



Parking Standards

Updated 11/10/19

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Policy Context

1. The WDC Local Plan contains transport policies for a number of reasons including:
 - to enhance accessibility by improving road links
 - to promote freight
 - to provide adequate car parking in towns
 - to promote sustainable transport by providing infrastructure for public transport, cycling, walking and traffic management
 - to improve road safety
2. The key role of parking standards is identified in Policies (tbc) in the WDC Local Plan.
3. A number of policy objectives in the Local Transport Strategy also emphasise the essential role of a parking strategy in WDC.
4. Guidance in Planning Advice Note PAN75: *Planning for Transport* advises that parking standards should support the overall policies in the development plan. This can be done through the use of maximum and minimum parking levels.
5. Specific aims of these parking standards include:
 - ensure adequate parking spaces for those with disabilities, parent & child, pedal cycles and motorcycles;
 - ensure appropriate parking provision that encourages shoppers to support local shops;
 - work with developers to provide adequate level of parking to achieve the right balance to serve the needs of the community;
 - manage car parking provision to encourage modal shift.

Introduction

The quality of the design and level of parking provision, both on road and off road, are an essential component of any new development in WDC.

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.

This document 'West Dunbartonshire Council Parking Standards' seeks to provide policy and guidance, taking into account our urban and rural environments, road safety, and encouragement of sustainable 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 People's 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 metres 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 used 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.

Sustainable Travel

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.

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.

WDC 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 Police Scotland. It can be difficult to enforce parking restrictions outwith 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)

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 outwith 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 outwith the curtilage.

Garages are not accepted as parking space provision unless controlled by permitted development rights.

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

West Dunbartonshire Council Parking Standards

Table 4 – Motorcycle Parking Provision	
Development Type	Minimum*
Class 1 Retail	2 spaces plus 1 per 100 car parking spaces
Class 2 Financial, Professional and Other	1 space plus 1 per 80 car parking spaces
Class 3 Food and Drink	1 space plus 1 per 80 car parking spaces
Class 4 Business	2 spaces plus 1 space per 1600m ²
Class 5 Industrial	2 spaces plus 1 space per 3200m ²
Class 6 Storage and Distribution	1 space plus 1 per 5000m ²
Class 7 Hotels and Hostels	1 space plus 1 per 80 car parking spaces
Class 8 Residential Institutions	2 spaces plus 1 per 80 car parking spaces
Class 9 Houses	Flats: 1 space plus 1 per 80 car parking spaces
Class 10 Non Residential Institutions	2 spaces plus 1 per 80 car parking spaces
Class 11 Assembly and Leisure	2 spaces plus 1 per 80 car parking spaces

*Note: Minimum spaces are 'per development' unless otherwise stated

58. A 2.0m by 0.8m footprint should be allowed per motorcycle parking space required.

West Dunbartonshire Council Parking Standards

PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 1 shops (retail sale of goods, post office, sale of tickets, travel agency, cold food take-away, hairdressing, funeral, display of goods, hiring of personal or domestic goods, launderette, reception of goods to be washed, cleaned or repaired)						
Retail (food) >1000m ² With Petrol Filling Station	7.2 Per 100m ²	7.14 Per 100m ²	1 loading bay up to 2000m ² 1 loading bay per 2000m ² additional area Pick up/Drop off Public Transport e-shopping delivery bay requirement to be assessed	7.4 Per 100m ²	7.2 Per 100m ²	Transport Assessment, Travel Plan and Deliveries Management Plan required. Public Transport desirable service frequency of 3 per peak periods. Developer is expected to consult with WDC and public transport operators to achieve this level of service. Any proposed reduction in operational parking requirements will require an assessment to be submitted and approved by West Dunbartonshire Council.
Retail (food) >1000m ² (No Petrol Filling Station)	7.14 Per 100m ²	6.9 Per 100m ²	1 loading bay up to 2000m ² >2000m ² additional loading bay requirement to be assessed. Pick up/Drop off Public Transport e-shopping delivery bay requirement to be assessed	7.2 Per 100m ²	7.14 Per 100m ²	Transport Assessment, Travel Plan and Deliveries Management Plan required. Public Transport desirable service frequency of 3 per peak periods. Developer is expected to consult with WDC and public transport operators to achieve this level of service. Any proposed reduction in operational parking requirements will require an assessment to be submitted and approved by West Dunbartonshire Council.
Retail (food) >500m ² <1000m ²	6.9 Per 100m ²	6.0 Per 100m ²	1 loading bay up to 1000m ² Public Transport	7.14 Per 100m ²	6.9 Per 100m ²	
Retail (food) <500m ²	6.0 Per 100m ²	5.75 Per 100m ²	Impact of deliveries to site to be assessed	6.9 Per 100m ²	6.0 Per 100m ²	See Town Centre Zero Parking

