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Additional information:

This document accompanies the report to Council on 27 February 2018 - East Lothian Local Transport Strategy.

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Draft for Consultation

East Lothian Parking Strategy

2018-2024



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1. Introduction

1. Introduction



There are a number of common parking problems affecting East Lothian's towns and villages. These include Overspill parking, Enforcement/Illegal Parking, Parking Supply and other general parking issues, all of which will be outlined in detail within this Strategy. Some of these problems can be partially or completely addressed by overarching parking policy measures that the Council can enact to change the way in which parking is controlled and managed across East Lothian. Other problems are more locally specific and require interventions that address that particular problem in that individual location. The remainder of the Parking Strategy sets out the policy measures that will be applied to address the overarching problems before defining a number of location specific interventions required to address the more significant parking hotspots across East Lothian.

However, firstly the Council will define the objectives of the Parking Strategy in the context of the link to the identified problems and the national and regional policy context. This is followed by our identified objectives which the strategy seeks to deliver. The strategy then sets out the parking policies to be applied by the Council followed by the interventions that will be taken forward in our settlements. Finally, a delivery plan is provided that outlines timescales for implementation.

Context

The strategy has been developed within the context of the Local Transport Strategy and also forms part of a strategic planning hierarchy set at national, regional and local level. In particular, East Lothian Council's Parking Management Strategy has been developed to maintain consistency with South East Scotland Regional Transport Partnership's (SEStrans) Parking Management Strategy.

The development of the strategy has been undertaken in a manner consistent with the principles set out in the Scottish Transport Appraisal Guidance (STAG) - the Scottish Government's best practice advice in the development and appraisal of transport projects and strategies. The process involves:

- **Analysis of Problems and Opportunities:** Identification of perceived problems or issues and potential opportunities that may assist in addressing these. This is the essential starting point for any STAG study and the development of a transport strategy.
- **Objective Setting:** Development of Transport Planning Objectives which should express the outcomes sought for the transport strategy and be closely linked to the identified problems and issues.
- **Option Generation, Sifting and Development:** The generation of options should be based on the widest possible set of potential solutions which could alleviate the identified or perceived problems, or capitalise on the potential opportunities.
- **Option Appraisal:** An appraisal of all options is then undertaken to identify those most suited to resolving the problems and issues with specific consideration given to:
 - Is the option going to alleviate the identified or perceived transport problems and/or maximise potential opportunities?
 - Is the option consistent with established policy directives?
 - Is the option likely to meet the Transport Planning Objectives?
 - What are the likely impacts against the STAG Criteria (i.e. Environment, Economy, Safety & Security, Accessibility & Social Inclusion, Integration)?
 - Is the option likely to be: acceptable to the public, affordable and feasible to construct and operate?

Partnerships and Community Services



2. Existing Situation & Key Parking Issues

1. Introduction

Purpose of Strategy

The East Lothian Parking Strategy has been developed by East Lothian Council as one of a suite of Action Plans which sit beneath the East Lothian Local Transport Strategy (LTS) 2016. Each Action Plan has been developed to deliver a specific element of the LTS and, cumulatively, they ensure that the strategy is implemented as a whole.

In addition, this Parking Strategy builds upon development work undertaken in the 2009 East Lothian Parking Strategy which provided a strategic framework for the measures and actions set out in this document. The new strategic development work translates to and informs this policy into interventions to be delivered across the towns and villages of East Lothian.

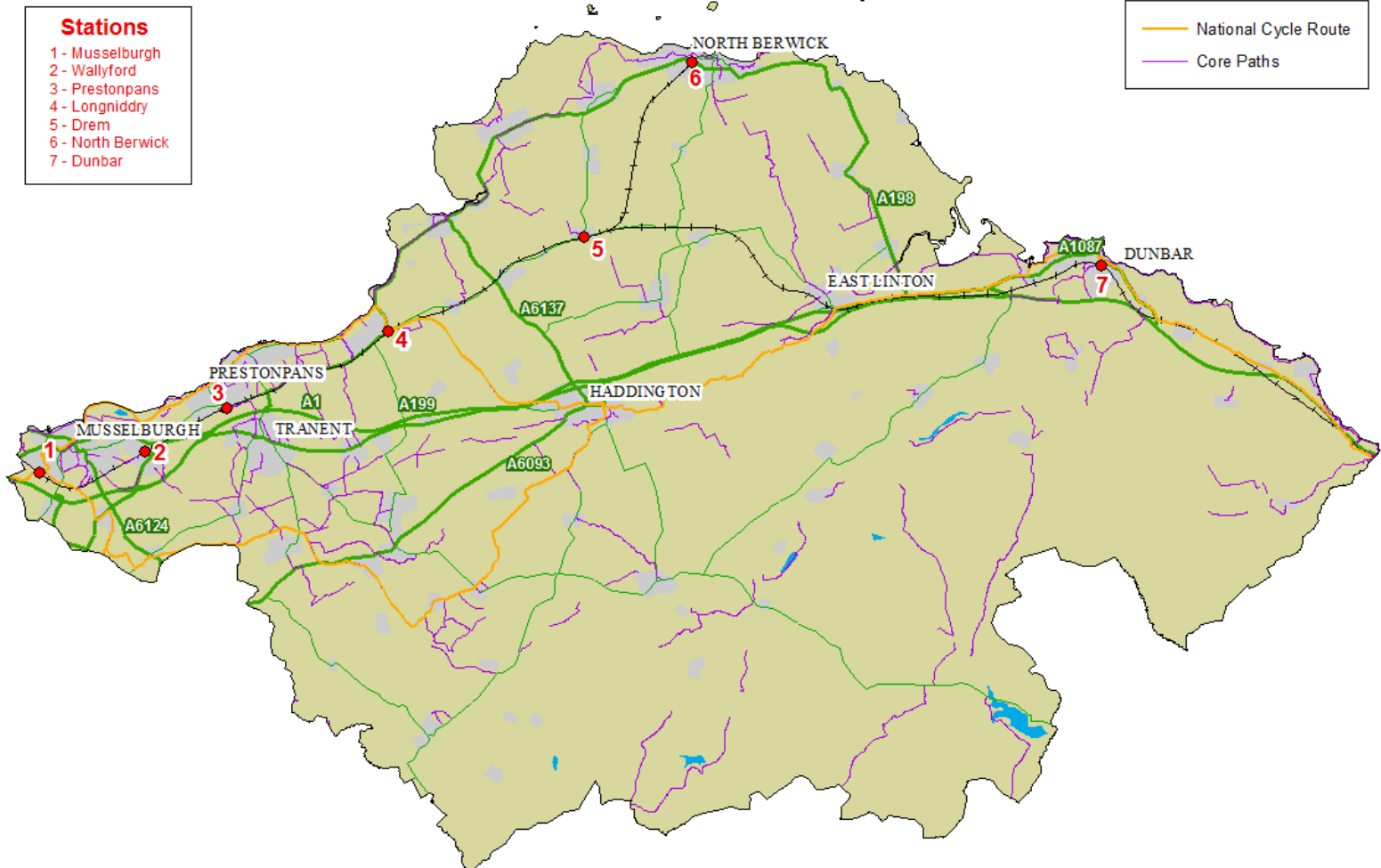
The development of the strategy has been informed by analysis of previously collected parking data, site visits, consultation with traders in our largest settlements, secondary data analysis and a review of relevant literature. It has also been closely guided by an East Lothian Council Road Services, Parking practitioners.

Overview of Strategy

The strategy first sets out a summary of the

Partnerships and Community Services

Location Plan



2. Existing Situation & Key Parking Issues



Musselburgh



Haddington



Prestonpans



North Berwick

Introduction

The provision and management of parking in East Lothian is the responsibility of a range of different parties, with East Lothian Council playing a major role in this.

On-street parking, waiting and loading restrictions are implemented by East Lothian Council in accordance with the Road Traffic Regulation Act 1984. Following Police Scotland's removal of the traffic warden service in February 2014, East Lothian Council made an application to the Scottish Ministers' to take on Decriminalised Parking Enforcement (DPE) in December 2015 and the necessary powers were made available in January 2017 through the establishment of The Road Traffic(Permitted Parking Area and Special Parking Area) (East Lothian Council) Designation Order 2016. Consequently, all enforcement of parking restrictions (excluding zig-zag marking at controlled crossing points and box marking) are carried out by NSL Ltd acting on behalf of East Lothian Council. Accordingly, breaching a parking restriction is a civil matter.

Through DPE East Lothian Council has the ability to issue Penalty Charge Notices (PCNs) for breaches of parking legislation. In addition the Council has the ability to tow vehicles, where genuinely necessary in contravention of serious breaches of the regulations.

East Lothian Council also provides a number of off-street car parks which are available for public use. Alongside this there are off-street car parks provided by private companies e.g. supermarkets, some railway stations, etc. These are either owned

and used by private organisations such as staff car parks or are attached to shops and services like supermarkets and are for use by their customers.

Partnerships and Community Services

2. Existing Situation & Key Parking Issues

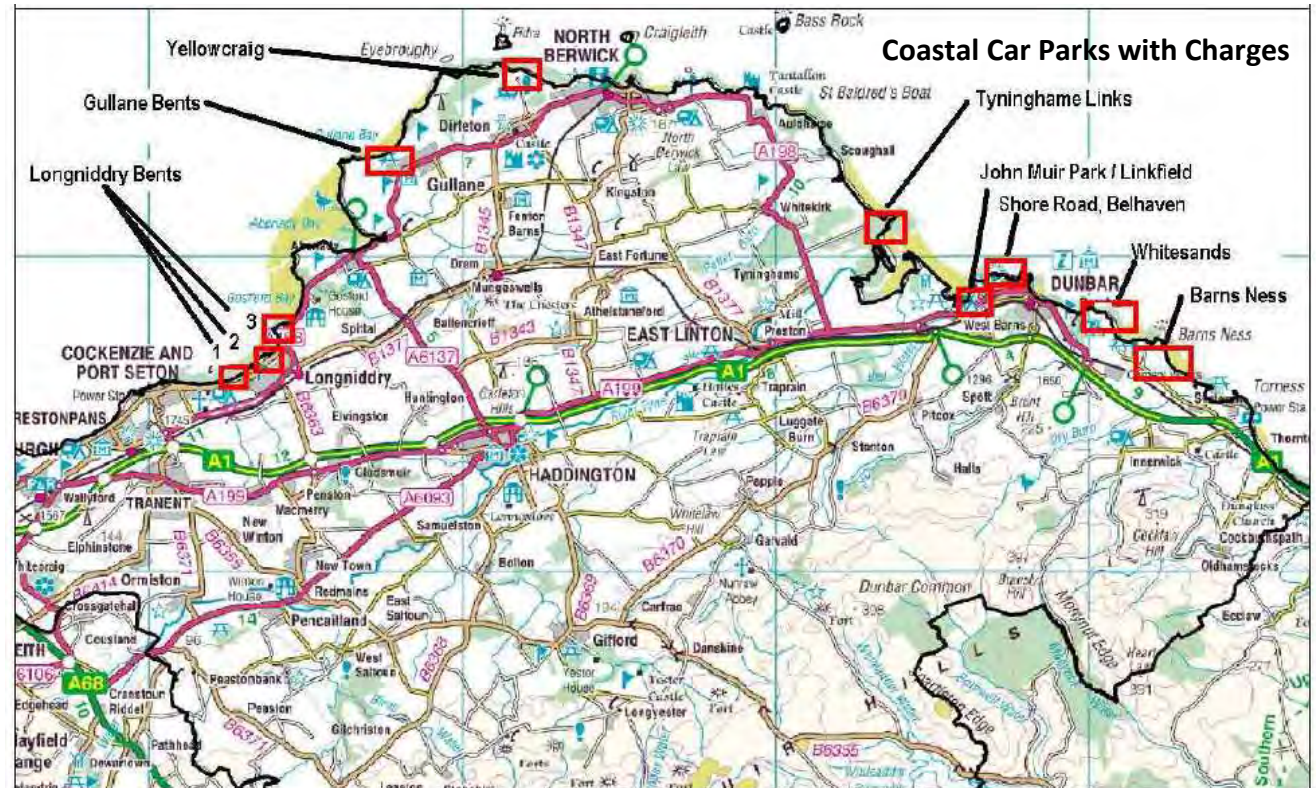
In addition, the Council manages 13 designated coastal car parks along East Lothian's popular beaches and coastal sites. Since July 2015 a charge of £2 per day has been in place for anyone wishing to park in these areas. This allows parking at any of the beach car parks throughout the day. Regular visitors can purchase an annual pass for £40 whilst no charges are levied for Blue Badge holders. Initially, only 10 of the 13 coastal car parks have had charges introduced as analysis showed that demand at Aberlady Bay Local Nature Reserve, Skateraw and Thorntonloch was not enough to justify investing in the infrastructure required to collect parking charges. These sites and further sites at Morrison's Haven and Ash Lagoons would be monitored and reviewed after 3 years of operation. The locations of the coastal car parks where charges are collected are shown in the adjacent figure.

Park & Ride and Park & Choose car parks are also provided at a number of railway stations across East Lothian. These tend to be implemented through a combination of East Lothian Council, SEStran (the Regional Transport Partnership), Network Rail and ScotRail. Typically, rail related Park & Ride sites are operated by ScotRail.

The implementation of residents parking schemes is the responsibility of East Lothian Council. The Council administers two town centre residents parking schemes - one in Haddington and one in North Berwick. A further scheme is operated in the Whitehill area of Musselburgh associated with traffic management around Queen Margaret University. In order to park near their home without penalty, people who keep and use a car, van or motorcycle and live in areas governed by parking restrictions in either town centre must display a valid residential parking permit. Residential parking permits are currently issued free of charge.

East Lothian Council administers the Blue Badge Scheme in its area which provides a national arrangement of parking concessions for:

- people with severe walking difficulties;
- registered blind;
- people with very severe upper limb disabilities who are unable to turn by hand the steering wheel even if that wheel is fitted with a turning knob; and
- people who travel either as drivers or passengers.



Partnerships and Community Services

2. Existing Situation & Key Parking Issues



Musselburgh

Population: 23,620

Committed Development: 1,850 houses

Overview

Musselburgh is East Lothian's largest town and consequently faces the greatest demand for parking and subsequent parking issues. It is subject to significant development pressures which will only increase parking problems over time. The current problems and issues are summarised below.

Problems & Issues

- Long-stay on-street parking at locations where limited waiting operates.
- Parking problems on side streets around main commercial streets - on-street parking restrictions displaced vehicles from main streets. Need to better manage and enforce the supply and turnover of short-stay parking
- Off-street car parks lack management with poor turnover of spaces along with a lack of awareness and usage of them. Out of date signage to off-street car parks
- Need for better management of residents parking in some areas particularly around Queen Margaret University. Abuse of on-street parking in residential areas, particularly in terms of long-stay parking by non-residents
- Overflow parking around railway station
- Difficulties for servicing and loading access to retailers in the town centre
- Need to accommodate major public transport corridor through the town centre
- Specific parking issues on race days although existing restrictions seem to function fairly well
- Short-term on-street problems at peak school travel periods around schools
- Lack of Blue Badge spaces

The existing parking provision and management in Musselburgh can be summarised as follows.

Current Council Owned Free Car Parks

- Brunton Hall - outside medical centre access from Ladywell Way (34 spaces)
- Fisherrow - access from New Street (East - 57 spaces / West - 46 spaces)
- Gracefield - access from North High Street / exit onto New Street (94 spaces)
- Kerr's Wynd - Access and egress from Millhill (28 spaces)
- Millhill - access from Millhill and Shorthope Street (13 spaces)
- Shorthope Street - access from Millhill and Shorthope Street (18 spaces)
- Newbigging - adjacent to Loretto RC primary School (15 spaces)
- Olivebank Road - opposite Tesco access from Olivebank Road (65 spaces)
- Town Hall, High Street (40 spaces)
- Newbigging Church (10 spaces)

Additional Off-street Car Parking

- Shopper, Kilwinning Place (Private Pay & Display)
- Musselburgh Racecourse
- Tesco, Olivebank Road
- Musselburgh Sports Centre
- Health Centre
- Rugby club

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Musselburgh Station: 122 spaces including 6 Blue Badge spaces. All parking is free

Current On-street Waiting Restriction: 90 minutes

Residents Parking Scheme: To park near their home without penalty, people who live in restricted areas must display a valid residential parking permit. In Musselburgh, limited waiting has been introduced to control on street parking near Queen Margaret University campus. Residential parking permits are currently issued free of charge.

2. Existing Situation & Key Parking Issues

The top left figure shows parking occupancy in off-street car parks on a typical weekday as well as the percentage of the total capacity occupied. The bottom left figure shows the average length of stay in each off-street car park on a typical weekday.

