

Appendix 1: Changes to Parking Standards SPD

Table on p43:

STREET NAME	TOTAL LENGTH (M) OF PARKING SPACES	NO. OF PHB SPACES	NO. OF CARS PARKED IN PHB BAYS	NO. OF CARS PARKED OUTSIDE OF PHB BAYS	PHB PARKING STRESS (%)	TOTAL PARKING STRESS (%)
A	350	58	58	3	100	105.2
B	250	41	31	0	75.6	75.6
C	150	25	10	17	40	108
TOTAL	750	124	99	20	79.8	96

Last para. p43:

The distance between crossovers should be measured in units of 6m. For example, if the distance between two crossovers or a crossover and another obstruction is 14m, then only 12m should be counted in the survey, and any space between crossovers measuring less than ~~5m~~ **6m** should be discounted from the calculation. For reasons of highway safety, the first 10m from a junction should also be omitted from the calculation.

Table on p 44:

STREET NAME	TOTAL LENGTH (M) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (M)	NO. OF PARKING SPACES	NO. OF CARS PARKED ON UNRESTRICTED LENGTH OF ROAD	NO. OF CARS PARKED OUTSIDE OF UNRESTRICTED LENGTHS OF ROAD	UNRESTRICTED PARKING STRESS (%)	TOTAL PARKING STRESS (%)
A	400	350	58	58	0	100	100
B	300	250	41	31	7	75.6	92.7
C	200	150	25	15	14	60	116
TOTAL	900	750	124	104	21	83.9	100.8

Last para. p44:

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than ~~5m~~ **6m** to park, meaning that additional cars can be accommodated.