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Delivering Strategies

North Berwick Car Park Site Appraisal

Draft Report for East Lothian Council

March 2012



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Summary

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1 Introduction

1.1 Overview

1.1.1 East Lothian Council commissioned MVA Consultancy in 2011 to undertake an appraisal of a number of potential sites for the provision of new car parking capacity in North Berwick. The background to this study context for the study was:

- an Options Paper produced by East Lothian Council which identified a number of potential locations for new or expanded car parks in the town; and
- the East Lothian Parking Strategy which lays out a set of principles to guide the development and management of on-street and off-street parking.

1.1.2 These two strands amount to an assessment of parking options for North Berwick covering off-street provision specifically and overall parking management more generally.

1.1.3 The objective is to develop a range of solutions which better meet the needs of the town in terms of the balance between the competing requirements for car parking between residents, visitors etc.

1.1.4 The key aspects of this study include:

- assessing the current status of parking within North Berwick, identifying any problem areas and conflicts between users;
- providing an overview of the main parking issues in North Berwick;
- assessing existing policy relating to North Berwick parking including previous East Lothian Parking Strategies and the SEStran Regional Parking Guidance;
- consulting key stakeholders and communities in North Berwick on the problems and potential solutions;
- benchmarking against parking regimes in towns similar to North Berwick;
- assessing parking survey data to establish the demand and nature of parking in North Berwick;
- collating details on current parking supply and demand; and
- devising a range of options including new parking, parking management schemes and innovative solutions appraised in a STAG¹ compliant context.

1.1.5 This report will highlight the problems and issues North Berwick faces and present balanced option suitable for the town. The report contains the following chapters:

- Problems and issues;
- Consultation;
- Policy background;
- Objectives;
- Option development and appraisal;

¹ Scottish Transport Appraisal Guidance (see <http://www.transportscotland.gov.uk/stag/home>)

1 Introduction

- Summary and Conclusions

2 Problems and Issues

2.1 Overview of North Berwick

2.1.1 North Berwick is one of East Lothian's largest towns with a population estimated to be 6,530 which in addition to its golf, heritage and coastal setting, hosts the Seabird Centre as a major 'five star' tourist attraction. Due in part to North Berwick's proximity to Edinburgh the town experiences considerable seasonal visitor numbers through the summer and in particular on sunny, summer days. These seasonal visitors support the tourist business in the town but combined with the local amenities for residents such as retail, schools and libraries mean that there are long-standing issues regarding parking within the town centre in particular.

2.2 2001 Census Information data

2.2.1 Some key data from the 2001 Census is reported here to provide the socio-economic context for the study. Note that results from the 2011 Census were not available at the time of writing.

Socio-Economic Data – Age, Employment and Car Ownership²

2.2.2 The age profile of North Berwick residents relative to the whole of East Lothian and Scotland is shown in Figure 2.1 below.

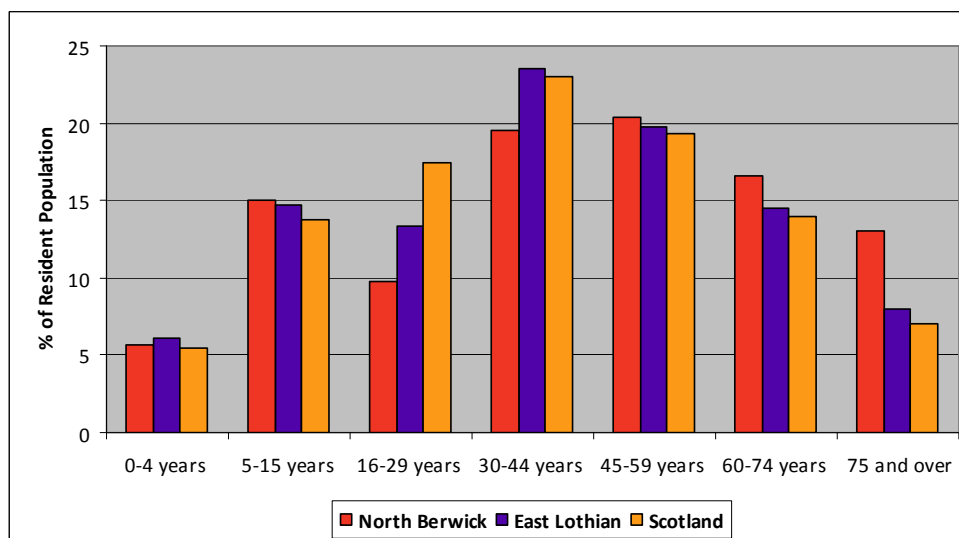


Figure 2.1 North Berwick Residents' Age Profile

2.2.3 The key points which emerge here are that North Berwick has a lower proportion of residents in the 16-44 age groups and higher proportions in the 60-75+ age groups. The 0-4, 5-15 and 45-59 age group proportions are fairly typical of the rest of the country.

2.2.4 Figure 2.2 shows a similar split of the population by economic activity.

² The source of these data is www.scrol.gov.uk.

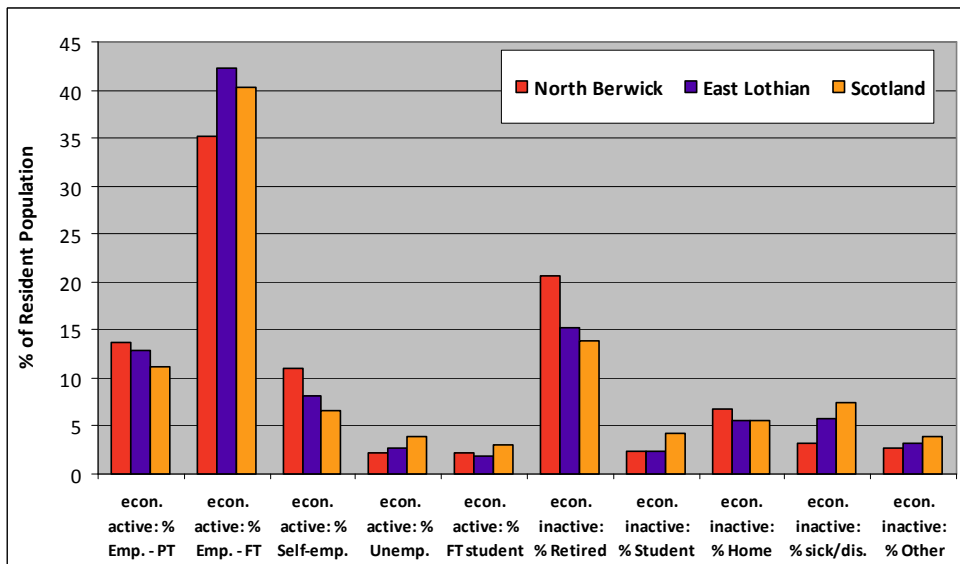


Figure 2.2 North Berwick Residents' Economic Activity Profile

2.2.5 The main points to emerge here are: higher proportions of retired (allied to the above age group analysis) and self employed people, and lower proportions of full time employed residents. Overall though the proportion of total economic activity / inactivity is similar in North Berwick to East Lothian and Scotland.

2.2.6 Figure 2.3 now shows the employment breakdown of those employed adults resident in North Berwick.

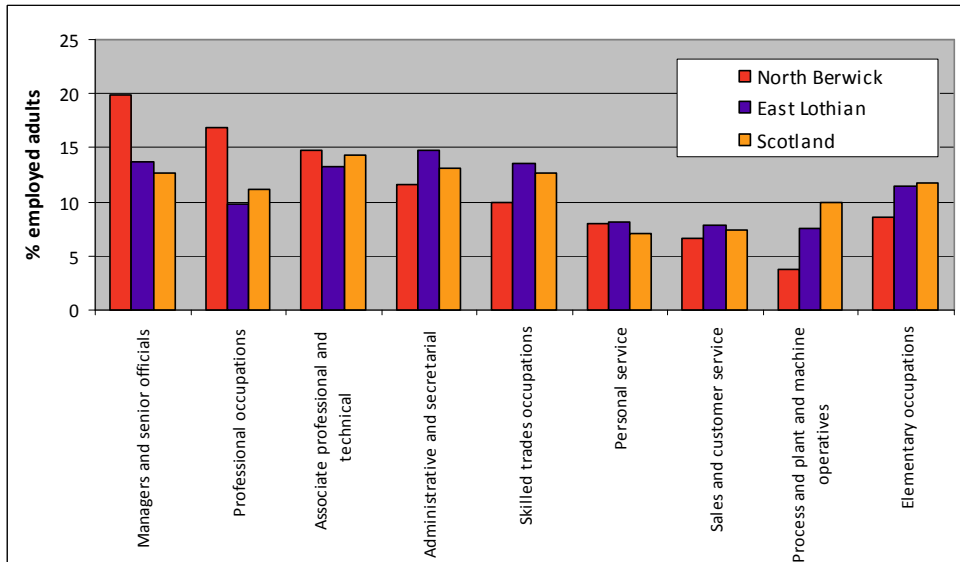


Figure 2.3 North Berwick Employed Adults' Industry of Employments

2.2.7 The data shows that the make up of the town varies significantly from both the Scottish and East Lothian averages in this respect with a much higher than average proportion of managerial and professional occupations. The proportion of those employed in trades, process / plant operation, and elementary occupations is much lower than the rest of East Lothian and Scotland.

2 Problems and Issues

2.2.8 Finally, Figure 2.4 shows the level of household car ownership found in the town relative to the other areas.

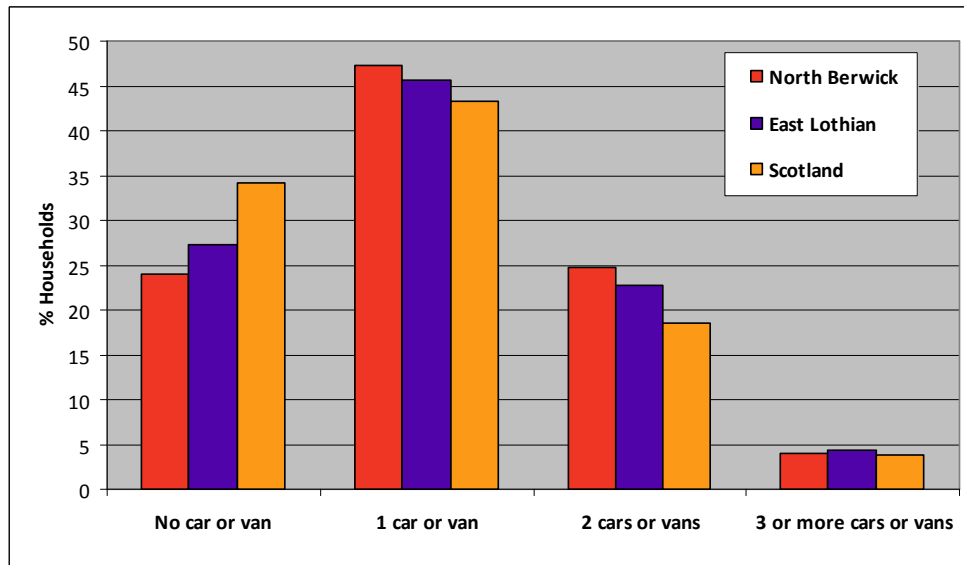


Figure 2.4 North Berwick Household Car Ownership

2.2.9 Household car ownership in the town is higher than the Scottish and East Lothian averages. Less than a quarter of households did not have access to a car in 2001 and this figure will have reduced further since then. In more detail, Figure 2.5 below shows how the level of car ownership varies widely across the town.

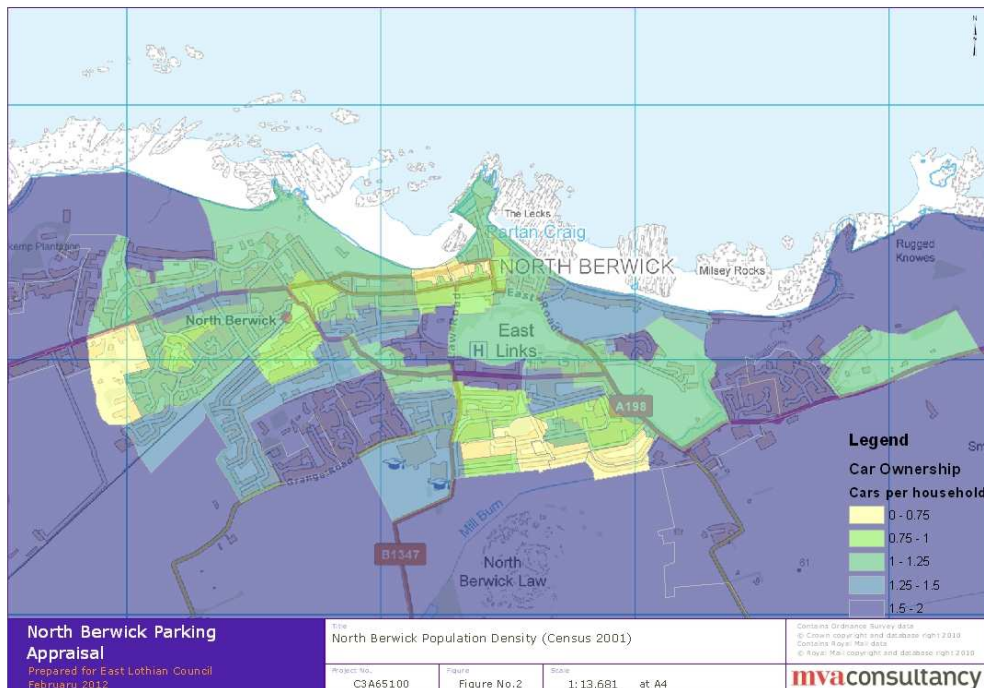


Figure 2.5 Household Car ownership (Census 2001)

2.2.10 It can be seen that there is a distinct geographical split in car ownership with generally lower levels of car ownership located in the centre of town and higher rates in the outskirts.

2 Problems and Issues

The exception is the low car ownership rates seen in the Glenburn Road / Lochbridge Road areas. The highest rates are seen to the east of town (Rhodes Park, Ben Sayers Park) and to the north of Grange Road.

- 2.2.11 Population density is a key factor in relation to parking demand and this is shown in Figure 2.6 below. It can be seen that the area between High Street and Beach Road sees the highest population density levels and, when combined with the parking restrictions on these roads and proximity to the beach and High Street, this leads to a conflict between visitor and resident parking at these locations.

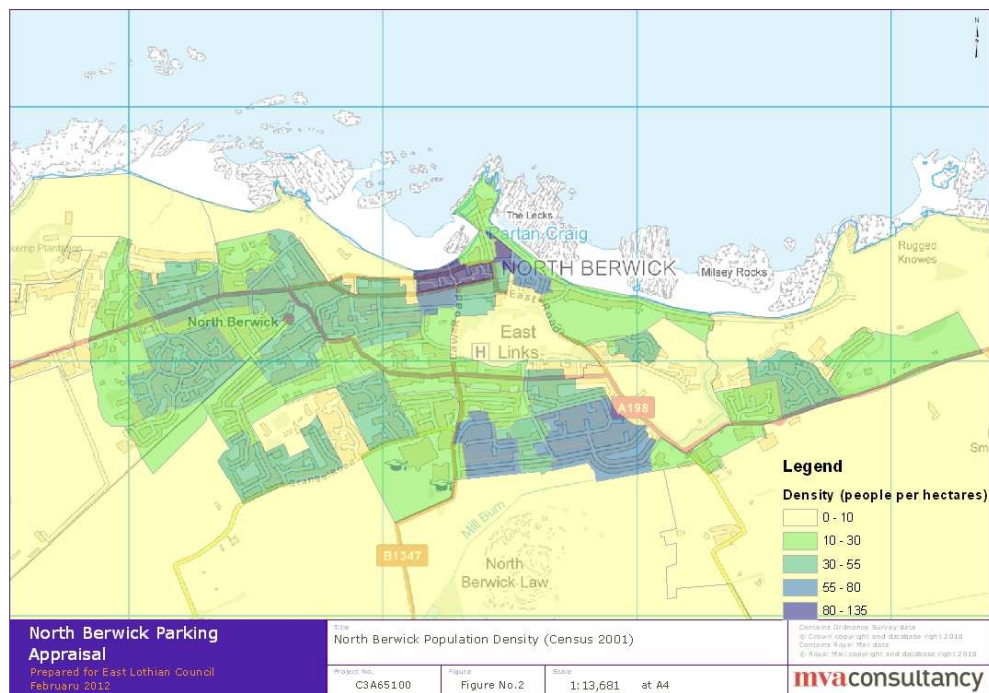


Figure 2.6 North Berwick population density (Census 2001)

2001 Census Travel to Work Data

- 2.2.12 The Census Travel to Work data provides valuable insights into the travel characteristics of those living and / or working in North Berwick. North Berwick has the characteristics of a commuter town to Edinburgh with a good train service and road links and this is supported by the data which shows that 31% of employed adults living in North Berwick (excluding full-time students) work in Edinburgh with the majority of those, 60%, driving to work despite the presence of the train service.
- 2.2.13 The data shows that over 1,000 employees live and work in North Berwick and nearly 600 more live outwith North Berwick and travel to work in the town – so nearly two-thirds of jobs in North Berwick are filled by North Berwick residents. All day parking has consistently been raised as an issue for residents in North Berwick and this is supported by the Travel to Work data which shows that:

- some 45% of North Berwick residents who work in North Berwick travel to work by car (430 cars); and
- some 76% of those who work in North Berwick but do not live in North Berwick, drive to work (456 cars).

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- 2.2.14 This means that there is a near equal split amongst car based commuters between North Berwick residents and non-residents. North Berwick itself is a relatively compact town though with virtually the whole town within 1.5 km of the town centre. As such, it could be anticipated that there must be scope to free up some parking spaces within the town by encouraging some of those making short car trips to work to switch to walk / cycle instead.
- 2.2.15 In total, over 800 car based commute journeys to North Berwick destinations were identified in the data, and these vehicles are therefore being parked in North Berwick for work purposes – although not all of these trips will occur on any given day, with part time working, holidays, sickness etc. In general, around 70% of travel to work journeys are made on a given weekday – this would suggest a typical 'demand' of around 560 cars. Some of these cars could be parked in off-street, employer car parks such as the schools and supermarkets however this still amounts to a significant proportion of North Berwick's available stock of parking spaces being used by commuter traffic.
- 2.2.16 Figures 2.7 and 2.8 show the mode of travel used by commuters to travel to work in North Berwick in more detail, for non-North Berwick residents and North Berwick residents respectively. It can be determined that 38% of intra-North Berwick commute trips are made by walking and cycling (if working at home is excluded from the figures).

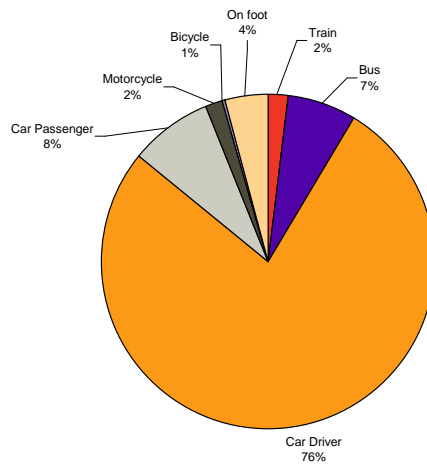


Figure 2.7 Mode of Commute to North Berwick excluding North Berwick residents

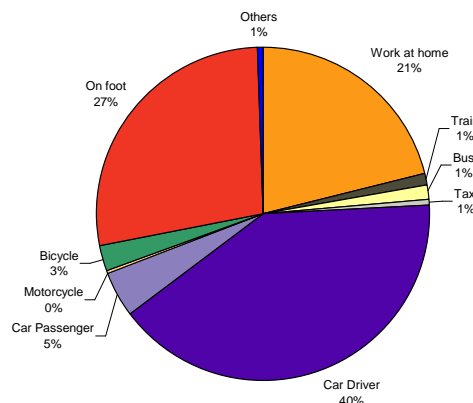


Figure 2.8 Mode of Commute to North Berwick, North Berwick residents only

Summary

- 2.2.17 The picture which emerges here is that North Berwick is a relatively affluent place with high levels of professional occupations, high proportions of retired people and high levels of car ownership. Travel to work is dominated by car and there are a large number of intra-North Berwick car base commute trips. These factors are all important in creating a high demand for car parking in the town.

2.3 Public transport in North Berwick

- 2.3.1 As reported in the Census Travel to Work data, public transport is not well utilised for travelling to work with only 13% of North Berwick residents using public transport to travel to work (both within and outwith North Berwick). However the town is well served by rail with hourly connections to Edinburgh and additional peak time trains which take approximately 30 minutes.
- 2.3.2 The rail service is supplemented by the First Bus services 124 and X24 which operate a comprehensive seven-day service to Aberlady, Longniddry, Wallyford and Edinburgh City Centre. The First Bus 121 service also operates a limited service to Haddington with stops at the Museum of Flight at East Fortune. There are a small number of very infrequent services to other destinations and there are no internal North Berwick bus services. This means that bus travel within the town is only a realistic proposition for those living on the main inter-urban corridor served by 124 / X24 Edinburgh buses.

