

# 1.5 SUSTAINABLE TRANSPORT

## 1.5.1 PRIORITISING SUSTAINABLE TRANSPORT

Prioritise walking, wheeling, and cycling in line with the sustainable transport hierarchy.

Make sure development demonstrates high public transport accessibility.

Encourage shared transport options including mobility hubs.

Avoid development that creates a reliance on private car use.

### City Plan 2030 Policies

Inf 5 – Location of Major Travel Generating Development

Inf 7 – Private Car Parking

Inf 10 – Cycle and Footpath Network

Inf 11 – Public Transport Proposals and Safeguards

Inf 13 – Road Network Infrastructure

Env 25 – Layout Design

### NPF4 Policies

Policy 13 – Sustainable Transport

Policy 14 – Design, Quality and Place

Creating developments where you don't need to own a car to move around, by empowering people to choose to walk, wheel, cycle and use public transport, is an essential part of making Edinburgh a sustainable, safe, inclusive, and sociable city. It is also key to helping Edinburgh achieve its net zero ambition. The [City Mobility Plan](#) outlines the Council's aim to reduce car kilometres driven in the city by 30% by 2030. This requires layouts and street design that focus on creating



**Supporting an inclusive, sustainable transport system** - Development should support Edinburgh's vision to create a net zero carbon transport system that delivers a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

neighbourhoods that are great places to live and on sustainable travel, rather than on facilitating car use.

### **Transport Assessments and Statements**

All development proposals with potential to generate a significant number of trips should be accompanied by an appropriate Transport Assessment or Statement. This should include details of:

- The impact of development on all forms of access to the site.
- Proposed measures to mitigate transport impacts

(addressing design, layout, built form, etc).

- Anticipated parking levels, including reasoned justification for proposed parking provision.

Refer to [Transport Scotland's Transport Assessment Guidance \(2012\)](#) for further advice on information required.

Applicants are encouraged to consult the planning team at an early stage in the planning process to agree the type and scope of assessment required. For larger applications (e.g. an application including over 100 homes), a Transport Assessment is likely to be required.

## Key Design Principles for Sustainable Travel

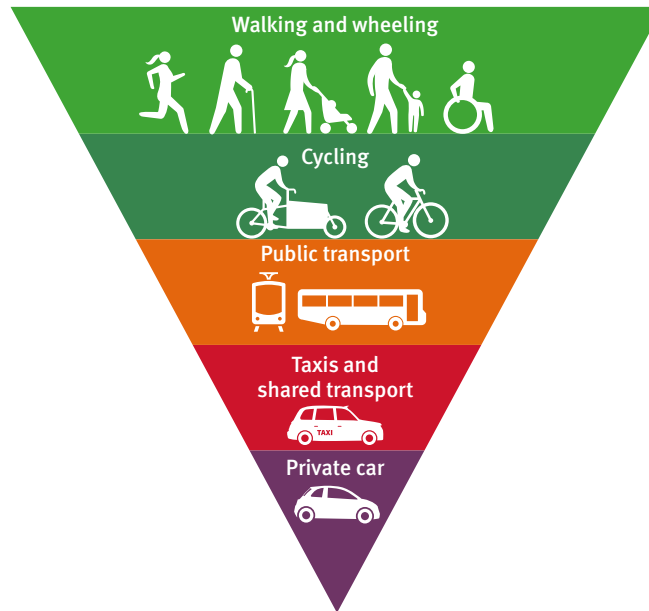
The following design principles should be applied for walking/wheeling, cycling and access to public transport.

- **Safe:** Streets, spaces and public transport stops should feel safe, for all users, at all times of the day.
- **Inclusive:** The walking and wheeling environment should be accessible to, and usable by, as many people as reasonably possible, cognisant of all protected characteristics. Public transport stops should be fully accessible.
- **Direct:** Streets and paths should be aligned to provide the most direct and convenient walking, wheeling and cycling links within the development, to local services, to citywide active travel infrastructure and public transport stops. Public transport options should themselves be as direct as possible.
- **Legible:** The overall street layout, and features within the street should be easy to understand for all road users. Local features such as topography and landmarks should be used to help orientation.
- **Connected:** Layouts should create networks that are highly permeable for people walking, wheeling and cycling, and generally less permeable for those driving, minimising the potential for ‘rat-runs’.
- **Attractive:** The public realm should be inviting to pass through or spend time in, encouraging opportunities for social interaction as well as for movement. Factors such as places to rest, shelter, aspect, sunshine, shade and view are all important.

More detailed guidance on incorporating the design of these principles is outlined in “1.5.3 Layout Design to Support Sustainable Transport” on page 55.

## The sustainable transport hierarchy

All development must follow the principles of the sustainable transport hierarchy. Active travel modes are at the top of the hierarchy and should be prioritised accordingly, with walking and wheeling considered first, followed by cycling, then public transport, shared transport options and lastly private car use.



*This diagram shows the layers of the sustainable transport hierarchy, in descending order.*

## Walking and Wheeling

All developments must create pleasant, safe, and welcoming environments for walking and wheeling. [See “2.2.2 Position of Buildings on Site” on page 76](#) provides further guidance on how to locate buildings to support this. Developments that include new routes must demonstrate how they are designed to integrate with connections to neighbouring developments, surrounding land-uses and transport networks in the area, including expanding and enhancing these networks where appropriate.

## Defining a ‘walkable route’

In order to be defined as ‘walkable’ (and therefore accessible for most people, including wheelchair and buggy users) routes must meet the criteria below:

- Footways and footpaths must be of sufficient width for anticipated levels of movement.
- There must be adequate lighting and passive surveillance to help people feel safe and promote community safety. See “2.3.1 Creating Safe Places” on page 94
- Where a development includes new street crossings, these should have appropriate tactile paving and sufficient provision for wheelchair and/or pushchair users, such as a dropped kerb, raised table or continuous footway.
- Routes should be as level as possible. The route should also be as direct as possible, while minimising gradient. Crossfalls should be minimised to maintain accessibility, while providing adequate drainage.
- The walking surface should be suitable and passable without hindrance from vegetation or other obstacles or trip hazards .



**Creating a pleasant, safe and environment for walking and wheeling** - Routes must be of appropriate clear width with features like tactile paving to warn users of hazards. © Sustrans.



## Cycling

All developments must be designed to support cycling.

The site layout should provide convenient connections to the existing network and creates safe and accessible routes within the site. Developments must also consider location and type of cycle storage. See “1.5.4 Design, Integration and Quality of Parking” on page 61

To encourage cycling, cycle routes should:

- Be of sufficient width for anticipated levels of movement.
- Be as direct and level as possible
- Have appropriately located controlled crossing points to provide network continuity.
- Be of suitable construction to be adopted
- Be passable without hindrance from vegetation or other obstacles or trip hazards
- Have adequate lighting and passive surveillance to help people feel safe and promote community safety



**Safe cycling routes for all users: Buccleuch Street** - This crossing point allows cyclists of all ages and abilities to safely cross to the cycling route along the Meadows.



**Supporting public transport** - Development must be designed to support easy and convenient access to the public transport network, including buses, trams and trains.

## Public Transport

Public transport is crucial for new developments to relate to the wider city. Routes to public transport stops should meet the walkability criteria outlined above, and direct access to public transport stops should be designed into the development's layout.

### Buses

Larger developments may include streets that should be designed to accommodate public transport. For these developments the submitted plans should outline:

- Which streets will carry bus services and the location and siting of bus stops.
- The design of bus stops. These should provide sufficient space for people to wait at the bus stop without causing an obstruction on the footway and have good levels of natural surveillance.
- The design of routes that will carry bus services including proposed widths

### Tram

Tram schemes are significant stand-alone projects with specific design requirements.

The potential expansion of the Edinburgh tram line is classed as a national priority in NPF4.