Musselburgh Off-Street Car Park Usage

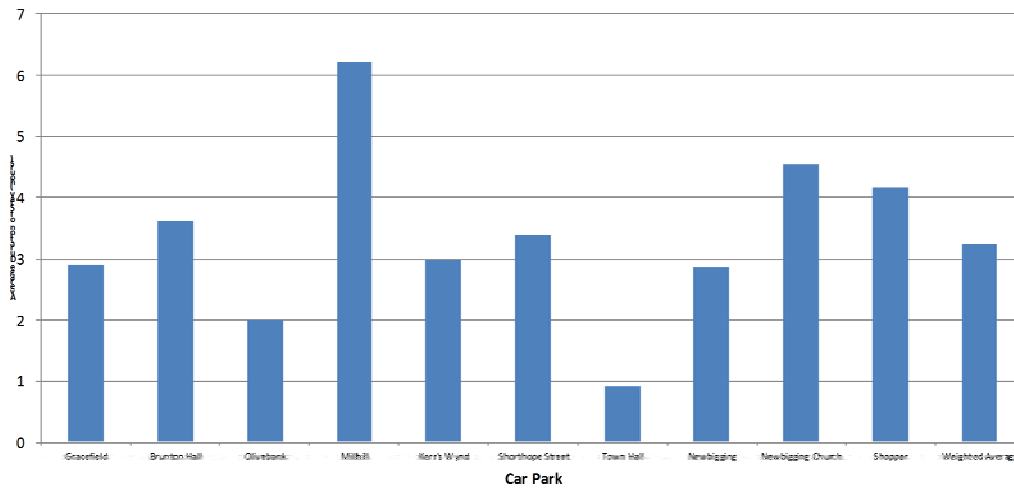
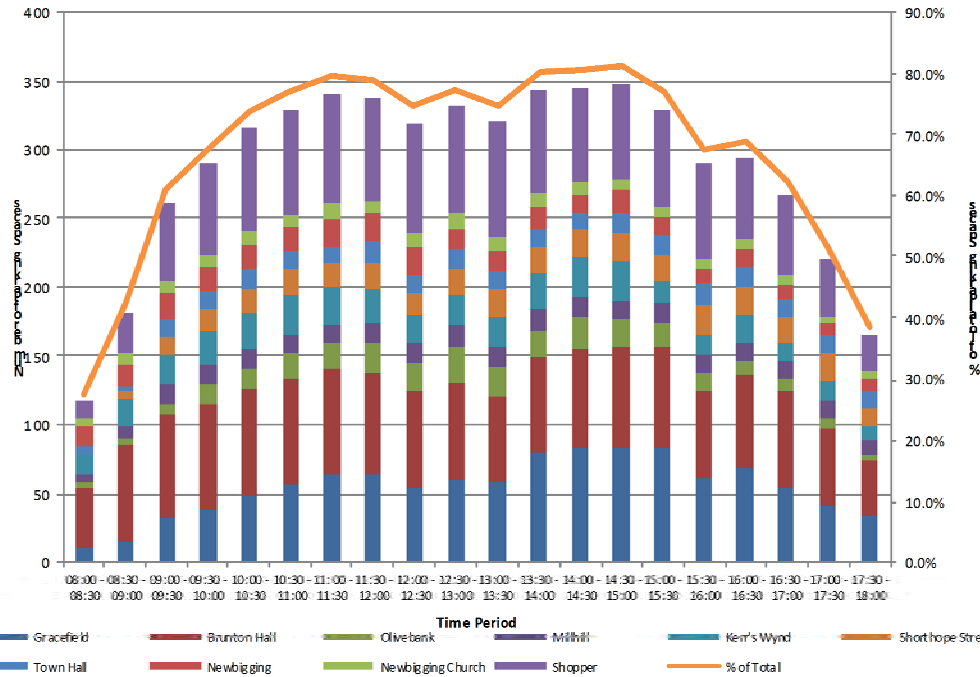
Surveys of off-street car parks identified the following trends:

- In total there are approximately 430 off-street parking spaces in Musselburgh. Approximately 60% is split between Gracefield, Brunton Hall and the Shopper car parks.
- Maximum demand on weekdays is 81.4% of total car park capacity which occurs between 14.30 and 15.00 although this is closely followed by demand between 13.30 and 14.00 as well as 14.00 and 14.30 when demand is 80.2% and 80.7% of total capacity respectively.
- Whilst total car park capacity never exceeds ~81% this masks some individual capacity issues where particular car parks approach or exceed their capacity at some point during the day. Millhill, Kerr's Wynd, Newbigging and Newbigging Church all exceed 100% capacity during the day whilst Brunton Hall, Shorthope Street and the Shopper car park all exceed 90% capacity at some point.
- This highlights how, whilst there may be spare parking capacity in the town overall, there are localised areas where parking pressures exist and car parks are operating near or at capacity.
- The average stay varies by car park with the longest average stay being 6.21 hours in Millhill and the shortest being 0.91 hours in the Mercat car park. This reflects the different nature and usage of the car parks with some being used mainly by commuters staying for a long time and others mostly by shoppers visiting the area briefly. The weighted average stay across all the car parks, taking into account their capacity, has been calculated as 3.2 hours.

Musselburgh On-street Car Parking Usage

On-street parking surveys along High Street and Bridge Street showed that there is currently a large amount of abuse of the 90 minute waiting restriction with many vehicles observed to be parked for between 5 to 10 hours. This is most likely attributable to a lack of enforcement of the existing restrictions.

This data was originally collected in June 2009 and some changes to the parking situation may have occurred in the interim period. Where possible these have been accounted for and it is felt that it still provides a suitably representative picture so the findings are presented. An assessment of the traffic regularly due to predicted growth.



2. Existing Situation & Key Parking Issues



North Berwick

Overview

North Berwick is a popular tourist destination which means it experiences significant seasonal variations in demand for parking. During the Summer months parking demand often considerably outweighs available capacity leading to inappropriate and illegal parking that disrupts the safety and efficient operation of the town centre. The current problems and issues are summarised below.

Problems & Issues

- Significant seasonal parking problems linked to tourism. Insufficient off-street parking to accommodate peak demand leading to on-street overflow parking affecting residential parking.
- On-street overflow parking around The Glebe car park and North Berwick railway station
- Lack of enforcement of parking restrictions leading to deliberate violation
- Lack of provision for long-stay parking creating long-stay on-street parking
- Lack of Blue Badge parking on High Street
- Retailers experience difficulties with deliveries including abuse of loading bays and double parking on the carriageway
- Signage to off-street car parks could be improved
- Short-term on-street problems at peak school travel periods around schools
- Aspirations to promote High Street as a pedestrian area with limited parking

Population: 6,650

Committed Development: 756 houses

The existing parking provision and management in North Berwick can be summarised as follows.

Current Council Owned Free Car Parks

- Recreation Ground - access from Dunbar Road (65 spaces + 3 coaches)
- The Glebe - access from St Andrew Street (78 spaces)
- Kirk Ports - access from Kirk Ports and Law Road (22 spaces)
- The Lodge - access from East Road (20 spaces)
- Quality Street - access from Quality Street and Melbourne Place (70 spaces)
- Castle Hill (27 spaces)
- Rhodes Brae (18 spaces)
- Haugh Road Viewpoint (27 spaces)

Additional Off-street Car Parking

- Seabird Centre (65 spaces)
- Community Centre, Law Road (38 spaces)

- Library, School Road (25 spaces)
- Sports Centre (70 spaces)
- The Glen Golf Club (64 spaces)

Pay and Display Coastal Car Parks

- Yellowcraig - access from Ware Road, Dirleton

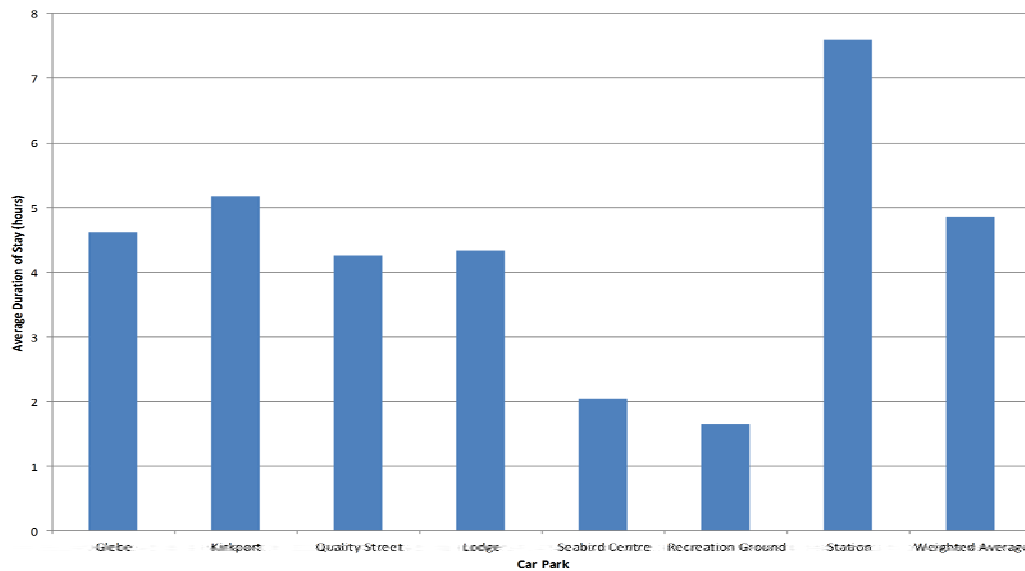
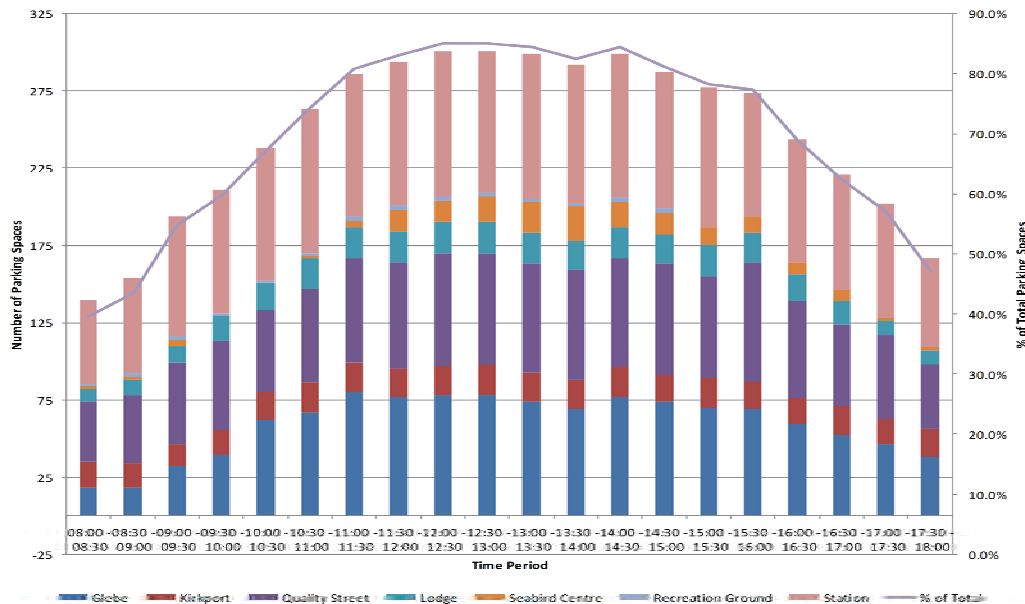
Railway Station Car Parking

- 96 spaces including 3 Blue Badge spaces. All parking is free

Current On-street Waiting Restriction: 90 minutes (plus seasonal variations)

Residents Parking Scheme: To park near their home without penalty, people who live in restricted areas must display a valid resident parking permit. Resident parking permits are currently issued free of charge. Qualifying North Berwick residents are restricted to parking on the north side of Forth Street only.

2. Existing Situation & Key Parking Issues



The top left figure shows parking occupancy in off-street car parks on a typical weekday as well as the percentage of the total capacity occupied. The bottom left figure shows the average length of stay in each off-street car park on a typical weekday.

North Berwick Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- In total there are approximately 350 off-street parking spaces in North Berwick. Just over 300 of these (~88%) are located in the Station, Glebe, Quality Street and Seabird Centre car parks.
- Maximum demand on weekdays is 85% of total car park capacity which occurs between 12.00 and 12.30 and 12.30 to 13.00 although the capacity is at or near this mark from 11.00 to 15.30.
- Whilst total car park capacity never exceeds ~85% this masks some individual capacity issues where particular car parks approach or exceed their capacity at some point during the day. In fact all car parks except the Seabird Centre reach a minimum of 90% capacity at some point during the day.
- This highlights that there is little spare capacity in North Berwick town centre during the day.
- The average stay varies by car park with the longest average stay being 7.6 hours in the Station car park and the shortest being 1.6 hours in Dunbar Road. This reflects the different usage of the car parks with some, like the Station, being used mainly by commuters staying for a long time and others mostly by shoppers visiting the area briefly. The weighted average stay across all the car parks, taking into account their capacity, has been calculated as 4.9 hours.

North Berwick On-street Car Parking Usage

On-street parking surveys on Beach Road, Forth Street, Westgate, High Street and St Andrew Street showed that there is currently a large amount of abuse of the 90 minute waiting restriction with many vehicles observed to be parked for between 5 to 10 hours particularly on St Andrew Street and Beach Road.

This data was originally collected in June 2009 and some changes to the parking situation may have occurred in the interim period. Where possible these have been accounted for and it is felt that it still provides a suitably representative picture so the findings are presented. An assessment of the traffic growth between 2009 and 2014 showed a 0.4 % change. Consequently, no further data collection has been undertaken but will be monitored more regularly due to predicted growth

2. Existing Situation & Key Parking Issues



Dunbar

Overview

Dunbar is East Lothian's fifth biggest town based on population. The parking issues are mainly related to access to and efficient operation of the town centre and railway station parking although other issues also exist. The current problems and issues are summarised below.

Problems & Issues

- Lack of off-street car park management and on-street enforcement creating problems. In particular, long-stay parking by town centre traders and passengers using the railway station is leading to overflow parking on nearby streets around the railway station, within the town centre and around the harbour
- Lack of enforcement of existing parking restrictions causing congestion and bottlenecks, particularly around Church Street and Castle Street. Resident parking problems around Lammermuir Crescent and overflow on-street parking around Belhaven Hospital and Belhaven Brewery
- Safety concerns in relation to the layout of parking on High Street
- Lack of Blue Badge parking on High Street
- Current waiting restriction (60 minutes) is too short to allow people to undertake a range of activities in the town centre
- Difficulties with loading and servicing
- Difficulty introducing a new Traffic Regulation Order (TRO) designed to rationalise and consolidate a number of historic TROs
- Short-term on-street problems at peak school travel periods around schools

Population: 8,470

Committed Development: 861 houses

The existing parking provision and management in Dunbar can be summarised as follows.

Current Council Owned Free Car Parks

- Bleachingfield - access from Countess Crescent (67 spaces)
- Countess Crescent - east side of primary school (Blue Badge parking only) (7 spaces)
- Lauderdale - access from Bayswell Road (60 spaces)
- Abbeylands (31 spaces)
- Countess Road (12 spaces)
- The Vennel (10 spaces)

Additional Off-street Car Parking

- Co-op, off Countess Crescent
- Factory Outlet, off Countess Crescent
- Leisure Pool - access from Victoria Street (127 spaces)
- Hallhill Sports Centre (75 spaces)

Pay and Display Coastal Car Parks

- Belhaven - Shore Road
- Whitesands - Signposted off the A1, approx 5km south of Dunbar
- Barns Ness - Signposted off the A1, approx 5km south of Dunbar
- Skateraw and Thorntonloch coastal beach car parks—Coastal car parks (Free)

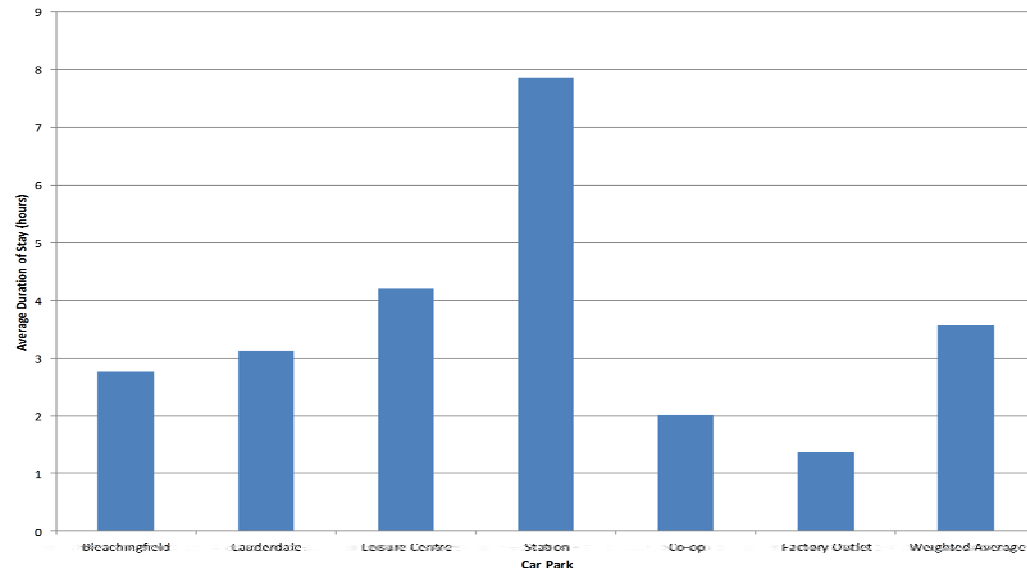
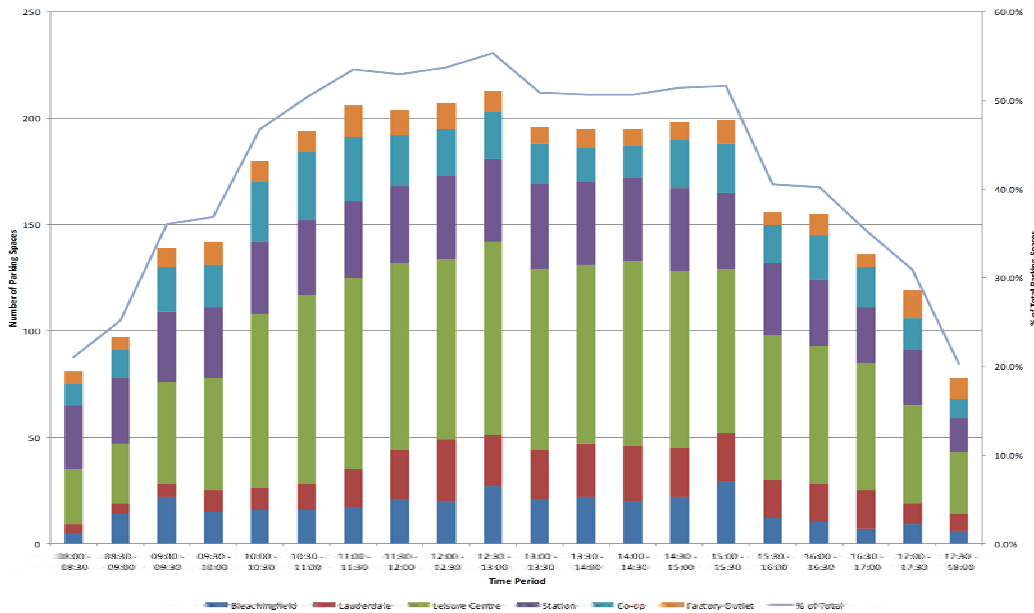
Railway Station Car Parking

- 76 spaces including 6 Blue Badge spaces. Parking charged except Blue Badge holders

Current On-street Waiting Restriction: 60 minutes

Residents Parking Scheme: Not Applicable

2. Existing Situation & Key Parking Issues



The top left figure shows parking occupancy in off-street car parks on a typical weekday as well as the percentage of the total capacity occupied. The bottom left figure shows the average length of stay in each off-street car park on a typical weekday.

