

**REPORT TO:** East Lothian Council

**MEETING DATE:** 25 April 2023

**BY:** Executive Director of Place

**SUBJECT:** Town Centre Parking Management: Introduction of Parking Management Proposals in North Berwick

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## **1 PURPOSE**

1.1 The purpose of this report is to:

- advise Council of the outcome of the public consultation on the parking interventions proposed in North Berwick;
- present the resultant amendments made to improve the scheme and to mitigate public concerns raised; and
- recommend that the Council progresses to next stage of the Traffic Regulation Order process, the intent to make the Order.

## **2 RECOMMENDATIONS**

2.1 It is recommended that Council:

- a) notes the extensive consultation exercise carried out between 2 November and 13 December 2022, the level of community engagement, the welcome receipt of varied and detailed responses to the survey, and the explanation as to how these have influenced the proposals for North Berwick;
- b) in the context of the requirements of the Council decision of 30 October 2018, but weighing that against the significant change in policy context at a national, regional and local level as well as the climate change, road safety, public health and economic circumstances:
  - agrees that an assessment for town centre parking for North Berwick has been undertaken to ascertain the views of local people; and

- amends the pre-requisite to proceeding with a proposed scheme from “*demonstrate local support*” **to** “*seek views from the public to help shape proposals*”;
- c) approves the current proposals noting the amendments made to improve the scheme and to mitigate public concerns raised as a result of feedback received through the consultation and engagement exercise; and
- d) acknowledges the completion of the consultation stage of the Local Authorities’ Traffic Orders (Procedures) (Scotland) Regulation 1999 (as amended), and that the intent to make the Order, will allow opportunity for the public to raise further representations and objections to the proposals as amended. Following this a report will be brought back to Council.

### **3 BACKGROUND**

- 3.1 The principles of parking management have evolved over time, in order to achieve a wide variety of outcomes benefiting society. Early parking policies were based on a ‘predict and provide’ model, when car ownership was lower than it is today. More recently, we have looked to parking management strategies to encourage the use of alternative and more sustainable modes of travel, as well as to reduce congestion and increase the turnover and thus parking opportunities in the spaces available. These interventions also accord with the National Planning Framework 4 and the Scottish Government’s Climate Change Plan that aims to reduce car kilometres by 20% by 2030.
- 3.2 Only seven councils in Scotland, East Lothian Council included, do not charge for parking, either off-street, on-street or residents’ paid parking. The concept of Controlled Parking Zones (CPZs), charging and designated space for different users is intended to become an evolutionary step in the journey to a more sustainable East Lothian.
- 3.3 Parking takes a lot of land and is costly to provide and maintain, even if no charges are applied. Apparent parking shortages and/or a predicted increase in parking demand, which generates safety risks can be controlled effectively through considered parking management, rather than simply through an increase in supply. Management strategies can include time limitations, price setting, and improved enforcement, with the aim of making the most efficient use of the space available. Introduction of a new parking management strategy requires a change to the existing Traffic Regulation Orders, to introduce CPZs and limited-stay parking, with associated charges to manage demand and increase turnover of the spaces available.
- 3.4 To help understand the impact of parking management proposals on the North Berwick economy, Stantec were commissioned to build a bespoke economic impact model to determine whether the proposals addressed

the problems, met national, regional and local policy and strategy guidance, delivered positive outcomes benefiting society and long-term impact resulting in positive change. This study applied H.M. Treasury Green Book (2022) guidance, reviewing active travel, footfall and spend, direct gross value added (GVA) impacts, indirect GVA impacts, induced GVA impacts and traffic impacts over a 10-year period from an initial opening in 2024 discounted to 2023 present values.

- 3.5 A report setting out the economic impact assessment has been submitted to the Members' Library (Ref: 34/23, April 2023 Bulletin) for further information.