- If a major development will be near to an existing or proposed tram line early consultation with the Planning Service and Edinburgh Trams is advised.
- If a development will require working within ten metres of the tramway you will need to apply for permission to Edinburgh Trams to carry out your intended works.
- An Authority to Work permit is a form issued by Edinburgh Trams to give a person permission to carry out work on or near the tramway.
- Any works carried out near the tram must not adversely affect the operation of the tram.
- Connections to tram stops must be direct and of the highest standard.



## Public Transport Accessibility Level score (PTAL)

A key component of a site's overall accessibility by sustainable transport is a Public Transport Accessibility Level score (PTAL).

A PTAL score is based on the number and frequency of available bus, tram and train services, and walk distances to stations and stops. The higher the score, the greater the level of accessibility to public transport. The score varies between 1 (worst) to 6 (best).

For developments that require a Transport Assessment on sites that have a low PTAL rating, the submitted Transport Assessment must set out how the development will avoid reliance on private car use. This information could include the following:

- The relationship between the site and the walking and wheeling network, including potential expansion and enhancement of existing links and potential new routes to existing and proposed public transport infrastructure.
- The relationship between the site and the cycling network, including potential expansion and enhancement.
- Provision of a mobility hub(s)
- Provision of shared transport services
- Good walking/wheeling access to local facilities. See [“1.5.2 Living Well Locally” on page 53.](#)

These criteria, alongside the PTAL score, will be assessed when considering sustainable transport accessibility for proposed developments.

A past PTAL map for various areas of Edinburgh is shown on the right. [Consult the council's online PTAL map for the most up-to-date version.](#)

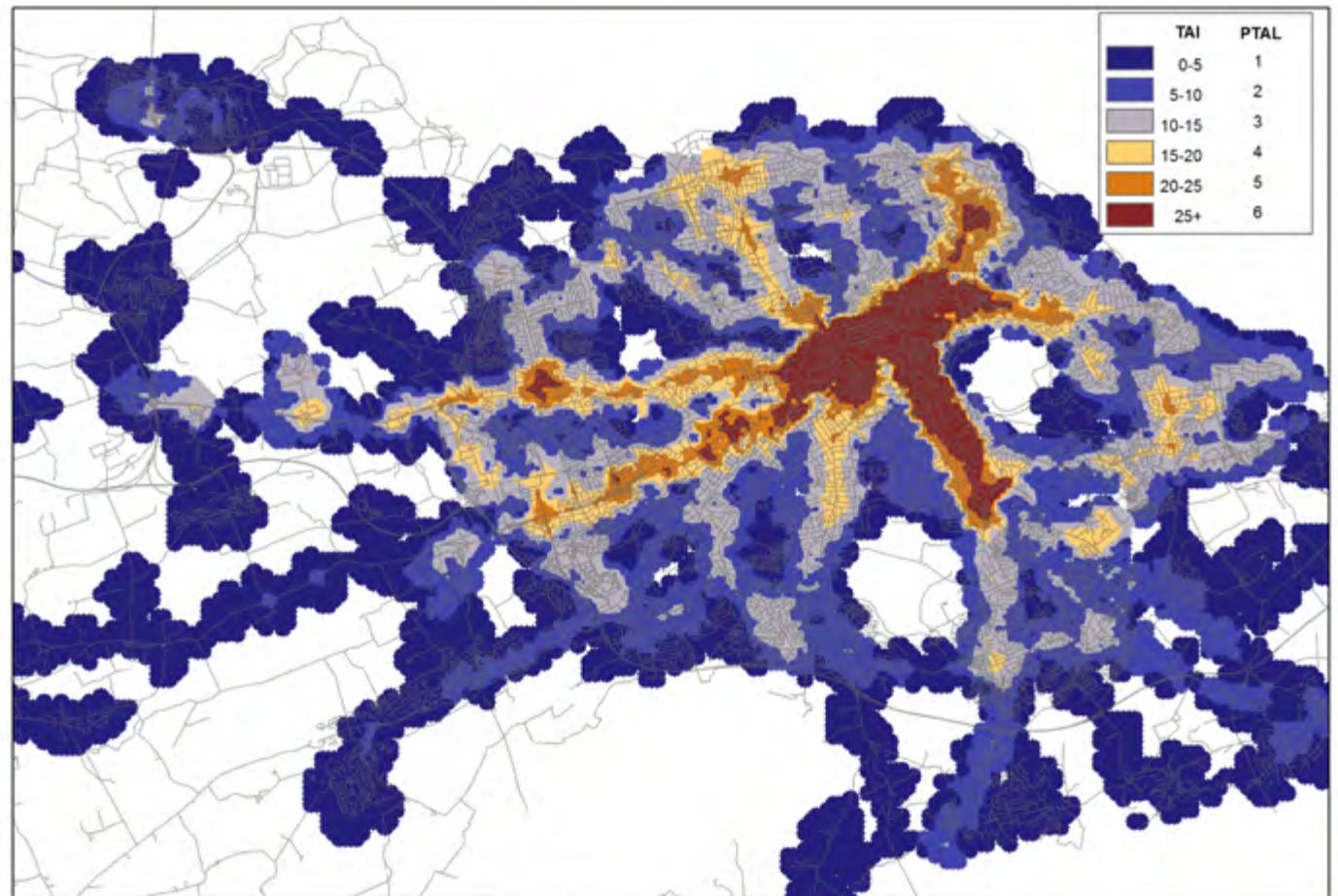
## Shared Transport

Shared transport is defined as the provision of services where people do not need to own their own vehicle, including the shared use of car club vehicles, cycle hire and demand responsive vehicles.

Shared transport can play a significant role in reducing private car use, as well as reducing or removing the need for car parking in new developments.



**Access rather than ownership** - Shared transport services such as car clubs can play a significant role in reducing private car use.



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**Public Transport Accessibility Map** - The map above displays the Public Transport Accessibility Levels across the city at Edinburgh Autumn 2023. [Please refer to the online PTAL map for the most up-to-date information.](#)

For major new developments, shared transport services, such as car club or cycle hire facilities, should be provided. These should be:

- Visible and accessible,
- Located close together and near to public transport stops
- Well-lit with good natural surveillance

They could also be located in a ‘mobility hub’ with additional services.

For further information on car clubs please see [“1.5.4 Design, Integration and Quality of Parking” on page 61](#).

## Mobility Hubs

A mobility hub is a local and accessible place which

brings together different transport modes alongside associated facilities, services and information to encourage more sustainable travel.

There is no “one size fits all” with mobility hubs. They should be developed at a scale appropriate to meet local needs and their settings with flexibility for future expansion where needed. Responsibility for the operation, management and maintenance of mobility hubs needs to be agreed at the outset to ensure their success. Consideration should also be given from the outset as to how hubs will be financially stable in the long term.

CoMoUK has developed a cohesive set of standards for assessing the quality of mobility hubs. The standards incorporate six factors (illustrated below) that must be considered for successful mobility hub design.

Further guidance in relation to the design, delivery and operation of mobility hubs and case studies from around the world can be found on the [CoMoUK website](#) and in the [SEStran Mobility Hubs Strategic Study](#). This includes the essential and desirable elements of the six quality standards.

## Private Car

Proposals for major development (any retail, office, leisure, housing, or mixed-use development that is likely to be a significant trip-generating use) will not be supported where there is a reliance on private car use.

## Further Reading:

- [Edinburgh Street Design Guidance](#)
- [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#)



**Designing a Mobility Hub** - The diagram above shows the six key factors to consider in the design of a mobility hub. Diagram from CoMoUK.



## 1.5.2 LIVING WELL LOCALLY

### For developments that include housing:

- Show the walking/wheeling distance from the development site to key facilities.
- Outline how many of the key facilities are within 800m distance and whether a bus or tram stop is within 400m.

Provide or contribute to a mix of uses where there is a shortfall in the existing range and/or quality of facilities and services.