West Dunbartonshire Council Parking Standards

PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 1 shops (retail sale of goods, post office, sale of tickets, travel agency, cold food take-away, hairdressing, funeral, display of goods, hiring of personal or domestic goods, launderette, reception of goods to be washed, cleaned or repaired)						
Retail (non food) >1000m ²	5.75 Per 100m ²	4.5 Per 100m ²	1 loading bay up to 1000m ² 1 loading bay per 2000m ² additional area Pick up/Drop off Public Transport	6.0 Per 100m ²	5.75 Per 100m ²	Transport Assessment, Travel Plan and Deliveries Management Plan required. Public Transport desirable service frequency of 3 per peak periods. Developer is expected to consult with WDC and public transport operators to achieve this level of service. Any proposed reduction in operational parking requirements will require an assessment to be submitted and approved by West Dunbartonshire Council.
Retail (non food) >500m ² <1000m ²	4.5 Per 100m ²	3.5 Per 100m ²	1 loading bay	5.75 Per 100m ²	4.5 Per 100m ²	See Town Centre Zero Parking
Retail (non food) < 500m ²	3.5 Per 100m ²	3.0 Per 100m ²	Impact of deliveries to site to be assessed	4.5 Per 100m ²	3.5 Per 100m ²	See Town Centre Zero Parking
Take away (food)	3.0 Per 100m ² Min 5 spaces	2.5 Per 100m ²	Impact of deliveries to site to site to be assessed Home Delivery Parking requirements to be assessed	3.5 Per 100m ²	3.0 Per 100m ²	See Town Centre Zero Parking (up to 1000m ²)
Motor vehicle display	3 spaces per 100m ²		Impact of vehicle deliveries to site to be assessed	3 spaces per 100m ²		Deliveries Management Plan to be submitted to support planning application

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PARKING STANDARDS

Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 1 shops (retail sale of goods, post office, sale of tickets, travel agency, cold food take-away, hairdressing, funeral, display of goods, hiring of personal or domestic goods, launderette, reception of goods to be washed, cleaned or repaired)						
Vehicle Servicing	3 spaces per bay			3 spaces per bay		
Tyre/exhaust centre	2 spaces per bay			2 spaces per bay		
Petrol Filling Station	1 space per 2 staff		Impact of petrol deliveries to site to be assessed	1 space per 2 staff		Attached shop assessed separately
Class 2 Financial, professional and other services (financial services, professional services, other e.g betting office, hairdresser)						
Banks, Building Societies	3.0 Per 100m ²	2.5 Per 100m ²	Provision for security vehicle	3.5 Per 100m ²	3.0 Per 100m ²	See Town Centre Zero Parking (up to 500m ²)
Betting Office	3.0 Per 100m ²	2.5 Per 100m ²		3.5 Per 100m ²	3.0 Per 100m ²	See Town Centre Zero Parking (up to 500m ²)
Other	3.0 Per 100m ²	2.5 Per 100m ²		3.5 Per 100m ²	3.0 Per 100m ²	See Town Centre Zero Parking (up to 500m ²)

