

FIGURE 7.1 ACCESS AND PARKING MATRIX

MAIN LAND USE TYPES		Zone Type 1	Zone Type 2	Zone Types 3 & 4
		Max (non-op) parking spaces on site Per 1,000 m ² gfa	Max (non-op) parking spaces on site Per 1,000 m ² gfa	Max (non-op) parking spaces on site Per 1,000 m ² gfa
Person	Large / regional function	< 5	<i>Improve non car access</i>	<i>Improve non car access</i>
Trip	Medium/urban function	< 5	< 20	<i>Improve non car access</i>
Attractors	Small / regional function	< 10	< 25	<i>Improve non car access</i>
*	Small / local function	< 10	< 25	< 25
Mixed use	Mainly non-res	< 5	< 20	<i>Improve non car access</i>
	Mainly res	< 5	< 20	< 25
Residential	Low density	-	-	1-2 per dwelling
	Medium density	-	1-1.5 per dwelling	1-2 per dwelling
	High density	<0.5 per dwelling	<1 per dwelling	<i>Improve non car access</i>
Operational Vehicle Generators / Attractors **		Likely to conflict with location/transport policy	Likely to conflict with location/transport policy	< 20
Type of parking provision (typical)		All public, off-site (Zero PNR)	On street, Public Off-Street, Shared Private, PNR	On street, Shared Private, PNR
Parking management within walk catchment		CPZ + public off-street control	CPZ + public off-street control	CPZ or physical on-street control

[This matrix is an amended version of that included in the GOSE South East Parking Standards report, following feedback from local authorities]

* High Employee, Customer or Visitor intensity. E.g. office, retail, leisure, other services. Refer to Figure 2

** Low Employee, Customer or Visitor intensity. High operational vehicle intensity. E.g. Transport, distribution. Refer to Figure 2.

Such uses are best located in relation to the main road network and rail/water goods facilities.

Notes:

1. *Improve non car access* indicates that public transport, walk and cycle improvements are likely to be required to bring the site accessibility up to the level of Zone 1 or Zone 2. The parking maximum shown in the cell to the left would then apply.
2. Operational parking (without mode switch potential) would be determined on a case by case basis and would be in addition to parking levels determined using this matrix.
3. Where a range is given, this indicates the range within which locally adopted standards should fall. Inter-Regional and cross-border local variations should be within 10% difference of the lowest maxima adopted.

4. The maxima shown apply to all land use categories (Use Classes Order). Lower maxima may be determined regionally or locally for certain land uses, for example those attracting mainly all day commuter parking.

Figure 7.2 Zone Accessibility Criteria and Typical Characteristics

Likely characteristics	Zone Type 1	Zone Type 2	Zone Type 3	Zone Type 4
Summary Descriptor	Urban Centre	Intermediate	Suburban	Peri-urban + Rural
Location types	<ul style="list-style-type: none"> Centres of towns and conurbations with significant service and employment function Core of small towns with service or employment function Historic centres Core tourist areas 	<ul style="list-style-type: none"> Inner ring Medium-high density Intensive corridors with mixed activities Conservation areas Significant sub-centres Regeneration areas 	<ul style="list-style-type: none"> Outer ring Medium-low density, Uniform residential Neighbourhood centres Large villages, small towns with local service function 	<ul style="list-style-type: none"> Rural areas Green Belt Open land (unless scheduled for development) Outdoor Recreation Villages, hamlets (with minimal service function)
Date first developed	Mostly pre 1914 (except purpose-built centres)	Mostly pre 1940 (without car provision)	Mostly post 1945 (with car provision)	Varies
Critical mass of non-residential	Wide range of retail Professional and other services Entertainment Institutions	Grouped employment and or retail with some support services	Isolated non-residential activity Few support services	Isolated non-residential activity Few support services
Housing density	High (mostly flats)	High to medium (mostly flats and terraces)	Medium to low (mostly houses)	Varies
Conservation areas	Included if contiguous with centre	Included if integral with non-residential uses	Not a criterion for zone definition	Not a criterion for zone definition
Defining characteristics	Zone Type 1	Zone Type 2	Zone Type 3	Zone Type 4
% of population within 20 minutes that reach by non-car modes (Example %)	50% or more	40-49%	20-39%	Less than 20%
Walk/cycle access *	Very good to good range of activities including specialised and regional facilities	Range of employment, retail, leisure and other services	Mostly residential, with local centres and (mostly non-specialised) services and employment	Some local facilities and employment
Public transport access *	Serves wide catchment (i.e. node) Service frequency very good to	Catchment covers good proportion of urban area (e.g. corridor)	Connected to town centre (e.g. one or two routes)	Service frequency moderate or sparse (e.g. < hourly service) to

	good	Service frequency good to moderate	Service frequency moderate to low	non-existent
Intended Catchment * (non-residential)	Inter/National, Regional and Urban	Urban	Local urban	Rural
Default	(Zone 1 defined first)	(Zone 2 defined second)	Other contiguous urban	Areas outside zones 1-3

* Indicates main defining characteristics (related to accessibility measures). Zone boundaries can be defined in Development Plans on the basis of existing accessibility patterns, but can also take account of planned public transport or other accessibility improvements.

Zone 1 locations could be defined in Structure Plans and in Regional Guidance.