#### City Plan 2030 Policies

Inf 1 – Access to Community Facilities

Env 25 – Layout Design

#### NPF4 Policies

Policy 15 - Local Living and 20-minute neighbourhoods.

An important way of supporting sustainable transport is ensuring that neighbourhoods enable people to meet most of their daily needs within reasonable distance of their home. Supporting people to be able to live well locally has the potential to improve liveability, quality of life for residents and the local economy, while decreasing health inequalities and travel-related carbon emissions.

As part of the Transport Statement or Assessment, an application must provide the following information:

- A map showing the development, and all the nearest key facilities mentioned in this chapter

- A walkability ratio for the development, with
  - a clear diagram showing how all distances have been calculated
  - clear information on the relevant facilities (eg type and size of shop), bus stops with full timetable information and daily bus numbers including Sundays
- Proposals to mitigate any shortfalls as set out in ‘Enabling access to facilities and services’ above

### Key facilities to living well locally

The following are considered key facilities to have within a short walking/wheeling distance of a housing application:

- Primary school.
- Local green space.
- Equipped play area.
- Sport and recreation facilities (e.g. leisure centre, bowling green, swimming pool, football pitch).
- Health centre (GP or pharmacy).
- Local shops (including the nearest food shop).
- Community facilities (e.g. community centre, library, church hall, community garden)
- Bus or tram stop.

The walking/wheeling distance (in metres) and route from the application site to the nearest of these facilities must be clearly indicated on a wider plan of the surrounding area. The quality of both the facilities and the routes to them should be clearly assessed.



*Local shops can also provide opportunities for socialising - Seating outside a local delicatessen, Henderson Place*

### Measuring Distances

Walking/wheeling distances should be calculated using an expected walking route. Where street layouts are yet to be decided within the site, the distance must be measured:

- first from the centre of the site to its boundary,
- and then from the site boundary to the relevant facility following the existing street layout.

Where a street layout has already been defined, routes must follow the proposed street layout from the centre

of the developable area. Barriers to movement must be considered as part of the mapping of walking routes, including an assumption that busy roads can only be crossed at defined controlled crossing points. (ie signalled / zebra crossings).

When assessing walking distances, criteria defining ‘walkable’ routes (see [“1.5.1 Prioritising Sustainable Transport” on page 48](#)) must be used. Where routes do not meet these walkability criteria, alternative routes should be considered. This could result in a lower walkability ratio being applied to sites. See example in the diagram on them next page illustrating walking routes to key facilities.

To support local living most of the key facilities listed above should be provided within an 800m walking/ wheeling distance of homes. 800m is the typical distance a non-disabled person can walk in 10 minutes. The mix of facilities within 800 metres should be appropriate to the type and scale of the development. It is expected that bus or tram stops with a regular service must be within 400 metres of most developments, and a food shop within 800 metres of most developments, except in exceptional circumstances. The council’s Open Space Strategy also requires housing development to have a local green space within 400m.

Quality of facilities, and appropriateness to the development, will also be assessed. Facilities deemed to be inadequate, even if nearby, may result in a lower walkability ratio being applied.

### Walkability Ratio

To simply display this information, applicants for developments that include housing should include a walkability ratio. The walkability ratio is how many of the key facility categories can be met within the distances outlined above (400m for bus or tram stops and local green space, 800m for the other key facilities). For example, if a proposed development has 5 of the 8 categories that are met within these distances, the walkability ratio would be **5/8**.



**Measuring Walkability Ratio** - This example has a walkability ratio of 5/8, as five of the eight key facility categories are within the appropriate distance of the centre of the development.

### Enabling access to facilities and services

Where a site has a low walkability ratio, development is expected to deliver a mix of uses, proportionate to the scale of the proposal, that promotes wider access to key facilities. For sites covered by specific Place Policies in City Plan 2030 then the relevant facilities are listed under the Place Policy. For other sites the appropriate new facilities should be guided by which key facilities are missing. New facilities should be well integrated into the site layout to maximise accessibility to both the

existing and proposed community. Further information on Mixed Use development is provided in [“2.1.1 Housing Mix, Size and Tenure” on page 71](#).

### Further information:

- [Scottish Government Planning Guidance: Local living and 20-minute neighbourhoods \(2024\)](#)

## 1.5.3 LAYOUT DESIGN TO SUPPORT SUSTAINABLE TRANSPORT

Provide new streets and active travel routes that are direct and connected with adjoining networks

Design layout to maximise permeability for walking, wheeling and cycling

Use street design features to improve safety, accessibility and enjoyment of the public realm and to encourage slower driving speeds.

### City Plan 2030 Policies

Inf 10 – Cycle and Footpath Network

Inf 11 – Public Transport Proposals and Safeguards

Inf 13 – Road Network Infrastructure

Env 25 – Layout Design

### NPF4 Policies

Policy 13 – Sustainable Transport

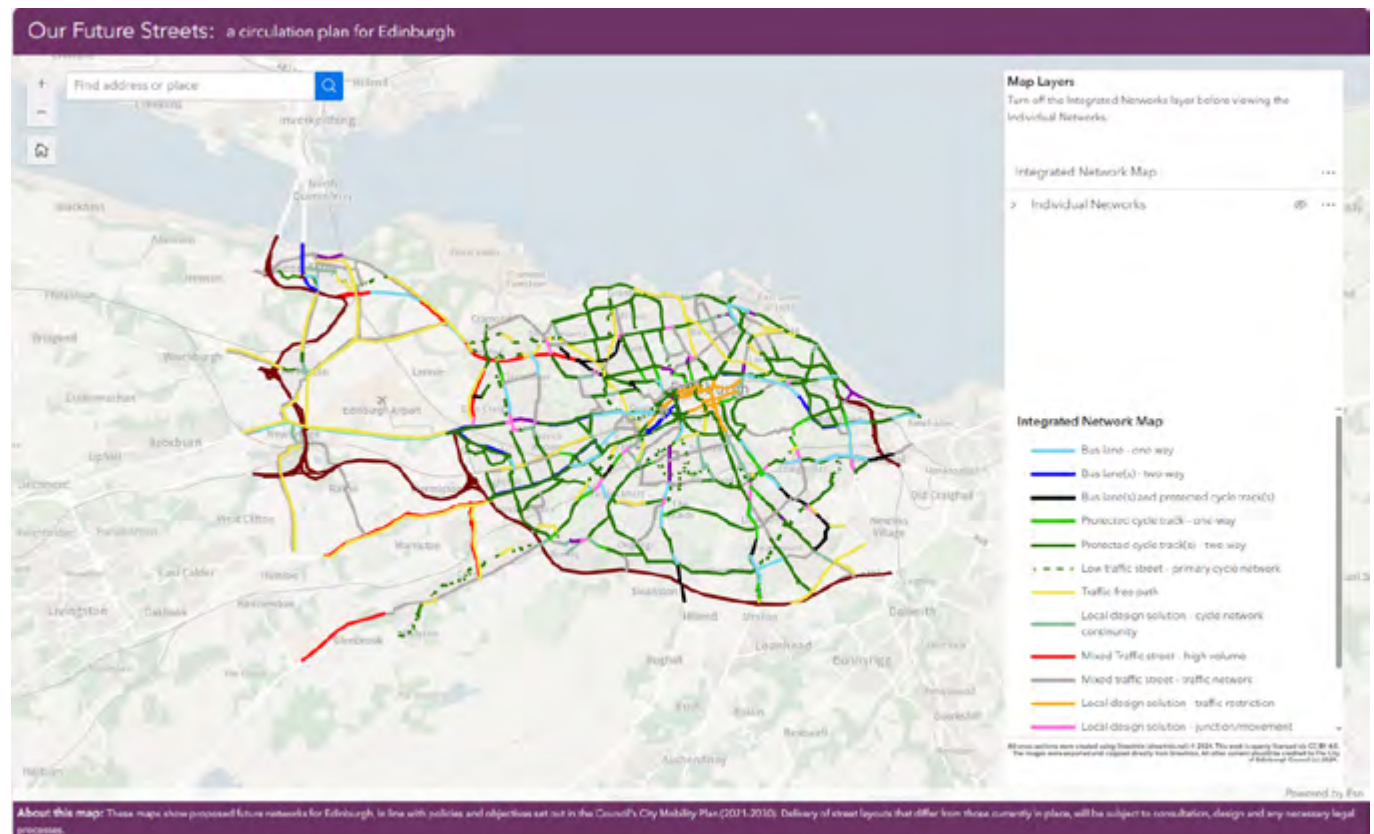
Policy 14 – Design, Quality and Place

The mapping tool:

- Provides individual maps of primary, secondary and local networks for each mode of transport (walking, cycling, bus, tram and general traffic).
- Indicates the future nature of provision expected for various means of transport and the ‘place’ function on the relevant streets, which are changes needed to create a more pleasant environment for people to spend time.