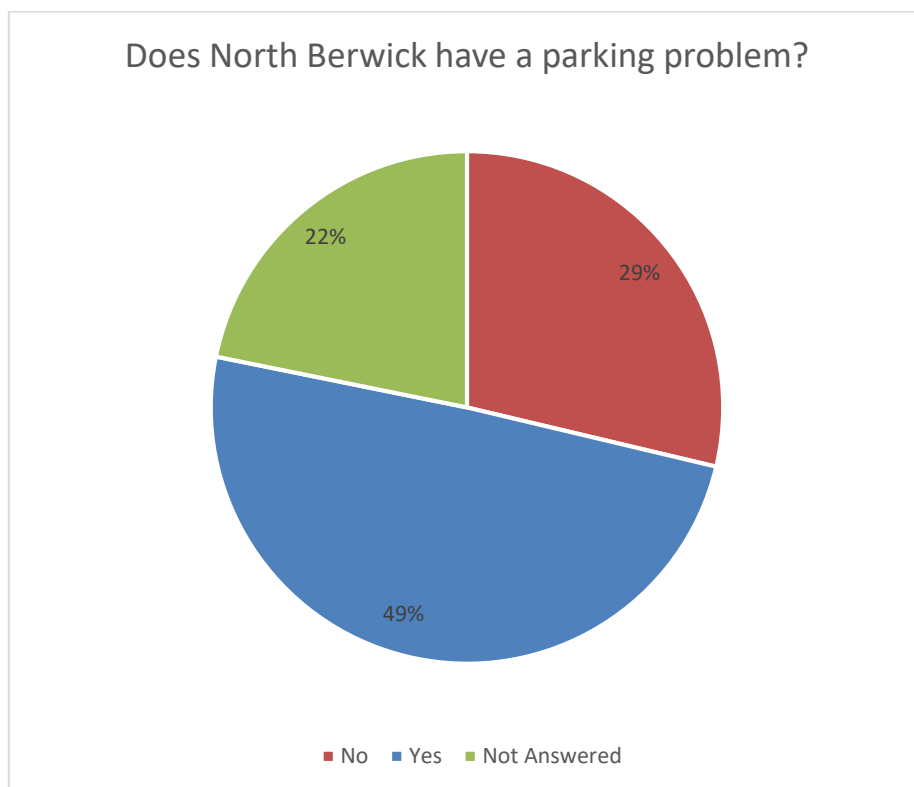
### **Consultation**

- 3.6 The Council's consultation on parking management in North Berwick ran from 2 November until 13 December 2022. A website was designed to explain the proposals by public consultation specialists Commonplace and they also advised on web and social media penetration to reach a broad cross-section of the community. Contact was also made with the High School, youth workers and the Scottish Youth Parliament, although industrial action affected consultation with the school and there was no take up from the other groups.
- 3.7 The proposals included the introduction of four controlled parking zones with permits available for residents for an annual charge and time restrictions and changes for on-street parking and parking within the town centre car parks.
- 3.8 People's thoughts were then gathered by a questionnaire. Paper copies were also made available. Two live 'drop in' sessions were held on 24 and 26 November at North Berwick Community Centre. These allowed participants to explore the proposals in more detail with Council officers before completing their questionnaires. No comments were received from the statutory consultees. 1407 completed surveys (704 North Berwick residents), 121 emails and 17 letters were received from the public.
- 3.9 There were no mandatory questions in the survey, so some questions were not answered by all participants. The proportions presented are as a percentage of those who provided a response. There were also opportunities to make open comments and provide more detailed feedback. The wide range of comments made were analysed carefully to obtain a full picture of people's thoughts on the proposals.
- 3.10 A detailed analysis of the survey results has been published in the Members' Library, entitled 'North Berwick Parking Management Strategy – Consultation Report' (Ref: 35/23, April 2023 Bulletin). An analysis of the most important points arising from the consultation are set out below.
- 3.11 The questionnaire sought to compare the responses of those who live in the CPZs, live in North Berwick and come from elsewhere. The largest respondent cohorts were:

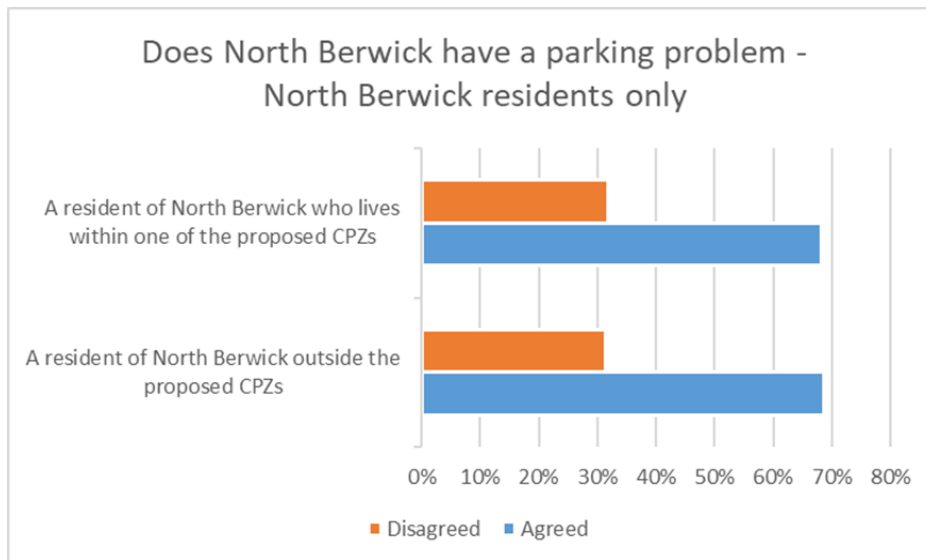
- a resident of North Berwick outside a CPZ (36%);
- a resident of North Berwick who lives within one of the proposed CPZs (26%); and
- a resident of East Lothian (19%).

3.12 From an analysis of those providing a response to the age analysis question (1,036 respondents), 17% of respondents were 44 years of age or under, with 79% being over 44 years, with 4% preferring not to answer. 31% of the respondents were over 65 years of age. This highlights that, despite efforts, the survey was over-represented by older generations and under-represented by younger age groups.

3.13 We sought to ascertain whether people think there is a parking problem in North Berwick. Overall, 49% of the respondents agreed that North Berwick has a parking problem, 29% disagreed and 22% choose not to answer.



3.14 68% of the respondents who are residents of North Berwick, who are more likely to experience the problem on a day-to-day basis agreed that there was a parking problem.



- 3.15 We asked whether respondents support the principle of introducing a CPZ. 54% of respondents do not support the principle of introducing CPZs, 38% indicated that they do and 8% chose not to answer the question. When these responses were analysed by age, the over 65s supported the principle. Focusing on North Berwick residents, 51% of residents who lived in a CPZ were in favour of the CPZ.
- 3.16 We sought to understand whether the extent of the four proposed CPZs represents the highest demand area for parking in North Berwick and what streets should be included or excluded from the CPZ. 45% of the respondents supported the extent of the CPZs proposed. 17% did not support and 38% chose not to answer the question.
- 3.17 We focused on the advantages and disadvantages of the CPZs and sought comment on the proposals. The main advantages were seen as increased turn-over of spaces, less congestion due to inappropriate parking and opportunity for parking closer to home, with disadvantages being perceived as the demand for free parking being too high, the risk of parking problems increasing outside the CPZ growing and the cost of parking in the CPZ.
- 3.18 We asked whether respondents agreed that the first 30 minutes of parking should be free in the Central CPZ: 39% agreed, 17% disagreed and, 43% chose not to answer.
- 3.19 We sought to understand the acceptability of a 5-hour time limit in the West CPZ, and whether this should be shortened to 4 hours or extended to 6 hours. 20% of respondents agreed with the proposed 5 hour limit, 37% opposed and 42% choose not to answer. 46% of respondents agreed that the time period should be extended to 6 hours, 27% agreed to a reduction to 4 hours.
- 3.20 We sought a consensus on whether a maximum daily charge of £5 was acceptable in the East CPZ, with 32% of respondents in support and 24% against. 44% did not answer this question.