Dunbar Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- In total there are approximately 385 off-street parking spaces in Dunbar. Just under 120 of these (~30%) are located in the Leisure Centre car park with a further 35% split between the Co-op and Factory Outlet.
- Maximum demand on weekdays is 55.3% of total car park capacity which occurs between 12.30 and 13.00 although the capacity is at or near this mark from 10.30 to 15.30.
- No car parks approach full utilisation throughout the day showing a fairly even distribution of demand across all of the available off-street car parks. There is consequently still some available capacity within the existing town centre parking stock. The railway station car park has some of the highest levels of utilisation along with the Leisure Centre but the length of stay is much longer at the station as it is mostly used by commuters.
- Dunbar is on the East Coast Mainline, South. The average stay varies by car park with the longest average stay being 7.86 hours in the Station car park and the shortest being 1.37 hours in the Factory Outlet car park. This reflects the different usage of the car parks with some, like the Station, being used mainly by commuters staying for a long time and others mostly by shoppers visiting the area briefly. The weighted average stay across all the car parks, taking into account their capacity, has been calculated as 3.6 hours.

Dunbar On-street Car Parking Usage

On-street parking surveys on Castle Street, Church Street, High Street and Countess Road showed that there is currently a large amount of abuse of the 60 minute waiting restriction with many vehicles observed to be parked for between 5 to 10 hours particularly on Church Street and High Street.

This data was originally collected in June 2009 and some changes to the parking situation may have occurred in the interim period. Where possible these have been accounted for and it is felt that it still provides a suitably representative picture so the findings are presented. An assessment of the traffic growth between 2009 and 2014 showed a 0.4 % change. Consequently, no further data collection has been undertaken but will be monitored more regularly due to predicted growth.

2. Existing Situation & Key Parking Issues



Haddington

Overview

Haddington is the county's administrative centre and fourth largest settlement by population. Unlike most other large settlements in East Lothian, it is not connected to the rail network and is therefore entirely dependent upon access by road. This places additional demand on the parking supply in the town. The current problems and issues are summarised below.

Problems & Issues

- Off-street car parks are well utilised but there are limited restrictions in force in them. Leads to a lack of control over the balance of short-stay and long-stay parking with over utilisation of long-stay car parks creating overflow parking in neighbouring streets
- Parking on Hardgate, Sidegate and Victoria Terrace currently reduces the road to one-way operation creating a bottleneck that causes congestion and safety problems
- Lack of turnover of on-street spaces in the town centre despite a 90 minute waiting restriction - particularly on Market Street due to lack of enforcement of waiting restrictions
- Traders identified problems associated with deliveries including double parking
- On-street parking around schools a problem
- Balance of traffic flow, road safety and parking issues in town centre (Hardgate, Market Street & High Street)
- Haddington subject to town centre regeneration proposals which could include amendments to parking provision
- Displaced business parking on to Hospital road from industrial estate

Population: 9,020

Committed Development: 876 houses

The existing parking provision and management in Haddington can be summarised as follows.

Current Council Owned Free Car Parks

- Mill Wynd - access from Poldrate (19 spaces)
- Newton Port - adjacent to Newton Port surgery (21 spaces)
- Tesco Long Stay - access from Newton Port via Tesco short stay car park (138 spaces) normally full to capacity during week days.
- John Muir House - available to the public at nights and weekends accessed from Brewery Park and Neilson Park Road (265 spaces)
- Neilson Park Road - school car park (22 spaces)

Additional Off-street Car Parking

- Aubigny Sports Centre (managed by Enjoy Leisure)
- Tesco Short Stay (274 spaces)
- Tesco Access Road (30 spaces)

- Aldi, Whittinghame Drive
- Tynebank Adult Resource Centre
- Sidegate (19 spaces)

Pay and Display Coastal Car Parks

- None

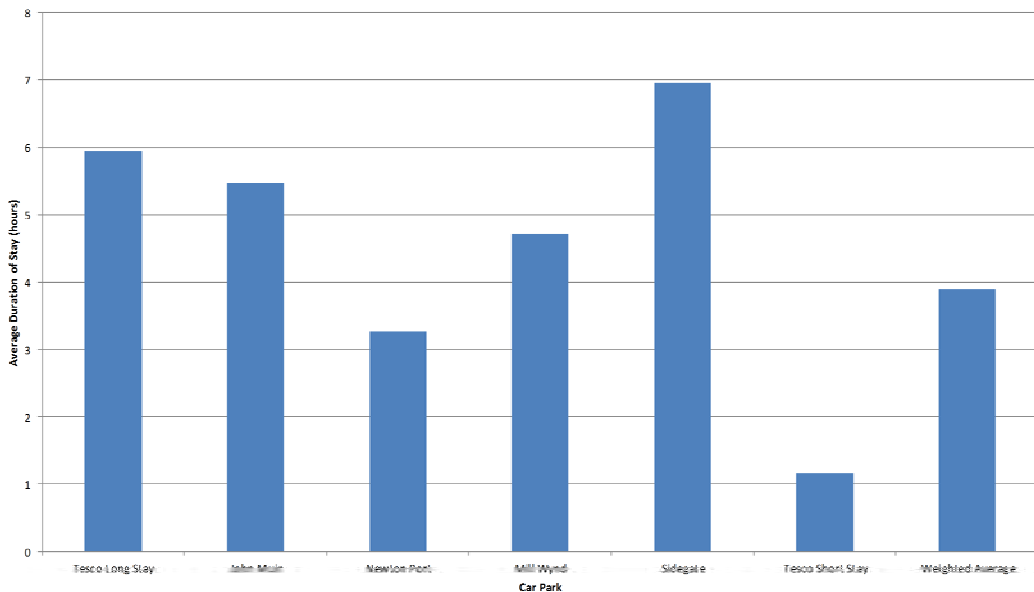
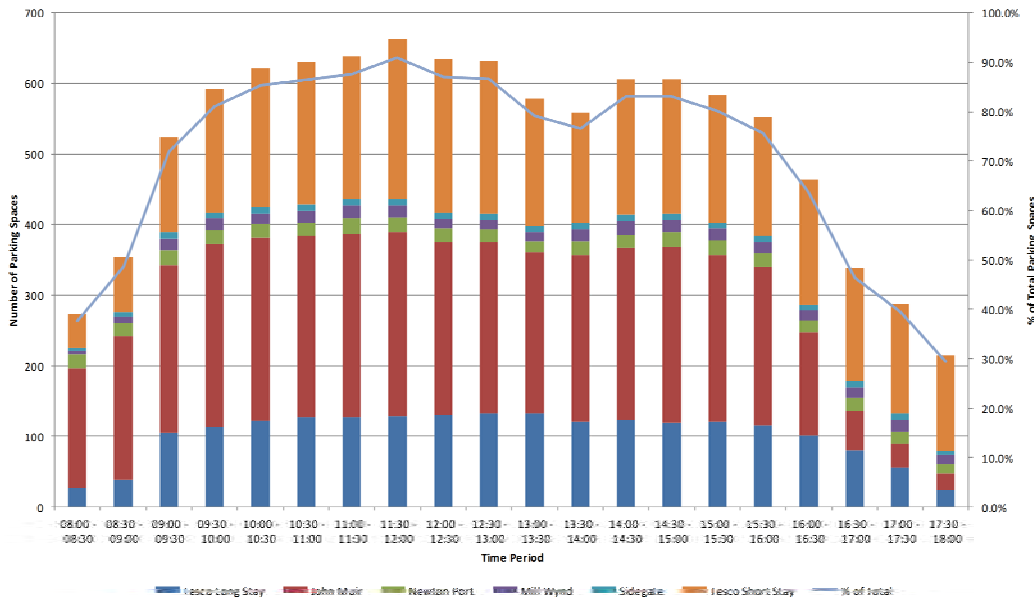
Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction: 90 minutes

Residents Parking Scheme: To park near their home without penalty, people who living in restricted areas must display a valid resident parking permit. Resident parking permits are currently issued free of charge. Residents displaying valid permits are able to park at any on-street parking facility in the town centre without being subject to the 90 minute time limit.

2. Existing Situation & Key Parking Issues



The top left figure shows parking occupancy in off-street car parks on a typical weekday as well as the percentage of the total capacity occupied. The bottom left figure shows the average length of stay in each off-street car park on a typical weekday.

Haddington Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- In total there are approximately 730 off-street parking spaces in Haddington. Nearly 38% of these (275) are located in the Tesco short-stay whilst a further 35% (258) are at John Muir House although this capacity is only available at evenings and weekends as it is used by Council staff during the working week. The introduction of Green Travel Plan measures may help to release more of this capacity. The Tesco long-stay car park provides around 130 spaces (~18%). These three car parks make up 91% of the off-street car parking in Haddington.
- Maximum demand on weekdays is 90.9% of total car park capacity which occurs between 11.30 and 12.00 although the capacity is at or near this mark from 10.00 to 13.00.
- All car parks except Sidegate and the Tesco short-stay car parks reach a minimum of 90% capacity at some point during the day highlighting the pressure on the off-street car parking stock across Haddington. There is little spare capacity at times and that which is available is often in the Tesco short-stay car park which is designated for a specific purpose.
- The average stay varies by car park with the longest average stay being 7.0 hours in the Sidegate car park and the shortest being 1.2 hours in the Tesco short-stay car park. This reflects the different usage of the car parks with some, like John Muir House and Tesco long-stay, being used mainly by commuters staying for a long time and others, like the Tesco short-stay, mostly by shoppers visiting the area briefly. The weighted average stay across all the car parks, taking into account their capacity, has been calculated as 3.9 hours.

Haddington On-street Car Parking Usage

On-street parking surveys on Court Street, Market Street and High Street showed that there is currently a large amount of abuse of the 90 minute waiting restriction with many vehicles observed to be parked for between 5 to 10 hours particularly on Market Street and, to a slightly lesser extent, High Street.

This data was originally collected in June 2009 and some changes to the parking situation may have occurred in the interim period. Where possible these have been accounted for and it is felt that it still provides a suitably representative picture so the findings are presented. An assessment of the traffic growth between 2009 and 2014 showed a 0.4% change. Consequently, no further data collection has been undertaken but will be monitored more regularly due to predicted growth

2. Existing Situation & Key Parking Issues

Tranent

Overview

Tranent is East Lothian's second largest town by population. It is also subject to significant development proposals with the 4,600 house development at Blindwells to the north of the A1. The current problems and issues are summarised below.

Problems & Issues

- There is a lack of parking provision on High Street and a low turnover of spaces as existing parking restrictions suffer from a lack of enforcement
- Problems relate to availability of servicing and loading facilities on the High Street causing difficulties for retailers. Loading bays are frequently abused. Lack of kerbside provision in general leads to conflicts between parking and loading demand, particularly on High Street
- Layout of off-street car parks could be improved
- On-street parking problems in the vicinity of the football pitches (Polson Park) and bowling green (Polson Park and Blawearie).
- Church Street suffers from parking on the footway and does not have waiting restrictions in place
- Tranent subject to town centre regeneration proposals including better functioning of parking spaces
- Short-term on-street problems at peak school travel periods around schools
- Lack of Blue Badge parking on High Street
- Informal Park & Ride is also taking place in the vicinity of Loch Road
- Displaced business parking onto Elphinstone road

Population: 11,840

Committed Development: 155 houses

The existing parking provision and management in Tranent can be summarised as follows.

Current Council Owned Free Car Parks

- The Butts - adjacent to Bridge Street access from Coal Neuk (19 spaces)
- Lindores Drive - north side of road (28 spaces)
- George Johnstone Centre (20 spaces)
- Winton Place - access from Lindores Drive (16 spaces)
- Loch Road - adjacent to Dewar House, access from Loch Road (60 spaces)

Additional Off-street Car Parking

- Aldi, Haddington Road
- Asda, Haddington Road
- Forrester Park
- Loch Centre - adjacent to leisure centre and medical centre access from Loch Road (managed by Enjoy Leisure)

Pay and Display Coastal Car Parks

- None

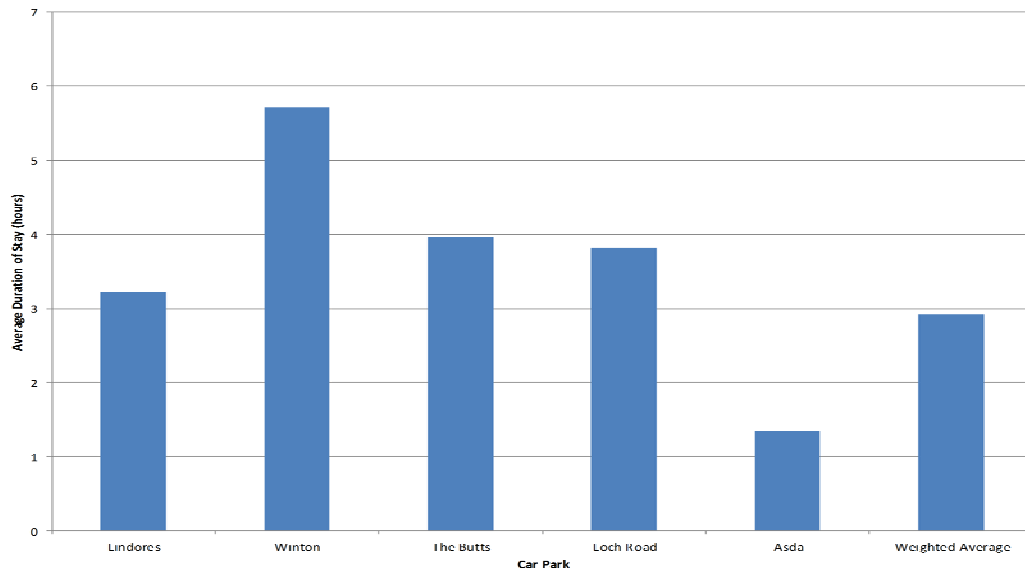
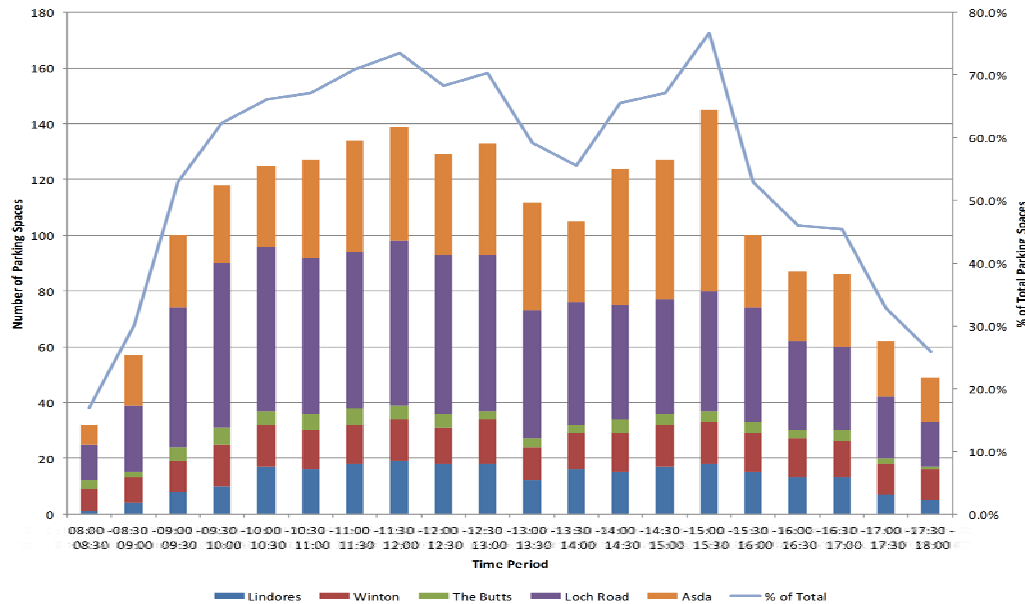
Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction: 60 minutes

Residents Parking Scheme: This is not a problem or issue within this settlement.

2. Existing Situation & Key Parking Issues



The top left figure shows parking occupancy in off-street car parks on a typical weekday as well as the percentage of the total capacity occupied. The bottom left figure shows the average length of stay in each off-street car park on a typical weekday.

Tranent Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- In total there are approximately 190 off-street parking spaces in Tranent. Around 75 of these (~40%) are located in the Asda car park with a further 33% in the Loch Road Health Centre car park.
- Maximum demand on weekdays is 76.7% of total car park capacity which occurs between 15.00 and 15.30.
- Whilst total car park capacity never exceeds ~77% this masks some individual capacity issues where particular car parks approach or exceed their capacity at some point during the day. Both Winton Place and Loch Road exceed 90% capacity for at least part of the day and there is a half hour period from 12.30—13.00 when Winton Place is at 100% capacity.
- This highlights how, whilst there may be spare parking capacity in the town overall, there are localised areas where parking pressures exist and car parks are operating near or at capacity.
- The average stay varies by car park with the longest average stay being 5.7 hours in the Winton Place car park and the shortest being 1.4 hours in the Asda car park. This reflects the different usage of the car parks with some being used mainly by commuters staying for a long time and others mostly by shoppers visiting the area briefly. The weighted average stay across all the car parks, taking into account their capacity, has been calculated as 2.9 hours.

Tranent On-street Car Parking Usage

On-street parking surveys on High Street showed that there is some abuse of the 90 minute waiting restriction with some vehicles observed to be parked for between 5 to 10 hours. However, this problem was not as evident as in the other major towns like Musselburgh, North Berwick, Dunbar and Haddington.

This data was originally collected in June 2009 and some changes to the parking situation may have occurred in the interim period. Where possible these have been accounted for and it is felt that it still provides a suitably representative picture so the findings are presented. An assessment of the traffic growth between 2009 and 2014 showed a 0.4 % change. Consequently, no further data collection has been undertaken but will be monitored more regularly due to predicted growth.



2. Existing Situation & Key Parking Issues



Prestonpans

Overview

Prestonpans is East Lothian's third biggest town by population and is located to the north of Tranent and the A1. It is also closely situated to the proposed 4,600 house Blindwells development which will inevitably also impact on parking in Prestonpans. The current problems and issues are summarised below.

Problems & Issues

- Overflow parking on nearby streets around the railway station car park. Commuter parking in the southern station car park inhibits access to the station.
- On-street parking problems linked to residents, school and church parking. Affected locations do not have on-street waiting restrictions
- Illegal on-street parking on Ayres Wynd where people seek to park as close as possible to the town centre
- Lack of turnover in spaces on High Street
- Abuse of loading bays and bus stops on High Street
- Perception of a lack of on-street parking although this may be more representative of a problem of a lack of turnover in spaces
- Short-term on-street problems at peak school travel periods around schools
- Waiting restriction too short

Population: 9,490

Committed Development: 154 houses

The existing parking provision and management in Prestonpans can be summarised as follows.