- Provides an integrated network map showing the recommended allocation of space on primary and secondary general traffic routes and selected other streets. This indicates the future nature of provision expected for various means of transport and the ‘place’ function on relevant streets.

The definitions of Primary, Secondary and Local Streets are provided in [“Appendix 4 – Streets and Paths” on page 131.](#)



Future Streets Framework - Integrated Network Map

### Edinburgh’s Future Streets Framework (FSF)

In 2024 the Council adopted a circulation plan for Edinburgh to provide suitable and safe space for all street users, promote alternative travel choices and enable a long-term approach to planning transport and place improvements across the city.

The circulation plan is supported by [Edinburgh’s Future Streets Framework \(FSF\)](#), an interactive mapping tool that provides the starting point for allocating street space between competing functions.



## Levels of Service

Levels of service in transport planning refers to the quality of the provision for a particular mode of transport, and what users would be comfortable using it. Development should aim for a high level of service for walking, wheeling, cycling and public transport. The different levels for walking, wheeling and cycling are outlined below:

- **High level of service:** suitable for most users, including new and less confident users, and unaccompanied children.
- **Medium level of service:** may not be suitable for some users, particularly novice users
- **Low level of service:** will only be suitable for confident, experienced users

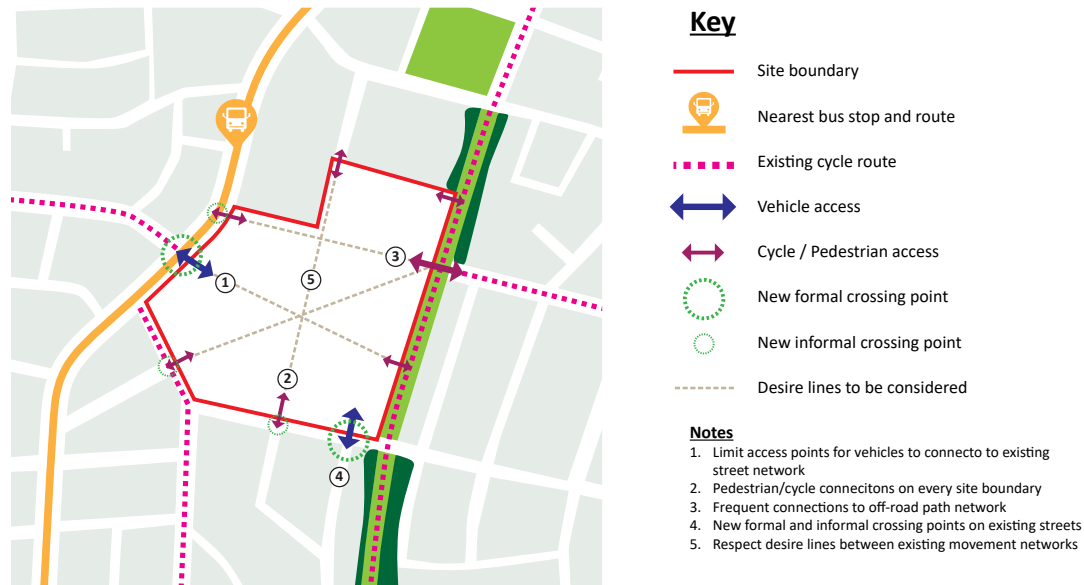
Each modal network in the Future Streets Framework has an associated target 'Level of Service'. The following table sets out how to achieve a high level of service for each network.

Network	Network level	What is needed for a high level of service
Place	All	Opportunities or seating, planting, dwelling and other non-movement functions commensurate with the function of the street
Walk/ wheel	Primary	Widest footways, as these locations have the highest flows. Provision of frequent controlled crossings on streets with primary or secondary general traffic function.
	Secondary	Wider footways than streets on local network, reflecting higher pedestrian flows
	Local	Footway widths to accommodate easy passage of pedestrians, wheelchairs and mobility scooters.
	All	Suitable accessible crossing points of all side streets (dropped kerbs, raised crossing or 'continuous footway' as appropriate.
Cycle	All	Either cycle tracks protected from traffic or using quiet streets with low motor traffic flows (generally less than 2000 vehicles per day).
Bus and tram	All	Little or no risk of delay due to congestion. Vehicles can always readily access stops.
General traffic	Primary and secondary	A high level of service for general traffic entails little or no risk of delay due to congestion. However the primary aim is to seek to avoid congestion causing delays to public transport.
	Local	Ability to reliably and safely access homes and services

## The importance of permeable movement networks

A development that is permeable allows for more direct and convenient journeys through and beyond the site. This is particularly important for enabling walking and wheeling, but also applies to accessing public transport and facilitating direct cycling connections (although not general motor traffic).

A permeable layout provides safe, convenient movement routes, based on the hierarchy of walking/wheeling, cycling, public transport, then private car. It prioritises pedestrian and cycle movement over car and minimises significant detours from the crow-flies route for trips by walking/wheeling and cycling.



**Connecting to the Existing Street Network** - The diagram above shows connection points to the existing street network.

A permeable layout also provides:

- Legible, convenient connections to surrounding networks and facilities, respecting key desire lines (including future-proofing links where these cannot be achieved, which may require land for future adoption next to the site boundary).
- Direct access through developments for those walking, wheeling and cycling.
- Car-free links that promote pedestrian/ cycle permeability and are well over-looked.

Impermeable layouts imposing unnecessary additional walking, wheeling or cycling distances will not be supported.