- 3.21 We asked whether free parking should be provided for blue badge holders: 46% were in agreement, 12% disagreed and 42% did not answer.
- 3.22 We enquired as to the level of acceptability for 4-hour maximum length of stay in off-street car parks: 28% were in favour, 29% sought a longer period, and 43% did not answer.
- 3.23 We asked whether free parking was supported at the recreation ground (rugby club) with 53% in support with only 5% against the proposal. 42% did not answer.
- 3.24 We sought confirmation as to whether the respondents agreed that parking at the Museum and Community Centre should be free, with 44% in support and only 14% opposed. 42% did not answer.
- 3.25 We asked whether the introduction of charged overnight parking was appropriate, with 26% in agreement and 32% opposed. 42% did not respond.
- 3.26 Finally we asked whether the Council should provide additional car parking in the town. 42% of the respondents favoured additional car parking with 27% opposed, 41% did not answer.

#### **More detailed analysis of concerns**

- 3.27 To understand the perceived concerns, a detailed examination of concerns expressed and suggestions made was analysed by theme and is set out in **Appendix A - Number of comments summarised by general theme. This was further analysed by respondent group as illustrated in Appendix B.** The respondent groups are set out below

- From outside East Lothian
- A resident of East Lothian
- A resident of North Berwick outside the proposed CPZs
- Someone whose work takes them into the proposed CPZs regularly
- A trader or business owner within a CPZ
- Someone who works in a building that is within a proposed CPZ
- A resident of North Berwick who lives within one of the proposed CPZ's

And from letters and email for other sources other than the questionnaire

- North Berwick resident, location unknown
- On behalf of a group
- Not indicated / no answer

## Amendments made to improve the scheme and mitigate concerns raised

- 3.28 A number of amendments are now presented that mitigate the impact of those areas where respondents expressed greatest concern about the proposals.

### ***Appendix C.1 – High Street – the proposals will discourage visitors/damage the town centre, the local economy, and businesses because the 30 minutes is too short.***

- 3.29 The greatest level of concern raised by the respondents, is the perceived impact on the local economy. Direct representation was received on this point from the North Berwick Business Association, who request a lengthening of the free charge period to 90 minutes on the High Street.
- 3.30 The original proposal of 30 minutes is based on the fact that survey data tells us that the majority of stops are of short duration, with the average being 28 minutes, and that a shorter time period also increases turn-over improving space availability and consequently access to shops and businesses.
- 3.31 Research undertaken in the development of a North Berwick economic impact model states that businesses overestimate the impact the car has on footfall (Smith Lea et al, 2017) and ([4 Reasons Retailers Don't Need Free Parking to Thrive - Bloomberg](#)). In addition, the factors that influence footfall are not straightforward. From research undertaken in Wales (Caerphilly.gov.uk) pricing is of lower importance than availability of space, time, proximity to destination, traffic flow, signage, overall retail offering, out of town retail offering, security of parking.
- 3.32 The following table is an extract from the Economic Impact Assessment report that quantifies the economic benefits predicted following the introduction of the proposals. The report concludes that the outcome from improving parking availability could increase footfall by 5%. The report also concludes wider benefits to society as people will walk further, cycle and use public transport more. The number of cars searching for a parking place will decrease improving air quality.

**Table Error! No text of specified style in document..1: Total Benefits Identified from Baseline Economic Impact Model (EIM) Scenario**

Category	Total	Unit
Active Travel Impacts	1,217	£000's 2023 PV
Total new spend	590	£000's, 2023 PV
Total FTE impacts	10.43	FTE
Total GVA Impacts	510	£000's, 2023 PV
Traffic impacts	24	£000's, 2023 PV

(pv=present value, GVA=gross value added, FTE=full time equivalent)

- 3.33 The Local Development Plan 2018 supplementary guidance, North Berwick town centre strategy, states “The town centre will only continue to attract people if it is a safe, attractive place to visit with good access including available parking. That is the basis for a successful town centre

which needs to adapt to cater for the needs of both the existing and new population.” The core of the parking design is to improve access for parking and improve road safety for pedestrians.

3.34 A detailed analysis is provided in Appendix C.1 on the benefits and dis-benefits of increasing the free period from 30 minutes to 45 minutes.

3.35 The proposal has been amended on the back of representations made to increase the free period to 45 minutes.

***Appendix C.2 – Westgate - the proposals will discourage visitors/damage the town centre, the local economy, and businesses because the 30 minutes is too short.***

3.36 The North Berwick Business Association made representation to the effect that the Westgate should be considered as part of the Central CPZ. This would allow free parking on the Westgate in line with the High Street.

3.37 The central CPZ proposal covers the main business and shopping areas. Free parking is provided and the amended proposal increases the free period to 45 minutes. This will create sufficient short stay free parking opportunities for the town with all other areas having charged parking. Any additional free parking will not support the delivery of targeted outcomes: to reduce car usage, reduce vehicle delay and congestion, improve air quality and improve accessibility and social inclusion.

3.38 The proposal has not been amended as this would have significant impact on anticipated benefits and would weaken the intended outcomes.

***Appendix C.3 – residents’ parking is insufficient***

3.39 The main concern expressed by residents of North Berwick who live within one of the proposed CPZs is that there is insufficient parking available for residents.

3.40 The original proposal was to provide designated residents’ only parking on street augmented with combined residents and visitor spaces. No provision was proposed for residents’ parking in off-street car parks.

