



Midlothian Council

Parking Standards



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Introduction

'The correct design and level of parking provision, both on road and off road, are an essential component of any new development in Midlothian.'

New Scottish Government policy and guidance 'Designing Streets' has drastically changed street design and some of the previous standards used by local authorities are now inappropriate. In addition Scottish Planning Policy Document addendum to NPPG17 'Transport and Planning Maximum Parking Standards' has to be taken into account, as do recommendations in NPPG17 to use the 'Cycling by Design' standards.

SEStran (South East of Scotland Transport Partnership) have also published parking standards based largely on accessibility. These have also been taken into consideration.

This document 'Midlothian Council Parking Standards' seeks to provide policy and guidance, specific to Midlothian, taking into account our urban and rural environments, road safety, and encouragement of sustainable/green modes of transport.



Parking Design (cycle, car, disabled)

Parking should be an integral part of street design

All parking should be designed to comply with Scottish Government policy and guidance 'Designing Streets' (please refer directly to this document). Further relevant guidance can be found in 'Guidance Note: Residential Parking' – The Chartered Institution of Highways and Transportation.

Cycle Parking

Convenient and secure cycle parking is critical to increasing use of cycles. Designers should aim to ensure that access to cycle parking is at least as convenient as access to car parking.

Car Parking

Parking design should be integral to the overall street design. Whilst designing parking on-street as an aid to traffic calming can be advantageous, care must be taken to foresee where parking overflow may occur and where this may cause road safety or aesthetic problems.

Layouts for spaces are described in 'Designing Streets'

Standard dimensions for a car parking space will be:-

length 5.0 metres

width 2.5 metres

headroom 2.0 metres

Some layouts will require longer and or wider spaces.

Disabled Peoples Parking Places

Spaces should be clearly marked as per the Traffic Signs Regulations and General Directions with the specified accompanying sign. Whilst private spaces are not required to be enforceable, it is recommended that they are marked with these statutory markings to enable a Traffic Regulation Order to be made at any time thereafter. Developers building car parks that will allow access to the public should consider whether a Traffic Regulation Order to enforce the spaces is desirable. All council owned car parks will require disabled persons parking places to be enforceable.

Distance to disabled parking bays from Main Point of Access/Disabled Point of Access - bays to be 45 meters or less from these access points

Cognisance to be taken of the location of disabled parking bays when installing traffic calming or dropped kerbs.

Path gradients from disabled bays to property entrance should be level to 1:20, or 1:12 maximum gradient.

Specifically in relation to retail developments the addition of extra wide spaces (for people who may have short term mobility problems (broken limbs or expectant mothers), and Parent and Child spaces should be considered.



Level of Provision - Cycle Parking

Cycle parking provision is set out as minimum standards by Transport Scotland in 'Cycling by Design 2010'. These standards are to ensure that adequate parking is available to encourage cycle use now and in the future. Where appropriate the council will consider setting aside land on the development and providing less cycle parking when evidence suggests that a substantial amount would be unused initially. Evidence for this would be user surveys or other green travel information available. There must always be at least 10% additional to existing/predicted users to encourage cycle use on opening.

In all new development, assessment and improvement of all sustainable modes of transport will be undertaken as part of the traffic assessment carried out.

Most new developments will require a travel plan. For the smallest this may be replaced by a travel plan statement.

Cycling by Design 2010 (Revision 1, June 2011)