### Street design: materials and maintenance

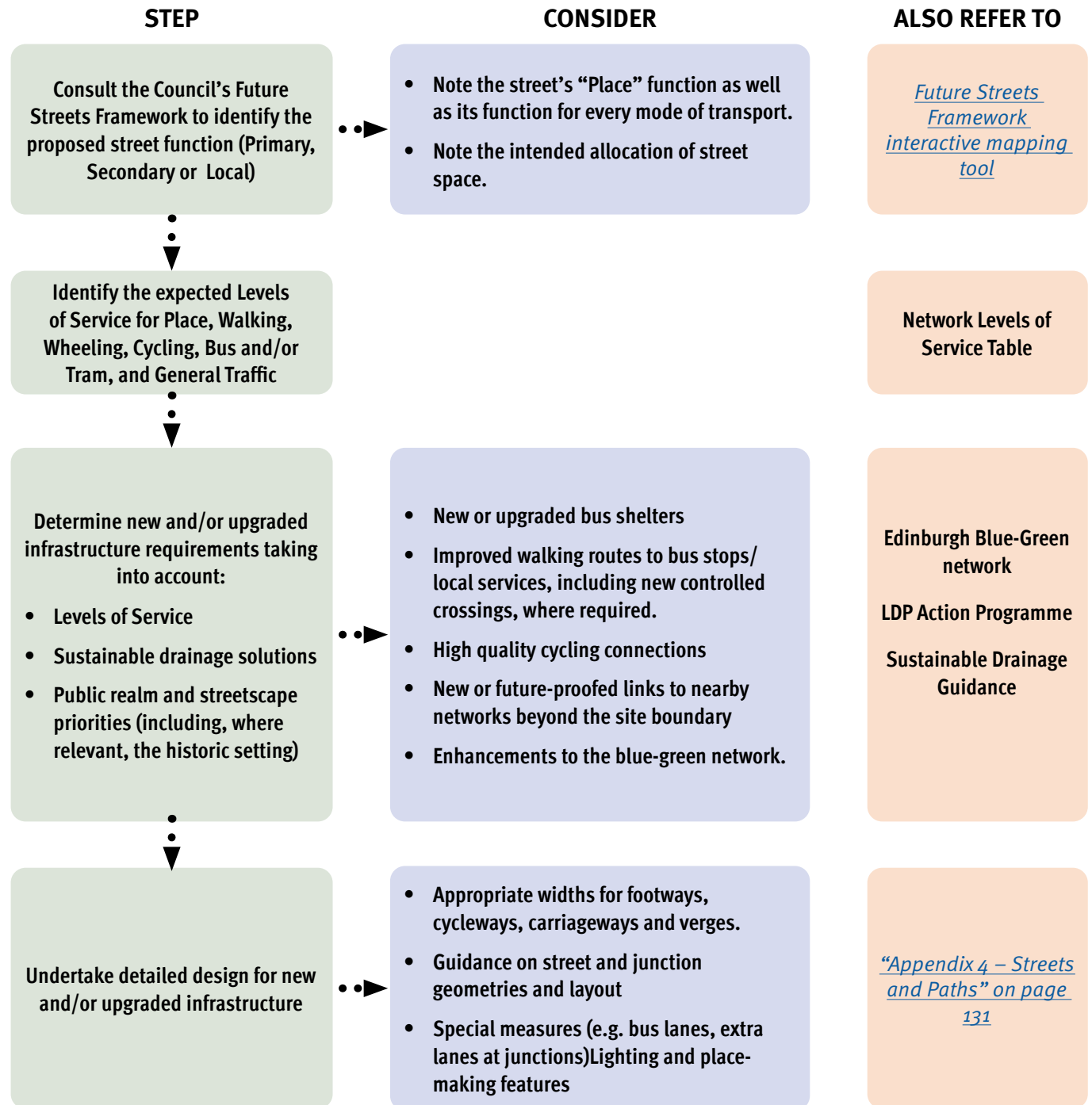
Early discussion with Council’s Road Construction Consents team is essential in relation to the quality of street materials and their maintainability.

### Layout and street design for development fronting onto existing streets

Development frequently requires changes to existing streets in relation to place quality, blue-green infrastructure, infrastructure for walking and cycling, public transport and/or changes to general motorised traffic. Design and layout are expected to introduce improvements, where necessary, and mitigate any negative impact of development.

Where existing or proposed primary or secondary cycle routes run close to, or pass through, the site, the proposal must show how design and layout provide convenient connections to the existing network and creates safe and accessible routes within the site.

The following flowchart sets out the recommended design process for making changes to existing streets.





## Layout and design of new streets and paths

Many developments involve the creation of new streets and/or paths. This may be a connection between two or more streets or publicly accessible paths, a network of new streets, or paths accessing more than one residence/front door.

Proposals are expected to demonstrate how new street networks, streets and paths:

- Connect to and coordinate well with surrounding networks.
- Integrate with the Future Streets Framework.
- Achieve appropriate Levels of Service
- Contribute to sustainable drainage solutions and green/blue infrastructure. ([Refer to “1.3.2 Green Blue Infrastructure” on page 25](#))

Applicants are strongly encouraged to engage in early dialogue with the Council’s planning and transport teams regarding any potential impact on the tram route, the alignment and design of a bus and/or general traffic route, the Future Streets Framework status, and any primary or secondary walking or cycle routes that may pass through or near the site. Any deviations from Council standards must be agreed with planning and transport.

It is anticipated that a majority of new streets will be ‘Local’ in function, prioritising the creation of a pleasant place to be and promoting easy, safe and convenient movement by walking, wheeling and cycling. Streets that carry a higher level of motorised traffic than is suited to safe on-street cycling are required to meet different design standards, as set out in the Levels of Service of table.

Design and layout are also expected to respond well to the proposed use class, density and frontage type. For example, streets that generate high footfall, such as higher density housing, local and town centres, require wider footways and a greater allocation of space to

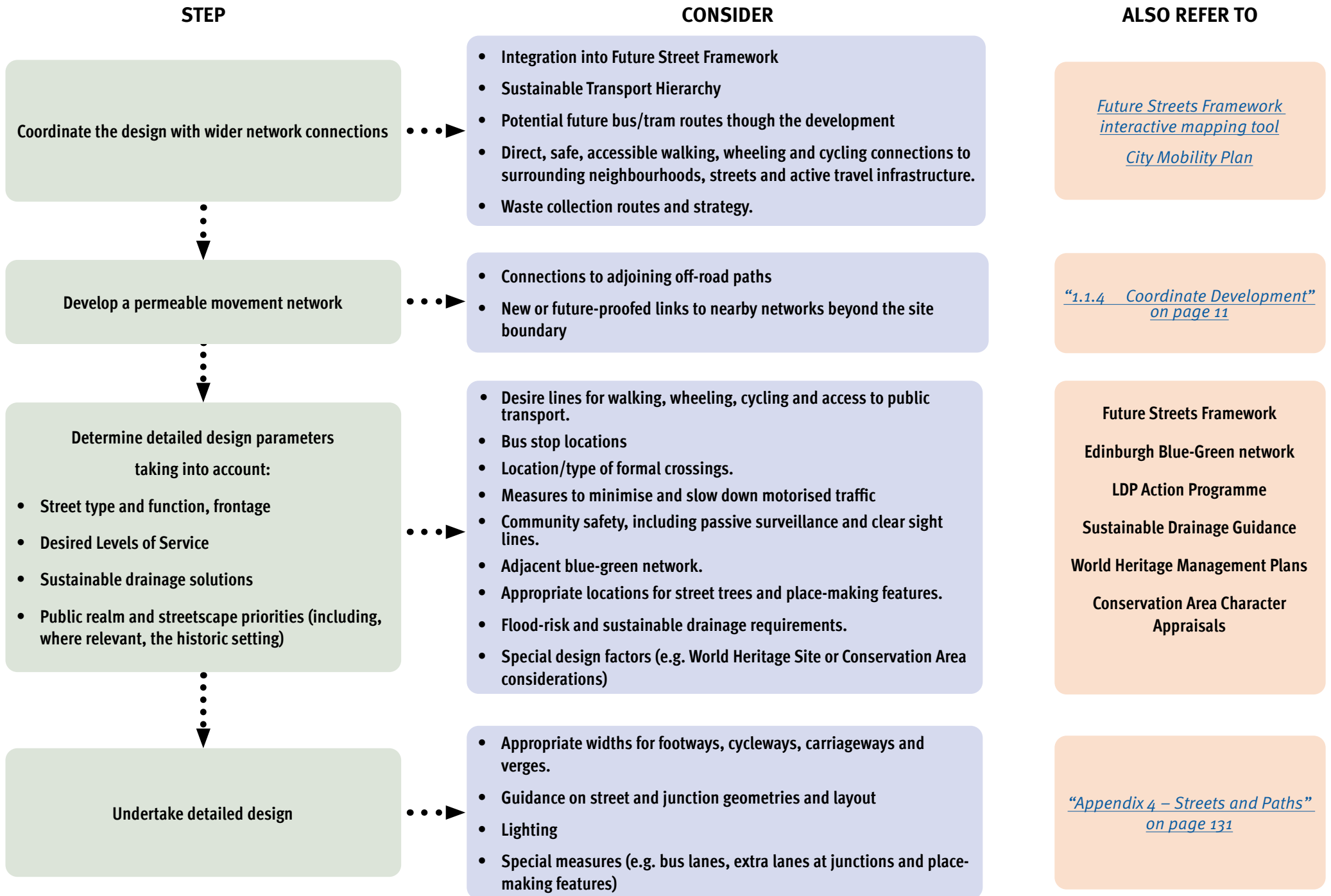


**Layout of new streets and paths** - The diagram above shows example street layouts

‘place’ functions such as benches or trees.