3.41 An alternative to the proposal is to remove the designated parking spaces allocated only for residents and combine these with the proposed on street paid spaces. This will increase the amount of parking space available for residents from the previously proposed 546 spaces to 923 combined residents and paid spaces throughout the town. This is calculated to be in excess of the predicted number of residents owning vehicles within the CPZ. This will allow any resident with a vehicle to apply for a permit and allow the removal of the cap on the number of permits per household. To ensure fairness of distribution, no individual resident will be able to hold a permit for more than one vehicle, with a possible limited exception for work-related vehicles.

3.42 This change is not considered to have a material impact on the operation and performance of the proposals.



- 3.43 The proposal has been amended on the back of the representations made to increase the number of spaces available to residents to park in the CPZs.

***Appendix C.4 – Dis-benefit to workers/volunteers/local groups, cost, time walking***

- 3.44 The issues raised under the category dis-benefits to workers, volunteers, local groups is because the proposal creates an additional cost or lengthens the time to walk from a free parking place, which under the proposals is the long-stay car park, as opposed to their destination. This concern is specific to individual's perception of impact and inconvenience to their day-to-day lives.
- 3.45 Several respondents raised safety concerns about walking to the recreation ground in the dark, others the steepness and time to walk to their vehicle, the cost to park all day in the East CPZ, and that the proposals will affect low income workers. Concerns were also raised under this category that recreation ground could not accommodate all workers.
- 3.46 An outcome of the proposals is to contribute to improving health and well-being in the longer term. This is put into effect by incentivising alternative modes such as walking and cycling. The Council's policy is to provide long-stay parking provision outside the core of the town. The recreation ground is available for long stay parking and can accommodate 68 parked cars. In addition, discussion with FES for the use of off-street parking at North Berwick High School is ongoing which allows alternative long-stay during the summer months.
- 3.47 The proposal has been amended following the representations made to explore additional parking provision to manage town centre long-stay parking capacity.

***Appendix C.5 – overnight stay proposals unacceptable, restrict the number of motorhomes that access the town***

- 3.48 The main concern for North Berwick resident location unknown (likely to be residents of the east area) is the volume of campervans and motorhomes who park overnight in that area of the town.
- 3.49 The proposals recommended a £12 charge for overnight parking on street.
- 3.50 The proposal has been amended following the representations made to strengthen the current prohibition on high sided vehicles parking overnight on street, but to permit motorhomes and campervans in the Haugh and sewage works off-street car parks by exploring the option of an experimental Traffic Regulation Order. This will set out designated larger vehicle parking spaces in those car parks and charge a higher rate of £20 per night to recover enforcement costs.

### ***Appendix C.6 – problem only seasonal***

- 3.51 Representation was made on behalf of a group that the parking problem is only seasonal. It is acknowledged that higher levels of demand are typically experienced in the summer months, with some streets and car parks being over 100% capacity, because of illegal parking. In recognising the demand is different from 10 years ago, that it is driven by events, Fringe by the Sea, the weather, public holidays and other town activities, seasonality does not strictly apply. The evolution of the town has brought about increased demand, the vibrant high street with independent shops, visitor attractions such as the Seabird Centre, and the town being perceived as a holiday destination with holiday lets, has seen overnight stays and return day trips increasing over the whole year.
- 3.52 The application of a seasonal variation to the proposals has major consequences. This includes implications for recruitment and staff retention, can be more confusing and presents difficulties for users, increases workload for administration and management, negates the policy intent, diminishes the economic business case and significantly reduces income.
- 3.53 As a consequence of diluting the proposals to only a part of the year, the economic health and wellbeing, and traffic management benefits, will be diminished too.
- 3.54 Whilst seasonal impact is accepted, parking remains an all year round problem.
- 3.55 The proposals have not been amended as this will have significant impact on anticipated benefits and weakens the intended outcomes.

### ***Appendix C.7 – the maximum length of stay is too short.***

- 3.56 People who live outside East Lothian making written representation are the group that has identified that the length of stay is too short. These visitors to the town represent 15% of annual users of the parking facilities, (characteristic of day and night visitors to East Lothian, STR survey 2021)
- 3.57 The public consultation survey results provide a consensus that an increase in time from 5 to 6 hours would be the preference in the West CPZ primarily to allow golfers opportunity to complete their round and enjoy the hospitality, but it was less clear on the increase in time for the off-street car parks.
- 3.58 It is considered that the consequences of extending the on-street maximum length of stay to 6 hours and off-street length of stay to 5 hours is limited.
- 3.59 The proposal has been amended following the representations made to increase the maximum length of stay in the west CPZ to 6 hours and off-street car parks to 5 hours.

### ***Appendix C.8 – displaces parking and creates congestion***

- 3.60 Residents of North Berwick outside the proposed CPZs have stressed a secondary impact of displaced parking and congestion. This is primarily focused on to St Baldred's Road.
- 3.61 To ensure road safety is not compromised and maintain unrestricted traffic flows, no waiting, loading and unloading restrictions will be designed as part of the amended proposals. Options to double yellow line one side only or to chicane will be considered.
- 3.62 The impact of parking displacement on the west side of North Berwick is less known. Concerns were expressed that Cromwell Road, Fidra Road and York Road will be inundated with parked cars. This area will be monitored along with other areas and if necessary further measures to lessen the volumes of parked vehicles will be considered.
- 3.63 The proposal has been amended to ensure road safety on St Baldred's Road and that other areas will be monitored to take action on indiscriminate parking behaviour as necessary.