2.4 North Berwick's Parking Problems

- 2.4.1 The issues faced in North Berwick are in some ways typical of many other towns. As car ownership continues to grow over time, there are more cars present in the town and this volume of cars has grown to exceed parking supply at times. This growth in car ownership applies to residents, employees and visitors and there can only be a finite capacity or parking in the town.
- 2.4.2 The population density in the town centre is such that some residents can have difficulty parking in close proximity to their homes. Added to this North Berwick has a specific issue in terms of the influx of tourists and especially day trippers who visit the town, its beaches and other attractions. Although focussed in the summer, North Berwick is a popular all year round day out for many. In addition, on days of exceptional summer weather, traffic levels in the town can become extremely high and temporary 'overspill' parking solutions are necessary. These events are relatively rare however and are not the focus of this study.
- 2.4.3 The main pressures on parking are of course seen in the town centre where overall demand can exceed supply. In this area, population density is highest and the town's main services and attractions are located which leads to the following conflicting parking demands:

- local residents – wish to park in reasonable proximity to their properties;
- those working in the town – have a desire to park as close as possible to their place of work;

- retailers wish to maximise trade and are concerned their trade can be inhibited by lack of town centre parking and hence footfall;
- those shopping in the town - wish to park close to shops, cafes etc;
- those visiting the town for business wish to park close to their destination;
- those visiting the town for leisure / tourism wish to park close to the town's attractions;
- people with disabilities or mobility impairments **need** to park close to their destination;
- retailers and other require to deliver / uplift goods; and
- peak summer visitor demand – can overwhelm 'normal' parking supply.

2.4.4 These parking conflicts can manifest themselves in other ways:

- a lack of available parking spaces in the town centre can result in considerable circulating traffic trying to find spaces adding to traffic levels and emissions, and creating congestion;
- there can be an increase in illegal and dangerous parking;
- parking can overspill from the town centre causing nuisance in residential areas; and,
- crucially for the town's economic vitality, it can result in some visitors simply driving on and not stopping in the town leading to a loss of income to local retailers (or deciding not to visit North Berwick in the first place due to previous experiences). In particular there are a number of other attractive beaches in the area where parking is plentiful such as Yellowcraigs.

2.4.5 As such there is a need to determine a balance where the needs of local residents, businesses, commuters and visitors are met to a more reasonable degree than is perhaps the case at present. Beyond the immediate town centre, the parking demand is nearly all residential (except at schools and employment sites) and population density decreases as was seen in Figure 2.6. Parking related problems are therefore focussed in a relatively small area of the town centre which provides a focus for the town and therefore this study.

2.5 Existing supply and demand in North Berwick

2.5.1 In order to provide an evidence base for this study, comprehensive on-street and off-street parking surveys were undertaken on Thursday 29 September and Saturday 1 October 2011 (both 0700-1900) to understand the pattern of parking usage in the town. These detailed surveys were undertaken to measure overall parking volumes, car park occupancy and length of stay (and hence parking 'turnover').

2.5.2 Although North Berwick's seasonal variation in parking demand is well known, parking surveys are carried out in 'neutral' months of the year when travel patterns and traffic conditions are closest to the average. This is important when conducting survey work as surveys undertaken outside neutral months can be unrepresentative of average travel patterns. For example, data collection in July and August would be affected by the school holidays, while December would be affected by Christmas. April, May, June, September and October are regarded as neutral months (excluding public holidays). This therefore reflects industry best practice.

Off-Street Car Parks

2.5.3 The perceived lack of available off-street, long-term parking in North Berwick has regularly been raised as a concern in North Berwick. The town is currently served by five main off street car parks (these are sometimes known by different names as noted below):

- Glebe / St Andrew – 80 marked spaces;
- Kirk Ports – 23 marked spaces;
- Kirkriggs Court / Quality Street – 71 marked spaces (also knows locally as Imperial);
- East Road (Lodge / Gardener’s) – 85 marked spaces; and
- Station Car Park – 95 marked spaces.

2.5.4 For clarity the locations and names of these sites are shown in Figure 2.9 below.

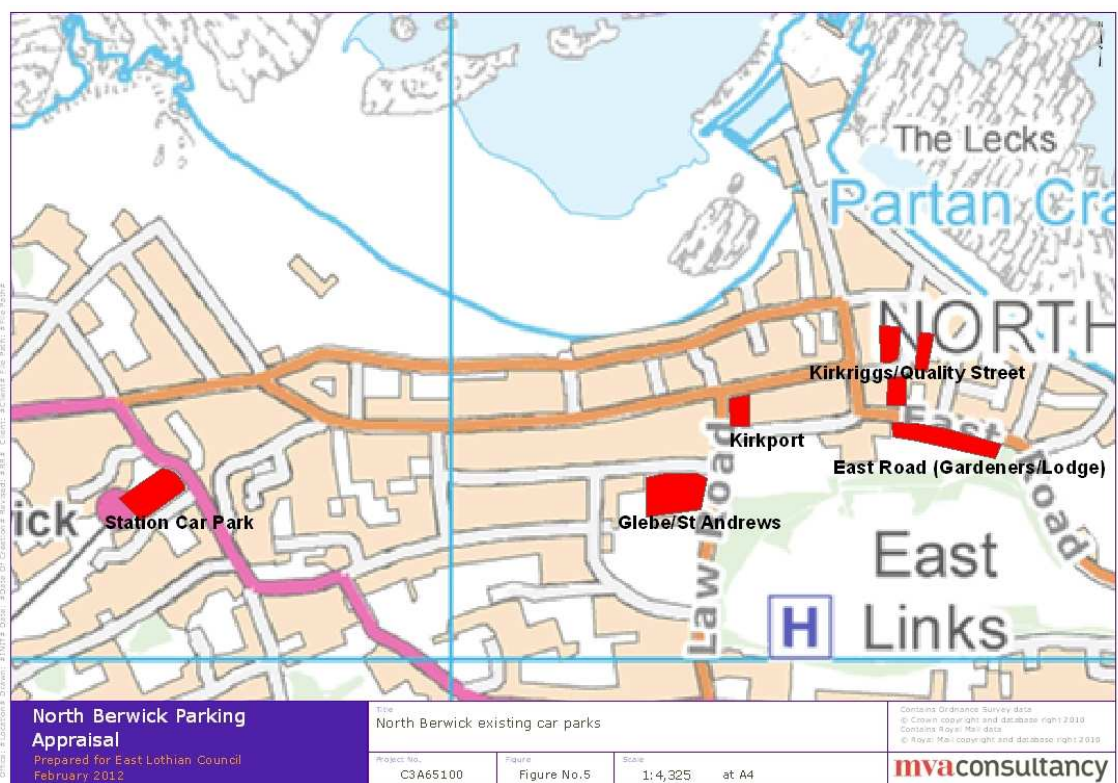


Figure 2.9 North Berwick off-street car parks

2.5.5 All car parks are currently free except for the Lodge / Gardener’s car park, part of which is operated by the Seabird Centre and is a pay and display car park (March to September) with rates of £1.50 per hour or £5 per day (free to disabled badge holders). These charges are refunded to those buying entrance tickets to the Seabird Centre and only apply to around half the spaces in this car park. This car park is currently leased by the Scottish Seabird Centre from East Lothian Council for an annual fee and is signed as a Seabird Centre car park from the approaches to the town. The Seabird Centre is responsible for the

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maintenance and renewal of the car park and retains all fees generated by charging between March to September.

2.5.6 Otherwise there are no duration of stay restrictions in any of the off-street car parks.

2.5.7 In terms of the **utilisation of these car parks**, the perception of many North Berwick residents is that the car parks regularly exceed capacity and this can lead to parking difficulties and / or overspill onto residential streets. These full car parks also act as a deterrent to visitors to the town. Figures 2.10 and 2.11 below show the percentage and total (absolute) parking utilisation across the day in each car park determined from the Thursday and Saturday surveys respectively. Points to note are then highlighted below.

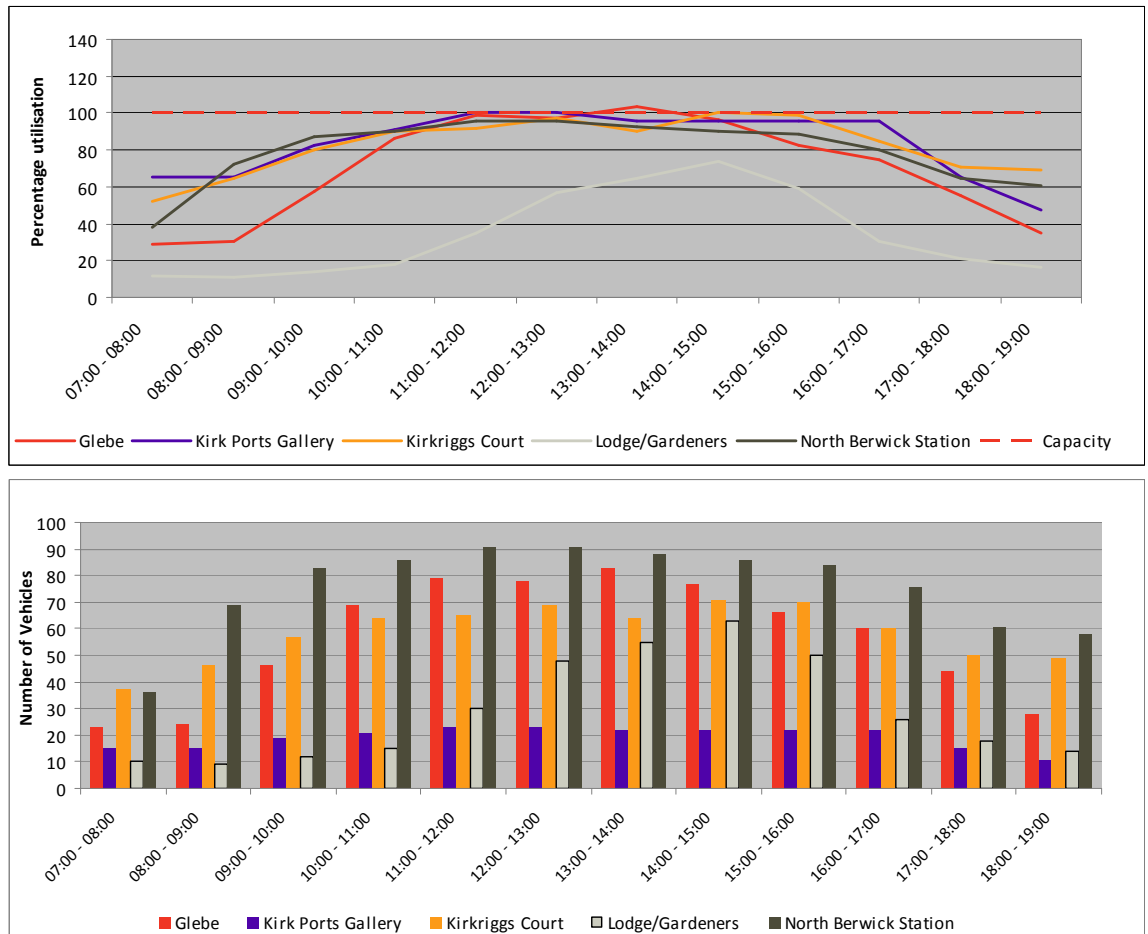


Figure 2.10 Weekday off-street parking accumulation (% and abs utilisation)

- all car parks except Lodge / Gardeners are at, near or over capacity between 1100 and 1600;
- Kirk Ports and Kirkriggs have the highest average occupancies across the day;
- The Lodge / Gardener’s car park has a lower utilisation than the other car parks and only starts to fill up as the other car parks reach capacity;
- during the morning peak (0700-0900), the Station car park reaches an utilisation of 73% which suggests there is a low level of spare capacity for commuters.

- Glebe, Kirk Ports and Kirkriggs had 75 cars at the start of the survey period – many of these are likely to be residents.

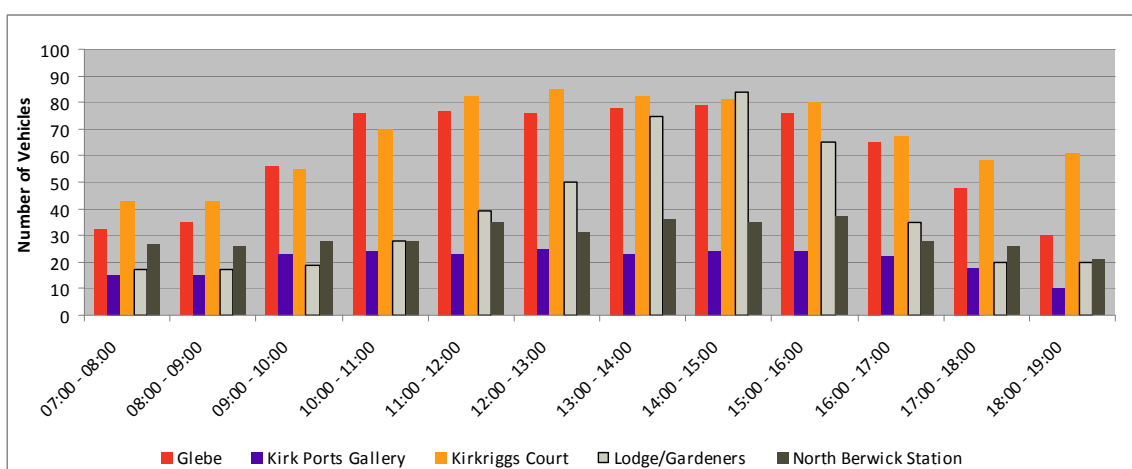
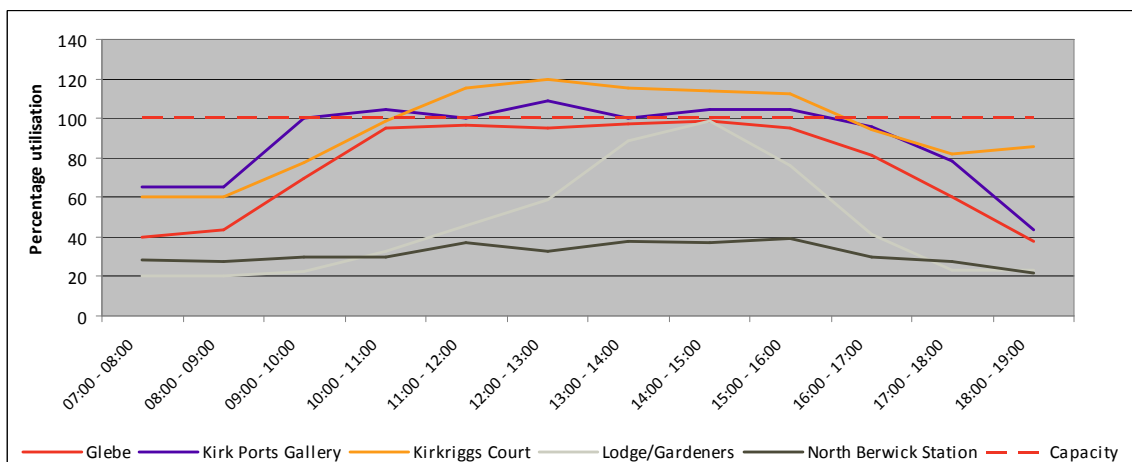


Figure 2.11 Saturday off-street parking accumulation (% and abs utilisation)

- all car parks except Lodge/Gardeners and Station are at, near or over capacity between 1100 and 1600;
- the Lodge / Gardener’s car park reaches close to capacity and this could be related to the seasonal pay and display system which will have been in operation for the weekday survey on 29 September but not for the Saturday weekend survey on 1 October. Also, the increased use of the car park could be visitors to the Seabird Centre parking at this nominated car park (which is signed from the edge of town);
- Station Saturday utilisation is below 40% throughout the day – so there is spare weekend capacity here;
- Kirk Ports and Kirkriggs again have the highest average occupancies across the day; and
- Glebe, Kirk Ports and Kirkriggs had 90 cars at the start of the survey period – many of these are likely to be residents – higher than Thursday as fewer will have left for work.

2.5.8 The average and peak car park occupancies are shown in more detail in Table 2.1 below.

Table 2.1 Surveyed Car Park Occupancy

Car park	Capacity	Car Park Occupancy			
		Thursday		Saturday	
		Average	Peak	Average	Peak
Glebe	80	71%	104%	76%	99%
Kirk Ports Gallery	23	83%	100%	89%	109%
Kirkriggs Court	71	82%	110%	95%	120%
Lodge/Gardeners	85	34%	74%	46%	99%
North Berwick Station	95	80%	96%	31%	39%

2.5.9 The key point here therefore is that even in September the **car parks are at or near capacity across a large period of the day**. Also, it can be seen that by 1800 or so, there are spaces available in all car parks. At these times, the single yellow line restrictions are also lifted, so this suggests that when the demand for parking overwhelmingly comprises residents only (ie evenings), there is sufficient capacity to cater for this demand in the town centre. During the day when single yellow line restrictions are in place and there are shoppers / employees / visitors etc in town is when the problems are seen. **So residents' parking in North Berwick appears much less of a problem in the evenings.**

2.5.10 The parking surveys also recorded the **average length of stay** of cars parked in the car parks and this is shown Figures 2.12 and 2.13 below. These figures show that the Glebe, Kirk Ports and Kirkriggs Court car parks all have an average length of stay above four hours on both the weekday and Saturday, which results in a low level of turnover throughout the day. The North Berwick Station car park shows a significantly higher average length of stay of almost nine hours on the weekday as would be anticipated given its use by daily outbound commuters.

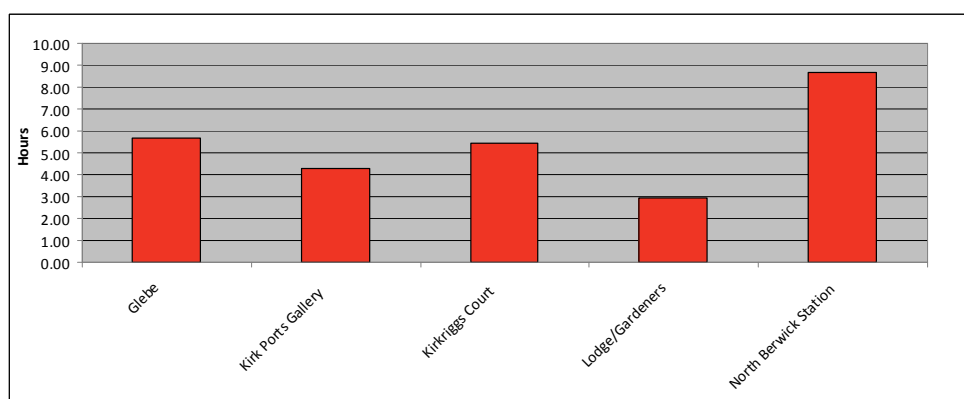


Figure 2.12 Weekday average length of stay (hours)

2 Problems and Issues

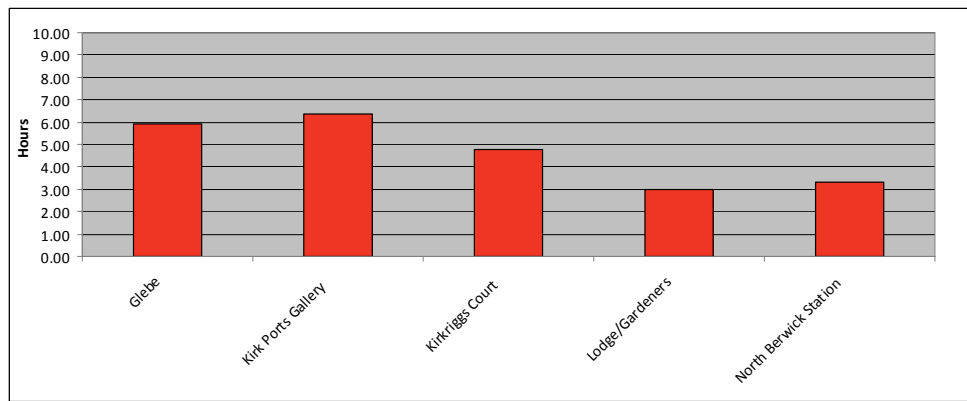


Figure 2.13 Saturday average length of stay (hours)

2.5.11 These long average stays mean that there is a **low turnover of parking spaces** and this translates into relatively few cars using these car parks across the day. This point is illustrated in Table 2.2 below where the total arrivals (including those counted during the first beat) and the percentage of vehicles present *across the whole surveyed period* are shown.

Table 2.2 Off Street Car Parks – Total Arrivals

Car Park	Arrivals		All Day Occupancy	
	Weekday	Saturday	Weekday	Saturday
Glebe / St Andrews	148	170	14%	23%
Kirkport	57	48	17%	13%
Kirkriggs Court / Quality St	176	239	24%	24%
East Rd (Lodge / Gardners)	129	184	6%	4%
Station	115	64	23%	12%
Total	625	705	14%	15%

2.5.12 The Kirkriggs / Quality Street car park sees the highest number of vehicles parking there on both days. However, nearly a quarter of vehicles observed in this car park on both days were present across the whole day, the majority of whom it would be reasonable to assume were residents. Overall around 15% of off-street spaces saw no turnover at all on the weekday and Saturday surveys.

Existing On-Street parking regulations and supply

2.5.13 The competing requirements for parking in the town are already recognised to some extent through the on-street Traffic Regulation Order (TRO) that is in place. In this way, the principle of using time-based restrictions to manage and direct parking in the town is established. The regulations which are currently in place are summarised below:

- 90 minutes all year (0830-1730, no return within three hours);

- High Street, Westgate, Melbourne Place (continuation of Forth Street)

2 Problems and Issues

2.5.14 The purpose of this measure is to increase the supply of short stay parking spaces in the town's main shopping street by maintaining a high turnover of vehicles. Residents of High Street and Westgate must therefore park elsewhere during these periods.

