

CHAPTER II

LITERATURE REVIEW

The level of local public transport provision can influence the modal split of people's trips to the development. (Carol, 1994) Traffic and Highway Engineering for Developments described the parking standards of local authority within a conurbation may vary from those in rural areas.

Empirical data of observed car parking operation is widely used as the basis for estimating the car parking requirements of different developments. This can be particularly helpful where, for a proposed development, there is some site specific doubt as the veracity of application of the car parking standards of a local authority. In such circumstances observed parking characteristics of similar developments in similar location can provide useful comparison. (Carol, 1994)

For land to be productively used, it must be accessible. While public transportation can be a major part of providing accessibility in dense urban areas, for the most part, accessibility is dependent on the supply, convenience, and cost of parking facilities. (Elena, 2004).

Based on Traveler Response to Transportation System Changes in Chapter 18—Parking Management and Supply Kuzmyak and teams (2003) explained that parking is a major urban land use. Availability of parking (parking supply) usually depends in large measure on intensity of development and cost of land. It may be governed by building codes or ordinances, and it may be controlled to achieve some strategic economic or policy purpose.

Mathew (2014) explained that parking is one of the major problems that is created by the increasing road traffic. It is an impact of transport development. The availability of less space in urban areas has increased the demand for parking space especially in areas like Central business district. This affects the mode choice also. This has a great economic impact.

Based Roger (2004) on Traffic Engineering analyzed there are number of characteristics of parkers and parking that have a significant influence on planning. Critical to parking supply needs are the duration, accumulation, and proximity requirement of parkers. Duration and accumulation are related characteristics.

In commercial developments (William, 2004) or as commercial areas are redeveloped, it is generally a development condition that parking be provided. The parking should provide an adequate

number of spaces for the proposed use of associated areas, be landscaped to an appropriate level to provide shade and screening for cars, provide a safe environment for users and meet the relevant standards.

2.1. Concept of Railway Station

A train station, railway station, railroad station, or depot is a railway facility where trains regularly stop to load or unload passengers or freight. It generally consists of at least one track-side platform and a station building providing such ancillary services as ticket sales and waiting rooms. Other station facilities may include: toilets, left-luggage, lost-and-found, departures and arrival boards, luggage carts, waiting rooms, taxi ranks, bus bays and even car parks. (Wikipedia, 2016)

The BBC style editor Ian Jolly gives an account here of the BBC's (accepted) usage of "train station" and the audience's predominantly negative response to it. "Railway station" predates "train station" and it has been used almost exclusively in both American and British English prior to the 1930s when according to the data taken from the Corpus of Historical American English "train station" first started to occur in wider usage in American English. The increase in frequency of "train station" in American English

seems slightly more delayed in the chart taken from the Google Ngram Viewer, but it clearly shows that in 1986 the frequency of “train station” matched “railway station” and its use has been soaring ever since. (Morana, 2014)

2.2. Parking System

Parking lot, also known as a car lot, is a cleared area that is intended for parking vehicles. Usually, the term refers to a dedicated area that has been provided with a durable or semi-durable surface. (Wikipedia, 2016)

2.2.1. On Street Parking

On-street parking means parking your vehicle on the street, anywhere on or along the curb of streets, in contrast to parking it in a parking garage. In some streets you can always park your vehicle on the street, but sometimes there are restrictions. Mostly these restrictions are presented on traffic signs. Sometimes you’re only allowed to park on one side of the street, and sometimes you’re not allowed to park your vehicle at all. There are also on-street parking situations where you need a parking permit to park. To make sure people follow these rules and restrictions, cities hire enforcement officers. (ParkingNet, 2016)

2.2.2. Off Street Parking

Off-street parking means parking your vehicle anywhere but on the streets. These are usually parking facilities like garages and lots. Off-street parking can be both indoors and outdoors. Off-street parking also includes private lots, garages and driveways. (ParkingNet, 2016)

