

**REPORT TO:** Cabinet

**MEETING DATE:** 9 April 2013

**BY:** Executive Director (Services for Communities)

**SUBJECT:** Proposed Additional Car Park Sites, North Berwick

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## **1 PURPOSE**

- 1.1 To advise Cabinet of the recommendations made by external consultants, MVA Consultancy in the North Berwick car park site appraisal report over the short, medium and long term. A copy of the consultancy report has been placed in the Members Library.

## **2 RECOMMENDATIONS**

- 2.1 To note the recommendations within the report to increase parking provision in North Berwick; to review the residents parking scheme and re-designate the existing car parks as short, medium and long stay parking based on a demand management model.
- 2.2 To agree to provide additional parking provision as 3.11 and to start the statutory procedure necessary to change the residents parking scheme subject to a review and designate car parks as short, medium and long stay.

## **3 BACKGROUND**

- 3.1 MVA Consultancy was commissioned in 2011 to undertake an appraisal of potential car parking sites in North Berwick taking into account, generally, the principles of the Scottish Transport Appraisal Guidance (STAG).
- 3.2 The brief specifically required the Consultants to examine sites where additional parking provision could be delivered and generally to review parking practice throughout the town such that the competing issues can be understood.

- 3.3 North Berwick with its harbour, Seabird Centre, coastal location and golf courses, is a major tourist destination in East Lothian. The High Street is the traditional town centre with a range of smaller shops, forming part of a wider conservation area. The town's main supermarkets are on Dunbar Road and Tantallon Road, to the south east of the town. The town has effectively expanded in a semi circle away from the town centre with arterial routes from the west (Dirleton Road, Dirleton Avenue) south (Law road) and east (Dunbar Road and Tantallon road) connected via Station Road, Clifford Road and St Baldred's Road.
- 3.4 During the summer months the town experiences a high proportion of visitors, causing congestion and placing extra demand on the limited parking availability. A significant number of people are visiting East Bay beach.
- 3.5 To fully understand the issues; afternoon and evening public meetings were held to identify problems and suggest potential solutions. These workshops were well attended with good public participation.
- 3.6 The study's approach was evidence driven and objective based. Detailed parking surveys were carried on Thursday 29<sup>th</sup> September and Saturday 1<sup>st</sup> October 2011 and the objectives requiring each solution to be considered in terms of their impact on the environment; economy; safety; integration and accessibility and social inclusion.
- 3.7 The ten sites identified were: **(a)**. Dirleton Road (Park and Ride); **(b)**. Beach Road (West End); **(c)**. Reclaimed seafront land adjacent to the Seabird Centre; **(d)**. Law Road/ St. Margarets Road; **(e)**. Extend Glebe car park; **(f)**. Multi-storey Glebe car park; **(g)**. Recovered area of the cemetery; **(h)**. Extension to Gardener's car park; **(i)**. Tantallon Terrace, west of the Glen Golf Course car park; and **(j)**. Dunbar Road/ Rugby club.
- 3.8 A detailed assessment of each sites is contained within the report but the main issues that restrict development are categorised in Table A – Site Categorisation – Main Issues

**Table A – Site Categorisation – Main Issues**

<b>Adverse Impact on:</b>	<b>Site(s)</b>
environment	(a), (b), (c), (d), (f), (g), (h), (l)
Costs	(a), (c), (f), (g), (j)
safety	(c),
integration	(d), (f), (l),
Accessibility and social inclusion	(a), (h), (l),

- 3.9 No categorical conclusions were reached but a set of approaches that could be employed by means of an appropriate parking management policy that suits the town dynamics. The consultant advised that 'new capacity only' would be unlikely to resolve the problems long term and that an element of 'Incremental change' and 'relocate long stay parking' would provide a more coherent and consistent approach reducing environmental impacts.
- 3.10 The consultant's report has been made widely available for comment and discussions have taken place with the North Berwick community Council.
- 3.11 In association with the Community Council four sites have been identified:
- Recreation Park (Rugby Club) – Long stay car park (Resurfacing of hard standing area and overflow reinforced grass system area) – total spaces 107
  - Extending Glebe car Park – Short Stay (Extension of existing car park) – spaces 26
  - Law Road/St. Margaret's Road – Medium stay car park – (Construction of new car park) – spaces 99
  - Tantallon Terrace – Seasonal car park available during busy periods only (reinforced grass system area) – spaces 114
- 3.12 All proposals will be subject to a further consultation period, the purchasing of land where necessary, negotiating access issues, safety audits, obtaining planning permissions, and addressing environmental and visual issues.
- 3.13 Currently, planning permission is being sought to provide additional parking provision on Recreation Park and resurface the hard standing area. This work is being advanced prior to The Open Golf Championship.
- 3.14 No proposals are to be taken forward with regard to providing a park and ride facility on Dirleton Road at this time. This is not considered a viable option and would require a sustained revenue investment to provide this service. However, this option should not be discounted over the long term and may be worth re-considering in future, subject to a significant growth in population, attraction or amenities.

#### **4 POLICY IMPLICATIONS**

- 4.1 These proposals are expected to contribute towards *Providing a Safer Environment* - a key priority for East Lothian Council.

- 4.2 These proposals are expected to contribute towards East Lothian's Single Outcome Agreement Outcome 9 – East Lothian roads will be safer for all users

## **5 EQUALITIES IMPACT ASSESSMENT**

- 5.1 This report is not applicable to the well being of equalities groups and an Equalities Impact Assessment is not required.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial - All costs involving consultation, planning, design, and construction can be accommodated within the 2013/14- 2015/16 Capital Projects budget.
- 6.2 Personnel - None
- 6.3 Other - None

## **7 BACKGROUND PAPERS**

- 7.1 MVA Consultancy Report – Lodged in the Members Library – April 2013

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<b>DATE</b>	22 March 2013