Published by Transport Scotland, June 2011

Table 8.2: Parking provision by land use

Category	Location	Minimum Cycle Parking Provision
Places of work	The Scottish Government - Victoria Quay	1 space per 15 staff
	Business offices, Services	Staff: 1 Space per 400m ² GFA Visitors: 1 Space plus 1 Space per 1000 m ² GFA
	Light industry	Staff: 1 Space per 1000m ² GFA area Visitors: 1 Space
	General industry	Staff: 1 Space per 1000m ² GFA area Visitors: 1 Space
	Warehouses	Staff: 1 Space per 1600m ² GFA Visitors: 1 Space plus 1 Space per 6000 m ²
Shopping	Out of town	Staff: 1 Space plus 1 Space per 20 staff Customers: 1 Space per 500m ² GFA
	Town Centre or suburban	Staff: 1 Space plus 1 Space per 10 staff Customers: 1 Space plus 1 Space per 250m ² GFA
Educational	Nursery/ Primary	Staff: 1 Space per 10 staff Pupils: 1 Space per 10 pupils aged 4 or over Visitors: 2 Spaces at main entrance
	Secondary	Staff: 1 Space per 10 staff Pupils: 1 Space per 5 pupils Visitors: 2 Spaces at main entrance
	Universities and colleges	Staff: 1 Space per 10 staff Students: 1 Space per 3 students at busiest times Visitors: 2 spaces at main entrances
Residential	Student flats/ Halls of residence	1 Space per dwelling Visitors: At least 2 Spaces at main entrances
	Flats	1 Space per dwelling Visitors: 1 Space per 10 flats at main entrances
Accommodation	Hotels	Staff: 1 Space plus 1 Space per 20 staff Customers: 1 Space per 10 bed spaces



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Category	Location	Minimum Cycle Parking Provision
Recreational	General (e.g. cinemas, theatres, etc)	Staff: 1 Space plus 1 Space per 20 staff Customers: 1 Space plus 1 Space per 10 visitors at peak time
	Restaurants, cafes, pubs, clubs, takeaways	Staff: 1 Space plus 1 Space per 20 staff Customers: 1 Space plus 1 Space per 100m ² PFA**
	Sports centre	Staff: 1 Space plus 1 Space per 10 staff Customers: 1 Space plus 1 space per 10 visitors at peak time
	Community facilities	Staff: 1 Space plus 1 Space per 10 staff Visitors: 1 Space plus 1 Space per 100m ² PFA
Health	Hospitals	Staff: 1 Space plus 1 Space per 20 staff Visitors: 1 Space plus 1 Space per 25 beds
	Medical centres	Staff: 1 Space plus 1 Space per 20 staff Visitors: 1 Space per 2 consulting rooms
Transport	Bus, railway stations and ferry terminals	5 per hundred peak hour passengers

*GFA = Gross Floor Area

**PFA= Public Floor Area



Level of Provision - Car Parking

By limiting accessible car parking; walking, cycling and public transport use can be encouraged, however a balance has to be struck by this and road safety concerns caused by migration of overflow parking into surrounding areas. Road safety issues are particularly relevant in areas where parking enforcement is not regular.

Midlothian Council is not a city council but consists of small urban centres and rural areas. For this reason de-criminalised parking is not financially sustainable and parking enforcement is carried out by Lothian and Borders Police. It can be difficult to enforce parking restrictions out with busy urban centres and cognisance must be taken of road safety issues that may arise particularly if off street parking facilities are restricted and overflow into the surrounding streets.

To achieve this balance, standards have been set which can be altered, but only in agreement with transportation officers, when exceptional circumstances exist that alter the requirement for parking.

Example

A town centre development with a high frequency, quality bus service within short walking distance. (Consider a reduction in the parking provision required)

Or

A rural development with little or no bus service (Consider an increase in the parking provision required)



Table 1: Housing

Housing	Number of Bedrooms							
	1		2		3		4 or more	
Private	residents	visitors	residents	visitors	residents	visitors	residents	visitors
	1.00	0.50	1.00	0.50	2.00	0.50	2.00	0.50
Social	1		2		3		4 or more	
	communal		communal		communal		communal	
	1.00		1.00		1.50		1.50	
Sheltered Housing / dwelling	min		Visitor	Warden				
	0.25		0.25	1.00				
Residential Homes	Per bed	Staff						
	0.75	0.33						
Student Accommodation	Per bed	Per Staff						
	0.20	1.00						

In line with 'Designing Streets' advice, spaces can be a mixture of driveways and on-street. It is assumed that at least the visitor parking element is provided out with the curtilage. Social housing has a relaxed standard due to lower car ownership and whilst it may be desirable to provide some space within the curtilage at least 50% of the spaces should be out with the curtilage.

