

1.3 Instructions on use of the Manual

Step 4: The car parking demands for these Land use Classes are as follows:

Type of parking	Parking demand for 311C	Parking demand for 312C	Parking demand for 313C
Car – Employees/ Residents	0.783	1.186	1.638
Car – Visitors	0.041	0.062	0.086
School/ Company Bus/ Trucks	0.008	0.011	0.026

Step 5: The total car parking demand is calculated as follows:

Total car parking for residents = $(0.783 \times 30) + (1.186 \times 30) + (1.638 \times 40)$
= $(23.49) + (35.58) + (65.52)$
= 124.59
= 125 (rounded to nearest integer)

Total car parking for visitors = $(0.041 \times 30) + (0.062 \times 30) + (0.086 \times 40)$
= $(1.23) + (1.86) + (3.44)$
= 6.53
= 7 (rounded to nearest integer)

Total truck parking = $(0.008 \times 30) + (0.011 \times 30) + (0.026 \times 40)$
= $(0.24) + (0.33) + (1.04)$
= 1.61
= 2 (rounded to nearest integer)

Parking for School/ Company Bus/ Trucks

As previously stated, the parking rates within the manual represent the parking demand as surveyed on site. In order to calculate the parking requirement for large vehicles (e.g. School buses, delivery vehicles etc.) for a specific development, the functionality and servicing needs of the development must be clearly determined . It is therefore recommended that the servicing strategy and requirements for large vehicle parking be discussed and agreed with the Liaison Engineer during the Methodology Stage of the Transportation Impact Study process.

Parking for Mosques

The parking demand profile for mosques varies considerably compared to other land uses, in that the highest demand for parking occurs for short periods of time outside of the typical peak periods on the transport network. In addition, Mosques are often located in urban areas where