The Council permits shared surface streets only in exceptional circumstances, such as quiet streets with very low levels of traffic and/or no through routes for vehicles.

The following flowchart sets out the recommended design process for new street networks, streets and paths.







**Car-free Streets** - Sibbalds Walk in Caltongate is an effective layout of a car free street that support walking, wheeling and cycling connections within a development.



**Streets incorporating parallel on-street parking** - Prince Regent Street provides parallel parking on-street, interspersed with build-outs. It is acceptable to assume informal 'give and go' between parked cars, providing relatively narrow residential streets.



**Vehicle crossovers on footways** - This vehicle crossover on Horse Wynd maintains a level footway suitable for wheeling. Vehicle crossovers (e.g. to access driveways) that slope the entire footway down can make journeys with a wheelchair or buggy difficult.



**Raised junctions with narrow corner radii** - Tighter corner radii at side streets can create shorter crossing distances, space for placemaking and SuDS e.g. street trees. Raising the carriageway to footway level slows traffic, making it easier and safer for pedestrians to cross.



**SuDS in Streets** - SuDS is incorporated into this residential street layout.

## 1.5.4 DESIGN, INTEGRATION, AND QUALITY OF PARKING

Create a welcoming, attractive and sustainable place that balances the needs of pedestrians, cyclists and motorists effectively, giving priority to the creation of walkable and cycle-friendly environments.

Design cycle parking in the early stages of a development as an integral part of transport provision.

Ensure that private car parking is restricted to what is necessary, led by the design of the development and does not dominate the streetscene.

Consider the quality, accessibility, location, convenience, security and personal safety in all types of parking provision.

Encourage car club initiatives to promote car use as a shared resource that reduces pressure on parking while supporting a wider reduction in private car use.

### City Plan 2030 Policies

Env 25 - Layout Design

Hou 4 - Conversion to Housing

Inf 6 - Cycle Parking

Inf 7 - Private Car Parking

Inf 8 - Design of Car Parking

Inf 9 - City Centre Public Parking

Inf 12 - Park and Ride

### NPF4 Policies

Policy 13 – Sustainable Transport

Policy 14 - Design, quality, and place

The design, integration and quantity of parking associated with new development has a significant impact on the quality of our places and the way we use them. The Council wants to create a city where ownership of a car is not required to move around. Development is expected to contribute to delivery of the City Mobility Plan by helping people make sustainable choices about how they move around the city. Reducing the impact of the car will create more sustainable, attractive places to live and helps to address congestion, air pollution, noise and climate change.

Development is generally expected to provide low or zero car parking. Development designed around prioritising private car parking over more sustainable travel methods will not be supported.

Whether the proposed level of parking provision is considered appropriate will be based on:

- current and planned levels of walking/wheeling
- cycling and Public Transport Accessibility Level (PTAL)
- the capacity, controls and potential impact on surrounding streets
- alternatives to private car ownership.

### **Appropriate parking levels**

The zones and parking requirements in the parking standards [on page 64](#) are aligned to public transport accessibility levels, controlled parking zones, and strategic development zones. Proposals for new off-street car parking within highly accessible locations, such as the city centre and Low Emission Zone (LEZ), will not be supported. Sites in accessible locations close to amenities such as town centres are also expected to provide zero or very low levels of car parking.



**Prioritising a pleasant, accessible environment** - Parking should be integrated into the streetscape without having a negative impact on the wider environment and other modes of transport.

The intention to limit car parking must be balanced against the requirements of accessibility. It may be appropriate to provide some car parking on sites with low public transport accessibility and poor walking, wheeling, and cycling infrastructure. However, this must work with, rather than against, measures to improve accessibility to sustainable transport methods.

The Equality Act 2010 and Policy 13e of the National Planning Framework 4 place a responsibility on applicants, the Council and site occupiers to ensure that adequate provision is made for the needs of people with disabilities. The parking standards include minimum requirements where parking is provided but particular attention must be paid to proposals with very low or zero parking provision. Specific provision for people with disabilities should be part of the overall provision and not in addition to it. A larger number of spaces may be required at facilities where a high proportion of disabled users/visitors will be expected, for example health and care facilities.



The parking standards will be applied on a case-by-case basis. This includes applications involving changes of use, conversions and listed buildings, where other guidance and policies will be utilised to ensure that the proposals meet the Council's aims and objectives in terms of transport.

Developers should be aware that restrictions may be placed on the availability of residents parking permits.

## Cycle parking

Cycling is an important part of enabling the Council to reduce car kilometres and be a net-zero carbon city by 2030. High quality, secure, convenient and step-free cycle parking at each end of the journey is essential in making cycling as attractive as possible.

Cycle parking provision should conform to requirements set out in the parking standards. Any proposed reduction in the number of spaces will require clear justification. In addition:

- Early consideration of the location and type of provision, is required to avoid retrofitting at the end of the design process;
- Details of on-site cycle parking /storage must be provided on the relevant drawing(s);
- Cycle parking should be in the form of single-tier Sheffield-style racks and must include racks for non-standard cycles, e.g. adapted or cargo bikes, which cannot be accommodated in normal stands;
- Ease of use and convenience must be fundamental to the design. The use of two-tier and other forms of cycle parking requiring lifting or difficult manoeuvring of the cycle should be a last resort;
- Cycle storage should be accessed securely from the building, enabling the highest level of security;
- Purpose-built external storage must be well-overlooked, secure and well-lit. It must also provide a safe and accessible environment for all users;

- Cycle parking should be more conveniently located than vehicular spaces to building entrances;
- For constrained sites, e.g. listed buildings, it may be appropriate to consider on-street provision in the form of hinge top units (also known as 'bread bins').

## Car club vehicle provision

Car club vehicles can prove a cheaper and more convenient alternative to owning a car, and businesses can utilise this facility to provide fleet vehicles for employees. The Council promotes car club use in support of lower or zero parking. Car club vehicles can also form part of shared mobility services, as required in by [City Plan 2030](#).

Where car club spaces are likely to be provided, early engagement should be made by the applicant with the car club to investigate the location of these spaces. On-site car club provision will be required where provision does not exist within 800m of the development. The Council will require a financial contribution towards the cost of car club provision.

In housing development, prospective residents should be made aware of the car club facility as part of a welcome pack associated with a Travel Plan.

## Parking spaces for motorcycles

Motorcyclist requirements are similar to those of cyclists and include convenience, flexibility and security. Motorcycle parking provision should be close by an entrance, clearly marked, secure and safe to use.

Sites without private or shared open space, or garages should have anchor points, quality non-slip level surfacing, CCTV and/or natural surveillance. For long stay parking, such as workplaces, lockers to allow storage of clothing and equipment and changing facilities should be provided.

## Design of car parking

Where car parking is considered appropriate it should be designed to have a minimal visual impact on the site and

surrounding area. Parking that detracts from the quality of a place, either visually or in terms of how space is used by people walking, wheeling or cycling, will not be supported.

The Council's preference is for parking to be provided in on-street vehicle bays that are well-integrated into the streetscape and prioritise safe movement for pedestrians and cyclists. On-street parking has the potential to be space efficient as well as contributing to the vibrancy of a street, giving neighbours the opportunity to meet each other. It can also offer pedestrians a sense of safety. If integrated well with landscape design, on-street parking can help to limit vehicle speeds.

