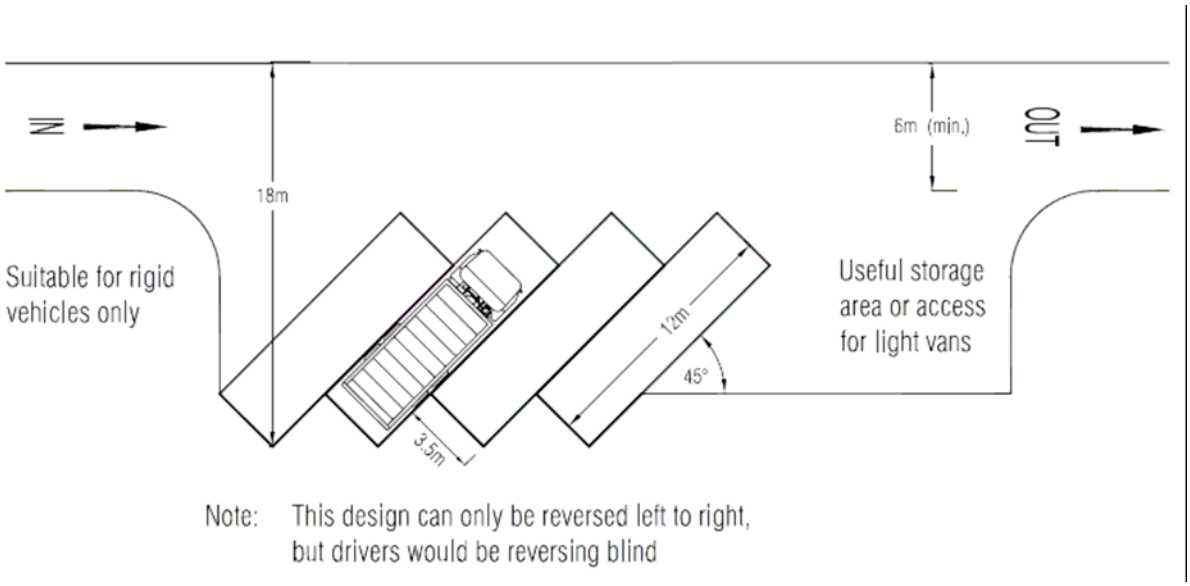


Figure 1 : LOADING BAYS at 45 Degrees (Large Rigid)

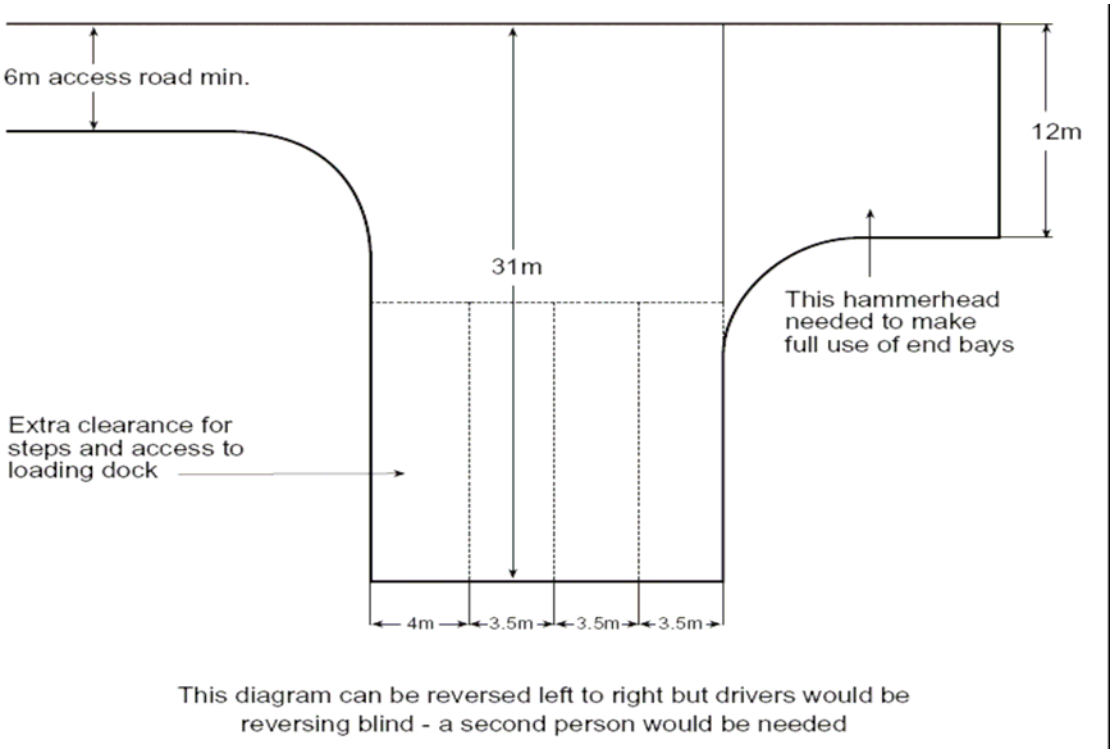


Figure 2 : LOADING BAYS at 90 Degrees (Large rigid and Articulate)