### ***The cost/other dis-benefits to residents of North Berwick and surrounding villages.***

- 3.64 This matter is a secondary consideration for a resident of East Lothian, someone whose work takes them into the proposed CPZ regularly, and a North Berwick resident location unknown. The charge of £0.50 is considered reasonable in the circumstances.
- 3.65 As discussed, under previous concerns, the design is to provide increased parking opportunity, to balance the varied parking needs, to support economic growth, incentivise sustainable transport options, reduce traffic flows and contribute to less reliance on the private car. It is considered a reasonable charge will contribute to the delivery of those outcomes.
- 3.66 The proposals have not been amended.

### ***Too complex***

- 3.67 Although the matter of the proposals does not feature as a primary or secondary matter of concern, it appears in all representations by all groups and direct representation was made at the open events during November. Respondents indicated that they think the proposals for four CPZs are too complex. Each CPZ has a different key feature, except the South CPZ and in response to the views expressed, it is reflected there will be limited impact by removing the South CPZ and combining it into the East and West CPZs.
- 3.68 The proposals have also been amended to alter the Central CPZs resident parking status to allow central residents to park in the Central CPZ (excluding the High Street during enforcement hours), and the East or West CPZs. This will not be a reciprocal arrangement, so neither East nor West residents be able park in the Central CPZ. The reason for this

change is to increase the ratio of spaces to premises in the Central CPZ, which is disproportionately low compared to the outlining CPZs.

- 3.69 The proposal has been amended on the back of representation received to reflect a reduction in the number of CPZs from four to three and adjusts the residents parking permits for central residents to allow them to parking in East and West CPZs.

***Insufficient long stay/free provision.***

- 3.70 Another matter not of significant concern to any of the groups but features, is the lack of long-stay or free parking provision.
- 3.71 The survey asked whether additional car parking should be provided by the Council in the town. This was favoured by 42% of respondents, with 27% opposed. Combining specific responses seeking additional parking provision with the survey results validated a position to explore options.
- 3.72 This should be recognised in the context of potential mitigation to assist workers/volunteers and local groups by increasing parking at the recreation ground, the potential for summer provision through the use of the High School (subject to necessary agreements being put in place) and exploring options to increase capacity on existing land elsewhere in the town. This would take the form of a feasibility study to review all options, whether examined before, new or improved. The feasibility study will run concurrently with the intent to make the Order, but is not conditional to making the Order, and would be subject to Council consideration in due course.
- 3.73 The proposal (as per 3.47) has been amended on the back of representation made to explore additional long-stay parking provision in the town.

***Disproportionate impact on low income/mobility impaired/disabled users***

- 3.74 A secondary issue raised by letter on behalf of a group, identified disproportionate impacts on low income, mobility impaired and disabled users. An integrated impact assessment has been prepared for the proposals, which will consider a broader spectrum under this topic; however, recognition of lower income users and disabled arrangements is important.
- 3.75 The cost of motoring is relatively cheap compared to other transport modes. Various estimates published by different motoring organisations and price comparison site estimating costs to run a car are between £1,800 and £3,500 / year. Within the original proposal the cost of a weekly visit to the High Street for an hour is £52 / year, which is between 1.5 and 3% and not therefore considered to be disproportionate to the overall cost of driving.

- 3.76 In response to concerns raised regarding disabled users, we sought to understand whether free parking should be available for blue badge holders. This was widely agreed by the majority of respondents.
- 3.77 The proposal has been amended on the back of representation made to adopt the Scottish Blue Badge scheme for all disabled parking rules unless a local exemption is necessary to be applied at a future date.

***Golfers – insufficient parking provision, the length of stay is too short and the cost is too high***

- 3.78 This was raised as a high matter of importance for people outside North Berwick. It is generally covered by mitigation to address the maximum length of stay is too short concern. This mitigation seeks to increase the maximum length of stay for on street parking in the West CPZ, which services North Berwick Golf Club. The Glen Golf Club has private parking and during periods of competition dispensation can be arranged for both clubs in exceptional circumstances.
- 3.79 The proposal has been amended on the back of representation made, and in accordance with 3.59 the West CPZ length of stay will be increased to 6 hours.

***There is no provision made for residents' visitors, carers or tradespeople***

- 3.80 This was raised as a general concern by a smaller number of responders across the groups. Visitors to the town whether visiting an attraction, shopping, meeting friends or visiting a residences, are all visitors. There should be no discrimination in considering residents' visitors over other visitors to the town, as this creates a different class of visitor. Visitors to residential premises can either pay for parking or park without charge in the long-stay car park. For people who must enter the CPZ and park on-street in the line of the duties, nurses, doctors, carer's, those professions can apply and seek dispensations through formal routes to allow them free parking on-street. This provision will be described in more detail in the Order. Parking for tradespeople, people who enter to provide a service, will not be granted free parking, as they are able to recover their costs through a recharge to their customers or absorbed the cost as an overhead to their business.
- 3.81 The proposal has not been amended following representations made to make provision for residents' visitors or tradespeople but exemptions will be allowed for healthcare workers in the pursuit of their duties.

***The proposal penalises church goers.***

- 3.82 Representation from faith groups underlined concern that charging would unfairly impact their congregations on Sunday mornings.
- 3.83 The proposal has been amended following representations to not charge for parking on Sundays before 1.00pm.

### ***The proposal penalises tennis court users***

- 3.84 A proportion of the letters received from North Berwick residents, on behalf of groups and not indicated / No answer, identified that users of the tennis courts were being unfairly penalised because the adjacent streets were proposed for residents' only parking. The amendment proposed will alter the on-street designation of Glasclune Gardens to become combined residents' and paid on-street parking.
- 3.85 The proposal has been amended following representations to allow charged parking on Glasclune Gardens.