Current Council Owned Free Car Parks

- None

Additional Off-street Car Parking

- Co-op, Preston Links
- Lidl, B1348 High Street (East)

Pay and Display Coastal Car Parks

- None

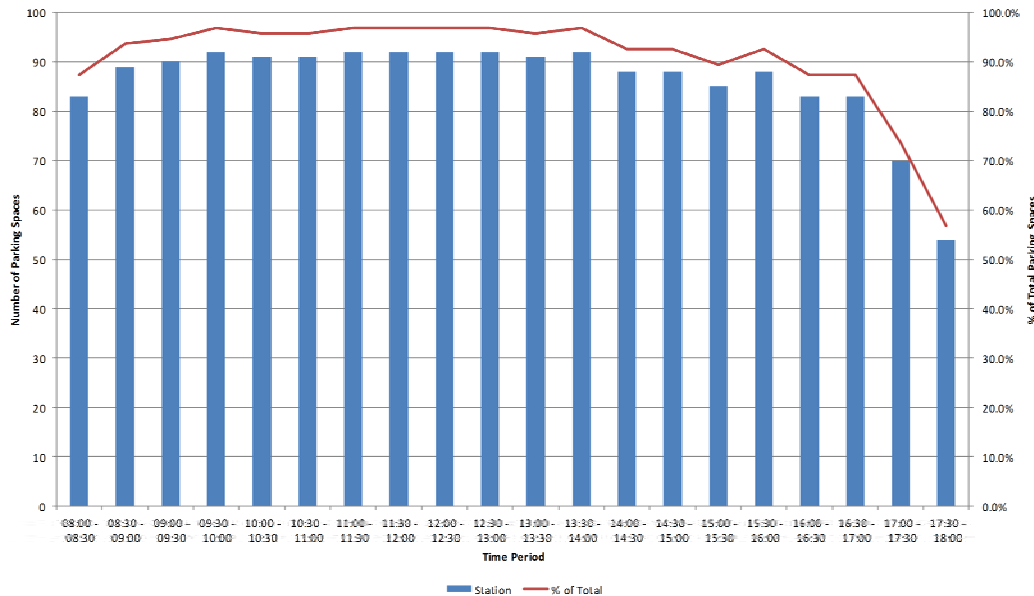
Railway Station Car Parking

- 165 spaces including 11 Blue Badge spaces. All parking is free

Current On-street Waiting Restriction: 60 minutes

Residents Parking Scheme: Not Applicable

2. Existing Situation & Key Parking Issues

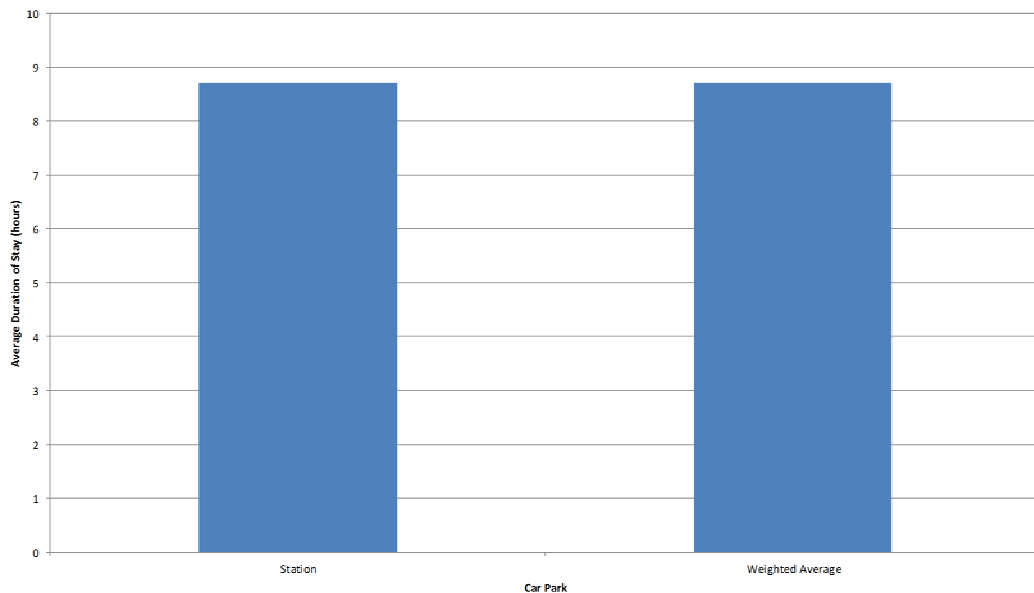


The top left figure shows parking occupancy in off-street car parks on a typical weekday as well as the percentage of the total capacity occupied. The bottom left figure shows the average length of stay in each off-street car park on a typical weekday.

Prestonpans Off-Street Car Park Usage

Surveys of off-street car parks identified the following trends:

- Only the Station car park was surveyed in Prestonpans.
- Maximum demand on weekdays is 96.8% of total car park capacity which occurs at several times throughout the day including between 09.30 and 10.00, 11.00 and 11.30, 11.30 and 12.00, 12.00 and 12.30, 12.30 and 13.00 as well as 13.30 and 14.00.
- The average stay is 8.7 hours highlighting the role of the car park in serving the long-stay, commuter market.
- It can consequently be seen that the car park is being used to capacity throughout the majority of the day with little turnover of spaces throughout the day either.

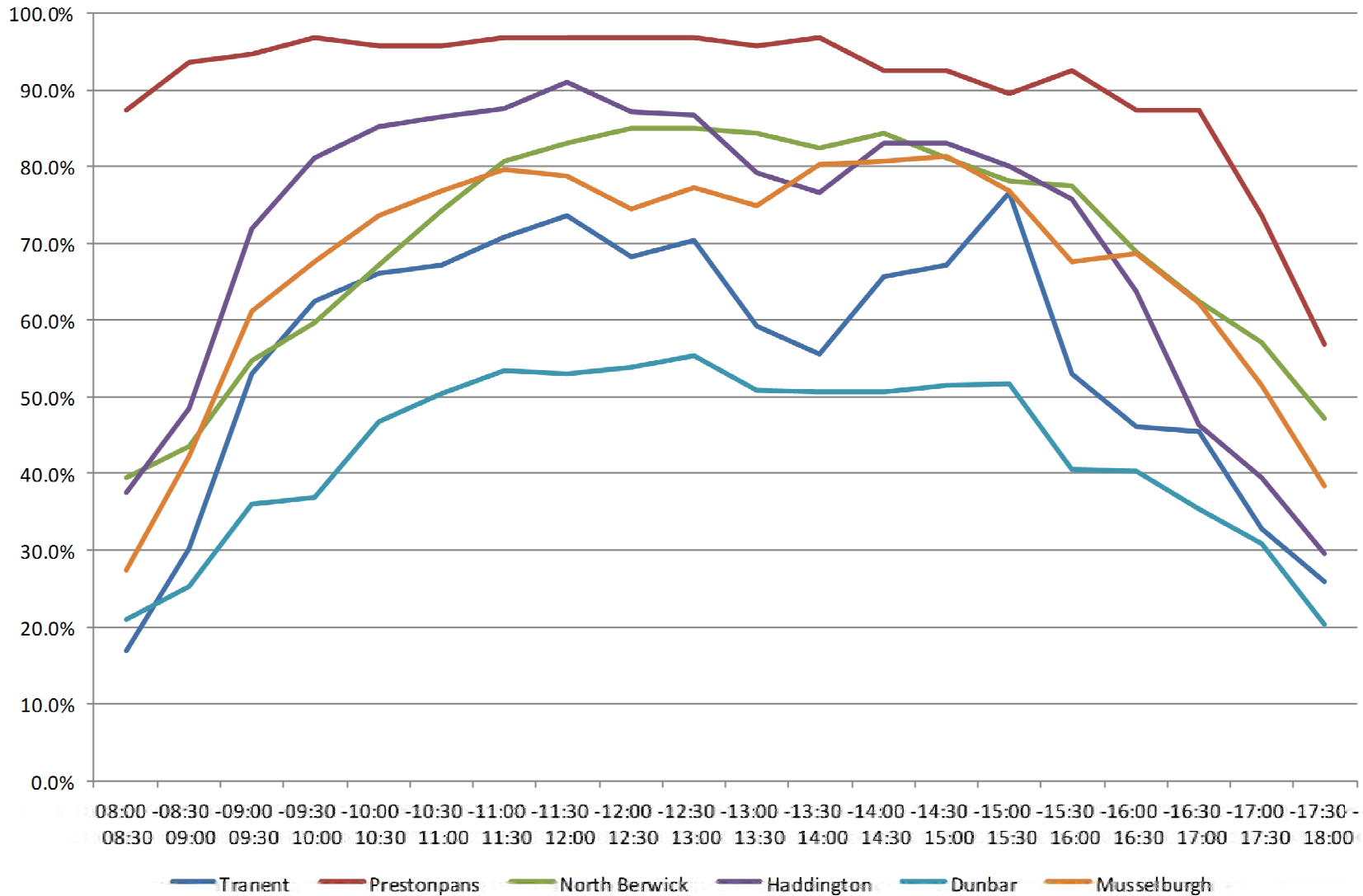


Prestonpans On-street Car Parking Usage

On-street parking surveys on High Street and Ayres Wynd showed that there is currently a large amount of abuse of the 60 minute waiting restriction with many vehicles observed to be parked for between 5 to 10 hours. This is most likely attributable to a lack of enforcement of the existing restrictions.

This data was originally collected in June 2009 and some changes to the parking situation may have occurred in the interim period. Where possible these have been accounted for and it is felt that it still provides a suitably representative picture so the findings are presented. An assessment of the traffic growth between 2009 and 2014 showed a 0.4 % change. Consequently, no further data collection has been undertaken but will be monitored more regularly due to predicted growth.

2. Existing Situation & Key Parking Issues



Off-Street Car Parking Summary

Prestonpans can be seen to have least capacity in its off-street car parks although this only reflects the Station car park situation. Haddington is the towns with the least overall capacity and this is particularly the case in the AM. It is closely followed by Musselburgh and North Berwick which have some available overall capacity but are the next most under pressure behind Haddington. The least pressure is in Dunbar and Tranent where additional capacity is available although specific car parks are at capacity in Tranent. Overall, it is apparent that all the major towns are under a degree of parking pressure but that this is most acute in Prestonpans, Haddington, Musselburgh and North Berwick.

2. Existing Situation & Key Parking Issues



Smaller Settlements

The following section provides a summary of the current parking situation as well as the problems and issues which affect our smaller settlements. Given their smaller nature these towns and villages tend to have less acute parking problems than the larger settlements. Most do not have on-street waiting restrictions in place and many have few off-street car parks.

In addition, they generally have less commercial and economic activity than the larger towns meaning their town centres are smaller and parking problems are often more localised. They largely support their local residents and consequently do not require the same level of intervention required in the larger towns.

The adjacent table sets out the population, based on 2012 National Records of Scotland data for localities, in the smaller settlements. It can be seen that the largest of these settlements in population terms is Cockenzie & Port Seton whilst West Barns is the smallest.

| Settlement | Population |
|------------------------|------------|
| Cockenzie & Port Seton | 5,660 |
| Gullane | 2,570 |
| Longniddry | 2,430 |
| Wallyford | 2,430 |
| Ormiston | 2,040 |
| East Linton | 1,700 |
| Pencaitland | 1,480 |
| Macmerry | 1,350 |
| Whitecraig | 1,200 |
| Aberlady | 1,180 |
| Gifford | 780 |
| West Barns | 680 |

2. Existing Situation & Key Parking Issues



Cockenzie & Port Seton

Problems & Issues

- Parking problems associated with supermarket on Links Road
- On-street parking problems around Cockenzie Primary School

The existing parking provision and management in Cockenzie & Port Seton can be summarised as follows.

Off-street Car Parks

- Port Seton Community Centre (62 spaces)
- Port Seton Harbour (25 spaces)

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

Pencaitland

Problems & Issues

- On-street parking problems around Pencaitland Primary School
- On-street parking problems around Pencaitland Parish Church
- Occasional on street parking issues around Pencaitland Park

The existing parking provision and management in Pencaitland can be summarised as follows.

Off-street Car Parks

- Recreation Ground (25 spaces)

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

Ormiston

Problems & Issues

- Parking problems on Main Street affecting traffic flow and road safety

The existing parking provision and management in Ormiston can be summarised as follows.

Off-street Car Parks

- Hillview Road (6 spaces)

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

2. Existing Situation & Key Parking Issues



Macmerry

Problems & Issues

- Indiscriminate parking around Macmerry Primary School
- Short-term on-street problems at peak school travel periods around schools

The existing parking provision and management in Macmerry can be summarised as follows.

Off-street Car Parks

- None

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

Gullane

Problems & Issues

- Parking on grass around Goose Green
- On-street parking displaced from Gullane beach car park
- On-street parking problems on Main Street -lack of turn-over
- Short waiting restriction
- Short-term on-street problems at peak school travel periods around schools

The existing parking provision and management in Gullane can be summarised as follows.

Off-street Car Parks

- Parking off Brighton Terrace (11 spaces) and Saltcoats Road (19 spaces)
- Goose Green Road (16 spaces)

Pay and Display Coastal Car Parks

- Gullane Bents - access from Sandy Loan

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- 45 minutes

East Linton

Problems & Issues

- Lack of parking capacity in town centre leading to congestion on High Street
- Too much parking on High Street causes congestion and affects the attractiveness of the area
- Limited number of Blue Badge spaces
- Short-term on-street problems at peak school travel periods around schools

The existing parking provision and management in East Linton can be summarised as follows.

Off-street Car Parks

- Bowling Club (12 spaces)

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

2. Existing Situation & Key Parking Issues



Longniddry

Problems & Issues

- On-street parking problems around Longniddry Primary School
- Parking around takeaway shop on Main Street causes congestion problems
- Railway station car park at capacity and causes on-street overflow parking in surrounding areas
- Short-term on-street problems at peak school travel periods around schools

The existing parking provision and management in Longniddry can be summarised as follows.

Off-street Car Parks

- Recreation Ground (27 spaces)

Pay and Display Coastal Car Parks

- Car Park 1 - north side of road at shore north east of Dean Road access from B1348
- Car Park 2 - north side approx 800 metres east of Dean Road access from B1348
- Car park 3 - west side of road approx 300 metres north of Lyars Road junction

Railway Station Car Parking

- 73 spaces including 3 Blue Badge spaces. All parking is free

Current On-street Waiting Restriction

- None

Whitecraig

Problems & Issues

- On-street residential parking problems on Whitecraig Avenue
- Short-term on-street problems at peak school travel periods around schools

The existing parking provision and management in Whitecraig can be summarised as follows.

Off-street Car Parks

- None

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

Gifford

Problems & Issues

- Indiscriminate parking on The Avenue causing damage to historic trees
- Inefficient parking in the square
- Conservation area subject to parking pressures
- Short-term on-street problems at peak school travel periods around schools

The existing parking provision and management in Gifford can be summarised as follows.

Off-street Car Parks

- The Square (16 spaces)

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

2. Existing Situation & Key Parking Issues



Aberlady

Problems & Issues

- On-street parking problems on Main Street / High Street / Sea Wynd
- Public transport vehicles being impeded by parked cars

The existing parking provision and management in Aberlady can be summarised as follows.

Off-street Car Parks

- None

Pay and Display Coastal Car Parks

- Aberlady Bay Local Nature Reserve - Coastal Car Park (Free)

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

West Barns

Problems & Issues

- On-street parking problems around West Barns Primary School

The existing parking provision and management in West Barns can be summarised as follows.

Off-street Car Parks

- Trows Mill (30 spaces)
- West Barns Bowling Club

Pay and Display Coastal Car Parks

- John Muir Country Park / Linkfield
- Tynningame Links

Railway Station Car Parking

- Not Applicable

Current On-street Waiting Restriction

- None

Wallyford

Problems & Issues

- On-street parking overspill from Belmont Garage and JM Accident Repair Centre
- On-street parking problems around Primary School

The existing parking provision and management in Wallyford can be summarised as follows.

Off-street Car Parks

- None

Pay and Display Coastal Car Parks

- None

Railway Station Car Parking

- Wallyford Station: 74 spaces including 2 Blue Badge spaces. All parking is free
- Wallyford Park & Choose: 300 spaces. All parking is free - users can access bus or rail

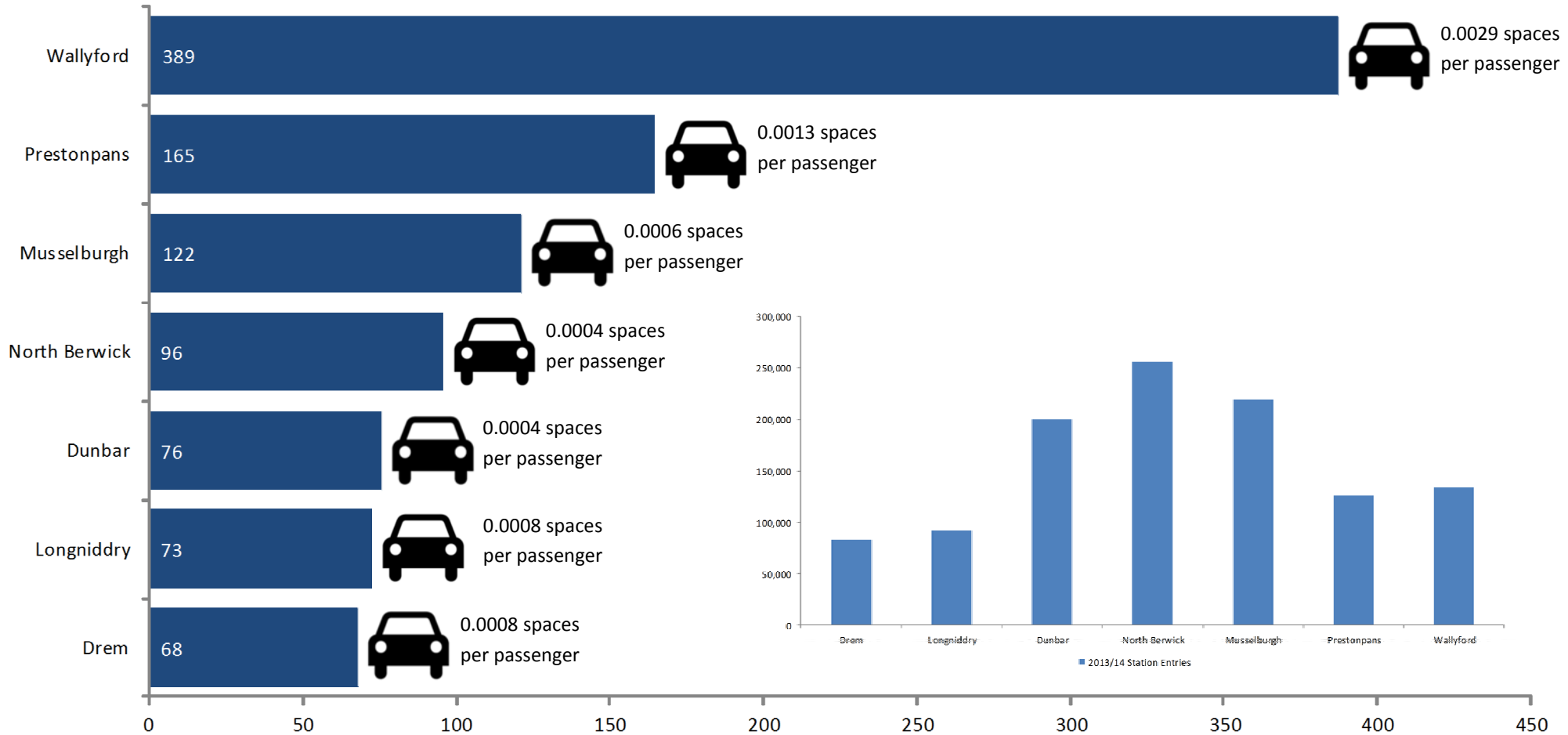
Current On-street Waiting Restriction

- None

2. Existing Situation & Key Parking Issues

Rail Based Park & Ride

The existing Park & Ride provision at railway stations in East Lothian is shown below. The greatest provision is at Wallyford which has more than double the number of spaces than the next biggest Park & Ride at Prestonpans although it is both a bus and rail based Park & Ride site. However, greatest rail passenger demand is at North Berwick, Musselburgh then Dunbar, as shown in the inset, which illustrates a potential discrepancy between level of Park & Ride provision and public transport demand.