- 90 minutes seasonal (0830-1730, 01 June to 30 September, no return with three hours);

- Forth Street, Market Place, Church Road, west end of Westgate (west of Abbey Road), Law Road, Kirk Ports

2.5.15 Reflecting the greater visitor numbers in the summer months, the 90 minute limit is extended primarily to Forth Street and the short streets connecting Forth Street and High Street. Residents participating in the residents parking scheme are exempt from this restriction and can park in this area without restriction of time. This has the effect of reducing short stay parking in Forth Street as this essentially functions as resident's parking.

- Four hour seasonal (0830-1730, 01 June to 30 September);

- West End Place (Height), School Road (Height restriction);

- South west side of Melbourne Road (Victoria Road to Melbourne Place)

2.5.16 The purpose of this restriction is presumably to increase parking supply for visitors to the Milsey Bay beach area. This restriction does mean that residents of these streets cannot park outside their properties all day between June and September (seven days a week). This would seem to present a particular problem (at weekends in particular when more residents are at home) as parking is also not permitted on Marine Parade in the vicinity of these streets. It could be assumed that many of these residents cars are parked in Kirkriggs / Quality Street car park.

- Unrestricted / no waiting;

- the following areas provide free parking unlimited by time, except where 'no waiting' restrictions apply.

- Beach Road (south side) (Height restriction);
- St Andrew Street;
- Melbourne Road (east of Melbourne Road and north east side between Victoria Road and Melbourne Place) (Height restriction);
- Victoria Road (Height restriction); and
- Pointgarry Road, West Bay Road, Station Hill, Abbey Road, Station Road, Marmion Road, Bank Street, St Margarets Road, Quality Street, East Road.

2.5.17 Figure 2.14 provides an overview of the above regulations.

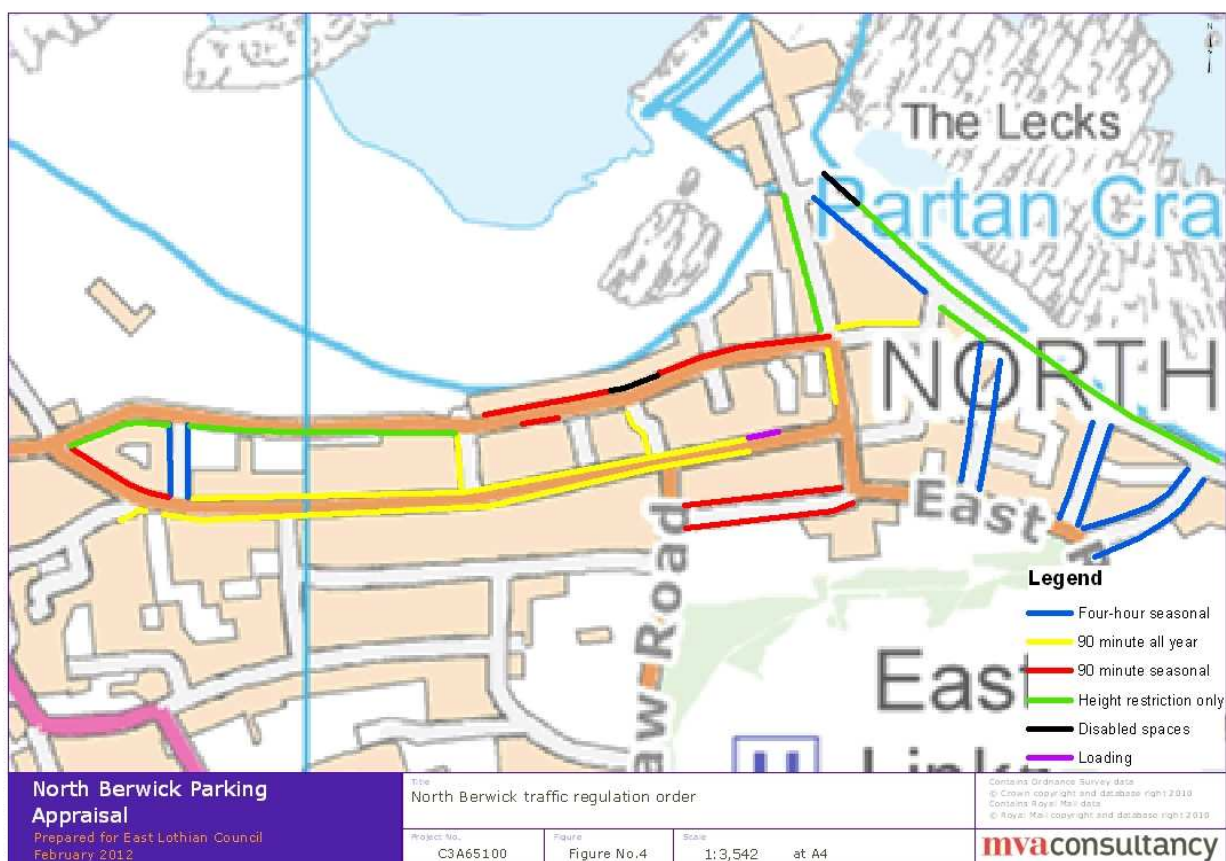


Figure 2.14 Overview of North Berwick On-Street Restrictions

- 2.5.18 In terms of the central area, Victoria Street is perhaps the obvious anomaly, being free of restriction (except height). The shore side of Melbourne Road is also unrestricted whilst the south side between Victoria Road and Melbourne Place has a four hour restriction but is otherwise unrestricted.
- 2.5.19 In addition to the restrictions described above there are a number of streets with height restrictions in place to stop high sided vehicles parking and obscuring light / views. These are identified in the list above.
- 2.5.20 The streets with waiting restrictions in place are all residential to varying extents. The consequence of these parking restrictions is that for all year, or summer only, residents of these streets are required to park away from their residential address, unless they have a driveway.
- 2.5.21 For clarity, Table 2.3 below details the closest available unrestricted on-street and, if applicable, off-street parking in both winter and summer months for residents of streets with on street parking restrictions of some type.

Table 2.3 Nearest available residents' parking by street

Location	Winter	Summer
High Street	Kirk Ports, Kirkriggs/Quality St, Glebe car parks Kirk Ports & Forth Street	Kirk Ports, Kirkriggs/Quality St, Glebe / St Andrews car park Forth Street (if in possession of residents permit)
Westgate	Westgate (west of Abbey Road), St Andrew Street, Bank Street, Beach Road & West End Place	St Andrew Street, Beach Road & Bank Street
West end of Westgate	Westgate (west end of), Beach Road, West Bay Road & Pointgarry Road	Beach Road, West Bay Road & Pointgarry Road
Forth Street / Lorne Square / Viewforth	Forth Street, Beach Road & Victoria Road	Forth Street (if in possession of residents permit), Beach Road & Victoria Road
Melbourne Place	Kirkriggs/Quality St car park Melbourne Road, Victoria Road & Forth Street	Kirkriggs/Quality St car park Melbourne Road (part) & Victoria Road
Market Place	Forth Street & Beach Road	Forth Street (if in possession of residents permit) & Beach Road
Church Road	Forth Street & Beach Road	Beach Road
West End Place	West End Place, Beach Road & Westgate (west of Abbey Road)	Beach Road
Law Road	Kirk Ports, Glebe/St Andrews car park St Andrews Street, St Margaret's Road & Kirk Ports	Kirk Ports, Glebe/St Andrews car park St Andrews Street & St Margaret's Road
Kirk Ports	Glebe/St Andrew's car park Kirk Ports & St Andrew's St	Glebe/St Andrew's car park St Andrew's Street
School Road	Kirkriggs/Quality Street & Lodge/Gardeners car park School Road & Melbourne Road	Kirkriggs/Quality Street & Lodge/Gardeners car park Melbourne Road (part)
Quadrant	Kirkriggs/Quality Street & Lodge/Gardeners car park Quadrant & Melbourne Road	Kirkriggs/Quality Street & Lodge/Gardeners car park Melbourne Road (part)
Balfour Street	Kirkriggs/Quality Street & Lodge/Gardeners car park Balfour Street & Melbourne Road	Kirkriggs/Quality Street & Lodge/Gardeners car park Melbourne Road (part)
South west side of Melbourne Road (Victoria Road to Melbourne Place)	Kirkriggs/Quality Street Melbourne Road & Victoria Road	Kirkriggs/Quality Street Victoria Road

2.5.22 Table 3.2 highlights a particular problem with respect to residents of the streets towards the east end of the town centre – the School Road / Balfour Street / Quadrant area. All day on street parking is not available on any of these streets meaning residents are very likely to use Kirkriggs/Quality Street and Lodge/Gardeners car parks as there are few other on street options in this area.

Disabled parking and loading/unloading

2.5.23 In addition to the exemption to 90 minute and four-hour waiting restrictions in North Berwick town centre there are two disabled parking areas for exclusive use by Blue Badge holders:

- Melbourne Road (North side);
 - five perpendicular disabled parking spaces
- Forth Street (Hope Rooms); and
 - 13 metres of disabled parking (two to three parked cars).

2.5.24 A 20 metre loading / unloading bay is positioned on High Street (north side) 41 metres west of Quality Street

On-street parking survey

2.5.25 The on-street parking surveys were also undertaken on September 29 and October 1 to provide representative data for a weekday and Saturday. The town was split into the following three surveyed areas:

- town centre with 15 minute 'beats';
- town centre buffer with one hour 'beats'; and
- outskirts of town with two hour 'beats'.

2.5.26 The surveys are undertaken by survey staff undertaking 'beats' and noting the part registration numbers of parked cars. Detailed graphics were produced for each of these three areas showing parking turnover, occupancy and duration of stay. These graphics can all be found in Appendix A and the findings are summarised below. As with the off-street surveys, this section considers parking capacity utilisation / volumes, parking duration and turnover.

2.5.27 Figures 2.15 and 2.16 below show the percentage of parking capacity occupied and the absolute number of parked vehicles by town centre street across the day for the weekday and Saturday surveys respectively. The streets covered in these graphics are:

- Westgate – 153 spaces;
- Forth Street – 43 spaces;
- Beach Road – 52 spaces;
- West End Place – 17 spaces;
- Church Road – 5 spaces; and
- Market Place – 5 spaces.

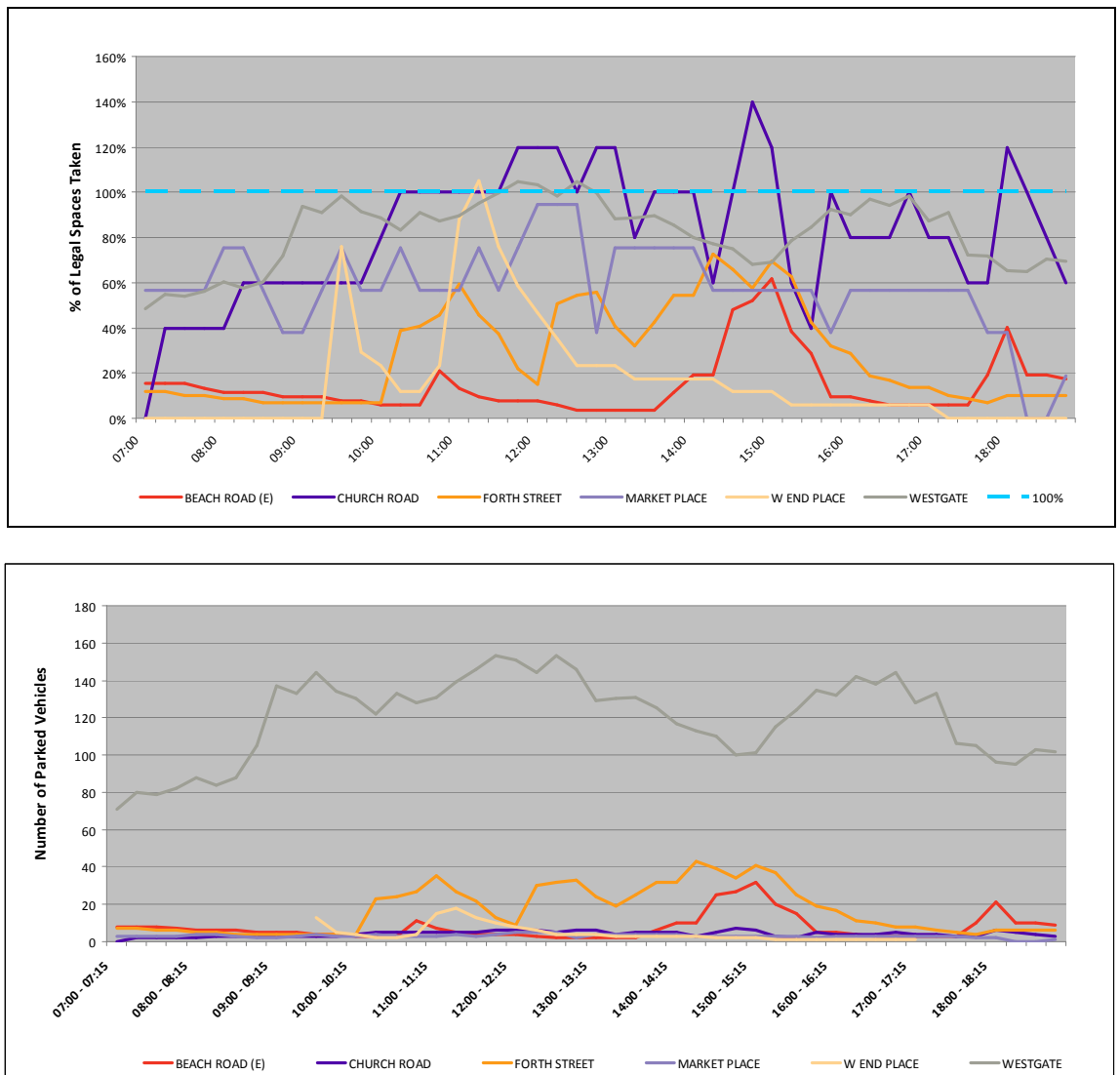


Figure 2.15 Weekday parking accumulation (% and abs) – town centre

- Weekday on street parking volumes are dominated by Westgate / High Street which is nearly at capacity throughout the day;
- Church Street and Market Place are also well utilised but these are very short streets;
- Utilisations on Beach Road and Forth Street are surprisingly low.

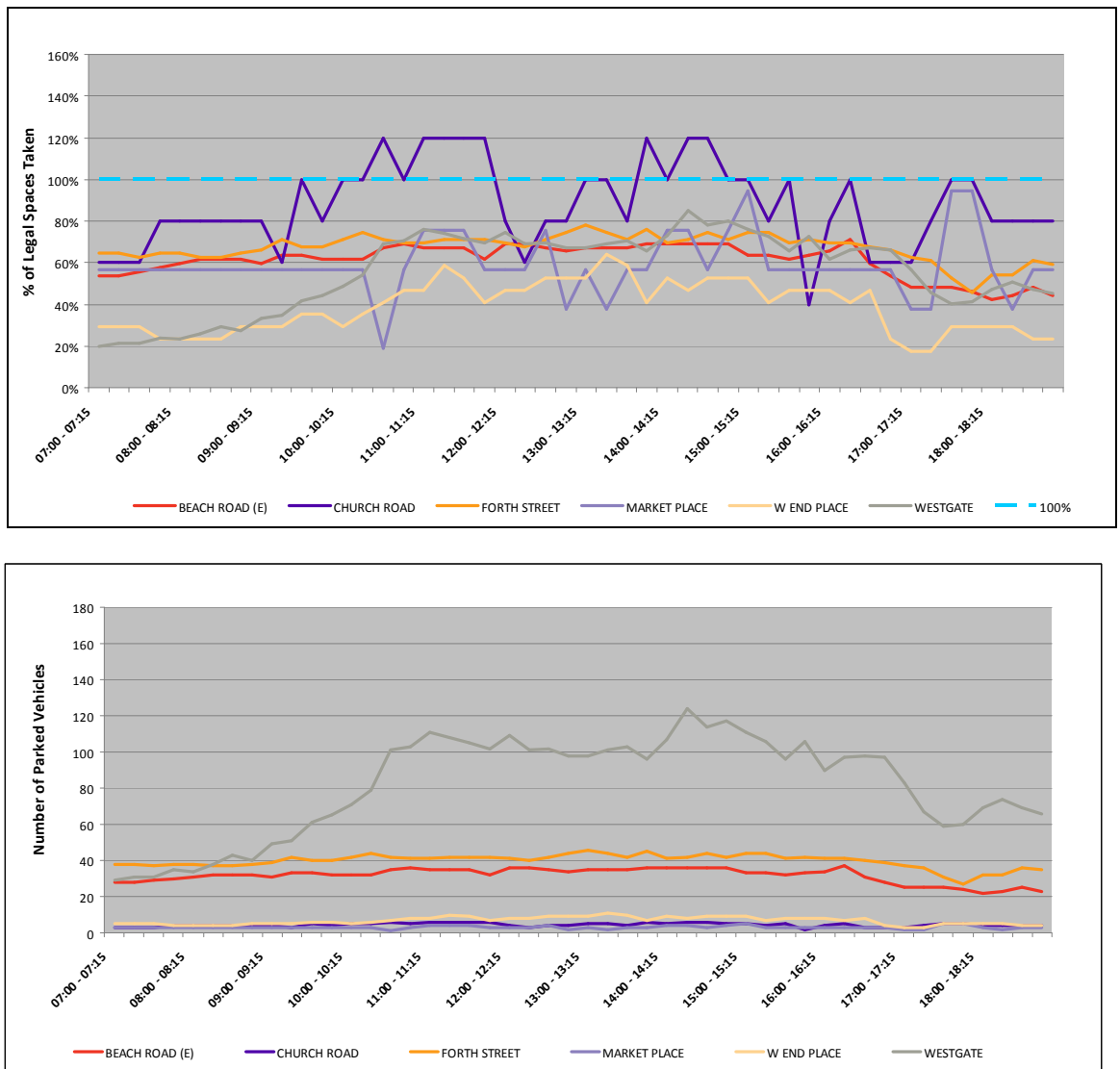


Figure 2.16 Saturday parking accumulation (% and abs) – town centre

- Saturday sees much higher utilisations on Beach Road and Forth Street compared to the weekday – this may reflect employed residents being at home; and
- Volumes on Westgate / High Street are lower.

2.5.28 These trends are confirmed in Table 2.4 below where peak and average utilisations are shown for these streets for both the Thursday and the Saturday surveys.

Table 2.4 On-street utilisation – average and peak

Location	Capacity	On Street Space Utilisation			
		Thursday		Saturday	
		Average	Peak	Average	Peak
Westgate	146	82%	105%	56%	85%
Forth Street	59	28%	73%	67%	78%
Beach Road (E)	52	15%	62%	61%	71%
West End Place	17	17%	106%	39%	65%
Church Road	5	82%	140%	88%	120%
Market Place	5	61%	100%	63%	100%

2.5.29 As noted above, average utilisations on Beach Road and Forth Street are far higher at the weekend. Westgate is much busier on the weekday.

2.5.30 The on-street survey data is summarised in Table 2.5 below. The table shows:

- total parking arrivals during the survey period (including parked vehicles counted at the start of the period);
- average duration of stay (in hours);
- percentage of total vehicles which stay for more than two hours / 10 hours; and
- percentage of vehicles identified as parking illegally.

2.5.31 The table shows that the waiting restrictions, on the whole, are effective with the average durations reflecting the waiting restrictions on those streets. Balfour Street and Quadrant are the exception with a considerably higher average duration of stay than the 4-hour waiting restriction.

Table 2.5 Summary of On-Street Parking Survey Data

Thursday / Saturday	Total Arrivals	Ave Duration	% Duration	>10 hrs %	Illegal %
90 minutes					
			% > 2 hrs		
Forth St	228 / 200	0.9 / 2.4	7 / 34	1 / 7	7 / 7
Quality St	43 / 49	1.9 / 1.5	42 / 33	0 / 0	21 / 18
High St / Westgate	1,349 / 1,378	1.1 / 0.7	12 / 7	1 / 3	14 / 12
Church Rd	35 / 61	0.6 / 0.9	3 / 10	0 / 0	23 / 8
Market Place	41 / 38	0.9 / 1.0	10 / 13	0 / 0	27 / 26
Melbourne Place	37 / 31	2.4 / 1.0	49 / 58	3 / 0	5 / 0
Kirk Ports	58 / 61	2.8 / 3.1	62 / 52	3 / 10	7 / 11
4 hrs					
			% > 4 hrs		
Balfour St	29 / 25	6.6 / 4.9	72 / 76	31 / 12	10 / 0
Melbourne Rd	87 / 130	3.4 / 2.3	48 / 48	0 / 2	15 / 4
Quadrant	25 / 26	8.6 / 4.1	72 / 46	68 / 15	0 / 12
School Rd	26 / 25	3.9 / 3.7	58 / 36	0 / 8	0 / 0
West End Place	34 / 37	1.0 / 2.1	6 / 7	0 / 3	6 / 11
No restriction					
Melbourne Rd	87 / 83	3.4 / 4.6		7 / 19	2 / 4
St Andrew St	78 / 59	1.9 / 4.8		0 / 14	19 / 19
St Margarets Rd	23 / 23	4.1 / 6.0		0 / 26	0 / 5
Marmion Rd	30 / 30	5.0 / 5.7		10 / 23	0 / 0
Bank St	10 / 17	1.9 / 3.8		30 / 20	0 / 0
Beach Road	115 / 95	0.8 / 4.0		2 / 14	10 / 8
Pointgarry Road	63 / 45	2.6 / 4.3		0 / 2	2 / 0
West Bay Road	69 / 64	5.2 / 5.0		14 / 17	10 / 0

- highest volumes are seen on High Street / Westgate, Forth Street, Melbourne Road, Beach Road;
- Westgate / High Street on Saturday has the lowest average duration and hence highest turnover;
- high proportions of vehicles park for more than two hours on Quality Street, Melbourne Place, and Kirk Ports – in addition the four hour limit is exceeded by high proportions of vehicles on Balfour Street, Melbourne Road, Quadrant and School Road:
 - this suggests a significant enforcement issue in these areas.
- durations on Forth Street and Kirk Ports are higher on the Saturday – this reflects the lifting of the seasonal 90 minutes restriction;
- average durations of stay on Kirk Ports, Melbourne Place (weekday) and Quality Street are all over the 90 minutes; and

- significant illegal (ie yellow line) parking was noted in Quality Street, Church Road, Market Place, and St Andrews Street.