## **4 POLICY IMPLICATIONS**

- 4.1 The policy context at a national, regional and local level supports a move to increase existing and to implement new parking demand management processes across the county.
- 4.2 At a national level the publication of the National Transport Strategy (NTS), National Planning Framework (NPF4) and the Scottish Transport Projects Review (STPR2) all support moving towards more sustainable town centres. The NTS vision is that 'we will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors'.
- 4.3 The national strategy outlines how the 'the benefits of place-making and sustainable and active travel infrastructure/modes will also play an important role in helping to re-vitalise town centres'.
- 4.4 At its meeting on 23 August 2022 Council unanimously approved the 2022-27 Council Plan. The 2022–2027 Council Plan set out the vision of 'an even more prosperous, safe and sustainable East Lothian, with a dynamic and thriving economy, that enables our people and communities to flourish'.
- 4.5 New and increased management of parking across the county supports the overarching objective of reducing inequalities within and across our communities, and with the development of the four thematic objectives: Growing our Economy, Growing our People, Growing our Communities and Growing our Capacity.
- 4.6 East Lothian's Climate Change Strategy was adopted in 2020 in response to the climate emergency. The strategy has a significant emphasis on the need to manage journeys made by the private car across the county.
- 4.7 East Lothian Council – Local Transport Strategy (2018–2024). In 2018, East Lothian Council published a Local Transport Strategy sets out the challenges that town centres within East Lothian, particularly in the town of North Berwick, have been facing in the context of the wider transport network. Accessing town centres and the management of parking is a key challenge articulated throughout the strategy document.

- 4.8 East Lothian Council – Local Parking Strategy (2018–2024). There are a number of actions set out within the strategy to achieve many objectives when it comes to managing parking including that East Lothian Council will implement a parking management hierarchy in towns. The parking management hierarchy model states that ‘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. Medium and long-stay parking will be accommodated in off-street car parks but these are more likely to be at the edge of the town centre.’
- 4.9 East Lothian Council – Economic Development Strategy covering a ten-year period from 2012 to 2022, was published by East Lothian Council and was refreshed in 2018. One of the main work-streams identified within the strategy is to energise East Lothian’s town centres and rural economy. A key action to achieve this includes efforts to ‘enhance East Lothian’s town centres, improve the retail and visitor experience, and make improvements to street scenes, parking provision, amenities, etc’. The proposals contribute to this key action by providing greater accessibility to shops for visitors which can increase spend within our town centres as, if parking alongside safe active and sustainable travel is made more accessible, shoppers will be more likely to visit rather than go to another retail destination where access including parking may be more readily available.
- 4.10 Further, the proposals contribute to the Economic Development Strategy by offering ‘the potential for increasing resident spend by improving town centres in East Lothian’. With short-stay parking freeing up spaces close to shops, residents would be able to quickly access shops and services, thereby supporting local and independent shops within North Berwick.
- 4.11 East Lothian Council – Town Centre Strategies (2017–2022). Town Centre Strategies have been prepared for each of the 6 main settlements in East Lothian. The purpose of the town centre strategies is to adopt a strategic approach to guide the improvement of town centres.
- 4.12 The vision for North Berwick town centre as articulated is ‘North Berwick town centre is a vibrant heart of the town with an excellent and well used shopping and café scene. Improvement and enhancement of the town centre seeks to create a greater sense of place for all its users. The town centre is a favourite destination for visitors.’
- 4.13 In 2017 a design charrette was held in North Berwick to examine in detail the issues of the town centre. The results provide an informed public view expressed at a point in time. The charrette covered improving walking with wider footpaths and access at the east end of High Street; improvements to help people get around; street and public realm improvements; traffic and parking; character of the town centre; quality and amenities; sustainable and active travel; safer streets that reduced the feeling of threat from moving vehicles; and making the town centre more orientated towards people. North Berwick High Street is busy with vehicles and there

is opportunity to provide a new car park to increase capacity and reduce cars circulating the town centre searching for parking.

- 4.14 The Citizen's Panel Survey (2018) identified a need for a wider range of shops, more parking and a more attractive town centre environment.
- 4.15 Action 3 from the North Berwick Town Centre Strategy looks to progress the reorganisation of town centre car parking with the introduction of specific waiting times to off-street facilities.
- 4.16 East Lothian Council – Active Travel Improvement Plan (2018–2024). The Active Travel Improvement Plan, published by East Lothian Council in 2018, aims to 'support and enable people to choose active travel as part of their everyday lives'. It highlights how active travel can be encouraged and facilitated across the local authority area and includes a focus on 'introducing active and sustainable travel options in our town centres to promote economic growth enabling East Lothian and Scotland to flourish, through increasing sustainable economic activity', climate change and road safety benefits.
- 4.17 Nationally vehicular traffic accounted for 35.6% of emissions in 2018. It remains the largest CO<sub>2</sub> producing sector and presents a singular challenge to mitigate the transport sector to meet net zero targets. Transport is a derived demand, driven by the essential need to move people, goods, and services to drive economic growth. National objectives seeks to promote walking, cycling and public transport over private car use as these present the greatest benefits to communities allowing improved mobility, safety, health and accessibility enhancements to be delivered through place making initiatives. Management of demand for parking provides a push behavioural change approach which can be incentivised with other pull initiatives to enhance the place for all users, over time.
- 4.18 Road collision incidents in East Lothian's towns are generally low with 21 serious injuries being recorded over the last 5 years (2017–2021). However, within the built environment an unacceptable risk remains due to the high demand of parking space and constant search for parking opportunity close to the driver's destination. On-street parking contraventions or restricted parking abuse during busy times can place the public at risk. The use of Traffic Regulation Orders to prohibit waiting and unloading is well understood but regrettably bad practice remains prevalent. Increasing turnover of designated parking spaces and heightened enforcement will help to change driver behaviour and safety concerns.
- 4.19 The Road Traffic Regulation Act 1984 – the legislation laid out in the Act provides powers to local authorities to implement parking demand management processes including tariffs for on- and off-street facilities.
- 4.20 Provision 32 within the Act describes the powers local authorities have where for the purpose of relieving or preventing congestion provision of parking spaces can be provided.