2. Existing Situation & Key Parking Issues

Summary of Parking Problems

There are a number of common parking problems affecting East Lothian's towns and villages as summarised in the following figure:



Some of these problems can be partially or completely addressed by overarching parking policy measures that the Council can enact to change the way in which parking is controlled and managed across the whole of East Lothian. Other problems are more locally specific and require interventions that address that particular problem in that individual location. The remainder of the Parking Strategy sets out the policy measures that will be applied to address the overarching problems before defining a number of location specific interventions required to address the more significant parking hotspots across East Lothian.

However, firstly the Council has defined the objectives of the Parking Strategy in the context of the link to the identified problems and the national and

3. Objectives

3. Objectives



Definition of Objectives

Based on the observed problems **two objectives** have been defined for this strategy which are:

- Objective 1** - to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian; and
- Objective 2** - to maximise the efficient use of parking provision.

The fundamental **outcomes** underpinning these overarching objectives are:

- the delivery of parking supply that meets local demand whilst minimising the adverse impacts of parking; and
- effective enforcement of parking restrictions.

The table below shows the relationship between the objectives and the overarching parking problems identified at the conclusion of Chapter 2. This highlights where the objective would help to address the identified problems.

| | Overspill Parking | Enforcement / Illegal Park- ing | Balance of Parking Supply | General Parking & Loading Management |
|--|-------------------|------------------------------------|---------------------------|---|
| Objective 1 - to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian | ✓ | | ✓ | ✓ |
| Objective 2 - to maximise the efficient use of parking provision | | ✓ | ✓ | ✓ |

It can be seen that these objectives make a positive contribution to addressing all the problems identified in Chapter 2 and therefore provide an appropriate focus for the strategy. This is due to the fact that they will rationalise parking management and enforcement ensuring more efficient and balanced use of the existing parking provision as well as targeted new capacity where appropriate.



3. Objectives



Link to LTS Objectives

The purpose of the Parking Strategy is to provide a strategic framework of interventions to improve parking performance throughout East Lothian. The Parking Strategy is linked to the Local Transport Strategy (LTS) and therefore it is important to maintain consistency with it. The table below shows the linkages between the Parking Strategy objectives and LTS objectives. This demonstrates that there is a high degree of consistency between the objectives of the LTS and those that have been defined for the Parking Strategy. In particular, Objective 1 is strongly correlated with the LTS objectives and makes a positive contribution to delivering all seven of them.

As such, it can be seen that the proposed Parking Strategy objectives not only make a strong contribution to resolving the identified problems but are also closely integrated with the LTS objectives. They have consequently been adopted as the objectives for the Parking Strategy.

| | Objective 1 - to provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian | Objective 2 - to maximise the efficient use of parking provision |
|--|--|---|
| 1.To deliver a more attractive and safer environment for pedestrians and cyclists | ✓ | |
| 2.To reduce the overall dependence on the car and the environmental impact of traffic | ✓ | ✓ |
| 3.To promote the availability and use of more sustainable means of travel | ✓ | |
| 4.To locate new development to reduce the need to travel | ✓ | ✓ |
| 5.To maximise accessibility for all and reduce social exclusion | ✓ | ✓ |
| 6.To promote integration and interchange between different means of travel | ✓ | |
| 7.To maintain the transport network to a suitable standard to ensure it meets the needs of all users | ✓ | |



3. Objectives



Monitoring and Evaluation

This Parking Strategy has been developed within the framework of the SEStran Parking Management Strategy which covers the whole SEStran area including East Lothian. This regional strategy has developed a three tier hierarchy of parking demand and management for towns across the SEStran area. Tier 1 towns demonstrate the strongest demand management approach and Tier 3 the weakest. Settlements within East Lothian fall within Tier 3. However, following the introduction of DPE and the imminent adoption of the local development plan a Tier 2 monitoring regime shall be applied over the County. The strategy sets out a two pronged approach to monitoring which includes:

Measure 1 – Proactive Monitoring and Reporting

In order to fully understand the existing problems, issues and possible solutions to the control and management of parking within town centres, problem areas should be identified and monitored on a regular basis.

- Tier 1: Site investigation to be undertaken on an annual basis with car parking beat surveys commissioned to support monitoring regime;
- Tier 2: Site investigation undertaken once per two year period. Car parking beat survey commissioned to support monitoring regime; and
- Tier 3: Site investigation on an annual basis of known parking 'hotspots'.

Measure 2 – Reactive Monitoring and Reporting

Complaints from members of public, Councillors, shopkeepers, business users etc. should be investigated at the earliest opportunity and monitored.

- Tiers 1, 2 and 3: Complaints should be input into the parking database. Problems should be investigated and actioned as necessary and the database reviewed annually for monitoring and correlation purposes.

In order to maintain consistency with the SEStran Parking Management Strategy these monitoring mechanisms are employed in East Lothian. In particular, site investigation of parking 'hotspots' in key settlements (i.e. Musselburgh, North Berwick, Dunbar, Haddington, Tranent, Prestonpans) is undertaken on a regular basis.

Targets

The following headline targets have been adopted for the key settlements:

- peak demand will not exceed 85% of parking capacity;
- 95% of long stay parking accommodated in locations designated for this purpose; and
- 95% of short stay parking spaces experience turnover before the designated waiting restriction expires.

These targets are consistent with the established strategy objectives and with the fundamental purpose of the Parking Strategy to ensure effective and efficient utilisation of parking capacity in East Lothian.

Partnerships and Community Services



4. Parking Policy

4. Parking Policy

Introduction

This chapter sets out the Council’s overarching parking policies for the whole of East Lothian in relation to issues such as on and off street parking provision, short stay and long stay parking, enforcement, parking charges, waiting and loading restrictions, resident’s parking permits, ‘School Streets’ and Blue Badge parking which were all identified as issues in Chapter 2.

East Lothian is subject to significant development proposals with the emerging East Lothian Local Development Plan aspiring to deliver up to 10,050 additional housing units by 2024. This will lead to further pressures on parking in our towns and villages and underlines the need for a comprehensive, coherent and strategic approach to parking.

Parking Supply

The management of parking supply is crucial to ensure the vibrancy and vitality of our town centres. Consideration of space availability and parking use will determine the demand and whether there is adequate supply available in our towns and villages. Accordingly, the Council will apply a hierarchical approach to parking supply management which seeks to maximise the efficient use of existing parking provision first and foremost before considering the creation of additional parking spaces.

To achieve this, East Lothian Council will consider parking demand in each of the towns and/or area of review and whether there is adequate enforcement of the existing parking restrictions that are in place. If parking problems cannot be resolved by adequate enforcement, the Council will consider and apply parking management strategies to alter the balance of parking supply in the area. In the case of on-street provision this could involve:

- Introducing/ removing / amending waiting restrictions;
- increasing the turnover of spaces;
- altering the balance between parking and loading in relation to areas with no waiting restrictions;
- physical interventions to create more or less formalised parking spaces; and
- the application of parking charges to generate more turnover.

With regards to off-street parking supply this can be managed by:

- increasing the turnover of spaces;
- changes to or introduction of waiting restrictions in car parks; and
- the application of parking charges to generate more turnover of parking spaces.



If these parking management techniques are unsuccessful in resolving parking problems then the Council will consider whether additional parking supply should be created. This could be achieved by the introduction of new or expanded car parking provision, although, in some instances, there may be scope to increase on-street parking supply as well.

Parking Policy 1: The Council will apply a hierarchical approach to parking supply starting with the application of parking enforcement then parking management and, finally, increasing parking provision if these other measures fail to resolve the problem.

Partnerships and Community Services

4. Parking Policy

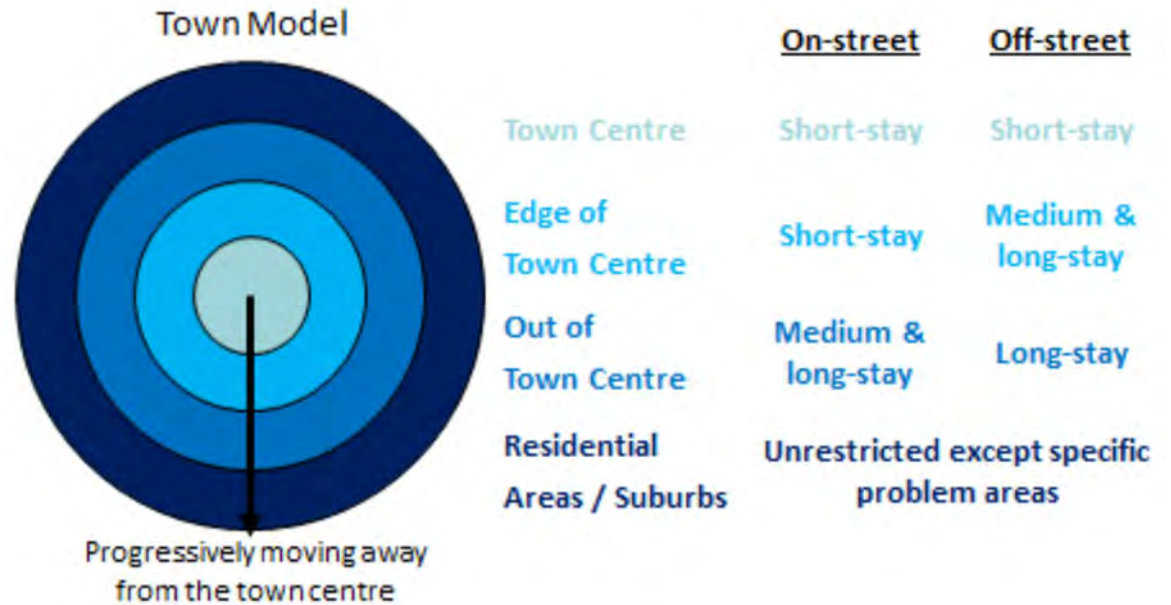


Parking Management

To confirm that short, medium and long-stay parking is balanced and adequately catered for in our town centres, the Council will regularly monitor the effectiveness of this parking policy. To ensure that parking management functions in accordance with business and public needs and operates efficiently, it will be carefully design to accommodate (where achievable), the needs of all users albeit in line with the following principles.

Parking Policy 2: The Council will implement a parking management hierarchy in our towns.

In general, on-street parking will be for the purposes of short-stay parking, especially in our town centres, as it is essential that people have easy access to shops and services to maintain the economic vitality of our towns. Where there is insufficient on-street car parking to cater for all shoppers and other visitors to our town centres there will also be a need to designate off-street parking provision to short-stay parking as well. This will be assessed on a town by town basis taking into account parking demand and provision. Medium and long-stay parking will also be accommodated in off-street car parks but these are more likely to be at the edge of the town centre as commuter parking delivers less economic activity to our town centres. Overall, the adjacent parking hierarchy model will be applied to parking in our towns wherever possible.



Decriminalised Parking Enforcement

Following the introduction of Decriminalised Parking enforcement on 23rd January 2017, East Lothian Council became responsible for the enforcement of parking restrictions within its area. A Statutory Instrument —The Road Traffic (Permitted Parking Area and Special Parking Area) (East Lothian Council) Designation Order 2016 was made that transferred enforcement powers from Police Scotland. Accordingly, the Council has responsibility for issuing Penalty Charge Notices (PCNs) to illegally parked vehicles. The Council retains the income from penalty charges to finance the ongoing costs of administering the operation, enforcement and adjudication of the DPE regime. Any surpluses will be used firstly for the provision and maintenance of off-street parking facilities and secondly for road improvement and public transport purposes in the local authority area.

It has been highlighted that a lack of enforcement of existing parking restrictions is a major problem which affects numerous settlements across East Lothian.

Partnerships and Community Services



4. Parking Policy



The Council currently employs 6 parking attendants and one supervisor, deploying 3 on a daily basis. The formation of regular beats and proactive enforcement is challenging and activity operates generally on a reactive basis. The need for effective enforcement has therefore been identified as a key requirement to the resolution of parking problems in our settlements.

In order to maximise an efficient and value for money service, opportunities were taken to share resources and administrative services with City of Edinburgh Council, who have already implemented DPE in their area. The Council will also consider collaborative working with Midlothian Council, who are also implementing DPE to maximise efficiencies and provide a no net detriment service.

Parking Policy 3: The Council will monitor and amend the scale of decriminalised Parking Enforcement (DPE) in East Lothian, as necessary.

Parking Charges

The Council currently charges at 10 coastal car parks as highlighted previously. A further three coastal car parks exist but are not subject to charges as demand is not sufficient to justify the implementation of the charging infrastructure. The Council will keep this situation under review and may consider implementing charges in these coastal car parks at a later date.

Parking Policy 4: The Council will review the use of our Coastal car parks and consider the introduction of new sites, expanding existing sites, and /or remove sites and re-assess the pricing structure every 3 years following introduction.

The principle of introducing charging in some or all of the Council owned off-street car parks or on-street parking will be reviewed periodically and introduced where there is a demonstrable need to improve parking management. Following the introduction of DPE in East Lothian, the Council's business plan is to fund the service through the Penalty Charge Notices (PCNs) collected as a result of illegal parking and a proportion of income from the Pay & Display Coastal car parks. Any surplus income generated through these means will be allocated to schemes to improve public transport provision, further enhance the delivery of DPE, better management of our parking capacity and, only where no alternative provision can be made, for increased parking capacity.

Parking Policy 5: The Council will consider the introduction of charging for off-street car parks and/or for on-street parking places. The introduction of charging must be closely monitored to ensure financial viability and community / business prosperity to justify a charging regime. All charging mechanisms will be kept under constant review.

Waiting & Loading Restrictions

There is currently a disparity across the Council area in terms of the waiting restrictions that are in place in each town. Whilst many of the main towns have a 90 minute waiting restriction

Partnerships and Community Services



4. Parking Policy



some towns have a 60 minute restriction and Gullane just a 45 minute waiting restriction. It is considered that a waiting restriction of less than 90 minutes is prohibitive to the general commercial viability and economic vitality of our towns and villages. Any time less than 90 minutes is felt to be too short to enable people to park in our town centres and undertake their shopping or other activities within a comfortable timeframe.

Therefore, the Council intends to promote Traffic Regulation Orders (TROs) to move all towns with waiting restrictions to a standard 90 minute period.

Parking Policy 6: The Council will introduce a standard 90 minute waiting restriction in towns (following consultation) where the existing waiting restrictions are less than this. Towns with no waiting restrictions will not be affected at this time.

The Council will keep the loading provision in our town centres under constant review to ensure loading bays are appropriately located, are sufficient in number, are not being abused and are generally meeting the needs of the commercial premises they serve. Where any local problems are identified measures will be taken to remove or mitigate the problem.

Parking Policy 7: The Council will keep loading provision in town centres under constant review and amend, as necessary.

Resident's Parking Permits

Resident Parking Schemes are already in existence in Haddington, Musselburgh and North Berwick where residents are required to obtain permits to park without penalty in limited waiting locations. These assist residents in parking in areas where there is pressure on the on-street parking provision and restrictions have had to be introduced to ensure turnover of spaces. Currently there is no charge for these permits. The Council will continue to examine on a case by case basis the need to introduce new Resident Parking Schemes in areas where residents parking is affected by commuters and other competing short-stay and long-stay parking demands. Each situation will be assessed individually, where local and competing demand will be calculated and the needs of all users taken into account before determining whether a scheme is necessary or not.

Parking Policy 8: The Council will keep under review existing schemes and consider the need for new Resident Parking Schemes.



Controlled Parking Zones (CPZ)

Where significant demand or competing demand for residents and /or business parking is experienced in the core town centre, the Council may consider the introduction of Controlled Parking Zones (CPZ) or a Controlled Parking area (CPA) to apply a consistent parking management plan for the area. The introduction of a CPZ will be

4. Parking Policy

dependant on community consultation and debate. The introduction of all residents parking and CPZ, CPA will require a consensus of opinion in support of the scheme with the implications of the scheme fully laid out and justified before public examination. These require that all roads are covered either with waiting restrictions or parking places. Generally, waiting restrictions cover roads and junctions where parking is dangerous or the carriageway must remain unobstructed. Parking places are normally time limited and can be free or charged. Signs are provided at the entry and exit of CPZs to inform drivers of its extent and hours of operation. CPZs help give priority to residents and local businesses, who must display a parking permit or voucher. They are most appropriate in areas with various competing demands for parking and where it outstrips supply. The main aim is to discourage commuter and long-stay parking. In East Lothian, the application of CPZs will be considered where these competing demands exist and a structured approach to parking management is required. Comprehensive enforcement is critical if CPZs are to operate effectively and further development of DPE will be a fundamental requirement prior to any CPZs being created.

Parking Policy 9: The Council shall consider and review the need for and introduce Controlled Parking Zones to balance parking demand in multi use areas.