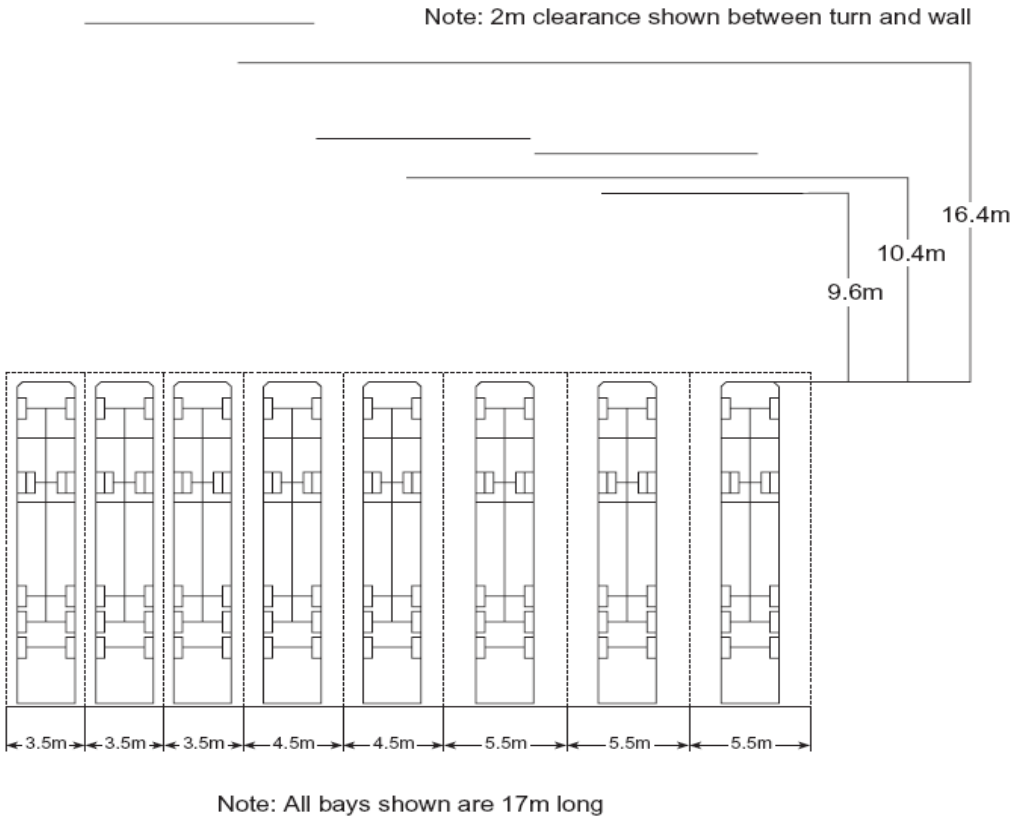


Figure 3 : LOADING BAYS front clearances for articulated vehicles

MAXIMUM PARKING STANDARDS

Table6

Use Class	Description	Spaces Required
A1	**SHOPS** (Including Retail Warehouses)	
	Non- food retail, total Gross Floor Area less than 1000m^2	1 per 35m^2
	Non – food retail, total Gross Floor Area more than 1000m^2	1 per 22m^2
	Food retail total Gross Floor Area less than 800m^2	1 per 35m^2
	Food retail total Gross Floor Area less than 800m^2	1 per 18m^2
A2	**FINANCIAL AND PROFESSIONAL SERVICES**	1 per 30m^2
	FOOD AND DRINK	
A3/4	Restaurants, Public Houses, Cafes	1 per 25m^2
A5	Hot Food Takeaways and similar establishments	1 per 10m^2
B1	**BUSINESS**	1 per 30m^2
B2	**GENERAL INDUSTRY**	1 per 50m^2
B8	**STORAGE OR DISTRIBUTION**	1 per 200m^2

C1	**HOTELS AND HOSTELS** Hotels, Boarding and Guest Houses, Hostels (Public facilities such as restaurants, conference rooms, will require additional parking spaces at the appropriate standard)	1 per bedroom (including staff bedrooms)
C2	**RESIDENTIAL INSTITUTIONS** Residential Schools and Colleges Hospitals Nursing homes (premises registered under Parts 1 and 11 of the Registered Homes Act 1984)	Treated on merits based on Transport Assessment 1 per 4 staff + 1 per 3 visitors 1 per 4 bedspaces (including staff bedspaces) + 1 per 2 non-residential and ancillary staff
C3(iii)	**Dwelling Houses** Visitor parking provision Sheltered Accommodation (sheltered accommodation shall be deemed to be Category ii housing as defined by the Housing Act 1985 and shall include a warden service) Other " Retirement Homes"	1 space per 5 units 1 space per 2 units 1 space unit

