

Appendix E: Spatial dimensions for on-street car parking

Parking on-street requires the physical accommodation of both parked vehicles and vehicles attempting to use the road. Depending on road width and lane dimensions, these can be accommodated through a variety of means. Figure E1 outlines some of these considerations, from arterial road through to cul-de-sac access route.

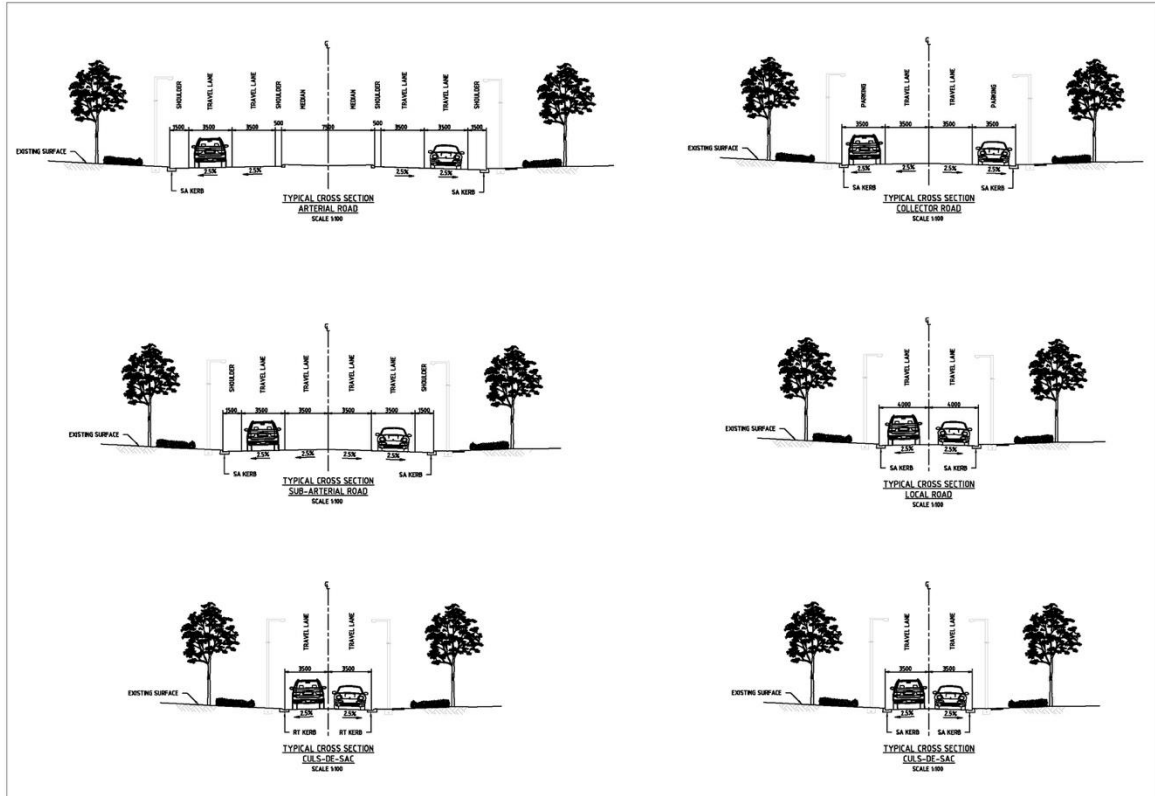


Figure E1: On-street parking – spatial accommodation cross section

Figure E1 presents some of this information in plan section and demonstrates how parking is ideally accommodated on a variety of street types. Initial thoughts on how this applies in principle are presented in Figure E2 and further refined in Table E1 below.

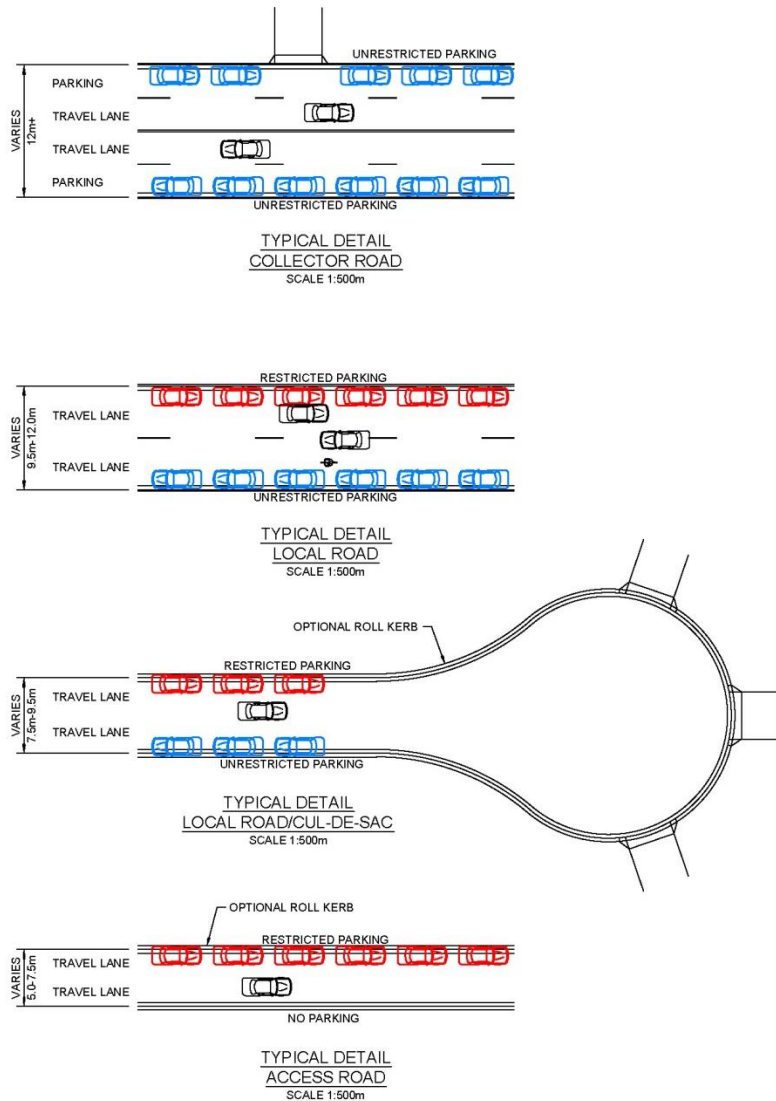


Figure E2: On-street parking – spatial accommodation plan

The width of the street informs the principle of whether parking can be provided or should be restricted to maintain traffic flow. Examples of how this could be applied is outlined in Table E1 below.

Road type: width (metres)	Parking principle
Collector road: 12m+	Allow parking on both sides (where parking lane exists)
Local road: 9.5–12m	Allow parking on both sides; restrict all-day parking to facilitate movement in certain areas (to maintain access)
Local road / cul-de-sac: 7.5–9.5m	Allow some form of parking on both sides where not a key access route: restricted parking can be used to slow vehicles (introducing weaving).
Access road: 5–7.5m	No provision of unrestricted parking except where out of key flow paths. Often this type of street will also have roll kerbs.

Table E1: Initial principles for parking within different street widths