Current North Berwick Resident's Parking Scheme

- 2.5.32 East Lothian Council currently operates a resident's parking permit scheme in North Berwick town centre which allows an exemption to residents' vehicles from the time limit on duration of stay at on-street parking places and limited waiting controls in North Berwick Town Centre. Residents displaying valid permits are able to park on the northern side of Forth Street only, without being subject to the displayed time limit.
- 2.5.33 Some 65 permits are currently issued to residents in North Berwick town centre as part of the Resident's Parking Scheme and currently the number of participants exceeds the availability of spaces, although this is not unusual for schemes of this type. Residents at the following addresses are entitled to a free parking permit:

- Fowler Court;
- Forth Street;
- Lorne Lane;
- Lorne Square;
- Viewforth;
- Creel Court;
- Market Place;
- Forth Street Lane;
- Balderstone's Wynd; and
- High Street (between Quality Street and Church Road up to and including 113 High Street).

2.6 Existing Resident's on-street Parking Demand / Supply

- 2.6.1 As discussed in Chapter 2.1 there is a high concentration of the North Berwick population in the town centre which leads to parking conflicts with others. To investigate the supply / demand parking relationship, the Department for Communities and Local Government's 'Residential Car Parking Research Report' was used to estimate car parking demand in central North Berwick based on Census 2001 housing type and size data - at an Output Area level.
- 2.6.2 Estimated residential parking demand was calculated based on the Census 2001 number of households, rooms per household and the unallocated parking demand shown in Table 2.6 below by the size of the dwelling for a 'suburban' area in 2007.
- 2.6.3 Figure 2.17 below highlights the subsequent pockets of concentration of residential parking demand within North Berwick based on this method of calculation.

Table 2.6 Unallocated parking space per dwelling (Suburban, 2007)

Rooms in Residence	Flat	House
1	0.7	
2	0.7	
3	0.8	1.0
4	0.9	1.1
5	1.1	1.3
6	1.3	1.4
7		1.6
8		1.9

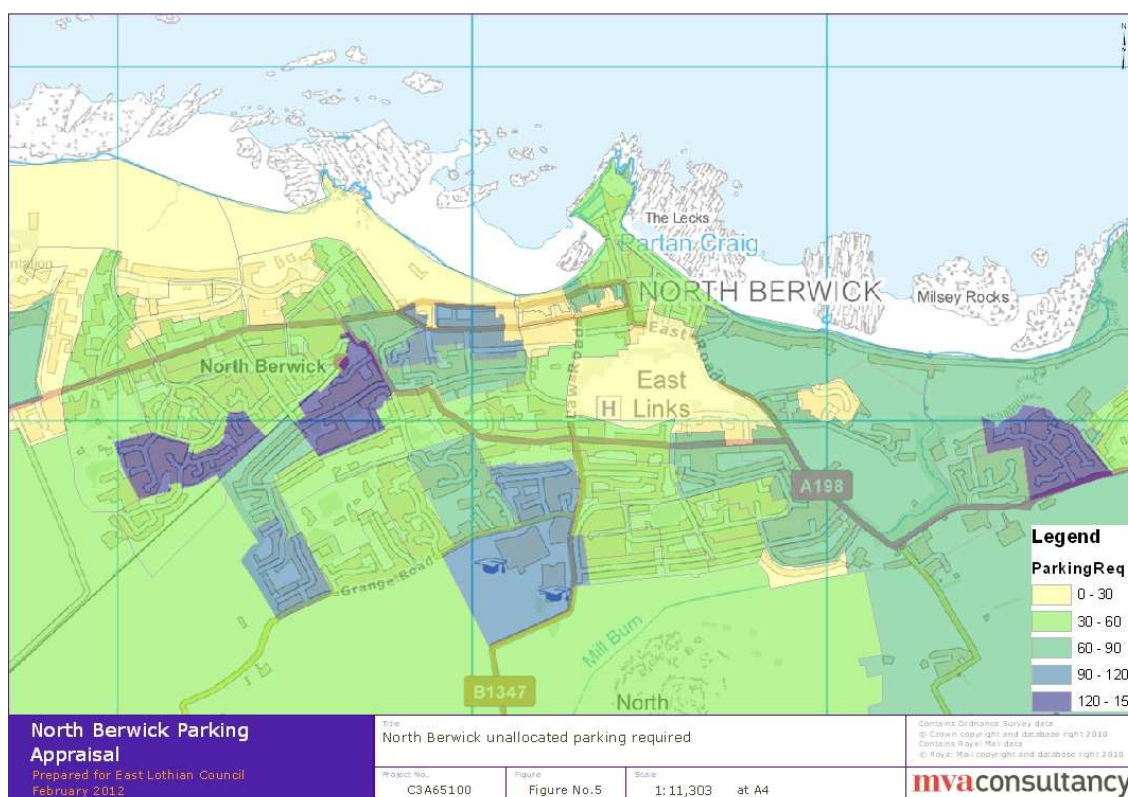


Figure 2.17 North Berwick unallocated parking required (Output Areas)

- 2.6.4 When growthed up to 2010 levels of car ownership this found that there are 471 required unallocated parking spaces for residents in this area. This compares to the Census 2001 car ownership levels for this area, which, when growthed to 2010 levels, shows that there are 475 residents’ cars in this area.
- 2.6.5 The streets in central North Berwick shown in Table 2.7 below were focussed on in particular. They are listed with the approximate on-street capacity (based on five metres per parking space), observed garages / driveways (observed from aerial photography) and any seasonal variation in parking restrictions.

Table 2.7 North Berwick town centre supply for long-term parking

Road	Capacity (inc off-street parking)		Parking restrictions (exc double/single yellow lines)
	Summer	Winter	
Beach Road	52	52	Height restriction
Westgate	13	13	90 min restriction – all year
Westend Place	0	14	4 hour restriction – summer
Church Road	0	5	90 min restriction – summer
Forth Street			90 min restriction – summer
	0	46	Permit holders exempt
Viewforth	0	0	No restriction
Market Place	0	3	90 min restriction – summer
High Street	0	0	90 min restriction – all year
Victoria Road	19	19	Height restriction
Quality Street	3	3	No restriction
Kirk Ports	0	10	90 min restriction – summer
Melbourne Place	0	7	90 min restriction – all year
Melbourne Road			Height restriction
	68	86	4 hour restriction – summer
Lorne Square	12	12	No restriction
Creel Court	24	24	No restriction
School Road	0	21	4 hour restriction – summer
Law Road	8	8	90 min restriction – summer
St Andrew Street	64	64	No restriction
Bank Street	4	4	No restriction
Abbey Road	20	20	No restriction
Abbey Mews	8	8	No restriction
Abbey Crescent	5	5	No restriction
Balfour Street	0	20	4 hour restriction – summer
Total	300	443	

- 2.6.6 Based on the methodologies described above there are between 471-475 residents' parking spaces required in central North Berwick. This finds that, using two methods of analysis, the residents' demand for parking exceeds daytime on-street and private off-street supply in both the summer and winter months calculated in Table 2.7. This comparison does exclude formal car parks which provide an additional 259 spaces within the defined area but when formal car parks are taken into account residential parking demand is almost 85% of total parking supply in the area in the summer months and 68% in the winter months leaving little scope for visitors to the town and employee parking. Although all of this residential demand for parking is unlikely to occur at the same time, these figures do give a flavour of the scale of residential parking demand versus existing supply.

2 Problems and Issues

- 2.6.7 It is reasonable to suggest that this problem will be at its peak during the day on summer weekends when many residents will be at home and full parking restrictions are in place.

Competing demands for parking

- 2.6.8 As has been previously alluded to, parking in North Berwick suffers from a number of competing demands on a limited number of spaces. North Berwick town centre has a high population density with limited on and off-street parking available for long stay parking close to their properties. East Lothian Council does operate a permit scheme for a small section of the town but it is currently over-subscribed and viewed as ineffective by some residents.
- 2.6.9 Local businesses and employers are also highly dependent on parking in the town centre to allow customers to park near shops and businesses, allow the loading / unloading of goods and long stay parking for employees. As a result local businesses require short stay parking to encourage high parking turnover to support 'footfall' and pedestrian activity yet long term parking is required for employees.
- 2.6.10 North Berwick is viewed as a tourist destination in East Lothian with its golf courses, sandy beaches and the Scottish Seabird Centre located at the town's harbour. This results in another competing demand for parking with seasonal visitors to the town primarily in the summer months although there is a year-round element to the tourist parking.
- 2.6.11 The main tourist destinations in the town are as follows:

- Scottish Seabird Centre – a 5 star Scottish Tourist Board Visitor Attraction;
- North Berwick Glen Golf Course;
- North Berwick Golf Club; and
- Tantallon Castle and the Museum of Flight nearby.

So what?

3 Consultation

3.1 Introduction

- 3.1.1 Consultation is clearly an important element of a study of this nature. An initial meeting was held with North Berwick Community Council on 5 October 2011 in North Berwick where initial views were expressed and an approach to a proposed Public Workshop was discussed and agreed. The findings from this Public Workshop are outlined below.
- 3.1.2 In addition, a meeting was held between ELC, MVA Consultancy and three local East Lothian councillors on 17 October 2012.

Public Meeting / Workshop - Overview

- 3.1.3 A public consultation workshop was held in North Berwick Community Centre on 25 October 2011 to allow members of the public to express their views on the future of car parking in the town. Two sessions were held; one in the afternoon (1500 – 1730) and one in the evening (1800 – 2030). Around 45 people attended the afternoon session with a further 25 attending in the evening so the sessions were well attended by the standards of events of this nature.
- 3.1.4 In both sessions, an overview presentation was given by MVA Consultancy and following this, facilitated and structured discussions were held with the attendees (seated around separate tables in groups of approximately eight to 10 people). These discussions were facilitated by staff from MVA Consultancy and East Lothian Council. This Chapter collates the points made across all groups and therefore forms a record of the Consultation workshop. It should be noted that there was a good level of constructive engagement and discussion throughout.
- 3.1.5 The discussions and points discussed have been assigned into the following two categories – as the discussions with each group were split into these two topics:
- problems identified; and
 - solutions suggested.
- 3.1.6 In addition, each point within the problems category was then subdivided into one or several of the following competing demands on parking:
- residential;
 - business;
 - employment;
 - recreational;
 - disabled parking; and
 - seasonal issues.
- 3.1.7 The solutions proposed were also categorised where possible.

3.2 Problems identified

3.2.1 The problems and issues identified by the groups are listed below, in no particular order. It can be seen that in many cases contradictory views and perceptions emerge and this again is typical of this type of exercise. This was always likely to be the case given the range of issues associated with parking in the town.

Residential

- some parts of the town have parking problems all year round – School Road has parking issues six months of the year (seasonal four hour restriction) with residents feeling their life is dominated by parking and York Road has parking issues due to golfers parking;
- parking issues on Balfour Street due to lack of garages and driveways for residents;
- residents living on the High Street have no place to park (90 minutes all year daytime restriction);
- height restriction parking should be extended to other parts of the town because of the number of campervans which come to the town in the summer season;
- residents with parking permits still find it difficult to park near their homes during the day and at weekends;
- topography of the town means that elderly residents find it difficult to walk far in the town and need to use their car;
- residential parking uses up a lot of spaces in the town centre, restricting use for customers and visitors;
- Imperial [Kirkriggs / Quality Street] car park is used mostly by residents;
- there is a lack of residents parking. Extra car parking required, but not on central shopping streets;
- Glebe car park not very useful for many residents;
- some residents with off street spaces still park on street taking up capacity;
- residents of Westgate have particular problems; and
- limited scope of current residents parking scheme is problematic for some.

Business

- parking issues in the town are drawing people away from the businesses on the High Street;
- there is a general shortage of parking in the town centre;
- recent closure of the east end of the High Street took away the life from the town, local businesses struggled and as a result some residents are against permanent closure;
- 90 minutes parking restriction on High Street is sufficient for most trips and it was suggested this should be reduced but conversely, 90 minutes is not viewed as long enough for visits to the hairdressers, lunch etc;

- traders and staff park in town centre car parks and on street. This reduces availability for customers;
- people need to be encouraged to shop on the High Street in order for the businesses there to survive;
- lack of parking causes problems for town centre traders;
- non-regulated parking is disastrous for businesses in town centre;
- narrowness of pavements on High Street is a problem affecting safety and businesses;
- tourists move on to an alternative destination after failing to find a space to park; and
- High Street shops need footfall and turnover of parking.

Employment

- staff working in the town centre take up on street and off street parking spaces that could be used by visitors. This stifles trading for businesses; and
- considerable number of jobs are actually outside North Berwick town centre, so this is not as big a problem as it previously was (*suggesting 2001 Census figures may be out of date*).

Recreational and seasonal issues

- beach visitors want to be able to park very close to the beach;
- in the Harbour area there is a large amount of illegal parking but it is thought that this could be due to poor signage of the yellow line restrictions for visitors. This leads to concerns that parking wardens giving tickets on Sundays will put visitors off coming back;
- parking issues at the Glen Golf Club already exist;
- parking and traffic problems at the new skate park near Tesco;
- better signage to overflow parking in the summer months required;
- parking in North Berwick has two separate issues – parking issues all year round and the parking problems in the summer months;
- lack of parking space in the town is viewed as one of the problems but there is an awareness not to increase the supply just to meet the demands at the height of summer and remaining empty the rest of the year;
- insufficient car park signage, especially relevant for visitors who do not know where the car parks are;
- recreational parking severely lacking but very important to economy to have visitors in town centre;
- all recreational parking needs to be central;
- major capacity problems during tourist season - visitors end up turning away from the town;
- long term parking of camper vans and vans in the Imperial and St Andrew's Street car parks blocks spaces. Apparently, some of these vehicles sit for weeks on end and are only used occasionally;

- North Berwick Golf Club causes problems on West bay Road and Pointgarry Road. It was suggested that the majority of cars are actually driven by locals with visitors tending to arrive by bus / coach;
- in addition to the ongoing problems, there are major one-off events such as Fringe by the Sea, the Highland Games and Yacht Club Regattas that have to be managed. The town is not built to easily accommodate one off events; and
- the seven day restrictions in the harbour area put off visitors.

Disabled Parking

- conflicting views – some believed there was enough disabled parking, this was contradicted in the other groups;
- lack of disabled parking on High Street, although it would only require two or three spaces to be added; and
- concern over the abuse of disabled parking bays.

Other

- the parking regulations and signage in the town is ambiguous which leads to illegal parking. Law Road was highlighted as a particular issue;
- parking restrictions haven't changed with the times;
- shortage of parking spaces near the health centre;
- safety issues on High Street (would like to see 20mph introduced), Old Abbey Road / Station Road blind spot and Forth Street/Market Place;
- not enough parking wardens;
- parking in the town is poorly maintained;
- High Street is too narrow for on street parking;
- very difficult to park in the station car park; insufficient capacity for commuters;
- lack of information regarding the timing restrictions for on street parking;
- very bad provision of parking for visits to the Doctor's Surgery. Residents use all the spaces there;
- very little bicycle parking facilities in town centre. This discourages people from switching from using their car to travel into town;
- the main problem in town centre is the lack of management of off street car parks;
- lack of local bus services, especially in the southwest quadrant of town;
- current bus services are fine but people still choose to drive. This is unlikely to change even if service was improved;
- locals know that they do not realistically need to pay in Lodge / Gardener's car park on season, so they just park there and use up valuable spaces;
- library car park is used by residents and others. Lack of space for library visitors, which will be further exacerbated by the opening of the museum;
- problems at health centre. Patients can't use the spaces there;

- buses don't coordinate well with train services; can't interchange quickly;
- parking near impossible in town centre at times;
- poor parking by cars on St Andrew's street;
- parking on High Street not as bad as it used to be due to Tesco attracting shoppers;
- there are almost always spaces available somewhere. Problem is that few people know where to look, ie poor levels of information;
- Community centre car park generally just lies empty at weekends so is underutilised;
- Rugby club car park also lies empty. Most people don't know about this car park;
- new developments will make the parking problems in the town centre much worse, resulting in a far greater need for additional parking provision. Concern over the impacts of a further 500 houses on the town;
- individual complaint over the refusal of planning permission to create a residents drive-in;
- illegal / inappropriate parking causes problems for HGV / bus / bin lorry movements on High Street;
- discussion of the balance between residents and visitors parking – may be tilted too far towards visitors at present. Concern that the balance between visitors / residents is not quite right – things just too difficult for some residents;
- recognition that cars circulating to find parking spaces is a real issue in clogging up the town;
- concern / perception that ELC cannot carry over budgets from year to year which means a 'war chest' cannot be built over time up to fund larger projects;
- some residents have suffered vandalism when leaving cars in off street car parks – concern that there is no CCTV coverage in these car parks;
- problem of drivers 'hopping' along High Street between parking spaces / shops;
- feeling that parking is a real constraint on the vitality of the town centre;
- concern at low levels of enforcements of existing regulations – anecdotal examples of cars being left for extended periods in restricted areas without penalty;
- safety issues due to illegal parking impeding / blocking fire appliances at a number of locations including the east end of the High Street;
- concern over new nursery (recently granted planning permission) on St Andrew Street – they are required to drop off / pick up using St Andrew car park – which is already full;
- concern over proposed flats next to Imperial car park – which residents will be required to use – ie no new spaces for flats;
- ageing population profile in North Berwick means many have no option but to drive and park within the town;
- no dedicated motor cycle spaces, single bikes can take up a whole car space if not parked well;
- no indication of car park capacity anywhere;

- inefficient parking where individual bays are not marked out;
- increasing parking capacity will increase demand and exacerbate the problem. How far do we go in accommodating peak demand?;
- question about the legality of charging for the Seabird Centre car park – one asked the Council and been told this was not legal. Another High Street resident had been told by the Police that it was okay for him to park there without paying. Suggested that the barrier could be reinstated.
- the Seabird Centre has increased demand for parking spaces, there was a view that this was a 'good' problem for North Berwick to have as it shows there are lots of people wanting to visit the town;
- carers have difficulty visiting their clients. They only have a limited time for each visit and this can be taken up looking for a parking space;
- enforcement – allegations that the traffic warden(s) are most prominent on a Sunday to catch people parking on the seven day restricted areas. This is a major concern as most people do not expect parking restrictions to be in place on a Sunday. Signing of the restrictions was felt to be inadequate with small signs;
- increasing the turnover of spaces in the centre is likely to push long stay parking further out into residential streets; and
- double parking outside High Street shops causes congestion problems.

3.3 Solutions suggested

3.3.1 Solutions were discussed in a structured way based on a suggested toolkit of measures as follows.

Do nothing

- generally not seen as a viable option.