D1	**NON-RESIDENTIAL INSTITUTIONS**	
	Places of Worship, Church Hall, Public Halls	1 per 5m^2
	Clinics, Health Centres, Surgeries	5 per consulting room
	Libraries	1 per 25m^2
	Art Galleries and Museums	1 per 40m^2
	Educational Centres:	
	Staff:	1 per 2 staff (including ancillary staff)
	Visitors	1 per 7 staff
	Parents: Infants	1 per 12 pupils
	Junior	1 per 20 pupils
	Secondary	1 per 30 pupils
	Community or Further Education uses of a school will be assessed on the maximum use of the facilities and the appropriate standards will apply. Adequate provision shall be made for the setting down and picking up of children preferably by use of circulatory systems.	
	Higher & Further Education	1 per 2 staff
D2	**ASSEMBLY AND LEISURE**	
	Cinemas and Conference Facilities	1 per 5 seats
	Music and Concert Halls, Dance Halls Bingo Halls, Casinos, Gaming clubs	1 per 22m^2
	Sports Facilities	1 per 22m^2
	Stadiums	1 per 15 seats
	Field games	Assessment based on the maximum number of participants

	PARKING STANDARDS FOR CAR SALES, REPAIRS & SERVICING (SUI GENERIS; AS BASED ON THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 (AS AMENDED)). **CAR SALES, REPAIRS AND PARKING STANDARDS GARAGE FORECOURTS** Workshops: Staff Customers Car sales:- Customers 2. Applies to number of cars on sale in the open. Note: There should be adequate provision for car transporters including associated off highway turning areas.	1 per 45m^2 3 per service bay 1 per 10 Display (Note 2)

METHOD FOR DETERMINING SITE ACCESSIBILITY AND DISCOUNT FACTORS

Accessibility Measurement

To measure the accessibility of a site we need to analyse the different ways that people could travel to and from it, such as walking, cycling, taxi, private car, bus, or train. These are referred to as the different transport modes.

To assist in the analysis a pro-forma has been designed (Table 3), this ideally should be used by developers and the completed pro-forma should accompany their planning application.

The thresholds for access by individual modes are extracted from the criteria set out in the **South West Regional Planning Conference - Regional Transport Strategy Framework for Accessibility, Parking and Transport supplementary advice.** A points system forms the basis of the checklist and the total score places the development in one of three accessibility categories: good, moderate and poor.

The relative position (RP) of the score within its accessibility level range (ALR) is calculated according to the following formula:

RP = (Score - low end of ALR) / (upper end of ALR - low end of ALR)

This relative position has to be determined in order to pinpoint the exact discount factor, which will then be applied to the parking requirement calculation.

The location and proposed use of the development site is subsequently assessed to categorise it into one of the four land use zone types presented in Table A. The site is also at this point designated as either being in an urban or rural location as defined by the Local Plan.

Table A: Zone Type Classification Examples

Zone Types	Example Locations
Regional / Sub Regional Shopping / Commercial Centre	Swindon Town Centre
District Shopping / Commercial Area	Highworth: High Street, Gorse Hill: Cricklade Rd, West Swindon District Centre
Central Employment Area	Swindon Town Centre, Old Town
Employment Areas	Windmill Hill, South Marston Industrial Estate

Table B relates the accessibility and land use zone categories, to determine the appropriate discount range (DR). The exact discount factor (DF) within this range is calculated according to the formula:

DF = low end of DR + [RP x (upper end of DR - low end of DR)]

Table B: Discount Factors

Zone Type	*Accessibility Levels - % Discount Factor*					
	1 Urban Good	2 Urban Moderate	3 Urban Poor	4 Rural Moderate	5 Rural Poor	6 No Public Transport
1. Regional/Sub Regional Shopping/Commercial Centre	50-100	30-50	0-30	N/A	N/A	N/A
2. Local Shopping/Commercial Area	20-30	10-20	0-10	0-10	0	0
3. Central Employment Area	50-100	30-70	10-30	N/A	N/A	N/A
4. Employment Area	40-70	30-50	0-30	10-30	0-10	0

Discounted Maximum Parking Provision

The maximum parking provision (MPP) for a proposed development is calculated in the normal way using the Maximum Parking Standards set out above in Appendix C.