Where on-street parking is provided:

- Spaces should be arranged in small groups of six to ten parallel bays punctuated wherever possible by street trees to balance the visual impact of parked vehicles.
- End-on parking should be avoided to prevent parked cars overhanging the footway. This can cause particular difficulties for wheelchair users and pedestrians.



**End-on parking obstructing the footway** - These end-on parked cars are obstructing the footway, making it inaccessible to many pavement users.

In higher density development:

- Parking below a landscaped deck may be appropriate, providing the building presents an active frontage to principal streets and spaces.
- Limited use of multi-storey car parking may be appropriate, providing ground floor uses integrate well the surrounding urban fabric. This should be achieved by locating footfall-generating uses (shops, cafés, offices etc) at street level.
- Parking areas must be well-lit and layouts must prioritise safe access for walking and wheeling along key desire lines.
- Car park entrances should be designed to minimise negative visual impact on street character and avoid inconveniencing pedestrians or cyclists.
- Within mixed use development consideration should be given to sharing parking space between different uses, in particular uses that are populated at different times of day.

Limited use of off-street parking in rear courtyards may be acceptable provided:

- Parking is restricted to 10-15 vehicle spaces.
- The space is well-lit and well-overlooked from adjacent buildings.
- High quality landscaping, including trees, mitigates the visual impact of parked cars.

Surface car parks are only supported in exceptional circumstances or as a temporary measure. Where a large area of surface car parking is considered necessary, this should be located towards the rear of the plot, away from the main street frontage. The design and layout of the car park should:

- Make use of structural planting to minimise visual impact.
- Facilitate legible, safe pedestrian movement along

key desire lines, making sure pedestrian routes are not determined or restricted by vehicular requirements.

- Make sure parking bays and movement routes form an integral part of the landscape treatment.

Parking within the building curtilage of a new house should generally be avoided. Where considered necessary, space should be provided to the side of the building and should not project beyond the front building line. High quality landscape design, including boundary treatment and street trees, is required to mitigate any negative visual impact. Design and layout should also discourage alternative use of space for additional car parking. In-curtilage parking that dominates the street frontage or restricts passive surveillance will not be supported.

### **Parking spaces for people with disabilities**

Care must be taken to meet the needs of mobility impaired drivers and passengers. Developments with low or zero parking provision must still address their needs. If there are insufficient accessible parking spaces in proximity to the site, it may be necessary to provide accessible spaces as part of the development.

The Design and Access Statement, and transport assessment /statement should set out how the needs of disabled people are being addressed.

Accessible parking should be designed so that disabled drivers and passengers can get in and out of the car easily and spaces should be located close to entrances with step-free access provided between them. The adjacent footway must be clear of obstructions such as planting, bollards, junction boxes, litter bins, etc.

A Traffic Regulation Order will be required for on-street accessible parking bays, in accordance with the Disabled Persons' Parking Places (Scotland) Act 2009, so that use of such spaces can be enforced by the Council. Developers are expected to pay for the necessary road marking, signage and Traffic Regulation Order costs.

### **Electric vehicle charging infrastructure**

The Council recognises the need to switch to cleaner vehicles to improve air quality and meet targets for Net-Zero greenhouse gas emissions. To support this, electric vehicle (EV) chargepoints are required where car parking is provided.

In developments where parking provision is justified, EV infrastructure should be integral to the design. The location and design of EV infrastructure must be convenient for users and maintain adequate space for pedestrian and traffic movement. Particular attention must be paid to the needs of disabled users.

Plans detailing responsibility for managing and maintaining charging infrastructure should be submitted with the planning application, particularly where located within the adoptable or adopted road. For more details of on-street electric vehicle charging provision see [Factsheet F8 – Electric Vehicle Chargepoints](#).

Electric vehicle parking spaces are counted as part of the overall car parking provision and not in addition to it. Provision must meet the numbers set out in the Parking Standards.

Mandatory Standard 7.2 of the Scottish Government's Building Standards sets requirements for electric vehicle charging outlets. The technical handbooks explain how to achieve these requirements:

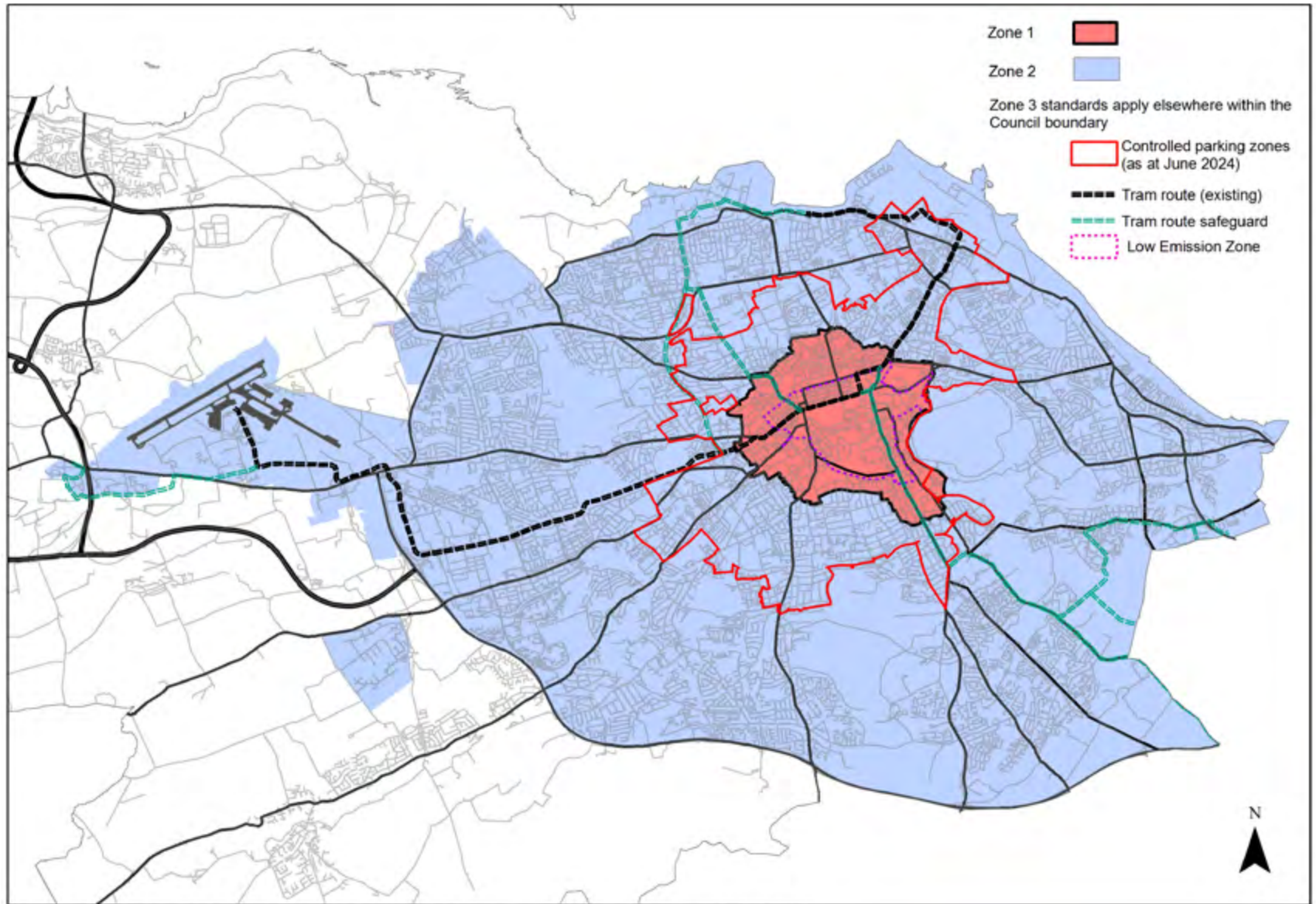
- Building standards technical handbook April 2024: domestic.
- Building standards technical handbook April 2024: non-domestic.