Better management of current parking capacity

- paying for car parks but permits available for locals;
- High Street pay and display with the first 30 minutes free. This option was considered to improve turnover of the spaces and benefit the business – although this option was viewed by some as too complicated for visitors, and difficult to enforce;
- pay and display would provide an income stream to pay for traffic wardens;
- the waiting time of 90 minutes on the High Street was viewed as too long by some who suggested that Haddington has a 45 minutes wait time on the High Street – could this be implemented in North Berwick? Is 45 minutes long enough?
- on street parking should be split into clearly defined bays to maximise spaces available and restrict poor parking;
- a free circular bus service running during the day would reduce the number of cars travelling into the town. A shuttle bus would need income to run but if paid parking is introduced then this may reduce demand. But it was considered the High Street is too narrow to have a bus route and bus stops on it;

- real time bus information at town bus stops would increase bus use and reduce reliance on cars;
- better advertising of bus routes in North Berwick to visitors;
- loading area on High Street at the Nisa store – no need for loading restriction on a Sunday. No deliveries come on a Sunday but if loading restrictions were put in place then this would be detrimental to the businesses – deliveries come throughout the day Monday to Saturday;
- considered the possibility of issuing residents parking permits for the six months in the year when parking is problematic;
- Community Centre car park is rarely used at the weekends and could be used by visitors as an overspill car park;
- work with ScotRail to offer reduced fares at the weekend and off-peak to encourage visitors to travel by train;
- better signage to existing car parking;
- better signage of parking restrictions to reduce number of parking tickets issued to visitors;
- some support for pay and display for car parks;
- some support for residents parking permits but concerns about having to pay for a permit and whether it would solve the problem;
- restricting loading times would be difficult for local business owners;
- residents only car park – would require enforcement and possibly permits. Particularly important for residents of High Street who do not have anywhere suitable to park long stay;
- central car parks should all be ticketed short term parking;
- don't reduce timings on High street; 90 minutes is sufficient for most shopping trips and encourages turnover;
- encourage more people to walk and cycle around the town instead of driving. This would free up more spaces for visitors and residents;
- High School car park could be used as an overflow car park during peak times. Community Centre car parks also suitable for this;
- should not introduce parking charges in town centre;
- better management of parking is critical to protect businesses in town centre;
- existing traffic warden is very effective at patrolling;
- a bit of flexibility to the timings on High Street and around would be welcome, especially for business owners;
- add more lines on St Andrew street car park to encourage better parking and more efficient use of the spaces there;
- better signage required in order to fully utilise existing car parking resources. Very few visitors are aware of the Rugby club parking area, for example;

- real time car parking signs at various town entrance points would help visitors decide where to park more effectively;
- increase timings in town centre by allowing parking for four hours at a time, with residents given some slack and perhaps permits. However, there is then the problem of where residents go after four hours. There could be a workable compromise between businesses, customers and residents. This solution will only work if additional car parking is provided too;
- introduce restrictions on streets within town centre and buffer area. Free parking for 3–4 hours, then charges beyond that;
- charges should be removed from Lodge / Gardener’s car park;
- Glebe car park should be made short term parking only;
- central streets and car parks must be kept clear for visitors;
- residents should be given more parking time on Westgate;
- additional housing renders existing capacity completely inadequate;
- some acceptance of the potential role of parking charges in facilitating parking turnover;
- introduce time limits on parking in the Imperial and / or St Andrew’s Street car parks to generate turnover and remove long stay parking eg two hour limit;
- move the first tee and clubhouse of North Berwick Golf Club further west along the course to take the traffic away from the current location;
- the Seabird Centre gives a discount on admission for rail travellers. (This replaces the ScotRail joint ticket that has been withdrawn);
- traffic wardens should be more helpful in advising visitors where they can park in addition to their enforcement role; and
- encourage camper vans and other larger vehicles to park at the Rugby Club.

Increase the number of parking spaces

3.3.2 The Parking Option Paper previously produced by East Lothian Council was used as a starting point for discussing this topic. Maps of the town showing where potential sites for new parking capacity had been previously identified were distributed to all groups.

3.3.3 The potential locations are shown in Figure 3.1 below.



Figure 3.1 Proposed Potential Car Park Sites

Car Park A [Dirleton Road - Park and Ride]

- even if the proposed park and ride site was 'grassblocked' it was viewed that it would be detrimental to the view on the way into the town;
- if a park and ride car park was built at site A visitors would continue to pass the car park, look for a space in town and only after searching for a space would they make their way back to the park and ride;
- car park A is an area of good farmland and what would happen to it during winter and would it attract travellers to the town?;
- not realistic;
- would only be used as a last resort;
- site would better if located near Tesco. Could add extra spaces and bus stop easily;
- visitors need to see the centre of town first;
- a park and ride scheme could be targetted at employees and funded by employers with a shuttle bus running around the town to take staff to their workplaces;
- the introduction of a Park and Ride scheme was felt to be questionable. There was uncertainty as to who the current proposal was targeted at; and
- Park and Ride to the beach wouldn't work as visitors have too many bags and games to take to the beach. Could possibly introduce a drop off point at the beach and a pay and display.

Car Park B [Beach Road area]

- herringbone parking at west end of Beach Road is viewed positively but there were concerns about there being any detriment to the view and also reversing out of the spaces onto Beach Road;
- take a strip of land from the Beach Road putting green to create additional parking spaces;
- would spoil view as you enter the bay - a 'tunnel of cars';
- however, car parking like this is normal for seaside towns;
- move this idea onto Pointgarry road instead - purchase land from golf course;
- not a good idea; would not provide enough extra spaces anyway;
- some opposition to any encroachment to the north of Beach Road; and
- concern that sandy soil on north side of Beach Road would be inappropriate for parking spaces.

Car park C [Seabird Centre]

- ruled out by many;
- good idea if it was paid for by Seabird Centre; and
- unrealistic option due to cost.

Car park D [Law Road / St Margaret's Road]

- concerns over land ownership;
- a grass-mesh surface here would be a very feasible option; and
- this is a realistic solution, although careful consideration would need to be given to the effects on local residents.

Car park E [St Andrew's Street car park extension]

- concerns over land ownership but was viewed positively as an extension;
- this is a realistic idea;
- could also add a layer to the existing car park (multi-storey); and
- install a second deck on the St Andrew's Street car park accessed from Marmion Road. An alternative suggestion is to excavate out the existing car park to create a lower level parking area at existing road level with a second floor access by ramp from St Andrew's Street. This second floor should be no higher than the existing level at the southern edge of the park.

Car park F [St Andrew's Street multi storey]

- general support for the car park but concerns about impact on local residents and the cost implications. The current slope in the car park in the winter months makes it difficult / dangerous to use the car park;
- unrealistic due to cost; and
- good option if not too expensive.

Car park G [Cemetery]

- many against moving the cemetery;
- can't understand why this is even considered an option; and
- it would be a 'grave mistake'.

Car park H [Gardener's extension]

- suggest a multi-storey car park at Gardener's / Lodge car park or extending the car park into the Lodge Grounds.

Car park I [Glen Golf Course / Tantallon Terrace]

- there were concerns expressed about access to the car park and also the impact it would have on local residents;
- some supported the car park and suggested grass-creting for summer months with public toilets provided also;
- if a new car park is introduced to the east of the town traffic will still route through the town to get to the car park;
- good option for beach visitors;
- could have grass-mesh surface; and
- install grassblock to the rear of Tantallon Terrace to create an overspill parking area. Spaces for the Glen Golf Club would have to be reserved.

Car park J [Rugby Club]

- Rugby car park was viewed by some as used often by bus and coaches and not a viable option;
- good option for beach visitors;
- Rugby club car park a popular option – coupled with better signing to town centre (including times) – recognition that footway would have to be built on east side of Dunbar Road – or crossing facility; and
- promote the rugby club car park as an overspill area. It should be signed so that visitors approaching from the east are encouraged to park and not drive into the town centre by indicating the walking time to the town centre / Seabird Centre. If necessary, look at extending the parking area. There was also a suggestion that the lower training pitch could be used as a temporary car park in the summer.

3.3.4 Additional suggestions were as follows:

- appreciate that the Lodge Ground is a valuable and desirable green space but parking in the Lodge Grounds should be investigated;
- possible seasonal car park behind the tennis courts but there may be access issues; and
- additional two-three disabled parking spaces required on High Street.

3.4 Other solutions and general comments

- an interim solution must be sought in addition to any long term plan. Even if the solution was phased, it would be highly desirable to have something in place for Summer 2012;
- better local bus services would help to encourage fewer people to drive into town. These should cover the new housing developments too. However, people would probably still just use cars;
- developers should have to contribute towards the cost of dealing with consequences of their actions. For example, Tesco had to build additional parking capacity;
- new car park to the south of town on the road leading past High School;
- no pedestrianisation of High Street as it would be disastrous for business;
- bus drop-off point at golf course club house;
- tennis courts area could also be partially turned into a car park;
- add extra level to Station car park;
- use the dinghy park as car park instead;
- parking on Melbourne Road to could be reconfigured to one side in a diagonal pattern;
- feeling that a bit more provision – allied to a bit more regulation is the way forward;
- extend of residents parking scheme;
- allocation of a car park or sections of car parks for residents parking – some acceptance that charging for permits would be reasonable;
- one suggestion to sympathetically incorporate parking within a wider redevelopment of the Lodge area;
- preference to keep car parking on current footprint rather than lose any green space;
- suggestion to define a 'drop off / pick up' zone to allow eg beach access;
- make Law Road one-way southbound (uphill) so that parking bays can be marked on one side;
- town centre shuttle bus for shoppers and commuters to encourage them to leave their cars at home;
- need to encourage behaviour change and encourage people to use other modes than their car;
- do-nothing is not acceptable but perhaps a significant change is not required;
- introduce bike hire at the station;
- introduce parking charges, but only in a new car park. Charging was discussed and there was a feeling that many visitors would expect to pay to park;
- the first target for action should be employees who park all day; and
- attitudes to the car need to be re-thought and alternatives promoted. There was an acceptance that with an ageing population, residents will still need to use their cars on occasions to access certain facilities.

3.5 Community council

3.5.1 North Berwick Community Council responded to the request to participate in the consultation on parking in North Berwick. Their contribution is included *verbatim* below:

- *regulation should continue to be used to maximise the number of people enjoying access to the town centre and to maintain it as a thriving centre;*
- *a principal aim of regulation should be the promotion of the commercial prosperity of the town centre. No scheme of regulation will be popular with, or perceived advantageous to, all town centre businesses or residents. However the existence of disadvantages to some should not rule out a scheme if on balance it is likely to promote a thriving central area;*
- *a measure of priority should be afforded to town centre residents so that wherever practicable they will be able to park within an easily walkable distance from their homes;*
- *adequate parking provision should be made for disabled drivers (including those who are residents) at all times of day;*
- *able-bodied drivers should not expect to be able to park at peak periods on-street in the central area other than for very short periods;*
- *regulation should promote the amenity and safety of the High Street and surrounding area by reducing congestion and favouring pedestrian and cycle use;*
- *where parking charges are employed they should be sufficient to influence driver behaviour but not used to generate surplus income for the local authority;*
- *so far as practical both the level and imposition of charges for on and off street parking in the central area should reflect the pressure for places both by time of day and season with no charges imposed when there is no need to regulate demand. Any income from town centre parking charges should be used to support schemes that facilitate access to the centre by those who choose to park on the periphery. The highest charges should be levied at times and locations where scarce places are most in demand;*
- *charges, if any, for shuttle transport to the centre, should that be part of an adopted solution, should be minimal to reflect the contribution to the town's amenity by those who refrain from seeking places in the town centre;*
- *transport to the centre should serve both residents and visitors through multiple pickup and set down points (and not simply at major attractions) and its frequency should be adequate so as to encourage and maximise its use; and*
- *to avoid unforeseen or unintended consequences, any new scheme should be tested in use and reviewed after 12 months and, if appropriate, adjusted or revised. The experimental nature of solutions should so far as possible be reflected in any necessary traffic orders so that they can be amended with least possible administrative time and cost.*

Current problems in the town centre at times of high traffic volumes.

- *there are serious pedestrian/vehicle conflicts along the High Street particularly at the east end and this has made the street potentially hazardous for pedestrians and acts as a deterrent to increased numbers of shoppers. The difficulties are mainly due to:*
 - *the narrowness of the street (particularly the eastmost section) and of the footway combined with the provision of parking bays and loading bays;*
 - *the presence of illegally parked vehicles and the poor state of the footway (though this has recently been improved); and*
 - *deliveries by large HGVs, sometimes involving pedestrian controlled pallets being moved from the loading bay to non-adjacent shops;*
- *at peak times pedestrians are frequently forced off the footway and on to the roadway by child buggies, wheel-chairs and window shoppers or simply because of the volume of pedestrian traffic;*
- *delays and slow moving traffic creating noise and emission pollution due to visitors and residents seeking access to and routes through the town centre exacerbated by drivers circuiting the one way system in search of parking places becoming free;*
- *central area car parks are filled early in the day with few places being released during the course of the day;*
- *residents in streets in or near the central area find it difficult or impossible to park near their homes;*
- *parked vehicles create difficulties for two way traffic movement on certain streets particularly Clifford Road and Kirk Port but also in residential streets such as York Road, West Bay Road, and St Andrew Street;*
- *ambiguity over parking restrictions in place (due in large part to poor signing); and*
- *poor information on parking availability for traffic entering the town.*

Potential solutions

3.5.2 *To tackle these problems while following the principles above we suggest the consultants should consider the following options and report on their likely cost, impact and effectiveness. We would not expect many of the measures to apply outwith an extended summer period when problems are most in evidence. (While there may be occasional problem days outwith the dates adopted we feel that these should be 'tholed' rather than have restrictions imposed at times when they are not necessary).*

- *reducing the numbers of drivers seeking all day parking in the town centre by providing a 'park and ride' scheme. Our understanding is that the running costs in particular of such a scheme are likely to make this unattractive for a town of North Berwick's size but we should like to see estimates of costs to allow better assessment of its potential even if it is unlikely to be pursued in the short to medium term;*
- *reducing the number of 'all day' and long stay parkers in central area car parks both through charging and limiting permitted stays to half a day with no return. This might involve free short stays up to one hour with increasing time unit charges for longer stays within a core (0930 to 1630) period up to a maximum of four hours. This reflects our belief that there need to be strong disincentives to long stays in the central car*

parks as the places are too valuable for access to the retail centre of the town to be occupied by a single user for most of the day;

- *reducing the numbers of drivers seeking on street parking in the core period and for other than short stay (up to 30 minutes) through charges for central area parking for times exceeding 30 mins up to a maximum of 90 minutes. Only residents in dedicated bays or disabled drivers should be permitted to stay for more than 90 minutes. For enforcement purposes even parking during the free period would require display of a time stamped ticket during the core period. We recognise that this option is opposed by a significant number of traders who feel it could have a detrimental impact on trade in the town centre;*
- *examining the fairness, coverage and effectiveness of the existing residents' parking scheme with a view to providing a limited number of places for residents in the central area in residents' bays, in the central area car parks and in certain streets through a chargeable non-transferable resident's permit. From the views expressed at the workshops we believe that most residents already recognise that such a scheme would not guarantee them a place but could nonetheless improve their parking situation;*
- *providing additional parking (whether for 'park and ride' or simply to increase provision) might be considered in the longer term:*
 - *a. In the central area it has been suggested that there may be scope for creation of parking spaces in the west Glebe field, on the north side of Beach Road or by building a multi storey park at the Glebe car park. Views were sharply divided on the acceptability on aesthetic grounds of such use for Beach Road and a multi storey in the Glebe car park. Nevertheless we think these options should be explored. The west Glebe field may also afford scope for an expansion of the number of central parking spaces. This option could gain wider support providing it could be sympathetically landscaped.*
 - *b. Other areas to the east, south and west of the town centre, have been put forward as providing scope for out of centre car parks; viz: at the rugby ground, behind Tantallon Terrace to the East of Castle Hill, the High School (out of term time), the community centre and to the south and north of Dirleton Road beyond the 30mph limit – the Dirleton Road locations would be worth considering only in the context of a 'park and ride' scheme. Of these the rugby ground appears to provide most promise. We think it should be possible to extend the present area set aside for parking and if it were surfaced using a grassblock it could provide an aesthetically acceptable car park within a walkable distance of the centre for free long stay. However any increase in car parking is likely to reduce the attractiveness of a location and we would expect that, before pursuing such additional car parking, the effectiveness of the other measures described above to increase turnover and therefore access should be implemented then re-assessed and if possible improved;*
- *removing all parking from the east end of the High Street and establishing a pedestrian priority zone. Deliveries and other access would still be permitted but the streetscape should reflect pedestrian use;*
- *integrating the Gardener's garden car park within the same scheme as the other town centre car parks under a uniform charging and enforcement regime. We recognise that this would require discussions with the Scottish Seabird Centre on how this could*

be achieved and that for a period of time it might be appropriate to grant a proportion of parking revenue from this park to the SSC to allow modest parking concessions for those using this park in order to visit the centre to continue;

- *discouraging routine deliveries to homes and businesses in the most congested streets during peak traffic hours and limiting the size and weight of goods vehicles in order to protect the physical environment and the safety of other street.*

3.5.3 *During the consultation workshops the consultants made clear that their remit did not extend to traffic measures that went beyond those concerned with parking. We would not want the Council to be constrained in this way and suggest that it must also consider as part of the scheme measures in the town centre for the safety of road users and those which could encourage users to walk or cycle more. These would include 20mph speed limits for motor vehicles, increased provision for pedestrians through safe crossings or pedestrian priority areas and cycle lanes and cycle parking.*

3.6 Benchmarking

3.6.1 Although North Berwick's location and attractions are unique, there are towns in Scotland which also experience a similar conflict in parking which affects both residents and businesses. This section highlights the parking strategies in towns with similar characteristics to North Berwick.

3.6.2 Table 3.1 below summarises the parking management regimes in place in a sample of broadly comparable towns in Scotland.

Table 3.1 Parking charges comparison

Town	Population	Off-street	On-street
Burntisland	5,940	Two small free car parks and one large pay and display car park	No on-street parking restrictions
Anstruther	5,260	One long stay car park (pay and display), one short stay car park (pay and display) and one large free car park on the edge of town	Free on street parking with time restrictions in town centre
St Andrew	16,680	Six / seven car parks. Combination of free, pay and display and seasonal charging car parks with one free, large (300 spaces) car park on the outskirts of the town	Two-hour time limit and pay and display in the town centre
Largs	11,420	Four car parks, combination of free and pay and display	Free on street parking with time restrictions in town centre
Girvan	3,410	Three free car parks	30 minute waiting restriction in town centre
Troon	6,890	Four free car parks	30 minute waiting restriction in town centre and close to beach
Carnoustie	10,780	Four free car parks (one with a 2-hour limit)	30 minute waiting restriction in town centre. Park and ride operates for large, golfing events in the town

- 3.6.3 As Table 3.1 shows, the majority of comparable towns have parking regimes which comprise a combination of free and pay and display car parks and waiting restrictions on parking in the town centre to ensure a high turnover of parking spaces.
- 3.6.4 The exception is St Andrew which operates an on-street pay and display system. St Andrew also operates a residents' parking permit at an annual cost of £90.
- 3.6.5 Of these towns perhaps Anstruther is the most relevant comparison. Unlike East Lothian, charging for parking in Fife town centres is much more widespread, given the larger population base. In Anstruther defined long and short stay car parks (both charged) are combined with free parking further from the town centre to manage parking in the town.

4 Policy Background

4.1 Introduction

- 4.1.1 This chapter considers the broader policy background as this provides the context into which any approaches to the problems identified in the previous chapters should be seen.

4.2 Policy background

East Lothian Parking Strategy

- 4.2.1 Previously, in 2009 East Lothian Council let a wide-ranging commission to develop a strategy for parking in East Lothian to identify and address parking related problems and issues including:

- over-utilisation of cars parks near town centres and rail stations;
- overspill from car parks into residential areas;
- low turnover of on-street spaces; and
- limited enforcement.

- 4.2.2 The Strategy developed the following four tiers of characteristics to assign each of the East Lothian towns to:

- **Tier 1** – this tier would involve the highest level of intervention as the observed problems here are of the most significant scale. In addition, Tier 1 locations perform the most important economic functions within East Lothian and require the highest level of support to maintain their economic vitality;
- **Tier 2** – settlements in Tier 2 also have a high level of economic importance but do not face problems as acute as those experienced by Tier 1 settlements;
- **Tier 3** – this tier includes settlements which are of lesser economic significance than those in Tier 1 and 2 but still play an important local economic role. They also face less acute parking problems than locations in Tier 1 and 2. However, they share some of the characteristics of the Tier 1 and Tier 2 settlements and face issues which are more than just localised parking problems; and
- **Tier 4** – this tier would involve the lowest level of intervention as settlements predominantly face localised parking problems that require local interventions. In addition, settlements in this tier are smaller than those in the other tiers and generally only perform local economic functions.

- 4.2.3 North Berwick was identified as a Tier 2 settlement which experiences similar parking problems to Musselburgh. North Berwick performs a strategic economic function within East Lothian however it does not accommodate a major public transport corridor like Musselburgh.

- 4.2.4 The strategy developed a 'toolkit' of potential interventions which could be drawn upon as necessary to address the observed problems in a particular area. This toolkit was sub-divided into four distinct categories of options which included:

- Parking Management: interventions intended to maximise the efficiency and operation of existing parking provision;
- Parking Supply: measures to control the amount of off-street and / or on-street parking provision available;
- Enforcement: measures to control the usage and turnover of parking and to ensure that restrictions are adhered to; and
- Demand Management: interventions intended to control the demand for parking and encourage the use of alternative modes of transport like walking, cycling and public transport where appropriate.

4.2.5 It should be noted that this Parking Strategy was not formally adopted by East Lothian Council and so has no formal 'status' as such but it remains a useful reference point for this study. For the record, as a Tier 2 town, the Strategy recommended the following courses of action:

- Short term (1-3 years): demand management measure; TRO Amendments; bottleneck removal; localised measures at problem areas; designate uses of off-street parking; resolve on-street difficulties and designations;
- Short to Medium (3-6 years) term: introduce off-street parking charges; and
- Medium to Long (6-10 years) term: introduce on street parking charges, controlled Parking Zones (CPZs) and decriminalised parking enforcement (DPE).

National guidance

4.2.6 Although it is outwith the scope of this parking appraisal and primarily geared towards new developments the Scottish Government's Transport and Planning Maximum Parking Standards (SPP 17) provides a helpful contribution to parking policy. It states that the policy to reduce the reliance on parking should promote the creation of sustainable patterns of development through joint consideration of transport, land use, economic development, social justice and the environment. This can be achieved by:

- locating key travel generating developments so that they are readily accessible by walking, cycling and public transport;
- reducing the need to travel by locating land uses in relation to each other and to transport facilities;
- enabling people to access local facilities over local networks by short walking or cycling trips;
- supporting provision of high quality public transport access; and
- supporting the management of motorised travel.

SEStran Regional Parking Strategy

4.2.7 In 2009 the South East Scotland Regional Transport Partnership (SEStran) published the SEStran Parking Management Strategy³ which set out general guidance to its constituent authorities to manage parking to the benefit of residents, visitors and business users on a consistent basis across the area.