The discount factor (DF) is applied to the maximum parking provision (MPP) to determine the discounted maximum parking provision (DMMP):

$$DMMP = MPP \times (100 - DF) / 100$$

To provide an element of flexibility within this approach, an adjustment of +/- 10% can be made to the final parking provision, following the application of discount factors. However, it is only practical to apply this adjustment factor to sites where the discounted parking provision exceeds 10 spaces. Adjustments to smaller provisions would involve the removal or addition of less than 1 space.

Table C: Non-Residential Development Accessibility Questionnaire

Site Name Application Reference:

Site Location:

Zone Type (official use only)

Circle scores as appropriate

Availability to Public Transport	Within		Within		Within		More than	
1. Walking distance from bus stop(s)	200m	5	400m	4	600m	3	600m	1
2. Walking distance from bus station	400m	5	600m			3	600m	1
3. Walking distance from railway station	400m	5	800m			4	800m	1
4. Driving distance from railway station	0-15 mins	5	16-30 mins			3	30 mins	1
5. Frequency daytime Mon/Sat Urban	15 mins	5	30 mins	*3*	60 mins	3	60 mins	1
Sub-urban	30 mins	5	60 mins	*2*	120 mins	2	120 mins	1
Rural	60 mins	5	120 mins			1	120 mins	1
Walking Facilities	Within		Within		Within		More than	
6. Principle residential areas	300m	5	600m	4	800m	3	800m	1
7. Other residential locations	300m	5	600m	4	800m	3	800m	1
Cycling Facilities								
8. Principle residential areas	300m	5	600m	4	800m	3	800m	1
9. Other residential locations	300m	5	600m	4	800m	3	800m	1
Total Travel Time by Public Transport *(including walking and waiting times)*								
10. To principal residential areas	0-25 mins	5	26-45 mins			3	45 mins	1
11. To other residential areas	0-30 mins	5	31-60 mins			3	60 mins	1
TOTAL SCORE								
Accessibility level	**Good (45-55)**		**Moderate (32-44)**				**Poor (11-32**)	

An Example

Table D: Non-Residential Development Accessibility Questionnaire								
Site Name **Wellington House** Application Reference: **S06.2345**								
Site Location: Land next to Premier House, Wellington Street, 1000m^2 B1 Class use								
Zone Type (official use only)								
			Circle scores as appropriate					
Availability to Public Transport	Within		Within		Within		More than	
1. Walking distance from bus stop(s)	200m	5	400m	4	600m	3	600m	1
2. Walking distance from bus station	400m	5	600m			3	600m	1
3. Walking distance from railway station	400m	5	800m			4	800m	1
4. Driving distance from railway station	0-15 mins	5	16-30 mins			3	30 mins	1
5. Frequency daytime Mon/Sat Urban	15 mins	5	30 mins	3	60 mins	3	60 mins	1
Sub-urban	30 mins	5	60 mins	2	120 mins	2	120 mins	1
Rural	60 mins	5	120 mins			1	120 mins	1
Walking Facilities	Within		Within		Within		More than	
6. Principle residential areas	300m	5	600m	4	800m	3	800m	1
7. Other residential locations	300m	5	600m	4	800m	3	800m	1
Cycling Facilities								
8. Principle residential areas	300m	5	600m	4	800m	3	800m	1
9. Other residential locations	300m	5	600m	4	800m	3	800m	1
Total Travel Time by Public Transport ***(including walking and waiting times)***								
10. To principal residential areas	0-25 mins	5	26-45 mins			3	45 mins	1
11. To other residential areas	0-30 mins	5	31-60 mins			3	60 mins	1
TOTAL SCORE	**47**							
Accessibility level	**Good (45-55)**		**Moderate (32-44)**				**Poor (11-32)**	

Table E: Parking Discount Factors

Zone Type		Accessibility Levels - % Discount Factor					
		1 Urban Good	2 Urban Moderate	3 Urban Poor	4 Rural Moderate	5 Rural Poor	6 No Public Transport
1.	Regional/Sub Regional Shopping/commercial Centre	50-100	30-50	0-30	N/A	0	0
2.	Local Shopping/Commercial Area	20-30	10-20	0-10	0-10	0	0
3.	Central Employment Area	50-100	30-70	10-30	N/A	N/A	N/A
4.	Employment Area	40-70	30-50	0-30	10-30	0-10	0

Example only

Calculations – From Accessibility Score to Discounted Parking (Non-residential)

1. Calculate "Relative Position" (RP)

RP = (47 – 45) / (55 – 45)

Accessibility Level Range ➔

Moderate (45-55)

Score of 47 has RP of 0.2

2. Calculate "Discount Factor" (DF)

DF = 30 + [0.20 x (70 – 30)]

3. Calculate "Discounted Maximum Parking Provision" (DMPP)

DMPP = 33 x (100 – 38) / 100

e.g. 1000m^2 B1 = 33 spaces, reduced by 38% gives 21 spaces
Adjustment + or – 10% gives (Range 19 - 23 spaces)