

Midlothian Council Parking Standards

Report by Ricky Moffat, Head of Commercial Operations

1. Purpose of Report

The purpose of this report is to seek Council approval of new Midlothian Council Parking Standards.

2 Background

- 2.1** It is necessary to provide parking standards, determining the number and design of parking spaces required for new residences, facilities or commercial development. The standards will be used primarily by private developers but will also affect new council buildings including schools, community facilities and council house builds.

The current parking standards have remained unchanged since Lothian Regional Council standards were automatically adopted by Midlothian Council following local government reorganisation in 1996.

A review of current parking standards was carried out and this included a comparison with other available Scottish Council's standards, taking into account new government policy regarding street design (Designing Streets), current car ownership and government policy regarding congestion, air pollution and climate change.

Revised parking standards for Midlothian are therefore proposed.

The new standards are appended.

- 2.2** 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.
- 2.3** SEStran (South East of Scotland Transport Partnership) has also published parking standards based largely on accessibility. These have also been taken into consideration.
- 2.4** The 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

3 Report Implications

3.1 Resource

Whilst the changes in the standards largely affect private developers, there is an impact on Council funded infrastructure including social housing and schools. This was considered during the consultation period and consensus was reached that parking requirements reflected car ownership levels, road safety concerns and were comparable to other similar Council areas.

3.2 Risk

There is no risk associated with the introduction of these new standards. Should they not be adopted by Council, issues associated with over and under provision of parking may arise. These potentially could include road safety issues, congestion issues and air quality etc

3.3 Single Midlothian Plan and Business Transformation

Themes addressed in this report:

- ☒ Community safety
- ☒ Adult health, care and housing
- ☒ Getting it right for every Midlothian child
- ☐ Improving opportunities in Midlothian
- ☒ Sustainable growth
- ☐ Business transformation and Best Value
- ☐ None of the above

3.4 Key Priorities within the Single Midlothian Plan

- | | |
|--------------------------|--|
| Community Safety Theme | <ul style="list-style-type: none"> - Death and Injury on Midlothian's Roads - Protecting Midlothian's Children |
| Sustainable Growth Theme | <ul style="list-style-type: none"> - Promote and develop active and sustainable travel and transport - Support the local economy |

3.5 Impact on Performance and Outcomes

Injury accident casualty targets could be adversely affected, government cycling targets, and road traffic reduction targets.

3.6 Adopting a Preventative Approach

The standards should ensure there are enough spaces provided to avoid road safety and access issues. Over provision is avoided and therefore private vehicle use is not encouraged to the detriment of walking and cycling and public transport use.

3.7 Involving Communities and Other Stakeholders

A consultation process has been carried out with other Services of the Council and with Community Councils and Members prior to the final draft. A further consultation was carried out with major developers and housing associations. There was no adverse response other than Council Housing Services being concerned that the small increase in numbers of spaces required for 3 or more bedroom homes will impact on the number of houses built. However any impact would be minimal and will be shared between all competing land-use required for new development such as green space, private garden, trees and foliage and streets themselves. (The concessions for social housing are 0.5 spaces less than private housing for 1 to 2 bedrooms and 1 space less than private housing for 3 or more bedrooms).

3.8 Ensuring Equalities

An equalities impact assessment has been carried out. Midlothian Disability Access Panel were invited to a meeting to discuss the standards and adjustments were made to take into account their comments. This will be published on the Midlothian Council website along with the parking standards.

3.9 Supporting Sustainable Development

The purpose of the new standards is to ensure that the correct levels of cycle parking, car parking and disabled bays are included in new developments. This encourages sustainable transport use by providing parking by bicycles and also ensuring that enough residential parking is in place avoiding road safety issues that discourage walking and cycling in these areas.

3.10 IT Issues

There are no IT issues relative to this policy.

4 Summary

This report brings forward a set of appropriate parking standards within Midlothian to be adopted in future developments.

5 Recommendations

It is recommended that Council approve the new Midlothian Council Parking Standards as detailed in this report.

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