³ <http://www.sestran.gov.uk/files/Parking%20Management%20Strategy.pdf>

4.2.8 The Strategy recognises that the economic vitality of a town centre is helped by the ready availability of short stay parking spaces for business, delivery and shopping use and that long stay commuter parking should be relocated or limited to promote sustainable travel choices. The Strategy also recognises that the severity of parking controls can make one town more attractive to visit than another and that many town centres are in direct competition with each other in an economic sense. As such the introduction of a parking management strategy should not damage the attractiveness of such towns. The Parking Strategy discussed a number of problems / issues which affect towns and cities in the SEStran region and a number of them are relevant to North Berwick:

- enforcement – parking enforcement is currently applied in an inconsistent manner with little or no enforcement applied in some areas and ‘over enforcement’ perceived to be applied in others;
- supply is less than demand – a correct balance of parking provision for all users should be made available at each centre;
- long stay commuter parking impacts on shops and businesses – striving for short-stay parking to be given priority over long-stay commuter parking within town centres;
- long stay parking can overspill into residential areas;
- location and quality of car parks – appropriate signing should be placed within the road network to alert visiting drivers to their presence;
- resistance to introduction of parking charges – to maintain a level playing field between towns, parking charges must be implemented in a consistent, transparent manner with the local support of the affected community;
- lack of private residential provision;
- confusing and inconsistent restrictions; and
- inappropriate and illegal parking

4.2.9 SEStran’s Parking Strategy introduced a three tier hierarchy of parking demand and parking management. This three tier hierarchy is defined by a measure of town centre economic vitality considered to be a reasonable proxy for the demand for parking likely to result. The hierarchy system also takes into account the availability of alternative forms of transport to the private car. This is to take account of some towns not well served by public transport and therefore rely on car travel to thrive. To restrict long-stay parking may be counter-productive to their prosperity as visitors and town workers may have no public transport alternative. The public transport hierarchy aims to moderate restrictions in those cases.

4.2.10 The Strategy does address tourist parking although as it is mainly directed at specific tourist attractions it is of relevance to North Berwick. It states that as soon as parking begins to overspill into residential areas or areas more appropriately used by short stay shopper / business use then restrictions will be required to control the use of spaces. Similarly, if long stay commuter parking begins to encroach on the tourist attraction then charges set at a level to prevent this will be necessary.

4.2.11 Although the Strategy does not explicitly consider North Berwick the broad strategic approach outlined above provides further policy guidance.

East Lothian Local Transport Strategy 2001

4.2.12 The East Lothian Local Transport Strategy (LTS) was published in 2001 and is currently in the process of being updated. An issues paper has been produced as part of the consultation process. The objectives of the Strategy are to:

- deliver a more attractive and safer environment for pedestrians and cyclists;
- reduce the overall dependence on the car and the environmental impact of traffic;
- promote the availability and use of more sustainable means of travel;
- locate new development to reduce the need to travel;
- maximise accessibility for all and reduce social exclusion; and
- promote integration and interchange between different means of travel.

4.2.13 The LTS does not take a clear position on parking policy. Note that the LTS is currently being refreshed by East Lothian Council.

4.3 East Lothian Local Plan 2008

4.3.1 East Lothian's Local Plan 2008 sets out detailed policies and specific proposals for the development and use of land that should guide day-to-day planning decisions and states the Council's approach to the development and use of land within East Lothian.

4.3.2 The Local Plan's policies and proposals are intended to give firm guidance over a period of at least five years following its adoption and, of particular relevance to this strategy, recognises that development must be done in such a way to **reduce the impact of the private car and maximise public transport use.**

North Berwick

4.3.3 North Berwick's traffic and parking issues are highlighted by the Local Plan and the following traffic related proposals have been put forward for North Berwick:

- Council continues to support the principle of pedestrianisation of North Berwick's High Street for environmental and road safety reasons to address the traffic congestion and limited space for pedestrians but disabled access, delivery arrangements and accessible parking issues would have to be addressed in advance;
- promoting changes to the Traffic Regulation Order to permit one way movement north-south along Church Road and south-north along West End Place; and
- Proposal T7: Gardeners Garden car park extension – completed.

4.3.4 In addition to transport related proposals the Local Plan includes the development of 500 houses in North Berwick and the following locations:

- **Proposal H5: Mains Farm** - Approximately 38 hectares of land is proposed at Mains Farm, North Berwick for a mixed use development of approximately 400 houses, community facilities, open space, employment and associated infrastructure; and
- **Proposal H6: Gilsland** - Approximately eight hectares of land is proposed for housing at Gilsland, North Berwick. This land will accommodate approximately 100 houses.

4 Policy Background

4.3.5 The figure below gives details of policies and proposed activity in North Berwick and descriptions of the relevant policies and proposals.

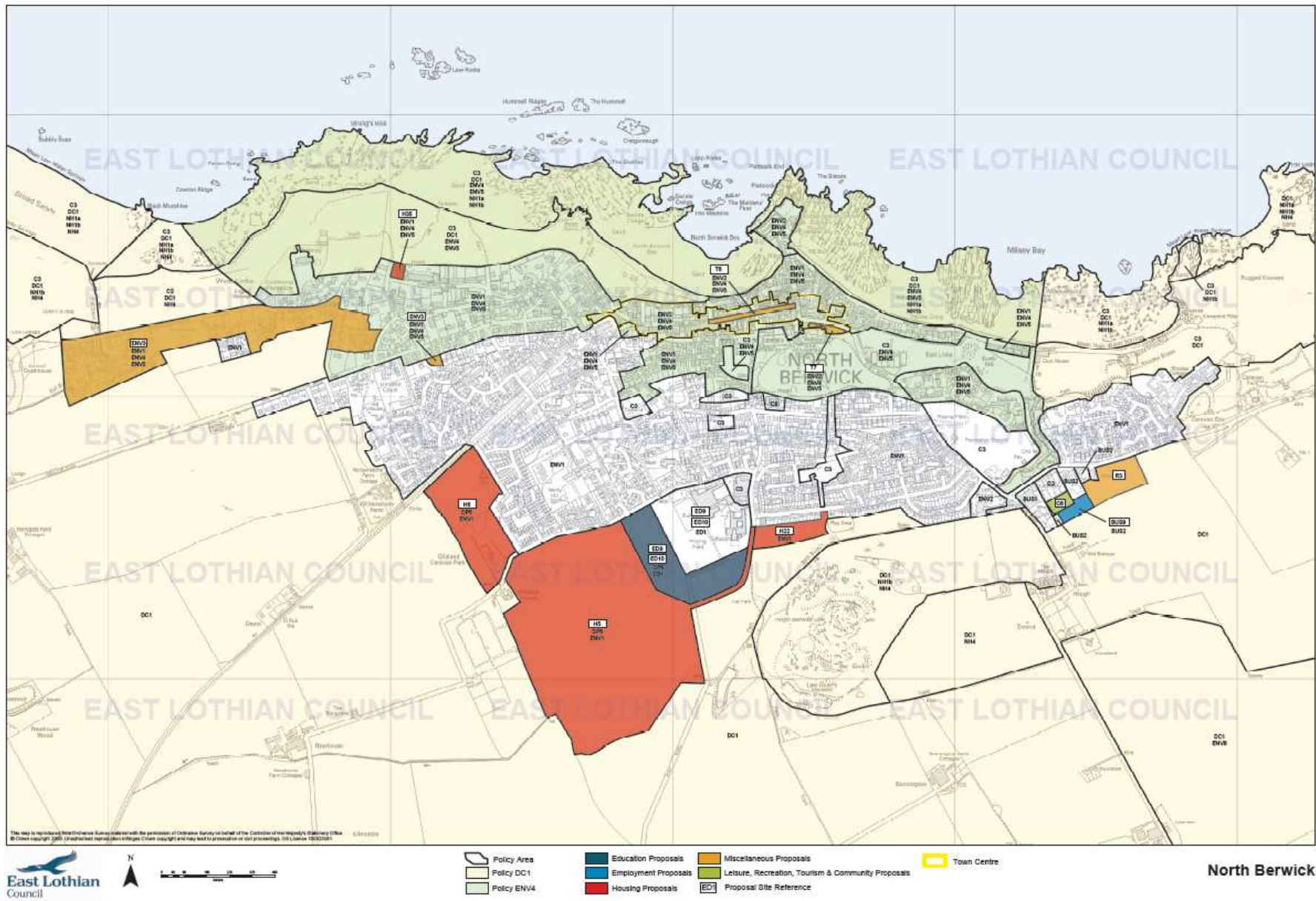


Figure 4.1 East Lothian Local Plan – North Berwick Proposals and Policies

Table 4.1 Policy and proposal descriptions

<p>Policy DC1: Development in the Countryside & Undeveloped Coast</p> <p>Policy NH1a: Internationally Protected Areas</p> <p>Policy NH1b: Sites of Special Scientific Interest</p> <p>Policy NH4: Areas of Great Landscape Value</p> <p>Policy ENV1: Residential Character and Amenity</p> <p>Policy ENV2: Town and Village Centres, Other Retail or Mixed Use Areas</p> <p>Policy ENV4: Development within Conservation Areas</p> <p>Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights</p> <p>Proposal ENV3: North Berwick Conservation Area – Proposed Extension</p> <p>Policy BUS1: Business and General Industrial Allocations</p> <p>Policy BUS2: Business Class Locations</p> <p>Proposal BUS9: Tantallon Road, North Berwick</p> <p>Proposal R3: Tantallon Road, North Berwick – Supermarket</p> <p>Proposal H5: Mains Farm, North Berwick</p> <p>Proposal H6: Gilsland, North Berwick</p> <p>Policy C3: Protection of Open Space</p> <p>Proposal T6: Pedestrianisation of High Street, North Berwick</p> <p>Proposal T7: Gardener’s Garden Car Park Extension, North Berwick</p> <p>Policy DP5: Major Development Sites.</p>

4.3.6 The policies of most relevance here are expanded upon in Chapter 6.

4.4 Summary

4.4.1 Overall, it’s fair to say that the policy context with regard to parking advocates control and management as opposed to the provision of new capacity. This is allied with wider transport policies which are aimed at limiting or reducing the use of the private car and promoting more sustainable longer term transport solutions.

5 Objectives

5.1 Introduction

- 5.1.1 The preceding chapters have outlined the current provision, the consultation findings and the policy background with respect to parking which provides an evidence base for the appraisal. This chapter develops a set of objectives to guide the development and appraisal of potential solutions to the problems and issues identified.
- 5.1.2 The philosophy behind any appraisal which uses STAG is that it is objective led and evidence based. In many applications, STAG is applied to a particular set of transport related problems and a wide range of potential solutions are explored. This gives rise to a set of wide ranging Transport Planning Objectives and a subsequent multi-faceted appraisal which is required to consider a diverse range of solutions.
- 5.1.3 In this case, the STAG principles are being applied in a specific parking related context, ie non parking based solutions are not considered here as a means to tackle the problems identified. This has the effect of narrowing the appraisal somewhat as the main options (more parking capacity, different parking regulations etc) will have a similar impact at the strategic level. The difference is in their detailed impacts at the town level.
- 5.1.4 STAG requires any measures to be considered in terms of their impact on:
- environment;
 - economy;
 - safety;
 - integration; and
 - accessibility and social inclusion.
- 5.1.5 In addition, as noted above, study-specific Transport Planning Objectives should be set which express the desired outcomes in the context of the problem and issues identified. The parking surveys, consultation exercise and review of existing parking restrictions / arrangements and parking policy provided a comprehensive picture of the issues associated with parking in North Berwick. The Objectives identified below therefore address those issues.

5.2 Parking Policy Objectives for North Berwick

- 5.2.1 Given the specific nature of this study, it is perhaps more appropriate here to consider 'Parking Policy Objectives' as opposed to 'Transport Planning Objectives'.
- 5.2.2 It has been shown that parking has been a long running issue for North Berwick residents and traders. In general, the main aim of parking policy in the town should be to maintain and enhance the vitality of North Berwick as a sustainable location for living, working and recreation, and this can be achieved through meeting the following objectives:
- maximise the efficient use of parking provision;
 - target sufficient parking turnover to maximise High Street retail take and footfall;

- make reasonable specific provision for residents' parking;
- create a more structured approach to the efficient utilisation of available parking capacity in the town;
- cater more effectively for the 'day to day' needs of the town;
- plan more effectively for the summer peak demand; and
- review contingency plans for 'high summer peak' days – days of exceptional summer weather.

5.2.3 In terms of parking this can best be achieved by creating a **balance** between the needs of **residents, traders, shoppers** and **visitors**. The following Parking Policy Objectives are therefore defined:

- residents: improve parking provision for town centre residents – make it easier for town centre residents to park in reasonable proximity to their properties;
- traders: increase town centre parking turnover to assist shoppers and increase footfall;
- encourage a switch to sustainable modes within the town and for travel to the town where viable;
- ensure provision for people with disabilities is adequate; and
- improving provision for summer day trippers such that parking does not become a factor in discouraging people from visiting the town.

5.2.4 These objectives form the background to the assessment of the various parking related options in Chapter 6.

6 Option Development and Appraisal

6.1 Introduction

- 6.1.1 This chapter develops and considers a range of parking related measures which could bring improvements to the town in terms parking provision.
- 6.1.2 Firstly, as noted in Chapter 4, the East Lothian Parking Strategy developed a 'Toolkit' of policy measures which can be considered in the context of any given parking issues. This toolkit is shown in the next section and provides a useful reference point for considering options.

6.2 Toolkit

- 6.2.1 The toolkit comprises of four main elements as follows:

- 'Parking Management': maximise the efficiency and operation of existing provision – ie get more out of existing provision;
- 'Parking Supply': control the amount of off-street and on-street provision – ie manage supply;
- 'Enforcement': control the usage and turnover of parking ie enforce what's there; and
- 'Demand Management': control demand for parking and encourage use of alternative modes – ie reduce demand.

- 6.2.2 The potential actions associated with each of these four areas are now outlined in more detail below.

Parking Management Measures

- new or shorter / longer waiting restrictions (including Clearways);
- improved street signage / road markings;
- Variable Message Signs (VMS);
- residential parking management – permits / zones;
- parking charges;
- reallocation of supply (short, long, disabled, loading, residents);
- traffic management; and
- controlled parking zones (CPZs).

Parking Supply Measures Toolkit

- increase on-street supply through removal of restrictions;
- increase on-street supply through increasing turnover;
- increase off-street supply through new sites;
- increase off-street supply through turnover;

- decrease on-street supply;
- decrease off-street supply; and
- displacement (Controlled).

Enforcement Measures

- more rigorous enforcement;
- Decriminalised Parking Enforcement (DPE);
- improved techniques for monitoring parking activities;
- physical enforcement measures; and
- parking charges.

Demand Management Measures

- Park & Ride development;
- enhanced public transport services;
- public transport fares strategy;
- pedestrianisation of key streets;
- maximum parking standards for new developments; and
- Travel Plans (business, schools, etc).

6.2.3 In the light of the above, the issues North Berwick faces can be addressed in the following three ways:

- parking and demand management – maximising the efficiency of the existing parking provision and encouraging other modes of travel;
- providing additional parking capacity; and
- a combination of parking management and additional parking capacity

6.2.4 The following section will present the potential parking solutions, associated costs and include any relevant comments from the public consultation.

6.3 New Parking Provision

6.3.1 A primary objective for this study was the need to undertake an objective appraisal of a number of potential sites for new parking in the town. As discussed previously, residents' parking demand outstrips current on-street parking supply in the summer months without visitors to the town being taken into account. This therefore puts pressure on the existing car parks which is evident in the car park surveys which shows that they exceed capacity on occasions throughout the day. Additional off-street parking supply is perhaps the most straightforward option in terms of tackling this problem.

6.3.2 As noted in Chapter 4, ten locations have been identified as potential car parks to increase parking supply in North Berwick. Most of locations were identified in the Options Paper produced by ELC and these form the basis of the appraisal here.

6 Option Development and Appraisal

6.3.3 The ten locations are shown in Figure 6.1 and the main environmental constraints in North Berwick are shown in Figure 6.2.



Figure 6.1 North Berwick proposed locations for additional capacity

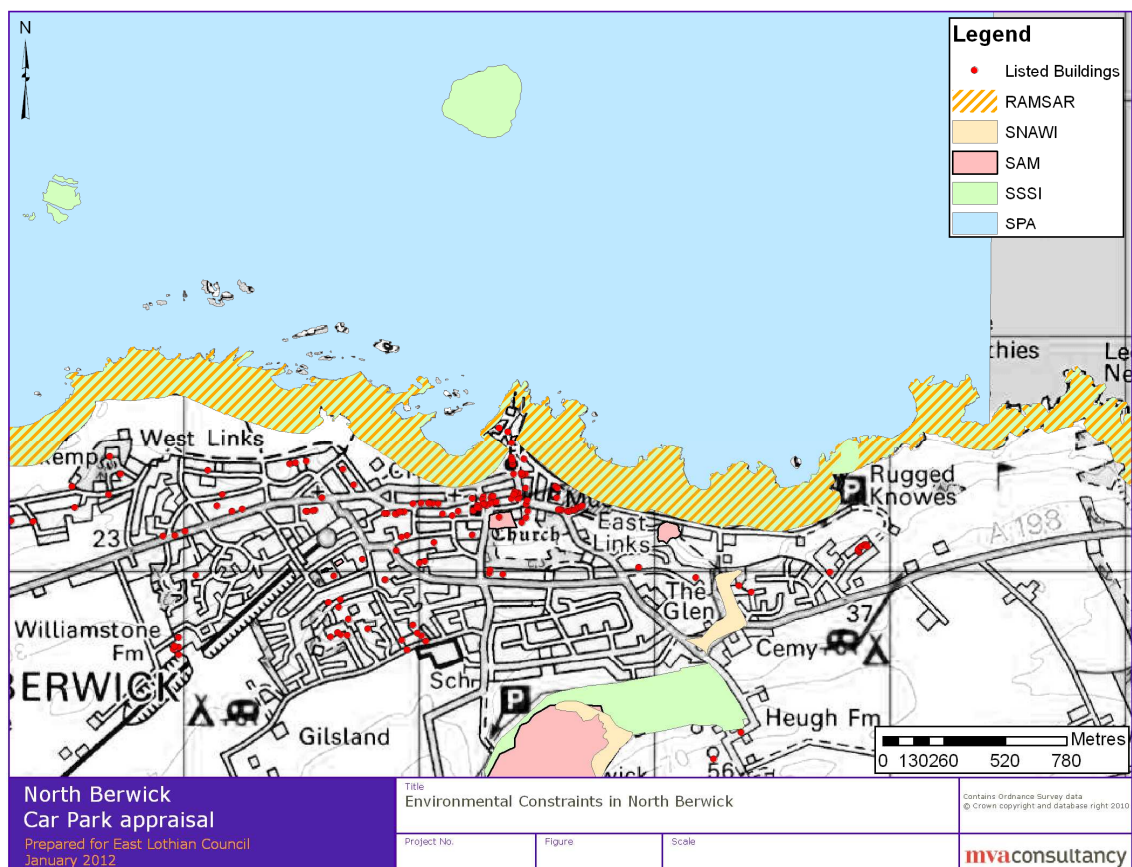


Figure 6.2 North Berwick's environmental constraints

- 6.3.4 The following tables provide details of a number of issues associated with each potential site: accessibility, number of spaces, planning constraints and the costs associated with each option. There is clearly little point in investing in new parking capacity in the town at a location which does not meet the needs of the town and as such, this review identifies the benefits and disbenefits associated with each of the locations.
- 6.3.5 The relevant planning designation from the Local Plan (see Figure 4.1) are also noted in the tables which follow. The key designations are 'NH1a', 'NH1b', 'ENV1', 'ENV4', 'ENV5', 'C3' and 'DC1', and the policies are reproduced below with the main points associated with each highlighted in red:

Policy NH1a: Internationally Protected Areas: *Development which would have an adverse effect on the conservation interest of a Natura 2000 area (including proposed SPAs or SACs) or a Ramsar site will only be permitted in the following circumstances: a) there are no alternative solutions; and b) there are imperative reasons of over-riding public interest, including those of a social or economic nature. Where a priority habitat or species (as defined in Article 1 of the Habitats Directive) would be affected, prior consultation with the European Commission is required unless the development is necessary for public health or safety reasons.*

Policy NH1b: Sites of Special Scientific Interest: *Development affecting SSSI's will only be permitted where it can be demonstrated that: a) the objectives of designation and overall integrity of the site will not be compromised; or b) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, economic or environmental benefits of national importance; and c) there are no alternative solutions.*

Policy ENV1: Residential Character and Amenity: *The predominantly residential character and amenity of existing or proposed housing areas will be safeguarded from the adverse impacts of uses*

other than housing. *Development incompatible with the residential character and amenity of an area will not be permitted.* Proposals for new development will be assessed against appropriate local plan policies. In the case of infill, backland and garden ground development, this will include assessment against Policy DP7 in Chapter 13.

Policy ENV4: Development within Conservation Areas: *All new development in Conservation Areas must be located and designed to preserve or enhance their special architectural or historic character.* New development should accord with the size, proportions, orientation, positioning, density, materials, and boundary treatment of nearby buildings and public and private spaces. In addition, the following requirements must be met:

Outline Planning Applications: Outline planning applications in Conservation Areas must be accompanied by sketch plans and elevations showing the proposed development in relation to its surroundings.