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PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 3 Food and drink (sale of food or drink for consumption on the premises)						
Pub	8.0 Per 100m ²	6.0 Per 100m ²	Impact of deliveries to site to be assessed	10.0 Per 100m ²	8.0 Per 100m ²	See Town Centre Zero Parking (up to 500m ²)
	6.0 Per 100m ²	5.0 Per 100m ²	Impact of deliveries to site to be assessed	10.0 Per 100m ²	6.0 Per 100m ²	See Town Centre Zero Parking (up to 500m ²)
	1 space per 5 seats		Impact of deliveries to site to be assessed	1 space per 3 seats		See Town Centre Zero Parking (up to 500m ²)
Class 4 Business (Offices, research & development, no detriment industrial process)						
Call Centre	8.0 Per 100m ²	6.0 Per 100m ²	Impact of deliveries to site to be assessed Pick up/Drop off Public Transport	10.0 Per 100m ²	8.0 Per 100m ²	
Offices >2500m ²	4.0 Per 100m ²	3.0 Per 100m ²	1 loading bay up to 2500m ² 1 loading bay per 2000m ²	4.5 Per 100m ²	4.0 Per 100m ²	Transport Assessment and Travel Plan required.
Offices <2500m ²	3.5 Per 100m ²	3.0 Per 100m ²	1 loading bay Pick up/Drop off	4.0 Per 100m ²	3.5 Per 100m ²	See Town Centre Zero Parking (up to 100m ²)

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PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Cont'd - Class 4 Business (Offices, research & development, no detriment industrial process)						
Research & Development	5.0 Per 100m ²	2.5 Per 100m ²	Impact of deliveries to site to be assessed			
Class 5 General Industrial (Industrial process – not included in Class 4)						
Industrial premises (Factory)	3.5 Per 100m ²	3.0 Per 100m ²	1 loading bay up to 2000m ² 1 loading bay per 2500m ² Additional area	4.0 Per 100m ²	3.5 Per 100m ²	Office space assessed separately
Class 6 Storage or Distribution						
Warehousing (wholesale trading)	2.5 Per 100m ²	2.0 Per 100m ²	1 loading bay up to 2000m ² 1 loading bay per 3500m ² additional area	3.0 Per 100m ²	2.5 Per 100m ²	Office space assessed separately
Warehousing (storage and distribution)	2.0 Per 100m ²	1.5 Per 100m ²	1 loading bay up to 2000m ² 1 loading bay per 3500m ² Additional area	2.5 Per 100m ²	2.0 Per 100m ²	

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PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 7 Hotels and Hostels						
Hotel (No conference facilities)	1.2 space per room		1 coach space per 50 rooms Impact of deliveries to site to be assessed	1.2 space per room		Conference and event facilities assessed separately Coach Management Plan
Bed and Breakfast	1 space per room			1 space per room		Additional spaces required where a public bar is provided
Class 8 Residential Institutions						
Hospital	2 spaces per 5 staff 1 space per 2 beds		Ambulance Impact of deliveries to site to be assessed Pick up/Drop off Public Transport	1 space per 2 staff 1 space per 2 beds		Transport Assessment and Travel Plan required. Public Transport services to the site are required.
Care Home (Elderly/Nursing)	1 space per 3 residents		1 space per resident staff. Impact of deliveries to site to be assessed.			
Care Home (Children)	1.5 spaces per staff 1 space per 3 beds		1 space per resident staff			
Residential school, college, centre	1 space per 5 rooms		1 space per warden Impact of deliveries to site to be assessed			

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PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 9 Houses						
House (4 or more bedrooms)	3 spaces per house		Access layby required for rural location	3 spaces per house		Transport Assessment and Travel Plan required for developments over 50 houses.
House (3 or less bedrooms)	2 spaces per house		Access layby required for rural location	2 spaces per house		Transport Assessment and Travel plan required for developments over 50 houses
Flats (up to 2 bedrooms)	1.5 spaces per flat			1.5 spaces per flat		Communal parking should include provision for electric car charging points
Affordable Housing (3 or more bedrooms)	2 spaces per house					
Sheltered Housing	1 space per house					Communal parking should include provision for electric car charging points
Houses in Multiple Occupancy	1 space per flat					Communal parking should include provision for electric car charging points