Blue Badge Parking



The Disabled Persons' Parking Places (Scotland) Act 2009 requires local authorities to identify all existing advisory disabled street parking places and, for those still needed, to promote Traffic Regulation Orders (TROs). For those that are no longer required then the Act requires the local authority to remove any road markings or sign posts. In relation to disabled off-street parking, local authorities are required to promote a TRO covering the disabled persons' parking places in its own public car parks. The Act also requires each local authority to contact and seek to negotiate arrangements with owners of, or person having an interest in, private car parks including supermarkets and out of town retail centres. Securing an arrangement enables the local authority to promote an order to make the disabled persons' parking places in private car parks enforceable. In addition, individuals or organisations holding a disabled persons' badge can apply to the local authority for a disabled persons' street parking place.

The Council is still in the process of taking forward measures to comply with its statutory requirements under the Act and will continue to do so during the lifetime of this strategy. In particular, ELC will seek to promote TROs to ensure all advisory disabled parking places are enforceable to maintain consistency with our proposals to enhance enforcement of parking restrictions in East Lothian through the implementation of DPE as outlined previously.

The Council will also undertake ongoing reviews of disabled parking provision in our town centres to ensure it is sufficient, appropriately located and is meeting the needs of users.

Parking Policy 10: The Council will continue to undertake measures to ensure compliance with the Disabled Persons' Parking Places (Scotland) Act 2009 and will continually review the provision of Blue Badge parking in our town centres.

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Maximum Parking Standards

In accordance with national planning policy there is a requirement to apply maximum parking standards to new developments. These have been defined at a national level in Scottish Planning Policy. These are defined in association with development thresholds which are determined to be of a sufficient scale that they require parking management to be put in place.

At a regional level SEStran's Regional Transport Strategy called for the creation of regional parking standards in order to provide cross regional consistency and to reduce unfair competition between different local authority areas. Consequently, regional parking standards were defined in the context of the national maximum parking standards set out in SPP which set the absolute maximum levels of provision for a number of larger development types. None of the standards set out by SEStrans exceed the national standards.

The regional standards aim to provide guidance for a much wider range of development types and to indicate how standards should vary for developments in different locations. For all of the development types discussed the standards set include maximum standards. In accessible areas the availability (or lack) of parking is recognised as a major factor encouraging the use of non-car modes and the standards are set at a level which reflects this. In less accessible areas it is not always possible to reach developments by non-car means so the standards relax to the level set by the national standards which are absolute.

The Council complies with both the national and regional parking standards as defined in Scottish Planning Policy and the SEStrans Regional Transport Strategy respectively and will continue to do so. The Council also has its own East Lothian specific parking standards which form part of the Standards for Development Roads published in 2008. These are applied for local developments which do not meet the requirements of the regional or national standards.

Parking Policy 11: The Council will apply national and regional parking standards where appropriate and its own local parking standards where developments do not meet the requirements for these standards.

Event Management & Utilities

East Lothian Council are routinely required to provide parking related services for events, such as race meetings at Musselburgh Racecourse, and the suspension of parking during public utilities roadworks on the carriageway. All these activities require Council Officers time both planning for the parking management in advance and delivery of it on the ground at the time. The Council consequently incurs costs for undertaking these activities which it will seek to recoup through the application of charges for parking event management services and suspension of parking for public utilities works. The fees will be determined on an event by event basis depending on the level of input required.

Parking Policy 12: The Council will review and keep under review the charging policy for its parking services in relation to event management and public utilities works requiring on-street parking suspension.



Partnerships and Community Services



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Park & Ride and Modal Shift

The Council will work with ScotRail and Network Rail to develop more sustainable travel patterns by ensuring that adequate Park & Ride provision is available at stations wherever possible taking into account demand at the station and their accessibility by walking and cycling. More widely, ELC will also explore opportunities to increase Park & Ride provision at new or existing sites to cater for journeys into Edinburgh and also, potentially, into our major town centres by public transport. The justification for implementing Park & Ride will be based upon:

- The need to provide access to a town centre without increasing the parking supply available within the centre itself;
- Enabling the amount of parking in a town centre to be reduced to accommodate other developments;
- Removing long-stay parking and commuters from town centres; and
- Reducing traffic on roads leading to the town centre and relieving congestion.



The Council will also endeavour to ensure that Park & Ride car parks are used for this purpose and not by employees of nearby businesses or other such inappropriate uses. To do this the Council will seek to implement a system of car park charges which are refundable when users purchase a ticket for travel. ScotRail are already rolling out this policy across other station car parks where misuse by non-train users has been identified and ELC will work with them to deliver a similar system in East Lothian.

The Council will seek to ensure that public transport is not delayed or hindered by illegal parking in our towns or villages through a combination of reviewing existing restrictions and the

Parking Policy 13: The Council will support additional appropriate Park & Ride provision wherever possible.

implementation of more rigorous enforcement through DPE.

Parking Policy 14: The Council will give priority to public transport by ensuring it is not hindered by illegal parking.

Parking Policy 15: The Council will endeavour to ensure Park & Ride car parks are used solely for this purpose and not for long-stay parking by non-travelling public.

4. Parking Policy

Electric Vehicle Charging Points



There are currently fifteen charging points in East Lothian and we are seeking to expand this provision where appropriate, infrastructure allows and resources are available to do so.

Parking Policy 16: The Council will continue to support the provision of electric vehicle charging points in East Lothian.

Presently, a charging regime is not in place however, the cost of servicing and maintenance out with the scope of the manufacturers warranty will have to be borne by East Lothian Council. The Council is supporting the implementation of infrastructure to encourage the use of electric vehicles including provision of public charging points. It is therefore appropriate and reasonable to review the “free at point of use” arrangement which currently exists in East Lothian and amend future budgets.

Parking Policy 17: The Council will review the ‘free at point of use’ Electric vehicle charging point policy, at regular intervals.

Car Club Spaces

East Lothian Council provide Car Club parking spaces at a number of locations across East Lothian for the six current Car Club vehicles to use. East Lothian Council is committed to increasing the parking provision for Car Club vehicles as the fleet grows and will continue to monitor and identify opportunities for new Car Club spaces in our towns, where demand exists.

Parking Policy 18: The Council will continue to support the provision of parking spaces for Car Club vehicles in East Lothian.



Signage East Lothian Council will raise awareness of parking provision in our town centres through provision of appropriate signage. This will help to direct people to the most appropriate car park for them depending on whether they intend to park for a short-stay, medium-stay or long-stay. It will also reduce ‘searching time’ where traffic causes severance, noise, pollution and congestion whilst driving around our town centres looking for parking spaces. Primarily this will involve improvements to street signage and road markings but we will also continue to keep under review the case for introducing Variable Message Signs (VMS) which provide real time information on the availability of parking spaces (see Park and Ride example).

Partnerships and Community Services

4. Parking Policy



Parking Policy 19: The Council will implement improved signage to guide drivers to appropriate parking spaces in our towns.

Parking on Footways

The Scottish Parliament is currently considering legislation to introduce new national regulations to tackle problems caused by drivers parking on footways and at dropped footways, etc, and by double parking of vehicles. The Bill is designed primarily to enable freedom of movement for all pedestrians, maintaining their safety, cut down damage to footways, reduce the blockage of passage of emergency and service vehicles, and provide clarity for road users, the police and parking enforcement attendants.

Parking Policy 20: The Council will implement appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill.

School Streets

During school travel times a high risk of injury to children exists in streets close to schools because of inappropriate travel behaviour. With parents dropping children off, there is a high level of vehicle conflict with pedestrian and cyclist, which results in dangerous driving manoeuvres as well as indiscriminate and illegal parking. This can lead to an increased sense of danger by those walking and cycling as well as congestion and frustration of motorists and residents. Accordingly, the Council will consider the introduction of school streets initiative where parent Council and other stakeholder support is received. All application will be subject to the assessment criteria and must meet the minimum requirements. A criteria will consider current travel plan assessments, the undertaking of a risk assessment and cost estimates.

The Council also acknowledges the benefits of introducing a school street policy that encourages and supports children and families to walk and cycle more. The banning of vehicular traffic around some of our schools, improves active travel options and supports parents / children who want to walk, scooter, or cycle to school.

Parking Policy 21: The Council will consider the introduction of school streets following consultation and which meeting the assessment criteria

4. Parking Policy



Private Car Parks

Parking cannot be considered a standalone issue, and as detailed within the Local Transport Strategy must be integrated with other policy areas, including wider transport and land use planning policy considerations. Parking management is necessary to promote and support; lifestyles that are less car-dependent; assists in delivery of transport provision that is more socially inclusive; is cognisant of development that is more sustainable in terms of energy and pollution; and helps deliver settlements which are more attractive and user-friendly. The Parking Management Strategy also recognises a difficulty in enforcing parking management measures in areas where there is substantial private off-street car parking availability. As East Lothian Council has no control over private car parks, wider parking policies can be undermined if private companies do not cooperate. Where a lack of control over private car parks is deemed to be an issue, the Parking Management Strategy suggests:

- seeking Local Authority licensing powers for private car parks such as the setting of tariffs
- applying planning conditions as necessary to strengthen the parking strategy regime
- encouraging partnership working with private car park operators

The Parking Management Strategy also explicitly recommends using the planning process to limit private parking provision where possible, including requiring a Transport Assessment to be conducted for new car parks.

Parking Policy 22: The Council will consider the use of Local Authority powers to set private car park tariff, condition parking charges through the planning process and work in partnership with private car park operators to apply a consistent parking policy.

5. Strategy Implementation & Interventions

5. Strategy Implementation & Interventions



Framework for Implementation

The delivery of the Parking Strategy is based upon a hierarchical approach to our settlements with extensive measures being applied in our larger towns where parking problems are more acute as identified in Chapter 2. The overarching solutions proposed for each settlement are shown adjacent along with outline timescales for implementation. The solutions have been grouped under three main categories which include:

- implementation of minor measures to reduce demand for parking, resolve localised difficulties and ensure that Traffic Regulation Orders (TROs) are appropriate and enforceable;
- identification and implementation of a strategic hierarchy of parking designation in line with the model defined in Chapter 4; and
- introduction of enforcement mechanisms which will ensure that the measures implemented through the previous two elements are adhered to.

Demand Management Measures

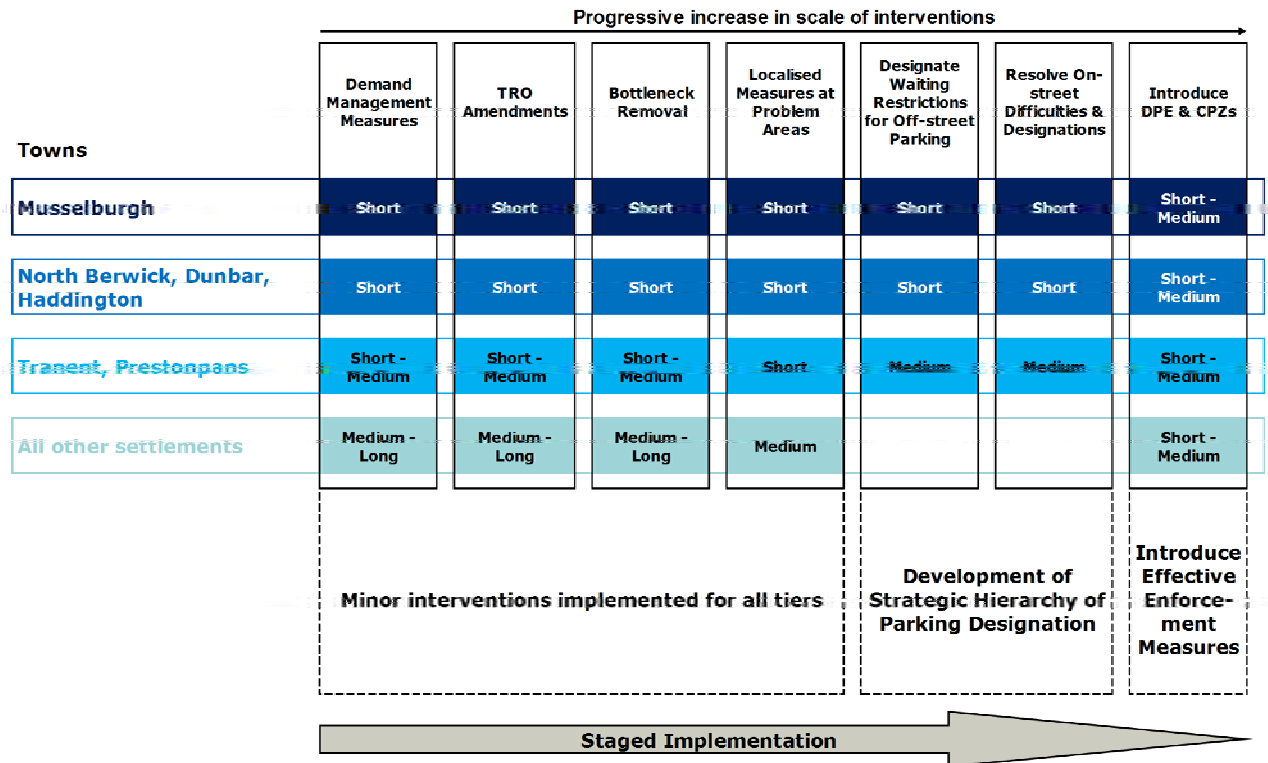
This would involve implementation of locally specific measures intended to encourage modal shift from cars to walking, cycling and public transport. This helps to reduce demand for parking and the pressure on the available parking facilities.

Whilst we have shown indicative timescales for the implementation of demand management measures across the settlements, opportunities should be taken whenever they arise to facilitate modal shift. As such, this should be an ongoing process across all the settlements. In particular, the development management process is a means through which sustainable travel can be encouraged on a continuous basis as proposals are brought forward and implemented.

TRO Amendments

The purpose of reviewing and amending TROs is to ensure that these are technically competent, robust and sufficient designed to be fit for purpose and meet current parking needs. In particular, many minor problems can be addressed through the implementation of new or amended waiting restrictions.

Partnerships and Community Services



Indicative Timescales

- Short Up to 3 years
- Medium Between 3 to 6 years
- Long Between 6 to 10 years



5. Strategy Implementation & Interventions



It is also essential that TROs are legally enforceable to ensure that people cannot exploit loopholes which allow them to park illegally or which inhibit the ability to penalise illegal parking. This is of fundamental importance prior to implementing a Decriminalised Parking Enforcement regime.

Bottleneck Removal

This requires localised bottlenecks to be removed from the network to ensure smooth traffic flow and reduce the occurrence of congestion. In some instances this may necessitate reducing or moving parking provision where it is creating problems on the carriageway. In addition, clearways will be used to ensure unhindered access into our town centres.

Localised Measures at Problem Areas

Many parking problems are caused by localised circumstances in a given area. They are consequently best addressed through tailored interventions in the local area.

In particular, on-street parking problems are frequently associated with overflow parking from locations like schools and railway stations. These are some of the main problems in the smaller settlements and require fairly localised solutions to resolve them. This can often be facilitated by simple measures without the requirement for significant investment.

These problems can consequently be addressed as 'quick wins' although the priority placed upon them should be proportionate to the level of problem that they create and the strategic importance of the location.

Designate Waiting Restrictions for Off-street Parking

For the larger settlements off-street parking provision should be designated in line with the strategic parking hierarchy defined previously. This requires the identification of the existing parking stock available within a location and then allocation to short, medium or long stay parking depending upon its situation and most appropriate function within the town.

Indicative time allocations for off-street parking which will be used are:

- **Short-stay:** up to 90 minutes;
- **Medium-stay:** up to 4 hours; and
- **Long-stay:** over 4 hours.

Partnerships and Community Services

Resolve On-street Difficulties & Designations

This involves the creation of balanced on-street parking provision which takes account of the demands placed upon it by the area. In particular, it is necessary to ensure sufficient kerbside space is allocated for loading, buses, Blue Badge and resident parking where appropriate and that it is located in a sensible position. This is a key aspect in the designation of on-street parking provision.

Furthermore, on-street parking provision also needs to be designated in line with the strategic parking hierarchy described previously. Waiting restrictions should be responsive to the needs of the local area in line with the policy defined in Chapter 4.

Introduce DPE & CPZs

The Council introduced Decriminalised Parking Enforcement on 23rd January 2016. This provides the necessary powers for the Council to be responsible for enforcing waiting restrictions across the whole Council area. The introduction of DPE is the cumulative product of the other components of the parking strategy and will ensure that it operates as intended.

Alongside the introduction of DPE, East Lothian Council will consider setting up Controlled Parking Zones in town centres and other locations where area wide parking management is required. The use of Controlled Parking Zones offers advantages in comparison to Resident Parking Schemes as it allows spaces in the area to be used by both residents and non-residents. Where resident parking is required it is proposed that 25% of kerbside space is allocated to users with Residents Parking Permits. This enables those that do not take their car to work to leave it at home without being penalised whilst those that do move their car during the day will free up space for other people to use maximising the shared use potential of kerbside space. CPZs would only be active during defined hours with restrictions typically not being in place in the evening and weekends.