Car Parking In Conservation Areas: The car parking requirement of new developments must accord with Local Plan Policy DP22 unless it can be demonstrated that a reduced level of parking (which, in exceptional circumstances could be no parking provision), will achieve positive townscape benefits without compromising road safety

Policy ENV5: Conservation Areas – Proposed Restriction of Permitted Development Rights: *Within the following Conservation Areas permitted development rights will be removed for the following classes of development as defined in the Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended. North Berwick: Classes 1, 6, 7, 16, 17, 27, 30, 33, 35, 38(b), 38(d), 39(b), 39(f), 40(a), 40(f), 41, 42, 67(a) and 67(d).*

Policy C3: Protection of Open Space: *Recreational, leisure and amenity open space and facilities which make a significant contribution to the recreational needs of the community or the amenity or landscape setting of an area will be retained in use as such. Alternative uses will only be considered where there is no significant loss of amenity or impact on the landscape setting and: i the loss of a part of the land would not affect its recreational, amenity or landscape potential, or ii alternative provision of equal community benefit and accessibility would be made available, or iii provision is clearly in excess of existing and predicted requirements*

Policy DC1: Development in the countryside and undeveloped coast: *Development, including changes of use, will be acceptable in principle within the countryside and undeveloped coast where it is directly related to agriculture, horticulture, forestry and countryside recreation. Other business use will also be acceptable where it is of an appropriate scale and character for its proposed location in the countryside, it can be suitably serviced and accessed and there are no significant traffic or other environmental impacts. Development will also be acceptable in principle in the following circumstances:*

1 New Build: (a) Leisure, tourism or infrastructure proposals, provided they have a clear operational requirement for a countryside location that cannot reasonably be accommodated within an existing urban or allocated area or, in the case of a proposed development within the undeveloped coast, that cannot be accommodated elsewhere and any potentially detrimental impact is outweighed by its social and economic benefits; (c) In the case of an employment, tourism or leisure use, an element of new build housing may be acceptable as enabling development where the Council is satisfied that (i) the wider public benefits of securing the primary use outweigh the normal policy presumption against new build housing in the countryside, and (ii) the enabling development is essential, it is the minimum necessary to achieve the primary use and it is not a substitute for normal development funding, including borrowing.

Enabling development may also be acceptable where it will fund the restoration of a listed building or other significant feature of the built or natural environment, the retention of which is desirable. Any enabling development must not harm the setting of the listed building or other feature and meet the test of (c)(i) and (ii) above. The Council will obtain independent advice on (c)(ii) above. Where housing is acceptable on the grounds of enabling development it will not require to provide affordable housing.

5 In all cases: (a) Having regard to its nature and scale, new development must be integrated into the landscape, reflect its character and quality of place, and be compatible with its surroundings; (b) New development must be sited so as to minimise visual intrusion and landscape impact within the open countryside or undeveloped coast, for example, by locating as part of an existing group of buildings, woodland or other well-contained setting, and by respecting and making use of the setting provided by

landform or existing landscape features; (c) The proposal must have no significant adverse impact on nearby uses; (d) The proposed development must minimise the loss of prime agricultural land; (e) Account must be taken of the design policy framework contained in the local plan (refer to Chapter 13); (f) Suitable access and infrastructure is or can be made available;

Proposal (Map ID)	Park and Ride – Dirleton Road (A)
Description	<p>The proposal is to build a new car park in the field adjacent to Dirleton Road and Strathearn Road</p> <p>This park and ride car park positioned on the outskirts of North Berwick would provide long-stay parking for visitors to North Berwick during the summer months when parking availability in the town is scarce. The service could be aligned with the dates of summer parking restrictions. The car park could be grassblocked to reduce the visual impact on the surrounding area.</p>
Spaces	200 but effectively unlimited potential as the site is large
Distance from town centre	1,530m
Town connectivity / integration	<p>Bus stop nearby – bespoke bus service would could call into site, or users would have to walk out to Dirleton Road to catch Edinburgh services.</p> <p>Most would judge this too far to walk into the town centre if other options are available – so bus service required.</p>
Traffic/access	Very good with direct access from main route from west – traffic using the site would not impact on the town centre.
Environmental issues	<p>Visual impact on main approach to North Berwick from west and for nearby properties on Dirleton Road and Strathearn Road.</p> <p>Negative impacts of new lighting in this dark area</p>
Planning context	<p>Policy DC1: Development in the Countryside & Undeveloped Coast</p> <p>Privately owned land</p>
Costs and implementability	<p>Estimated construction cost estimated at £642,330 (@ £3,211 per space) for conventional car park [source: ELC]</p> <p>P&R bus costs outlined below</p> <p>Maintenance costs of approximately £18,000 per annum (£90 per space)</p> <p><i>Note that typical 'grassblock' construction costs are somewhat lower at around £1,800 per space (excluding VAT and fees, source: Spons 2012), although maintenance costs are typically higher.</i></p>
Consultation Comments and Other Issues	<p>P&R scheme could be targeted at visitors and town centre long stay employees.</p> <p>Without appropriate signage visitors would continue to pass the car park and look for a space in town before parking out of town if there were no spaces.</p> <p>May attract travellers to the town if not designed appropriately.</p> <p>Park and ride unlikely to be popular as visitors to the beach have too much luggage to travel by park and ride.</p> <p>Could provide effective during occasional high summer peak days.</p>

Park & Ride in North Berwick

6.3.6 A key issue with this option is clearly the viability of Park and Ride in a town like North Berwick in terms of its attractiveness to users, and its financial implications. Successful Park and Ride schemes rely on some or all of the following:

- a concentration of car traffic in a corridor accessing a central and well defined area served by high frequency public transport;
- sufficient parking restraint (supply and / or cost) to mean there is a low probability of easily finding a space and / or high cost associated; and
- congested traffic conditions and bus services with a high degree of prioritisation which means there is some comparative advantage for the bus.

6.3.7 Typically these conditions only apply in city locations although there are examples of park and ride schemes in smaller towns and villages where tourist numbers are high and village / town centre parking is very limited and / or charged. Park and Ride as a policy is therefore highly unlikely to be an attractive option for those travelling by car to North Berwick on anything other than days of exceptional summer weather when the town is very busy with day trippers.

6.3.8 Without town centre parking charges, any fares charged on the bus would be a further disincentive. Low volumes would not justify a high bus frequency which further lessens the attractiveness of the option.

6.3.9 Nevertheless, Table 6.1 details the estimated costs to run a Park and Ride bus service which would be in addition to the construction costs outlined above and would be ongoing. The costs take account of bus, fuel and driver’s salary based on a number of variations to length of timetable and bus availability.

Table 6.1 Estimated Park and Ride bus service cost

Bus service variation	Cost Estimate (£ per annum)
1 bus, 9-hour day timetable	£75,000
1 bus, 18- hour day timetable	£125,000
2 buses, 9-hour day timetable	£150,000
2 buses, 18-hour day timetable	£250,000

6.3.10 Although these costs are annual, even a seasonal service would require a significant ongoing commitment to maintain. A seasonal service would also rely on the practicalities of deploying the vehicle(s) and driver(s) outwith the summer months on behalf of ELC or any operator contracted to provide the service. Note that a nine hour timetable would only just cover a conventional working day.

Proposal (Map ID)	West end of Beach Road and Links (B)
Description	<p>Proposed car park B involves the development of a small car park at the west end of Beach Road. The new parking would have the same height restrictions as the existing parking supply on Beach Road and would have approximately 33 spaces.</p> <p>An alternative suggestion here is to construct diagonal 'herringbone' parking alongside one or both sides of Beach Road along some or all of its length.</p>
Spaces	33
Distance from town centre	432m
Town connectivity / integration	Bus nearby, walking distance to train station, walking and cycling
Traffic/access	No issues with main car park proposal. Herringbone arrangement requires traffic to reverse into diagonal spaces from the main carriageway at a 45 degree angle which can seem counter-intuitive.
Environmental issues	<p>Significant visual impact on this key route into North Berwick but relatively few neighbouring properties would be directly affected.</p> <p>The north side of beach road is open links style grassland and is undeveloped between Beach Road and the shore.</p> <p>Although the car park proposals need not impinge on the existing putting green, public opposition to any encroachment off Beach Road onto the Links was expressed at the Workshop. Development of herringbone spaces along the length of the road could potentially impact on the putting green.</p> <p>This site is inside the town's Conservation Area</p>
Planning context	<p>Policy DC1: Development in the Countryside & Undeveloped Coast</p> <p>Policy C3: Protection of Open Space</p> <p>Policy ENV4: Development within Conservation Areas</p> <p>Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights</p>
Costs and implementability	<p>Estimated construction cost of £81,000 (@ £2,481 per space) [source: ELC]</p> <p>Maintenance costs of approximately £2,970 per annum (£90 per space)</p>
Consultation Comments and Other Issues	<p>The Links is a highly valued local amenity.</p> <p>Concern about reversing into parking spaces onto Beach Road.</p> <p>Negative impact on sea views.</p> <p>Concern that sandy soil on north side of Beach Road would be inappropriate for parking spaces.</p> <p>Concern that this solution would not provide sufficient new spaces to make a meaningful difference.</p>

Proposal (Map ID)	Reclaimed seafront land adjacent to Seabird Centre (C)
Description	The seafront immediately to the east of the Scottish Seabird Centre would be reclaimed and a car park developed.
Environmental issues	<p>Policy NH1a: Internationally Protected Areas</p> <p>Policy NH1b: Sites of Special Scientific Interest</p> <p>Policy DC1: Development in the Countryside & Undeveloped Coast</p> <p>Policy C3: Protection of Open Space</p> <p>Policy ENV4: Development within Conservation Areas</p> <p>Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights</p> <p>Inside town's Conservation Area</p> <p>This site would encroach on areas with the highest levels of environmental designation and therefore protection. The proposal would be highly visually intrusive in an iconic location in North Berwick.</p>
Costs and implementability	<p>Not costed due to the above</p> <p>Major implementability and public acceptability issues</p>
Consultation Comments and Other Issues	<p>This option should be ruled out based on environmental concerns, visual impact on the seafront and public acceptability issues.</p> <p>In traffic terms this would also bring more cars into an area where traffic should ideally be reduce to improve the environment for pedestrians and cyclists.</p>

Proposal (Map ID)	Law Road / St Margarets Road (D)
Description	The Law Road / St Margarets Road car park option would involve levelling the land to the south of the Glebe car park and developing a car park.
Spaces	99
Distance from town centre	320m
Town connectivity / integration	No public transport connectivity. Law Road has a steep incline into town and would not be ideal for elderly / mobility impaired pedestrians.
Traffic / access	Traffic from outside North Berwick could be routed via the A198 and Law Road so good access which would keep traffic out of the town centre.
Environmental issues	This proposal would impact on properties to the south of St Margaret's Road and Glebe House itself. Otherwise relatively limited impacts although there would be a loss of some mature trees with associated wildlife impacts. Inside town's Conservation Area
Planning context	Policy C3: Protection of Open Space Policy ENV4: Development within Conservation Areas Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights Site is in private ownership
Costs and implementability	Estimated construction cost of £260,820 (@ £2,634 per space) [source: ELC] Uncertainty over availability of land due to private ownership. Maintenance costs of approximately £8,910 per annum (£90 per space)
Consultation Comments and Other Issues	Concerns over land ownership Steep incline from town centre to car park Grasscreting option may make it more acceptable to local residents from a visual perspective.

Proposal (Map ID)	Extend Glebe car park (E)
Description	Extend the existing Glebe car park westwards behind the properties on St Andrew St / St Margaret's Road. This will involve levelling of the existing car park.
Spaces	26
Distance from town centre	130m
Town connectivity / integration	Very good access to town centre and both bays
Traffic/access	Existing access off St Andrew Street would be used – some additional traffic though
Environmental issues	Impacts on around six properties on St Andrew Street and St Margaret's Road. Site is open ground at present so no other significant issues. Inside town's Conservation Area
Planning context	Policy C3: Protection of Open Space Policy ENV4: Development within Conservation Areas Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights Private land
Costs and implementability	Estimated construction cost of £260,820 (@ £2,634 per space) [source: ELC] Maintenance costs of approximately £2,340 per annum (£90 per space)
Consultation Comments and Other Issues	Concerns over land ownership Viewed by many as a realistic possibility Not enough spaces to solve North Berwick's parking supply issues

Proposal (Map ID)	Multi-Storey Glebe car park (F)
Description	Proposal is to construct a two storey car park broadly on the footprint of the current Glebe car park by excavating the current site to the level of St Andrew Street, and adding a second level.
Spaces	60 additional (140 in total)
Distance from town centre	130m
Town connectivity / integration	Very good access to town centre and both bays
Traffic/access	Existing access would be retained – some additional traffic though
Environmental issues	<p>This proposal would represent a significant construction project within the town's Conservation area. Significant noise and vibration during construction.</p> <p>As the project would use an existing footprint, new environmental impacts are mitigated somewhat compared to developing a new site.</p> <p>Impacts on local properties.</p> <p>Although the topography of the site may allow some excavation and thus 'burying' of the car park, the scale of the structure required here could be regarded as out of scale and context in this conservation area</p> <p>Potential conflict with ENV1 planning policy</p>
Planning context	<p>Policy C3: Protection of Open Space</p> <p>Policy ENV1: Residential Character and Amenity</p> <p>Policy ENV4: Development within Conservation Areas</p> <p>Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights</p> <p>Public land</p>
Costs and implementability	<p>Estimated construction cost of £945,000 (assuming 140 spaces, 25sq m per space and £270 per square metre – SPONS 2012. Excludes VAT and professional fees). (£15,750 per additional space)</p> <p>Potential engineering issues depending on the nature of the ground at the site. Also a significant retaining wall would be required to the south.</p> <p>Loss of existing parking spaces during construction period</p> <p>Higher maintenance costs associated with structure</p> <p>Maintenance costs of approximately £33,600 per annum (£240 per space)</p>
Consultation Comments and Other Issues	<p>Would provide significant new capacity in a town centre location</p> <p>Winter weather and the gradient of the current car park makes manoeuvring difficult, multi-storey car park will level the land</p> <p>Expensive option</p> <p>Concerns over impact on local residents</p>

Proposal (Map ID)	Recovered area of the cemetery (G)
Description	Recover an area of the cemetery on Kirk Ports by exhuming and interring 100+ bodies in the cemetery and construct the car park which would consist of approximately 94 spaces.
Spaces	94
Distance from town centre	160m
Town connectivity / integration	Very good access to town centre and both bays
Traffic/access	Would access from Kirk Ports – no significant issues
Environmental issues	Inside town's Conservation Area Location of Scheduled Ancient Monument
Planning context	Policy C3: Protection of Open Space Policy ENV4: Development within Conservation Areas Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights Public land
Costs and implementability	Estimated construction cost of £241,290 (£3,451 per space) [source: ELC] Maintenance costs of approximately £8,460 per annum (£90 per space) Costs associated with exhuming and interring bodies have not been estimated here (!) Public acceptability issues associated with this option.
Consultation Comments and Other Issues	This option was not seen as acceptable by most at the Consultation when other options are available

Proposal (Map ID)	Extension to Gardener's car park (H)
Description	Further extension of the Gardener's car park to the east / south.
Spaces	Approximately 50
Distance from town centre	410m
Town connectivity / integration	Good, level access to town's amenities
Traffic/access	Existing access would be retained so no issues here
Environmental issues	<p>Inside town's Conservation Area</p> <p>The Lodge is a large area of park land and gardens in the centre of North Berwick. This north-east corner is of limited amenity however and is covered in shrubs and some mature trees. The car park has been extended previously.</p> <p>The existing wall on East Road would limit the visual impact of the car park extension. A small number of properties on East Road and Quadrant would be impacted but the existing wall would limit this.</p>
Planning context	<p>Policy C3: Protection of Open Space</p> <p>Policy ENV2: Town and Village Centres, Other Retail or Mixed Use Areas</p> <p>Policy ENV4: Development within Conservation Areas</p> <p>Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights</p> <p>Public land</p>
Costs and implementability	<p>Estimated construction cost of £82,500 (based on SPON's, 25 square metre per space and £66 per square metre, excludes VAT and professional fees) (£1,650 per space)</p> <p>Construction would require significant excavation work and the potential construction of a retaining wall</p> <p>Maintenance costs of approximately £4,500 per annum (£90 per space)</p>
Consultation Comments and Other Issues	<p>Loss of mature trees and associated impacts on wildlife</p> <p>Visual impact is relatively limited as long as the mature trees and high wall around the perimeter of the site are retained</p> <p>Good proximity to town centre and other attractions</p> <p>This site featured in the current East Lothian Local Plan as Proposal T7 (assumed to be what is on the ground now) – so the precedent for extension here has been set.</p>

Proposal (Map ID)	Tantallon Terrace, West of the Glen Golf Course car park (I)
Description	Option here is to build a car park off Tantallon Terrace in the open green space behind the Tantallon Terrace properties. The car park could be 'grassblocked' to reduce the visual impact when not in use.
Spaces	114
Distance from town	1,180m
Town connectivity / integration	Some distance from all amenities except Milsey Bay beach. As such this location can primarily be viewed as a beach car park only.
Traffic/access	This site is probably the most poorly accessed location for traffic from the west. Traffic would have to be routed through the town centre or via a circuitous route round the A198. Marine Parade is also a narrow street.
Environmental issues	<p>Inside town's Conservation Area</p> <p><i>Site is open grassland currently used as a practice area for the Glen Golf Club.</i></p> <p>Proximity to Scheduled Ancient Monument would have to be carefully managed.</p> <p>Visual impact to the rear of properties on Tantallon Terrace.</p>
Planning context	<p>Policy C3: Protection of Open Space</p> <p>Policy ENV4: Development within Conservation Areas</p> <p>Policy ENV5: Conservation Areas: Proposed Restriction of Permitted Development Rights</p> <p>Public land</p>
Costs and implementability	<p>Estimated construction cost of £252,810 (£2,217 per space) [source: ELC]</p> <p>Possible access issues with Glen Golf Club</p> <p>Maintenance costs of approximately £10,260 per annum (£90 per space)</p> <p><i>Note that typical 'grassblock' construction costs are somewhat lower at around £1,800 per space (excluding VAT and fees, source: Spons 2012), although maintenance costs are typically higher.</i></p>
Consultation Comments and Other Issues	<p>Very limited demand for demand in this area though – would have to be clearly signed as 'East Beach car park'</p> <p>No connectivity with public transport</p>

Proposal (Map ID)	Dunbar Road/ Rugby Club (J)
Description	The Dunbar Road car park option would involve the expansion and formalisation of the existing informal car park. The existing rugby pitches would be unaffected by the proposed development.
Spaces	97
Distance from town centre	950m
Town connectivity / integration	<p>Steep incline on East Road approach – unattractive location for walking to town centre</p> <p>There is currently no footway on east side of Dunbar Road down to the town centre. New crossings would be required at the current Dunbar Road traffic island and a further crossing on East Road to access the town.</p> <p>Close to bus stop (Dunbar Road, 20m)</p>
Traffic/access	Well located for access from east and west via the St Baldred's Road distributor (A198) – but would need to be clearly signed from west via the A198 – traffic following these signs would avoid the town centre.
Environmental issues	<p>Outside conservation area</p> <p>No significant environmental issues – site is already established as informal car park</p>
Planning context	<p>Policy C3: Protection of Open Space</p> <p>Public land</p>
Costs and implementability	<p>Estimated construction cost of £298,440 (£3,076 per space)</p> <p>Maintenance costs of approximately £8,730 per annum (£90 per space)</p> <p>A pelican crossing on Dunbar Road would cost £22,750 (source: Spon's 2012, excludes service trenches, ducts etc and VAT and professional fees)</p> <p>No significant implementation issues – probably the easiest option of the 10 to implement</p>
Consultation Comments and Other Issues	<p>Longer walk to town centre / beaches</p> <p>Gradient could be an issue for elderly / mobility impaired</p> <p>This area is at present sometimes used by HGVs / coaches for parking. If this site were developed as a formal car park, an alternative site would have to be made or the ELC site drawing car park would have to be expanded. This could impinge on the rugby pitch to the north.</p> <p>This car park is not overlooked by many properties and would benefit from CCTV coverage to improve personal and material security.</p>

6.3.11 The 10 sites can therefore be considered as follows:

- **Discounted:** Beachfront (C) reclaimed land car park and Recovered Area of Cemetery (G) can be discounted on public acceptability and environmental issues.

- **Edge of Town:** The proposed sites at the Law Road / St Margarets Road (**D**), Tantallon Terrace (**I**), and Dunbar Road Rugby Club (**J**) are all some distance and / or height difference from the town centre which could result in low utilisation, at anything other than high peak times of year. Unless these car parks happen to be in the vicinity of peoples' destinations most vehicular traffic would therefore treat these options as 'second' choices and route through the town centre searching for spaces there first.

'Edge of town' sites would however, become much more viable **if these offered free, unlimited parking in the context of town centre parking being charged and / or time limited in some way**. Without this, motorists will almost certainly search town centre parking options first. If charging were to be introduced to North Berwick at some stage (or as part of a package of measures) these sites could become more viable. These sites could also work in conjunction with a formal town centre 'drop off' area. In this case, car drivers could drop off / pick up passengers / shopping / beach gear etc but park on the periphery.