- 4.21 Provision 33 within the Act goes on to detail the additional powers of local authorities in connection with off-street parking places.
- 4.22 Provision 45 within the Act details that a local authority may by order designate parking places on roads in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges for vehicles left in a parking place so designated.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 The subject of this report has been through the Integrated Impact Assessment process and will be made available on the Council's website.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – It is anticipated that capital investment of £450,000 will be necessary to cover the set up cost of the installation of parking ticket issuing machines, including associated street-works, signing and lining, the provision of additional parking attendant equipment, office accommodation and the introduction of resident scheme and IT systems of management. It is anticipated the annual operating costs of the service will be £105,000 including two new parking attendants, a proportion of roads staff costs, back office processing and enforcement adjudication.
- 6.2 On the basis of the introduction of a £0.50 / 30 minute charge and £40 resident annual pass, taking into account a 45-minute free parking period on the High Street, it is estimated that annual income of £1,195,000 could be realised.
- 6.3 This would leave a surplus of £1,090,000. This calculation takes into account a seasonality adjustment, possible parking displacement, drivers choosing to take alternative modes of transport, the non-payment of charges and taxation, adjusting for a proportion of parking space occupancy by residents and increased penalty charge notices through enforcement.
- 6.4 The report acknowledges the requirement to ring fence surpluses generated from on street parking charges and PCNs. If approved, this, alongside the assessment of estimated costs and income, will be considered as the scheme is progressed and incorporated within the Council's budget development process.
- 6.5 Personnel - Not applicable
- 6.6 Other – Not applicable

## **7 BACKGROUND PAPERS**

7.1 Report to East Lothian Council on Tuesday 28<sup>th</sup> June 2022 – Town Centre Parking Management: Consultation

7.2 Members' Library Report – Economic Impact Assessment Report (Ref: 34/23, April 2023 Bulletin)

[Agendas, reports and minutes | East Lothian Council](#)

7.3 Members' Library Report – Consultation Report (Ref: 35/23, April 2023 Bulletin)

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7.4 Integrated Impact Assessment

7.5 Report to East Lothian Council on Tuesday 30<sup>th</sup> October 2018 – East Lothian Council Proposed Local Transport Strategy

7.6 East Lothian Council Proposed Local Transport Strategy 2018-24 – Draft Parking Strategy, Members' Library Ref: 142/18 (October 2018 Bulletin)

7.7 East Lothian Council Proposed Local Transport Strategy 2018-24 – Draft Active Travel Improvement Plan, Members' Library Ref: 141/18 (October 2018 Bulletin)

7.8 Policy and Performance Review Committee – 04 Roads Asset Management – Annual Status and Options Report

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<b>DATE</b>	17 April 2022



## Appendix A - Analysis of concerns expressed and suggestions made by general theme

### Summary of concerns from survey responses (free text) , emails and letters

#### Concerns by general theme

Discourage visitors/ damage TC, economy, business, shops	209
Cost / other disbenefits to residents of NB and surrounding villages	134
Residents parking - insufficient	127
Problem only seasonal	124
Overnight stay proposals unacceptable / ban MH from town	121
Displaces parking / congestion	118
Insufficient long stay provision	82
Too complex	77
Just a revenue generator / waste of money / Council will waster money	73
Golfers - insufficient provision / length of stay too short / cost too high	72
Disbenefits to workers/volunteers - costs, time, walk	68
30 mins free too short	67
Max stay periods too short	67
Disproportionate impact on low income/ mobility impaired/elderly/disabled (short time limit, costs, technology)	64
Residents' visitors / carers / tradespeople - no provision	51
Enforcement - costly, difficult, unlikely to happen	50
Poorly constructed survey	43

#### Suggestions by general theme

Create more parking	54
Park and Ride	43
Free parking Sunday am	27
Residents given priority to park in all spaces / zones	23
Extend free period	17
Blue badge parking should be free / unlimited	14
Use school car parks	13
Library / CC car parks available for residents/ church goers / at weekends	12
Residents parking should be free	11
All parking should be free	10
Create appropriate overnight parking facility for MH	10
Glebe car park should be free for 30 mins (nursery)	9
Residents' visitor permits	8
Remove the planters	7
Time card as in Berwick-Upon-Tweed	7
Toilet / disposal facilities required	6
Improved public transport	5

Cost to / other impacts on visitors	41	Pedestrianise the High Street	5
Penalises church goers	40	All CPZ / car parks free for initial period	4
Blue badge spaces - insufficient	32	Longer stay provision near beach for watersports	4
Penalises tennis court users	25	Business permits	4
Lack of long stay commuter parking at / near station	24	Permits should only be available to full time residents	4
Holiday lets - no provision	20	Leave East end spaces - needed for PO	4
Proliferation of street furniture	19	Tourist tax / higher parking charges for visitors	4
Residents not the problem, its visitors	14	Town car parks should allow for longer stays	3
Too much development on outskirts caused problem	14	Seabird Centre car park should be in scheme	3
East End parking removal unacceptable	12	First 30 mins should not need ticket / app	3
Dangerous walk to long stay	9	Number residents permits per household must be restricted	3
Other	58	Other	29



**Appendix C.1 - The proposals will discourage visitors/ damage the town centre, the local economy, and businesses because the 30 minutes is too short.**

**The parking proposal**

The first 30 minutes will be free of charge on the High Street.

**Background and purpose of the proposal**

Concentration of economic activity around town centre / High Street creates high traffic and pedestrian demand in these areas, turn-over is low in some streets limiting access, affecting footfall and diminishes town centre economic performance.

**Issue raised from the consultation – summary of the representations**

The proposals will discourage visitors/ damage the Town centre, the local economy, and businesses because the 30 minutes is too short.