Interventions

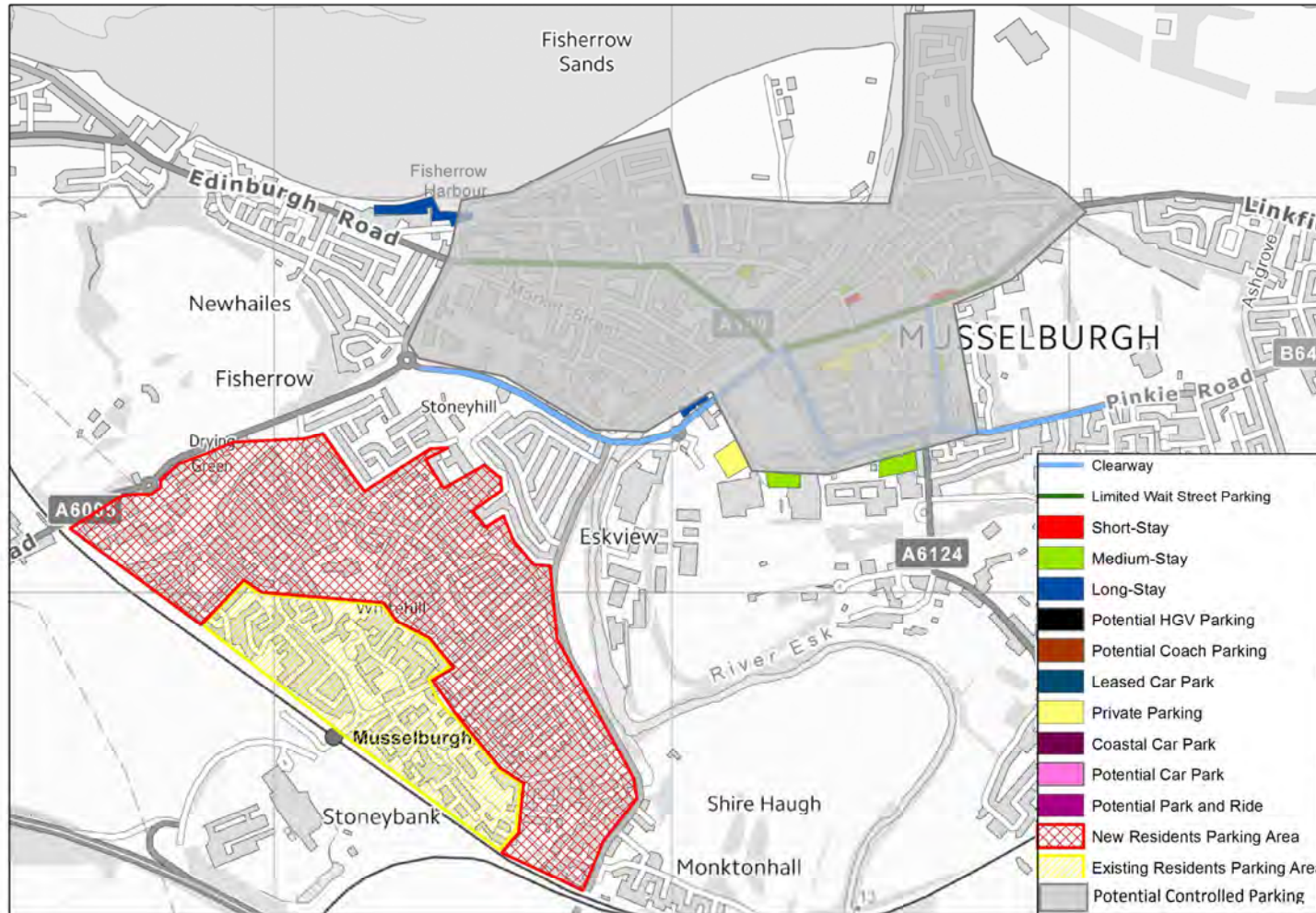
The remainder of this chapter sets out the specific interventions that will be applied in our settlements to deliver the Parking Strategy.



5. Strategy Implementation & Interventions



Musselburgh



INTERVENTIONS

Potential Short-stay Car Parking (Up to 90 mins)

- On-street - limited waiting
- Shorthope Street
- Town Hall

Potential Medium-stay Car Parking (Up to 4 hours)

- Millhill
- Health Centre
- Kerr's Wynd
- Musselburgh Sports Centre
- Newbigging Church
- Newbigging Flats

Potential Long-stay Car Parking (Over 4 Hours)

- Gracefield
- Fisherrow (East and West)
- Olivebank Road

Private Car Parking (Open to the Public)

- Tesco, Olivebank Road
- Shopper, Kilwinning Place (Pay & Display)
- Rugby club

Potential Controlled Parking Zone - town centre

Potential Other Measures

- Clearway (no stopping at any time) on Pinkie Road, Inveresk Road, Newbigging, Dalrymple Loan, Mall Avenue and Olivebank Road

5. Strategy Implementation & Interventions

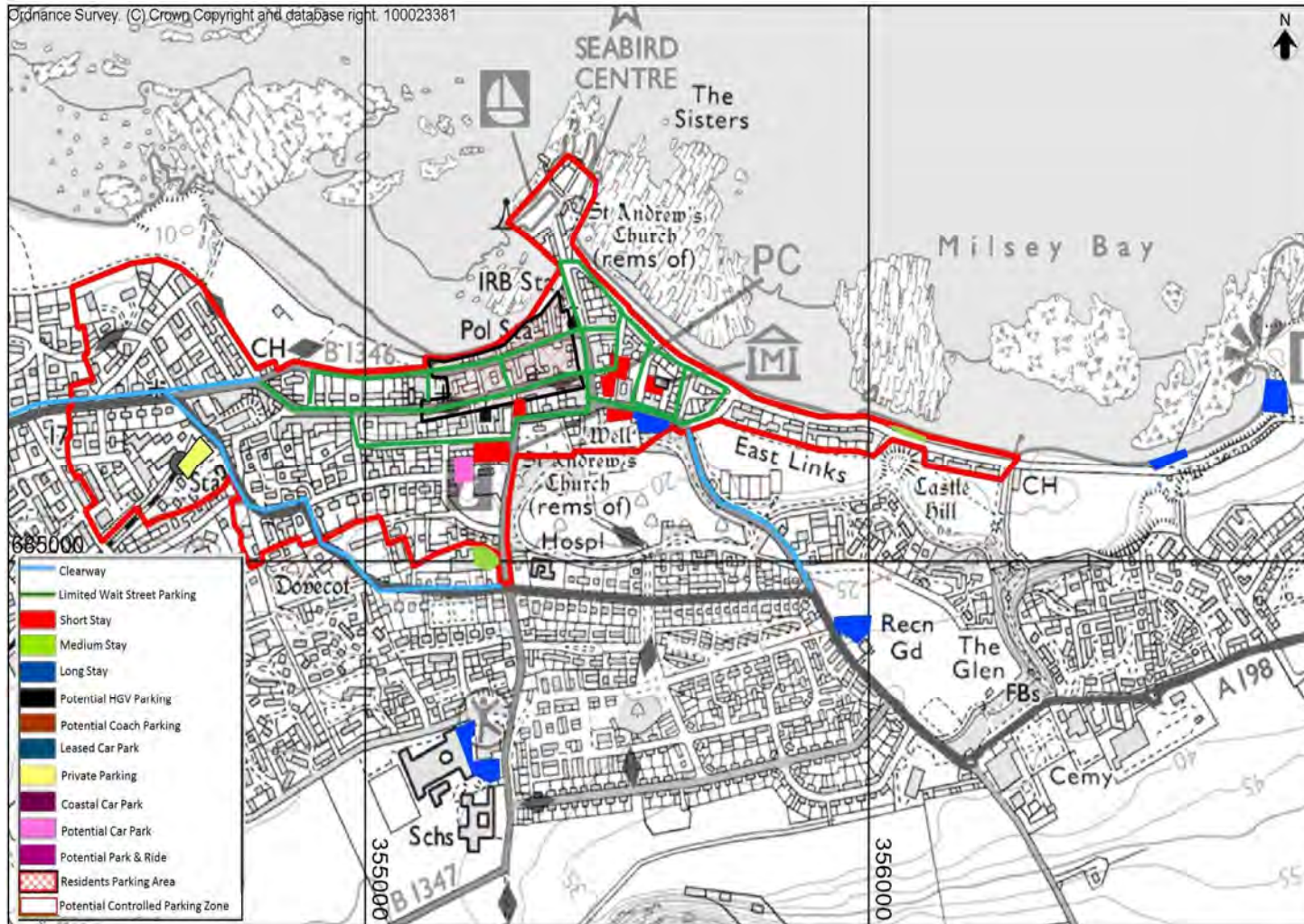


Musselburgh - The table below shows how each of the problems identified in the town will be addressed by the proposed policies and interventions.

| Problem | Solutions |
|---|---|
| <ul style="list-style-type: none"> Long-stay on-street parking at locations where limited waiting operates. | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Provision of designated long-stay car parks |
| <ul style="list-style-type: none"> Parking problems in side streets around main commercial streets - on-street parking restrictions displaced vehicles from main streets. Need to better manage and enforce the supply and turnover of short-stay parking | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Provision of designated short-stay and medium-stay car parks Continuous review of the requirement for Controlled Parking Zones Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations |
| <ul style="list-style-type: none"> Off-street car parks lack management with poor turnover of spaces along with a lack of awareness and usage of them. Out of date signage to off-street car parks | <ul style="list-style-type: none"> Review and implementation of improved signage to off-street car parks where required Consider the introduction of on-off street parking charges |
| <ul style="list-style-type: none"> Need for better management of residents parking in some areas particularly around Queen Margaret University. Abuse of on-street parking in residential areas, particularly in terms of long-stay parking by non-residents | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Ongoing review of Resident's Parking Schemes and consideration of CPZ Provision of designated long-stay car parks |
| <ul style="list-style-type: none"> Overflow parking around railway station | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations |
| <ul style="list-style-type: none"> Some difficulties for servicing and loading access to retailers in the town centre | <ul style="list-style-type: none"> Ongoing review of waiting and loading provision Implementation of Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> Need to accommodate major public transport corridor through the town centre | <ul style="list-style-type: none"> Provision of clearway on key streets through town centre |
| <ul style="list-style-type: none"> Specific parking issues on race days although existing restrictions seem to function fairly well | <ul style="list-style-type: none"> Provision of event management parking services |
| <ul style="list-style-type: none"> Short-term on-street problems at peak school travel periods around schools | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> Lack of Blue Badge spaces | <ul style="list-style-type: none"> Ongoing review of Blue Badge parking |

5. Strategy Implementation & Interventions

North Berwick



INTERVENTIONS

Potential Short-stay Car Parking (Up to 90 mins)

- On-street - limited waiting
- The Glebe
- Kirkports/ Law Road
- The Lodge
- Quality Street
- School Road

Potential Medium-stay Car Parking (Up to 4 hours)

- Community Centre
- Sports Centre
- Melbourne Road (Blue Badge holders only)
- Castle Hill

Potential Long-stay Car Parking (Over 4 Hours)

- Recreation Ground
- Haugh Road Viewpoint
- Rhodes Brae
- The Law
- High School

Private Car Parking (Open to the Public)

- Seabird Centre (Leased)

Potential Other Measures

- Proposed extension to existing resident's parking area to the west to include Beach Road and Westgate.
- Clearway (no stopping at any time) on Dirleton Avenue, Station Hill, Station Road, Clifford Road and East Road
- Potential new car park on St Margarets Road or multi-storey on the Glebe.

5. Strategy Implementation & Interventions



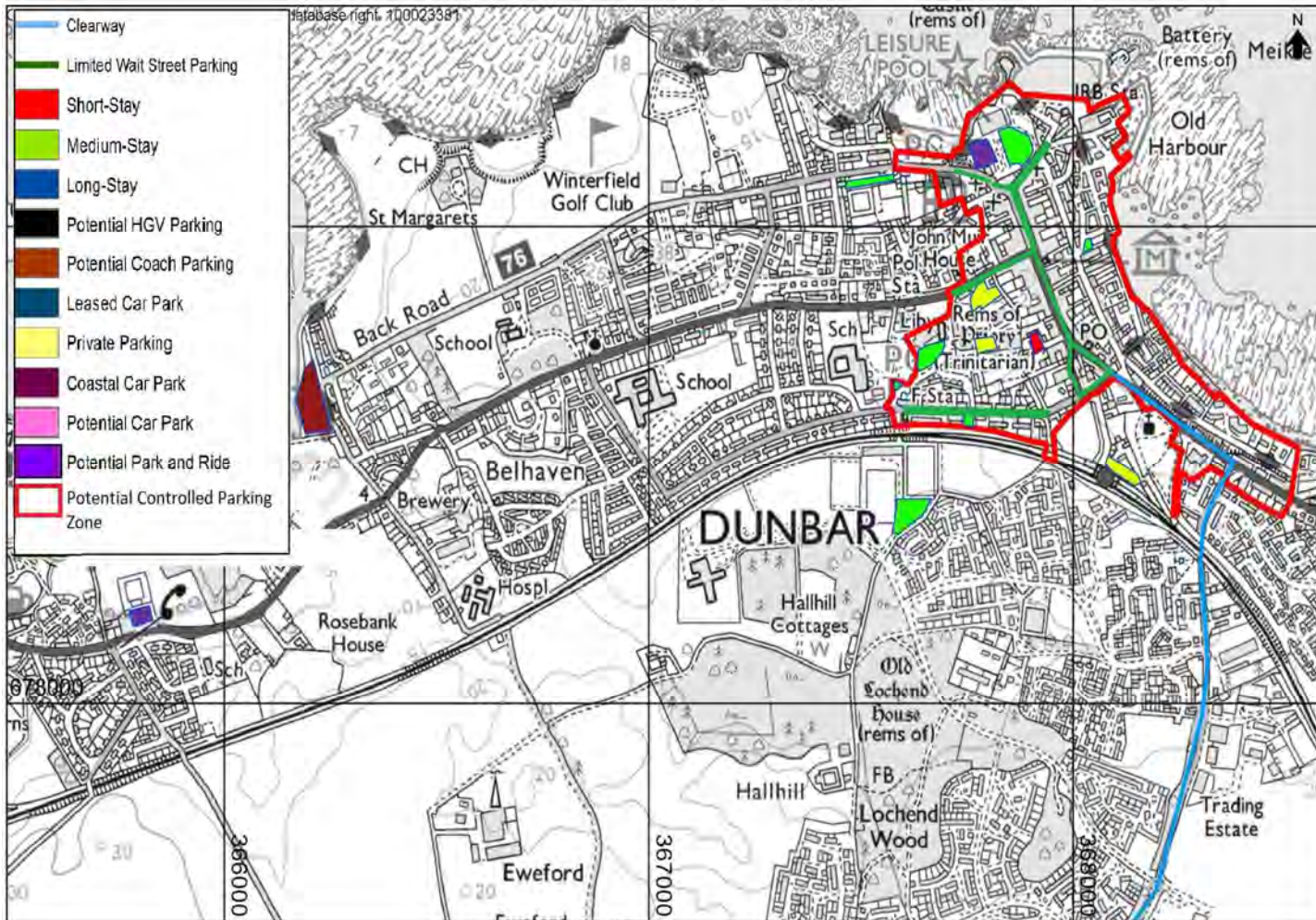
North Berwick - The table below shows how each of the problems identified in the town will be addressed by the proposed policies and interventions.

| Problem | Solutions |
|--|---|
| <ul style="list-style-type: none"> Significant seasonal parking problems linked to tourism. Insufficient on-off-street parking supply and poor turn-over of spaces leading to on-street overflow parking affecting residential parking. | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations Proposed extension to existing resident’s parking area along with ongoing review of Resident’s Parking Schemes Continuous review of the requirement for Controlled Parking Zones Potential new car park to increase capacity and reduce cars circulating the town centre searching for parking Consider the introduction of on –off street parking charges Control through Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> On-street overflow parking around The Glebe car park and North Berwick railway station | <ul style="list-style-type: none"> Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations Continuous review of the requirement for Controlled Parking Zones |
| <ul style="list-style-type: none"> Lack of enforcement of parking restrictions leading to deliberate violation | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> Lack of provision for long-stay parking creating long-stay on-street parking | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Provision of designated long-stay car parks |
| <ul style="list-style-type: none"> Lack of Blue Badge parking on High Street | <ul style="list-style-type: none"> Ongoing review of Blue Badge parking |
| <ul style="list-style-type: none"> Retailers experience difficulties with deliveries including abuse of loading bays and double parking on the carriageway | <ul style="list-style-type: none"> Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Signage to off-street car parks could be improved | <ul style="list-style-type: none"> Review and implementation of improved signage to off-street car parks where required |
| <ul style="list-style-type: none"> Short-term on-street problems at peak school travel periods around schools | <ul style="list-style-type: none"> Implementation of Decriminalised Parking Enforcement |

5. Strategy Implementation & Interventions



Dunbar



INTERVENTIONS

Potential Short-stay Car Parking (Up to 90 mins)

- On-street - limited waiting
- Abbeylands

Potential Medium-stay Car Parking (Up to 4 hours)

- Bleachingfield
- Hallhill Sports Centre
- The Vennel
- Countess Crescent (Blue Badge parking only)
- Dunbar Leisure Pool

Potential Long-stay Car Parking (Over 4 Hours)

- Lauderdale
- Trows Mill

Private Car Parking (Open to the Public)

- Co-op, off Countess Crescent
- Factory Outlet, off Countess Crescent

Potential Controlled Parking Zone—town centre

Potential Other Measures

- introduction of resident's parking area on High Street.
- Clearway (no stopping at any time) on Spott Road and Queen's Road.