- **Park & Ride:** Dirleton Road (**A**) would require a P&R operation. North Berwick does not have the characteristics which make P&R viable on anything other than peak high summer days. As such this option should be discounted unless as a part time / seasonal initiative due to high costs and likely low usage.
- **High Cost:** Glebe Multi-Storey (**F**) is a high cost option and would also require higher longer term maintenance costs. Although the site is well located and builds on an existing foot point, the scale of the structure required may be inappropriate for the site. Spaces would also be temporarily lost during the construction phase.
- **'Viable' Town Centre:** Although there are issues relating to each of these, the remaining viable town centre car parks are:
 - St Andrew extension (**E**) – this would provide a modest additional capacity at a good location without major environmental issues. The main doubt here surrounds land ownership and therefore availability.
 - Gardeners further extension (**H**) – could provide useful extra capacity and land is available and currently low amenity. This would involve a bigger construction project though given the need for more ground excavation etc.
 - Beach Road / Links (**B**) – Beach Road is further from where people generally wish to park. It would impact on a high amenity area of the town and as such, there would be more public acceptability issues associated with this option, much more so than with E or H.

6.3.12 The question which needs to be considered in the light of the assessment of these sites is – will any of these in isolation bring about a meaningful enough change in terms of tackling North Berwick's parking related problems?

6.4 Parking Management Options

6.4.1 Here, the idea is to make more effective use of existing on-street and off-street supply. These changes to parking supply are designed to make changes to people's travel behaviour in the town. Parking management can include permit schemes, charging and waiting

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restrictions or a combination thereof. Each of these parking management schemes is outlined below. The solutions should also be proportionate to the problems at hand.

Parking management – charges on-street and off-street

6.4.2 In most locations where the demand for parking exceeds the supply, charging is eventually introduced to manage the demand for parking, targeted in the areas where the demand for parking is highest. However at present on-street parking charges are not in place in any East Lothian towns. The introduction of charging is also a major step for any town and would be likely to be the subject of some opposition locally.

6.4.3 The introduction of parking charges is a considerable undertaking and requires:

- statutory processes and consultation;
- implementation costs – TROs, street ticket machines, signage etc;
- ongoing maintenance costs – collection of cash, maintenance of ticket machines;
- enforcement – a step change in the level of enforcement would be required; and
- a positive business case – the monies raised in ticket sales and penalty notices should outweigh the costs of implementing, maintaining and enforcing the system.

6.4.4 The potential to charge for on and off-street parking within the current TRO area would undoubtedly provide all the flexibility required to manage parking effectively in North Berwick in a flexible and targeted way. Once introduced, the scheme could be honed over time to meet local requirements. Indeed this measure was recommended by the East Lothian Regional Parking Strategy for the medium to long term. As well as the obvious benefit of town centre parking management and reduced pressure on town centre parking supply it would also improve the viability of (free / unrestricted) edge of town (long stay) car parks.

6.4.5 However this recommendation in the Parking Strategy was made as part of a package of measures to be **implemented across East Lothian** where similar towns would have similar parking management regimes. In this way no one town obtains a perceived competitive advantage / disadvantage and East Lothian residents would see a consistent and equitable policy in practice across the area.

6.4.6 To introduce a charging regime in North Berwick independent of this wider implementation could have a negative impact on the town and would therefore be likely to be very unpopular locally and politically challenging for the Council. As such **its introduction is not considered further here** as there are currently no plans in the short to medium term for this. As a longer term option though and as part of a wider package of measures across East Lothian, this policy must remain 'on the table', and may prove inevitable in time as part of a town centre Controlled Parking Zone.

6.4.7 During the consultation workshop, parking charges led to conflicting views among residents eg:

- introduce pay and display for car parks with the possibility of permits available for locals;
- introduce High Street pay and display with the first 30 minutes free to encourage high turnover of spaces;
- against parking charges in the town centre;

- introduce charges for long stay (3+ hours stay); and
- charges should be removed from Lodge / Gardener's car park.

Parking management – Priority Parking Scheme

- 6.4.8 In Controlled Parking Zones it is normal to define 'Resident's Only' parking areas to allow residents unrestricted parking near their properties. Residents pay a fee for a parking permit (sometimes graduated depending on eg vehicle emissions), but generally more permits are sold than there are parking spaces, so a permit does not necessarily guarantee a space. Permits can be limited to eg one per household and any non permit holders parking in these areas would be subject to a penalty. These schemes do need considerable enforcement to be effective however and would not be appropriate at this stage for North Berwick, given the level of enforcement currently in place. The current North Berwick resident's scheme does not define 'residents only' parking but rather exempts residents from time restricted parking in some areas.
- 6.4.9 The City of Edinburgh Council is currently in the process of introducing a **Priority Parking Scheme** (PPS) in areas outside their full CPZ area with the objective of limiting all day commuter parking and long term non-residential parking. This particular scheme could potentially prove suitable for addressing North Berwick's problems with all day non residential parking. The scheme is a part-time residents' permit scheme where controls operate for a short period of the day only (eg 1300–1430) on a subset of defined parking bays on some streets. Outwith this period (and on non PPS spaces), vehicles can park as normal.
- 6.4.10 The key point with this scheme is that with a minimal level of enforcement, this would prevent all day commuter traffic in these spaces but still allow for short-term visits during the day in these defined areas. Long stay parkers would have to move their cars out of these areas during the enforced period – a significant hassle and therefore deterrent to parking in these areas. The parking permits in Edinburgh range in price from £9.35 to £75 dependent on the vehicle engine size and permits issued per household (ie a second permit costs more than the first). A number of visitors' permits would also be made available to residents to use when eg friends or family come to stay.
- 6.4.11 The scheme could be introduced on a seasonal or all year round basis.
- 6.4.12 The potential benefits of this method are thought to be as follows:
- prevent all day commuter parking and long term non-residential parking in these PPS defined areas;
 - protects parking opportunities for resident and visitor permit holders;
 - makes it easier for residents to park near their homes;
 - because spaces are not occupied all day, this also provides improved parking opportunities for:
 - visitors (to residents, businesses etc);
 - shoppers;
 - tradesmen etc.

- requires a much lower level of enforcement than full time Residents Parking Schemes (ie only one 'beat' per day required during the enforced time period).

6.4.13 So the existing residents parking scheme allows residents with permits to park all day in a 90 minute restricted area, whilst the Priority Parking Scheme would allocate a number of spaces in each street in such a way that all day parking by non residents is prohibited.

6.4.14 In many ways the Priority Parking Scheme performs a similar function to the four hour restriction (from a non residents perspective) but is easier to enforce and perhaps understand. Non residents would be able to park for periods of around four hours in the morning and four hours in the afternoon, but would be unable to park there all day.

6.4.15 As a comparison with other similar towns' permit systems, Fife has the following pricing scheme for which two vehicle registration numbers can be included on the permit, which can be transferred between vehicles:

- St Andrew and Dunfermline - £80;
- Cupar - £40; and
- Kirkcaldy and Burntisland – free.

6.4.16 Public consultation comments regarding parking permits included:

- residents in the town centre have parking problems all year round;
- residents with parking permits still find it difficult to park near their homes during the day and at weekends;
- residential parking uses up a lot of spaces in the town centre, restricting use for customers and visitors;
- limited scope of current residents' parking scheme is problematic for some;
- as part of the permit scheme one car park could be designated for long-stay parking for residents with permits;
- consider the possibility of issuing residents' parking permits for the six months in the year when parking is problematic; and
- there is some support for residents' parking permits but concerns about paying for a permit and whether it would solve the problem.

6.4.17 As East Lothian Council already operates a residents' permit scheme in North Berwick, the proposal outlined above would represent a relatively modest extension to the existing scheme and as such the costs of implementation would be limited, although some additional council resources would be required to administer and run the scheme. In this way, spaces for residents are 'guaranteed' to some extent as these spaces cannot be used for long stay by non residents. Other spaces would be available for this purpose though, meaning a better balance between residents and non residents parking.

6.4.18 Dedicated areas on town centre streets which are currently unrestricted could therefore be defined as PPS areas to improve parking certainty for local residents and also increase parking turnover by reducing 'all day' parking space occupancy. This scheme could also include one or more town centre car parks. Such a scheme would require the normal consultations and statutory processes to be undertaken prior to implementation.

Parking Management – Amended Waiting Restrictions

- 6.4.19 The current on-street time-based parking restrictions are a mix of 90 minutes all year, 90 minutes seasonal, and four hour seasonal. There is clearly scope to widen the coverage of these restrictions or alter the time periods involved.
- 6.4.20 Reducing the waiting time from 90 minutes to 30 or 60 minutes would increase the turnover of spaces benefiting the majority of the local businesses if suitably enforced. However this proposal led to some conflicting views as part of the consultation with residents believing 90 minutes was too long, too short and just right. Some residents believed the waiting restriction should be four hours, others believed 90 minutes was a sufficient time restriction to have lunch and carry out errands etc and still result in high turnover of spaces, yet other residents believed there was scope to reduce the waiting restriction and increase turnover on the High Street.
- 6.4.21 Waiting restrictions in the central car parks were also discussed with some suggestions for time limits to be introduced at the Kirkriggs and / or Glebe car park to reduce long stay parking.
- 6.4.22 There are clearly a myriad of options available in this respect. However there seems to be **reasonable consensus that 90 minutes is appropriate for the town centre** and as such we would not propose any change to this. Any shorter time period would also require a greater resource to properly enforce as noted above.
- 6.4.23 In terms of time-based restrictions, the current 90 minute area is well understood and broadly consistent. The four-hour restrictions are in place together with unrestricted areas mainly in an area to the east of Quality Street. The objective of this approach is presumably to provide a mix of beach / leisure parking and residential parking in this area. The coverage of the four hour areas is less consistent with the most obvious 'anomaly' being Victoria Road, where only height based restrictions are currently in place. This may reflect the lack of off-road parking opportunities available to residents of Victoria Road. The objective of and the case for the four hour restriction seems less clear cut and this will be reflected in the sections which follow.

6.5 Potential 'Package' Approaches

- 6.5.1 To recap, any initiative taken in North Berwick with respect to parking policy should seek to make the most efficient use of resources and meet the balance of the objectives set out for parking policy the town. Four main problems / issues have been identified which need to be addressed:

- residents: some town centre residents often cannot park in proximity to their properties;
- businesses: town centre businesses feel that business viability is affected by lack of parking availability in the town;
- visitor parking: lack of parking can deter visitors to North Berwick; and
- other issues: safety – illegal / inappropriate can be dangerous to all road users, cyclists and pedestrians.

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- 6.5.2 As such, although people clearly require to gain access to their place of work, town centre parking spaces which are occupied all day by employees are the least 'productive'. In an idealised sense, the average parking duration would increase with distance from the town centre and policy / supply would reflect this. This is the approach which is currently in place in North Berwick to some extent but crucially **this has not been applied to off street parking** to date.
- 6.5.3 A combination of new parking capacity and further parking management is a combination which, if balanced correctly, could manage the parking supply in North Berwick effectively. Through on-street waiting restrictions, residents' parking permits and off-street waiting restrictions there can be increased turnover in North Berwick's town centre but also increased availability for resident's long-stay parking and tourists.
- 6.5.4 Three main packages which represent potential ways forward for North Berwick are now discussed below.

Package 1 – New Capacity Only

- 6.5.5 Providing new parking capacity without any associated measures is likely to provide very short term benefits only unless new spaces are provided on a large scale (which is precluded to a large extent by the town's geography and constraints). New, unrestricted town centre parking would in all probability be used by long stay parking in much the same way as we have seen that the current provision is used.
- 6.5.6 Also, this solution reflects a 'predict and provide' policy approach to transport planning which has evolved over the years into a more balanced policy of demand management. This is reflected in East Lothian Council's Local Transport Strategy and many other policy and guidance documents at the regional and national level.
- 6.5.7 As such this option would have only a very limited and / or short term impact in terms of meeting the parking policy objectives and should not be pursued.

Package 2 – Incremental Change

- 6.5.8 A more **balanced incremental package** could involve the provision of some new parking capacity coupled with targeted measures to improve the position for residents and traders in the town. This could include the following elements:

- **extend current residents' permit scheme** to include some or all streets with seasonal on-street restrictions, or allocate one or more off street car parks as Residents Only eg Kirkports car park

- residents would be exempt from some or all seasonal restrictions;
- Kirk Ports is the closest car park for many town centre residents and could be made 'Residents Only' – anyone parking there without a permit would be subject to a penalty;

- or, **introduce Residents Priority Parking** areas on sections of a number of town centre streets / car parks;

- eliminates all day non residential parking in these defined areas;
- both measures improves seven day daytime parking provision for residents;

- classify Kirk Ports and / or Glebe/St Andrew and / or Kirkriggs/Quality Street car parks as **short stay only** (90 minutes, and enforced as per High Street / Westgate etc)
 - eliminates long stay parking in these car parks;
 - would significantly improve town centre short stay parking availability, parking turnover and hence retail footfall;
- **extend** Glebe or Gardeners car park;
 - adds a modest amount of new unrestricted capacity close to town centre where demand is high;
 - would cater to some extent with the displaced parking from the above measures.
- potentially remove seasonal four-hour 'buffer' zone' to the east of Quality Street and replace with a mix of unrestricted and Priority Parking areas.

6.5.9 In this scenario, the removal of the current four-hour seasonal restrictions should be considered to improve seven day summer parking options for residents. These restrictions could be replaced with Residents Parking Priority areas for residents 'displaced' from town centre car parks which are now short stay, ie allowing all day parking for residents but not non residents in these areas.

6.5.10 If the Residents' Priority Parking Scheme were to be introduced the most likely streets where a proportion of spaces could allocated in this way are:

- Beach Road;
- West End Place;
- Victoria Road;
- Melbourne Road;
- School Road;
- Balfour Street;
- Quadrant; and
- St Andrew Street.

Package 3 – Relocate Long-Stay Parking

6.5.11 The objective of this rather **more radical approach** would be to add significant new capacity away from the town centre itself and to introduce measures to encourage the use of this new facility.

6.5.12 This initiative would therefore seek to 'relocate' long stay (mainly commuter) parking to a new car park on Dunbar Road (the potential car park site with the fewest environmental and implementability issues - and best potential access to the town centre (although some additional measures would be required to achieve this)). This site would also provide convenient parking for visitors easily signed and accessed from the west or east via the A198, ie avoiding the town centre. Town centre car parks would be allocated to short or medium stay. This approach could include:

- **extend current residents' permit scheme** to include some or all streets with seasonal on-street restrictions, or allocate one or more off street car parks as Residents Only eg Kirkports car park
 - residents could be exempted from some or all seasonal restrictions;
 - Kirk Ports is the closest car park for many town centre residents and could be made 'Residents Only' – anyone parking there without a permit would be subject to a penalty;
- **or, introduce Residents Priority Parking** areas on sections of a number of town centres streets / car parks as laid out in Package 2;
 - eliminates all day non residential parking in these defined areas;
- both measures improves seven day daytime parking provision for residents;
- widen 90 minute on street restrictions to include the most central town centre car parks to make them **short stay** only – eg Kirk Ports and Kirkriggs / Quality Street;
- apply new eg four hour restriction to remaining town centre car parks to make **medium stay** – Glebe / St Andrews and Gardeners / Lodge;
 - significantly increases town centre parking turnover and provides a graduated approach to defined short and medium stay parking;
 - would improve provision for drivers with disabilities who would be exempt from the time restriction
- could allow residents with permits to use the four hour car parks without restriction;
- **construct new car park at Rugby Club** (circa 100 Spaces) for long stay, unrestricted parking – together with new pedestrian crossing on Dunbar Road and associated pedestrian infrastructure to provide attractive route to town centre – introduce signed and defined town centre drop off / pick up area to be coupled with signage to the new parking provision.
 - provides substantial new off street parking capacity for the town
- potentially remove seasonal four-hour 'buffer' zone' to the east of Quality Street and replace with a mix of unrestricted and Priority Parking areas.

6.5.13 This package of measures would provide a coherent and consistent approach to parking management in the town coupled with the provision of significant new parking capacity with minimal environmental impacts.

6.5.14 As with Package 2, if the Residents' Priority Parking Scheme were to be introduced the most likely streets where a proportion of spaces could allocated in this way are:

- Beach Road;
- West End Place;
- Victoria Road;
- Melbourne Road;
- School Road;
- Balfour Street;

- Quadrant; and
- St Andrew Street.

Residents' Parking Options

6.5.15 Packages 2 and 3 both contain a number of potential measures aimed specifically at residents. These are now discussed further below.

- **Extend current residents scheme** to residents of streets which are not currently eligible for a permit – to do this, streets other than Forth Street would have to be brought into the scheme. These streets would be drawn from those with seasonal restrictions – mainly Kirk Ports, School Road, Balfour Street and Quadrant. This proposal would not help residents of streets where there are currently no restrictions in place and are subject to long stay non residents parking such as Victoria Road and most of Melbourne Road.
- Instead of or in addition to the above, allocate one or more town centres car parks as '**Residents Only**' (eg 0800-1800) and residents of a number of defined streets would be eligible to purchase a permit for the car park. This proposal would require a degree of enforcement however.
- Introduce **Residents Priority Parking Scheme**. As has been described this scheme would allocate a proportion of spaces on unrestricted streets to residents' priority (enforced between say 1200 and 1400). As such this would benefit residents of streets where no regulations are currently in place (eg Victoria Road, St Andrews Street). To be effective, the current seasonal four hour restriction should be replaced by PPS. Candidate streets were laid out above as follows: Beach Road; West End Place; Victoria Road; Melbourne Road; School Road; Balfour Street; Quadrant; and St Andrew Street. In theory the PPS could be applied to town centre car parks, either in their entirety or by allocating a section of a car park in this way. A key benefit of this approach is that the regulation is only enforced for a short period of the day, which keeps enforcement costs to a minimum. The precise number of spaces requires to be allocated residents priority could be estimated from surveys, but a rough figure of say 50% in an affected street would seem a reasonable approximation.

Package 4 Medium / Long Term Measures

- 6.5.16 In the longer term, should packages of measures such as Package 2 or 3 above prove insufficient, then the introduction of a controlled parking zone across the whole town centre would be the natural next step.
- 6.5.17 As noted previously, this would introduce on-street and off-street charging but only as part of an East Lothian wide initiative, potentially together with Decriminalised Parking Enforcement (DPE) to ensure effective and efficient enforcement.

7 Summary and Conclusions

- 7.1.1 There are no clear 'rules' to determine the balance between these potential courses of action for North Berwick with respect to parking. In many ways this is a **policy question**, driven by the local authority and the elected members. In general though, parking policy is moving away from the provision of unconstrained new capacity towards demand management as noted above.
- 7.1.2 Parking management is often also now used as a tool to encourage travel by more sustainable and healthy modes. In the North Berwick case, public transport is not a viable option for many trips within the town, but on the other hand the town is relatively compact so there is considerable scope to encourage greater walking and cycling – albeit the topography means that this is not suitable for everybody. In addition to the environmental benefits of reduced car use, encouraging travel by these modes has health benefits for the individuals involved. As such, it is reasonable to use parking policy as a means to achieving these wider objectives.
- 7.1.3 Package 2 and Package 3 outlined above detail two approaches to improving the key aspects of parking in respect of the objectives set in Chapter 4. The detail behind these proposals would have to be worked up but the packages provide a clear framework to develop these proposals further.
- 7.1.4 Table 7.1 below shows how the three main packages align with the Parking Policy Objectives set for the study.

Table 7.1 Summary of Packages Against Parking Policy Objectives

Parking Policy Objectives	P1 – new capacity only	P2 – incremental change	P3 – relocate long stay
residents: improve parking provision for town centre residents – make it easier for town centre residents to park in reasonable proximity to their properties	✓	✓✓	✓✓
traders: increase town centre parking turnover to assist shoppers and increase footfall	-	✓	✓✓✓
encourage a switch to sustainable modes within the town and for travel to the town where viable	x	✓	✓✓
ensure provision for people with disabilities is adequate	✓	✓	✓
improving provision for summer day trippers such that parking does not become a factor in discouraging people from visiting the town	✓	✓	✓✓✓

- 7.1.5 Package 1 would have a modest positive impact on three of the objectives and have a negative impact on encouraging a switch to sustainable modes.
- 7.1.6 Package 2 adds a small amount of (unrestricted) capacity in the town and would see some town centre car parks converted to short stay only. As such, this package has a positive

7 Summary and Conclusions

impact on all the objectives. The car park extensions here are not without their issues here though in terms of engineering, land ownership and environmental impacts.

- 7.1.7 It can therefore be seen that Package 3 has the greatest positive impacts on the objectives set. It would provide the greatest additional parking capacity in the town, would establish a clear time-based hierarchy for off street parking and would do most for improving parking turnover in the town centre.
- 7.1.8 The Rugby Club site would seem the most suitable site for the provision of significant new parking capacity. It would have the fewest environmental and implementability issues and its construction would not impact unduly on the town. A new pedestrian crossing on Dunbar Road would be required. The only issue is that this site is currently used informally by HGVs and coaches so alternative provision would have to be made. Its relative lack of 'visibility' means that CCTV would be important for safety and security (perceived and actual).
- 7.1.9 Of the measures specifically aimed at residents the introduction of a Residents Priority Parking Scheme seems worthy of further consideration. At relatively low cost and with minimal enforcement, this option would provide some spaces on all streets which are set up not be occupied by non residential parking all day.

'Piloting'

- 7.1.10 To avoid unforeseen or unintended consequences, any new scheme should be tested / piloted in use and reviewed after 12 months and, if appropriate, adjusted or revised.
- 7.1.11 The experimental nature of solutions should so far as possible be reflected in any necessary traffic orders so that they can be amended with least possible administrative time and cost.

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