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PARKING STANDARDS						
Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 10 Non-Residential Institutions						
Day Nursery	1.2 spaces per staff		Pick up/Drop off			
Primary School	4 spaces per 100 pupils		School Transport Pick up/Drop Off			Travel Plan required, including School Transport Parking Management Strategy Plan
Secondary School	10 spaces per 100 pupils		School Transport Pick up/Drop off Impact of deliveries to site to be assessed			Travel Plan required, including School Transport Parking Management Strategy Plan
Higher & Further Education >2500m ²	1 space per 2 staff 1 space per 15 students		Pick up/Drop off Impact of deliveries to site to be assessed			Travel Plan required.
Museum			Impact of deliveries to site to be assessed			See Town Centre Zero Parking (up to 1000m ²)
Library	3.0 per 100m ²		Mobile Library van where appropriate	3.0 per 100 m ²		See Town Centre Zero Parking (up to 1000m ²)
Public Hall	5.0 per 100m ²		1 coach space Pick up/Drop off Public Transport	5.5 per 100 m ²		See Town Centre Zero Parking (up to 1000m ²)
Exhibition, Gallery						See Town Centre Zero Parking (up to 1000m ²)
PARKING STANDARDS						

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Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Cont'd - Class 10 Non-Residential Institutions						
Religious worship	4.5 per 100m ²			5.0 per 100m ²		See Town Centre Zero Parking (up to 1000m ²)
Health Centre	1 space per 2 staff 3 spaces per consulting room		Pick up/Drop off Public Transport	1 space per 2 staff 3 spaces per consulting room		See Town Centre Zero Parking (up to 1000m ²)
Dentist	4 spaces per consulting room			4.2 per consulting room		See Town Centre Zero Parking (up to 1000m ²)
Class 11 Assembly 7 Leisure (Cinema, Concert Hall, Bingo Hall, Casino, Dance Hall, Night Club, Swimming Pool, Skating Rink, Sports Facility)						
Conference	1 space per 5 seats		Pick up/Drop off 1 coach space up to 50 seats 1 coach space per 150 additional seats	1 space per 3 seats		This includes theatre, lecture hall, or within a hotel building Coach Management Plan
Cinema	1 space per 8 seats		Pick up/Drop off Public Transport	1 space per 5 seats		See Town Centre Zero Parking (up to 500m ² or 160 seats)
Stadium (Indoor/Outdoor)	1 space per 15 seats 1 space per 2 staff		6 coach spaces 1 coach space per 150 seats for additional seats			Coach Management Plan

West Dunbartonshire Council Parking Standards

PARKING STANDARDS

Development Type	Larger Settlements		Operational	Other Settlements		Notes
	Max	Min		Max	Min	
Class 11 Assembly 7 Leisure (Cinema, Concert Hall, Bingo Hall, Casino, Dance Hall, Night Club, Swimming Pool, Skating Rink, Sports Facility)						
Sports Centre	4.54 per 100m ² 1 space per 10 seats 1 space per 2 staff		Pick up/Drop off Public Transport	4.54 per 100m ² 1 space per 10 seats 1 space per 2 staff		Coach Management Plan
Pitches (Football/Hockey)	4.54 per 100m ² Or 10 spaces per pitch (whichever is the greater)		Provision for coaches	4.54 per 100m ² Or 10 spaces per pitch (whichever is the greater)		Coach Management Plan
Ten Pin Bowling	4.54 per 100m ² Or 2 spaces per lane (whichever is the higher)			4.54 per 100m ² Or 2 spaces per lane (whichever is the higher)		
Swimming Pool	1 space per 2 staff 10 spaces per 100m ²		Pick up/Drop off Public Transport Provision for coaches	1 space per 2 staff 10 spaces per 100m ²		
Golf course	5 spaces plus 3 spaces per hole		Pick up/Drop off Provision for Coaches	10 space plus 3 spaces per hole		Conference and event facilities assessed separately. Coach Management Plan
Golf Driving Range	4.54 per 100m ² Or 2 spaces per lane (whichever is the higher)		Pick up/Drop off	4.54 per 100m ² Or 2 spaces per lane (whichever is the higher)		