5. Strategy Implementation & Interventions



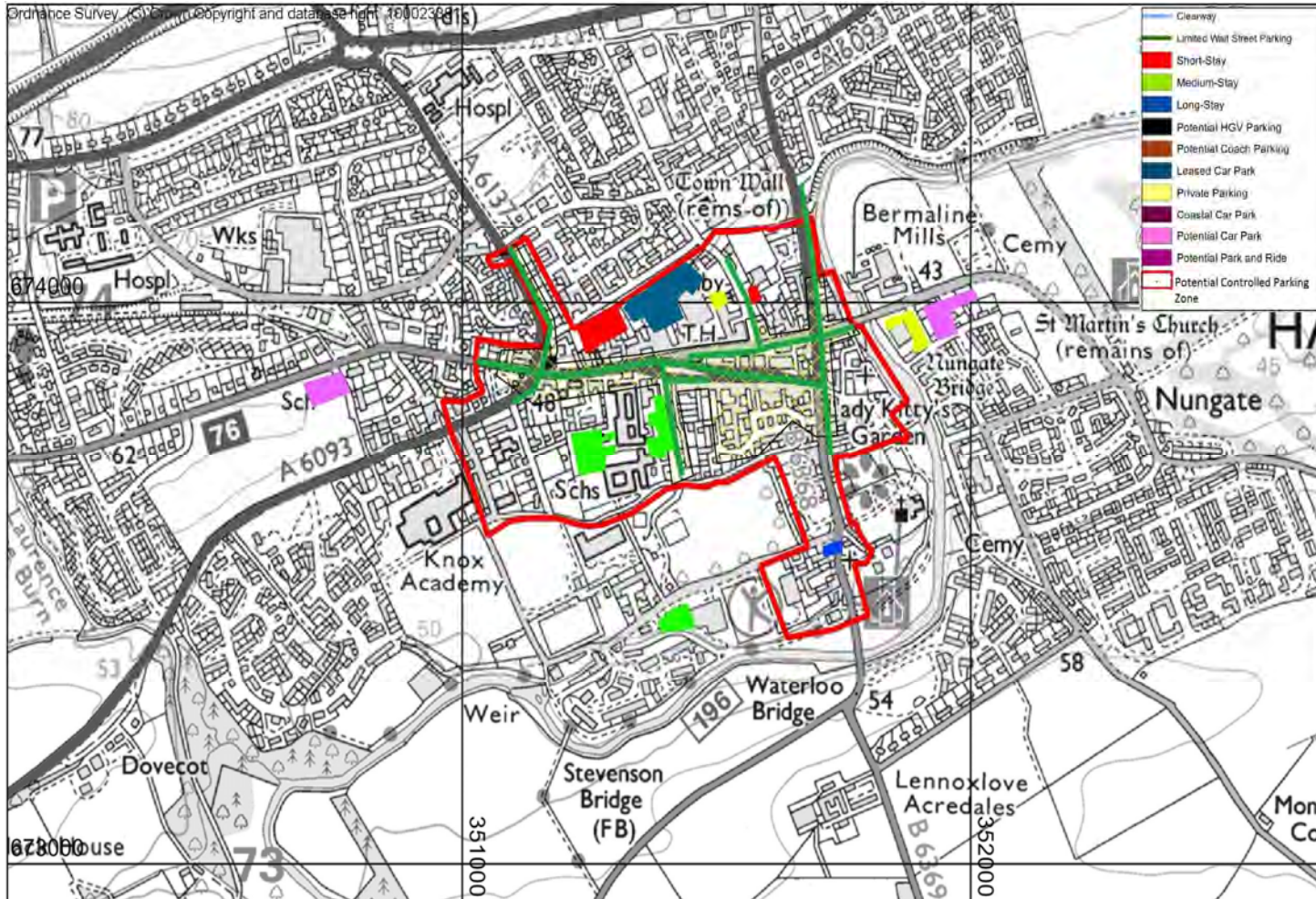
Dunbar - The table below shows how each of the problems identified in the town will be addressed by the proposed policies and interventions.

| Problem | Solutions |
|---|---|
| <ul style="list-style-type: none"> Lack of off-street car park management and on-street enforcement creating problems. In particular, long-stay parking by town centre traders and passengers using the railway station is leading to overflow parking on nearby streets around the railway station, within the town centre and around the harbour | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations |
| <ul style="list-style-type: none"> Lack of enforcement of existing parking restrictions causing congestion and bottlenecks, particularly around Church Street and Castle Street. Resident parking problems around Lammermuir Crescent and overflow on-street parking around Belhaven Hospital and Belhaven Brewery | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Proposed creation of new resident's parking scheme Removal of bottlenecks to ensure smooth and efficient traffic flow Continuous review of the requirement for Controlled Parking Zones |
| <ul style="list-style-type: none"> Safety concerns in relation to the layout of parking on High Street | <ul style="list-style-type: none"> Removal of bottlenecks to ensure smooth and efficient traffic flow Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Lack of Blue Badge parking on High Street | <ul style="list-style-type: none"> Ongoing review of Blue Badge parking |
| <ul style="list-style-type: none"> The lack of turn over on street with vehicles outstaying 90 min restrictions or parking off street with no space availability | <ul style="list-style-type: none"> Consider the Introduction of on-off street parking charges Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations |
| <ul style="list-style-type: none"> Difficulties with loading and servicing | <ul style="list-style-type: none"> Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Difficulty introducing a new Traffic Regulation Order (TRO) designed to rationalise and consolidate a number of historic TROs | <ul style="list-style-type: none"> Delivery of TRO amendments to ensure they are robust and legally enforceable Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Short-term on-street problems at peak school travel periods around schools | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement |

5. Strategy Implementation & Interventions



Haddington



INTERVENTIONS

Potential Short-stay Car Parking (Up to 90 mins)

- On-street - limited waiting
- Newton Port
- Court Street—via Tescos
- John Muir Campus (part)

Potential Medium-stay Car Parking (Up to 4 hours)

- Aubigny Sports Centre
- John Muir Campus (Part)

Potential Long-stay Car Parking (Over 4 Hours)

- Mill Wynd
- Tesco Long Stay

Private Car Parking (Open to the Public)

- Tesco Short Stay
- Tesco Access Road
- Aldi
- Haddington House, Sidegate

Potential Other Measures

- Potential new long stay car park on Whittingham Drive and Station road
- Potential new car park between West Road and A6093

5. Strategy Implementation & Interventions



Haddington

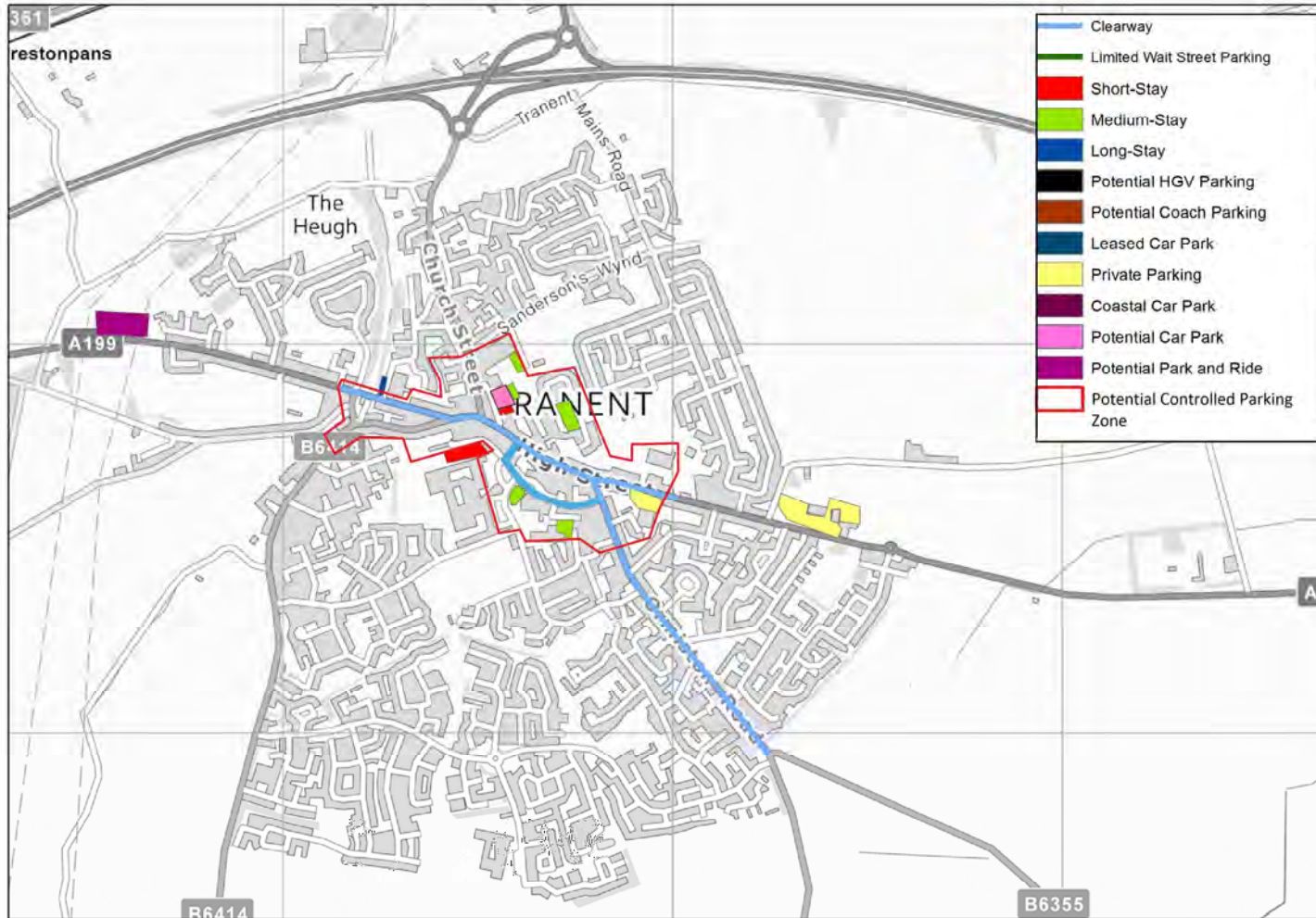
- The table below shows how each of the problems identified in the town will be addressed by the proposed policies and interventions.

| Problem | Solutions |
|--|--|
| <ul style="list-style-type: none"> Off-street car parks are well utilised but there are limited restrictions in force in them. Leads to a lack of control over the balance of short-stay and long-stay parking with over utilisation of long-stay car parks creating overflow parking in neighbouring streets | <ul style="list-style-type: none"> Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations Control through Decriminalised Parking Enforcement Removal of bottlenecks to ensure smooth and efficient traffic flow |
| <ul style="list-style-type: none"> Parking on Hardgate, Sidegate and Victoria Terrace currently reduces the road to one-way operation creating a bottleneck that causes congestion and safety problems | <ul style="list-style-type: none"> Ongoing review of waiting and loading provision Implementation of appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill |
| <ul style="list-style-type: none"> Lack of turnover of on-street spaces in the town centre despite a 90 minute waiting restriction - particularly on Market Street due to lack of enforcement of waiting restrictions | <ul style="list-style-type: none"> Continuous review of the requirement for Controlled Parking Zones Control through Decriminalised Parking Enforcement Consider the Introduction of on-off street parking charges |
| <ul style="list-style-type: none"> Traders identified problems associated with deliveries including double parking | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> On-street parking around schools a problem | <ul style="list-style-type: none"> Continuous review of the requirement for Controlled Parking Zones Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Balance of traffic flow, road safety and parking issues in town centre (Hardgate, Market Street & High Street) | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Implementation of a coherent and hierarchical approach to parking supply Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations |
| <ul style="list-style-type: none"> Haddington subject to town centre regeneration proposals which could include amendments to parking provision | <ul style="list-style-type: none"> Ongoing review of waiting and loading provision Continuous review of the requirement for Controlled Parking Zones Application of national and regional parking standards where appropriate and local parking standards where developments do not meet the requirements for these standards |

5. Strategy Implementation & Interventions



Tranent



INTERVENTIONS

Potential Short-stay Car Parking (Up to 90 mins)

- On-street - limited waiting
- Winton Place

Potential Medium-stay Car Parking (Up to 4 hours)

- Loch Road
- Loch Centre
- Lindores Drive
- George Johnstone Centre

Potential Long-stay Car Parking (Over 4 Hours)

- The Butts
- Forrester Park

Private Car Parking (Open to the Public)

- Aldi, Haddington Road
- Asda, Haddington Road

Potential Other Measures

- Clearway (no stopping anytime) on Bridge Street, High Street and Ormiston Road
- Potential Park and Ride site on Edinburgh Road
- Increased car park at Lindores Drive/ George Johnstone centre

5. Strategy Implementation & Interventions



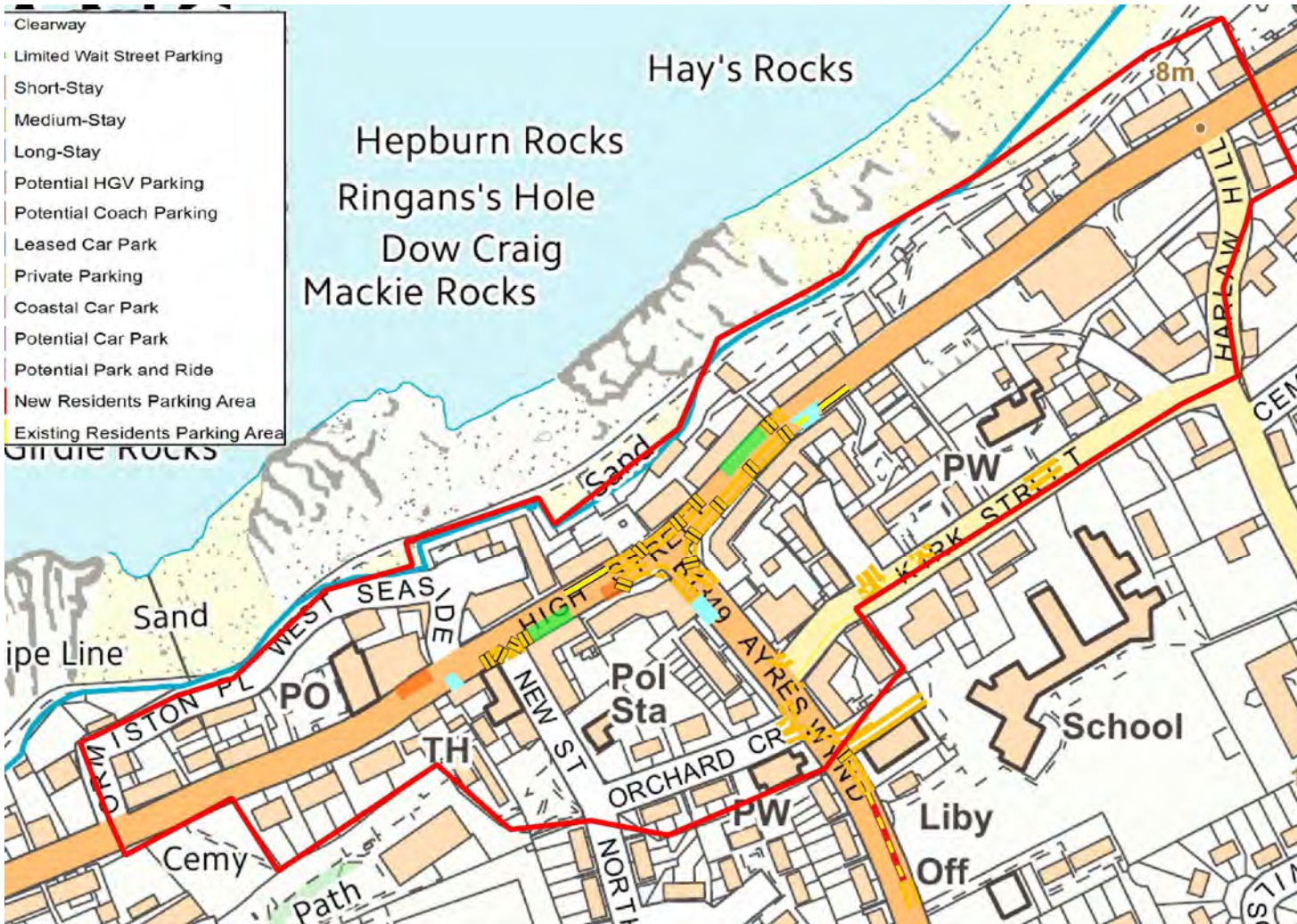
Tranent - The table below shows how each of the problems identified in the town will be addressed by the proposed policies and interventions.

| Problem | Solutions |
|---|--|
| <ul style="list-style-type: none"> There is a lack of parking provision on High Street and a low turnover of spaces as existing parking restrictions suffer from a lack of enforcement | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Continuous review of the requirement for Controlled Parking Zones Ongoing review of waiting and loading provision Consider the introduction of on-off street parking charges |
| <ul style="list-style-type: none"> Problems relate to availability of servicing and loading facilities on the High Street causing difficulties for retailers. Loading bays are frequently abused. Lack of kerbside provision in general leads to conflicts between parking and loading demand, particularly on High Street | <ul style="list-style-type: none"> Ongoing review of waiting and loading provision Implementation of Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> Layout of off-street car parks could be improved | <ul style="list-style-type: none"> Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations Implementation of a coherent and hierarchical approach to parking supply |
| <ul style="list-style-type: none"> On-street parking problems in the vicinity of the football pitches (Polson Park) and bowling green (Polson Park and Blawearie). | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement Continuous review of the requirement for Controlled Parking Zones Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Church Street suffers from parking on the footway and does not have waiting restrictions in place | <ul style="list-style-type: none"> Implementation of appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill Ongoing review of waiting and loading provision |
| <ul style="list-style-type: none"> Tranent subject to town centre regeneration proposals including better functioning of parking spaces | <ul style="list-style-type: none"> Application of national and regional parking standards where appropriate and local parking standards where developments do not meet the requirements for these standards |
| <ul style="list-style-type: none"> Short-term on-street problems at peak school travel periods around schools | <ul style="list-style-type: none"> Control through Decriminalised Parking Enforcement |
| <ul style="list-style-type: none"> Lack of Blue Badge parking on High Street | <ul style="list-style-type: none"> Ongoing review of Blue Badge parking |
| <ul style="list-style-type: none"> Informal Park & Ride is also taking place in the vicinity of Loch Road | <ul style="list-style-type: none"> Potential new Park & Ride site on Edinburgh Road will formalise this provision |

5. Strategy Implementation & Interventions



Prestonpans



INTERVENTIONS

- Potential Controlled Parking Zone

5. Strategy Implementation & Interventions



Prestonpans - The table below shows how each of the problems identified in the town will be addressed by the proposed policies and interventions.

| Problem | Solutions |
|---|---|
| <ul style="list-style-type: none">There is a lack of parking provision on High Street and a low turnover of spaces as existing parking restrictions suffer from a lack of enforcement | <ul style="list-style-type: none">Control through Decriminalised Parking EnforcementContinuous review of the requirement for Controlled Parking ZonesOngoing review of waiting and loading provisionConsider the Introduction of on-off street parking charges |



5. Strategy Implementation & Interventions



Smaller Settlements

- Prestonpans
 - Cockenzie & Port Seton
 - Pencaitland
 - Ormiston
 - Macmerry
 - Gullane
 - East Linton
 - Longniddry
 - Whitecraig
 - Gifford
 - Aberlady
 - West Barns
 - Wallyford
- Additional car park extension at Musselburgh Rail Station in conjunction with QMU expansion and innovation park proposals

Additional Interventions

- Drem Station car park extension
- Car Park at new East Linton station
- Longniddry Station car park extension
- Dunbar Station car park extension—Foggo's yard
- Prestonpans station car park extension

Partnerships and Community Services



6. Delivery Plan

6. Delivery Plan



Timescales for Implementation

The interventions set out in Chapter 5 will be taken forward and implemented in accordance with the indicative timescales it defines. This focusses the immediate actions upon the six larger settlements with a sliding scale of delivery where the simpler, easier to deliver measures are implemented initially and the more large-scale interventions are implemented over a longer timeframe. Subsequently, the smaller settlements will be the focus for latter attention once the main interventions in the larger settlements have been implemented.

It is anticipated that the strategy will be implemented over a period of up to 10 years with the majority of interventions in the six larger settlements being scheduled for the initial 3 year period then implemented fully over the period up to 6 years. In the smaller settlements, most interventions will be implemented in the 3 year to 10 year period.

Funding

The measures will be delivered making use of existing East Lothian Council capital and revenue funding budgets and any additional funding sources that can be identified during the life-time of the strategy. In addition, the introduction of Decriminalised Parking Enforcement (DPE) and potentially parking charges, will create an operating surplus that could assist in implementing other elements of the Parking Strategy. East Lothian Council will consequently seek to explore all potential funding opportunities to support delivery of the strategy.