### Parking Standard Zones

The city is divided into three different parking standard zones. These are outlined on adjacent the map. These zones determine the acceptable minimum levels of cycling and motorcycle parking and the maximum levels of car parking for developments.

The acceptable levels are set out in the tables following the map. They vary depending on use class.

*Note: Major developments with tailored planning guidance parking standards may differ from those in the tables below. (e.g. in West Edinburgh refer to the West Edinburgh Placemaking Framework)*



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**Map of parking zones**



## Parking standards for each relevant planning use class

Development by planning use class	Cycle MINIMUM		Car parking MAXIMUM per parking zone			Motorcycle MINIMUM	
	Employees	Customers	Zone 1	Zone 2	Zone 3	Employees	Customers
<b>Class 1A (1) Shops</b>							
Retail warehouse (trade only)	1 per 500m <sup>2</sup>	1 per 1000m <sup>2</sup>	Zero	1 per 360m <sup>2</sup>	1 per 180m <sup>2</sup>	1 per 1000m <sup>2</sup>	1 per 1000m <sup>2</sup>
Shops < 500m <sup>2</sup>	1 per 250m <sup>2</sup>	1 per 500m <sup>2</sup>	Zero	1 per 65m <sup>2</sup>	1 per 30m <sup>2</sup>	1 per 2000m <sup>2</sup>	1 per 1000m <sup>2</sup>
Shops 500m <sup>2</sup> to 2000m <sup>2</sup>			Zero	1 per 91m <sup>2</sup>	1 per 48m <sup>2</sup>		
Shops >2000m <sup>2</sup> incl retail warehouse (public use)			Zero	1 per 91m <sup>2</sup>	1 per 48m <sup>2</sup>		
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 1 space plus 10% of total capacity						
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure						
<b>Class 1A (2) Financial / Professional Services</b>	1 per 150m <sup>2</sup>	1 per 300m <sup>2</sup>	Zero	1 per 60m <sup>2</sup>	1 per 27m <sup>2</sup>	1 per 2000m <sup>2</sup>	1 per 1000m <sup>2</sup>
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 1 space plus 10% of total capacity						
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure						
<b>Class 1A (2) Health Centres and Clinics</b>	2 + 1 per 10 staff	1 per 2 consulting rooms	Zero	1 per consulting room	1 per consulting room	1 per 10 staff	1 per 5 consulting rooms
Accessible parking - minimum provision	When 10 or more car parking spaces are provided, 4 spaces plus 10% of total capacity						
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure						
<b>Class 3 Food / Drink: (incl pubs and takeaways: sui generis)</b>	1 per 75m <sup>2</sup>		Zero	1 per 20m <sup>2</sup>	1 per 14m <sup>2</sup>	1 per 20 car parking spaces	
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 1 space plus 10% of total capacity						
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure						
<b>Class 4 Business</b>	1 per 100m <sup>2</sup>	1 per 700m <sup>2</sup>	Zero	1 per 385m <sup>2</sup>	1 per 210m <sup>2</sup>	1 per 2000m <sup>2</sup>	1 per 8000m <sup>2</sup>
<b>Class 5 General Industry</b>	1 per 100m <sup>2</sup>	2 per 700m <sup>2</sup>	Zero	1 per 385m <sup>2</sup>	1 per 210m <sup>2</sup>	1 per 2000m <sup>2</sup>	1 per 8000m <sup>2</sup>
<b>Class 6 Storage / Distribution</b>	1 per 100m <sup>2</sup>	3 per 700m <sup>2</sup>	Zero	1 per 385m <sup>2</sup>	1 per 210m <sup>2</sup>	1 per 2000m <sup>2</sup>	1 per 8000m <sup>2</sup>
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 1 space plus 10% of total capacity						
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure						

	Cycle MINIMUM		Car parking MAXIMUM per parking zone			Motorcycle MINIMUM
<b>Class 7 Hotels (including serviced apartments and short term lets)</b>	1 per 10 bedrooms		Zero	1 per 3 bedrooms	1 per 3 bedrooms	1 + 1 per 20 car spaces
Coach parking	Coach parking assessed on site by site basis					
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 2 spaces plus 10% of total capacity					
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure					
<b>Class 8 Residential institutions: residential homes</b>						
	1 per 15 beds	1 per 25 beds	Zero	1 per 6 beds	1 per 4 beds	1 per 25 beds
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 2 spaces plus 12% of total capacity					
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure					
<b>Class 9 Housing (including flats: sui generis)</b>						
Studio / 1 room*	1 per unit		Zero	0.75 per unit	0.75 per unit	1 per 25 units
2 rooms*	2 per unit		Zero	0.75 per unit	0.75 per unit	
3 rooms*	3 per unit		Zero	0.75 per unit	0.75 per unit	
4 or more rooms*	4 per unit		Zero	0.75 per unit	0.75 per unit	
Accessible parking - minimum provision	From a threshold of 10+ dwellings (where parking is communal) 10% of total capacity					
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure					
Car Club	Car club provision to be assessed on individual site basis					
* Number of bedrooms						
<b>Class 10 Non-Residential Institutions</b>						
Schools / nurseries	1 per 9 pupils		Zero	1 per 36 pupils	1 per 22 pupils	1 per 5 car parking spaces +1 per 250 pupils
Libraries (m2 public floor area)	2 per 100m <sup>2</sup>		Zero	1 per 81m <sup>2</sup>	1 per 60m <sup>2</sup>	1 per 5 car parking spaces
Church / community Hall	1 per 67m <sup>2</sup>		Zero	1 per 60m <sup>2</sup>	1 per 44m <sup>2</sup>	1 per 10 car parking spaces
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 2 spaces plus 10% of total capacity					
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure					

	<b>Cycle MINIMUM</b>	<b>Car parking MAXIMUM per parking zone</b>			<b>Motorcycle MINIMUM</b>
<b>Class 11 Assembly and Leisure</b>					
Cinemas / theatres	1 per 50 seats	Zero	1 per 12 seats	1 per 7 seats	1+1 per 20 car spaces
Stadium	1 per 200 seats	Zero	1 per 180 seats	1 per 33 seats	1+1 per 20 car spaces
Leisure centre / gym	1 per 20m <sup>2</sup>	Zero	1 per 120m <sup>2</sup>	1 per 66 m <sup>2</sup>	1+1 per 10 car spaces
Swimming (m <sup>2</sup> pool area)	1 per 10m <sup>2</sup>	Zero	1 per 30m <sup>2</sup>	1 per 18m <sup>2</sup>	1+1 per 20 car spaces
Accessible parking - minimum provision	When 5 or more car parking spaces are provided, 2 spaces plus 10% of total capacity				
Electric vehicles - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure				
<b>Sui Generis - Motor Trade: display area</b>	1 per 7 staff	1 per 80m <sup>2</sup>	1 per 56m <sup>2</sup>	1 per 50m <sup>2</sup>	1 +1 per 20 car spaces
<b>Sui Generis - Motor Trade: spares</b>		1 per 40m <sup>2</sup>	1 per 28m <sup>2</sup>	1 per 25m <sup>2</sup>	
<b>Sui Generis - Motor Trade: service / repairs</b>		1 per 2 bays	1 per 2 bays	1 per 2 bays	
<b>Sui Generis - Motor Trade: staff</b>		1 per 15 staff	1 per 4 staff	1 per 1.5 staff	
Accessible parking - minimum provision	All parking spaces should include provision for electric vehicle charging infrastructure				
<b>Sui Generis - Purpose Built Student Accommodation</b>	0.5 per bed	Zero	Zero	Zero	1 per 25 beds
Accessible parking - minimum provision	Accessible parking provision to be assessed on site by site basis, taking into account on-street availability				