Garages are not accepted as parking space provision.

The Warden allocation is per Warden in the complex and not per dwelling.

Residential Housing is not part of 'National Maximum Parking Standards'



Table 2: Office and Industry

Office General Industry m2 per space (GFA)						maximum Parking Standards
Town Centres		Public Transport Corridors		Rural Areas		
Min	Max	Min	Max	Min	Max	
100	50	50	40	40	25	<2500m2 30

Special Industry m2 per space (GFA)					
Town Centres		Public Transport Corridors		Rural Areas	
Min	Max	Min	Max	Min	Max
115	70	100	60	60	35

Storage / Distribution m2 per space (GFA)					
Town Centres		Public Transport Corridors		Rural Areas	
Min	Max	Min	Max	Min	Max
325	215	270	200	160	125

These figures differ slightly from SEStran maximums but the uses of such buildings can be diverse and operations, shift patterns and types of vehicle should be considered

Maximum parking standards for office/general industry over 2500m2 override the maximum and minimum local standards.

Table 3: Retail

Retail m2 per space (GFA)					
Retail (non food)			Retail Food		
<500m2	>500m2	>1000m2 (max)	<500m2	>500m2	>1000m2 (max)
25	20	20	25	20	14


 reflects National Maximum Parking Standards



Table 4: Motor Trade


Motor Trade			
Vehicle Display Area	Spares	Service Repairs	Staff
per 100m ²	per 100m ²	per bay	per staff
3.00	4.00	3.00	0.50

Table 5: Sport and Leisure

Hotels		Public Houses/Restaurants	Function Rooms	Swimming Pools	
per bedroom	per staff	per 100 m ² (PFA)	per 10m ² (PFA)	per 10m ²	per staff
1.00	0.10	12.00	1.00	1.00	0.10

Cinemas/Theatres		Church Halls/Community Centres	Village Halls	Golf Courses	Golf Ranges	
per seats	max PS	per 100m ²	per 100m ²	per hole	per bay	per staff
0.20	0.20	8.00	10.00	2.50	1.00	0.85

Other Leisure		
per player	staff	spectator
0.50	0.20	0.05

 reflects National Maximum Parking Standards

Maximum for Leisure other than Stadia and Cinemas (GFA)	> 1000m ²	1 space per 22m ²
Stadia	> 1500 seats	1 per 15 seats
Conference facilities	>1000m ²	1 per 5 seats

SESTRAN accessibility parking standards show the allowance per staff for hotels is quite low. If these facilities are not directly on public transport routes up to 1 space per staff member can be considered.



Table 6: Schools, Educational Establishments

Day Nursery	Primary School	Secondary School	College / University (<2500m ²)	
per staff	per staff	per staff	per staff	per student
1.00	1.00	1.00	0.50	0.07

Maximum Standards for Higher and further Education	> 2500m ²	1 space per 2 staff
		1 space per 15 students

Note 1/ The spaces per staff member will include visitor and disabled spaces (the standard does not allocate a space to every staff member).

Note 2/ Disabled and visitor spaces should be marked and closest to the pedestrian access.

Note 3/ Drop-off areas within school grounds are not permitted. Drop-off out with school grounds may be required. These will always be formed as part of the public road.

Table 7: Libraries and Medical Centres

Libraries		Medical Centres		
staff	visitors	staff		visitors
per staff	per 100m ²	per staff	per doctor	per consulting room
0.50	3.00	0.50	1.00	4.00

Note: Spaces per Doctor refer to the number of Doctors on shift at any one time.

Table 8: Disabled parking provision

Minimum Disabled Car Parking Standards

	Car park maximum standard size up to 200 spaces	Car park maximum standard size over 200 spaces
Employment Uses	1 space per disabled employee plus 2 spaces or 5% of maximum standard size whichever is greater	6 spaces plus 2% of maximum standard size
Retail, Leisure and Recreation Uses	3 spaces or 6% of maximum standard size whichever is greater	4 spaces plus 4% of maximum standard size

(SCOTTISH PLANNING POLICY 17: Transport and Planning Maximum Parking Standards)