**Body or persons submitting a representation rising the issue (if known)**

The North Berwick Business Association, people from outside East Lothian, residents of East Lothian, a residents outside the CPZ, someone whose work takes them into the proposed CPZs regularly, a trader or business owner within a CPZ.

**Particulars to the proposals to which the issues relate**

Time limits are controlled by schedules defined in the Traffic Regulation Order, which describes the chargeable hours. A 30 minute free parking period is proposed to allow driver's time to access goods and services before returning to their vehicle before a penalty charge notice is raised. The maximum length of stay for the High Street is 90 minutes. Drivers who wish to park longer on the High Street, will be charged a higher rate of £1/ 30 minutes after the free period. To avoid confusion a ticket, a Ringo session, or a disc record of time will be displayed on the car window screen to record the length of stay of the vehicle.

The average duration (length of stay) on the High Street is 28 minutes. The split between resident and tourist footfall is assumed to be 85% and 15 % respectively across the year (Characteristic of day and night visitors to East Lothian, STR survey 2021). The proposal is designed to maximise turn-over for everyday users/ residents of North Berwick and East Lothian to access shops and services throughout the year.

Parking survey data recorded for High Street is to Church Road, which is a total of 32 spaces. In actuality the High Street stops at 133, High Street opposite the old Post Office. This accounts for a total of 41 spaces. The free parking proposal will be the High Street up to and including 133 High Street.

**Potential mitigation**

Representations made seek to lengthen the free of charge time period beyond 30 minutes.

The table below provides details of the financial impact of extending the free time period over the 30 minutes design proposals to 45 minutes and 90 minutes

<b>High Street Proposal - The first 30 minutes will be free of charge.</b>	
<b>Number of Spaces</b>	<b>41</b>
<b>Annual income estimated from demand assessment</b>	<b>£109,877</b>
<b>Seasonal adjustment (68%)</b>	<b>£74,716.66</b>
<b>Impact of proposed first 30 minute free parking as loss of income</b>	<b>£50,332.14</b>
<b>Total Impact of 45 minute free as loss of income</b>	<b>£57,314.03</b>
<b>Total impact of 90 minutes as loss of income</b>	<b>£74,716.66</b>

### **Impact of mitigation**

The current 90 minutes parking provides a minimum of 6 maximum length of stay parking opportunities each day. The proposals provide for a minimum of 18 average length stays in any given day. This represents a minimum threefold increase in turn-over for those who stop for the free parking period. With a higher average daily occupancy level, vehicle searches 'cruising' will decrease, emissions will decrease, footfall will increase for short stay trips to access the High Street.

Increasing the free charge period will reduce income, reduce space availability and hamper footfall for local trips for essentials.

The proposal does allow for a period of longer stay on the High Street for up to 90 minutes that is charged at a higher rate of £1/30minutes, this presents a choice to the user.

The provision for short stay free parking is to facilitate locals to access shops and businesses on a frequent basis. Longer stay opportunities for less frequent visits that charge for long stay parking is located nearby.



**Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has been amended on the back of representations made to increase the free period to 45 minutes.

**Appendix C.2 - The proposals will discourage visitors/damage the town centre, the local economy, and businesses because the 30 minutes is too short. Westgate should be included in the Central CPZ.**

**The parking proposal**

Westgate – On-street charged parking, West CPZ, 50p per 30 mins, max stay 5 hours, residents-only parking and combined residents and on-street charged parking, West CPZ, 50p per 30 mins and residents' parking only

**Background and purpose of the proposal**

This proposal is to accommodate and cater for higher levels of car occupancy in North Berwick compared to Scotland and East Lothian. The proposal provides parking provision for recreation, retail, hospitality and accommodation within the local economy and consequently the need to enable access for tourists and visitors to support this. Inefficient use of on-street parking in North Berwick town centre with some streets being well utilised and others experiencing lower occupancy and turnover which results in cruising for parking in the town centre.

**Issue raised from the consultation – summary of the representations**

The business association made representation to the effect that the Westgate should be considered as part of the Central CPZ.

**Body or persons submitting a representation rising the issue (if known)**

The North Berwick Business Association

**Particulars to the proposals to which the issues relate**

Time limits are controlled by schedules defined in the Traffic Regulation Order, which describes the chargeable hours. A 30-minute free parking period is proposed on the adjoining street (High Street) to allow drivers time to access goods and services before returning to their vehicle before a penalty charge notice is raised. To avoid confusion a ticket, a Ringo session, or a disc record of time will be displayed on the car window screen to record the length of stay of the vehicle.

The average duration (length of Stay) on Westgate is 39 minutes. The split between resident and tourist footfall for Westgate is assumed to be 85% and 15 % respectively across the year. A proportion of Westgate parking beat count data is attributed to the High Street. This skews the average daily occupancy levels. The proposal recommends charging at 50p for a maximum period of 5 hours. The proposals provides nearby parking opportunity for longer stays users close to the High Street but also serves North Berwick Golf Club and access to other attractions.

Parking survey data recorded for Westgate is to Church Road, which is a total of 73 spaces. In actuality the Westgate stops at 133, High Street opposite the old Post Office. This accounts for a total of 64 spaces.

The current 90 minutes parking on Westgate provides a minimum of 6 maximum length of stays each day and is restricted to 90 minutes no return.

The current proposal allows an increased length of time to park for up to 5 hours and possibly 6 to amended proposals in response to representation made to mitigate concerns. The design provision for the High Street (41 spaces) allows for a minimum of 738 parking spaces available over the 9 hour period. The preferred option presented by the business association maintains the current availability, a minimum of 630 spaces. The design caters for minimum space availability of 738 spaces (High Street) and 128 spaces (Westgate). This arrangement allows for short and medium stay in the town centre providing access to shops, businesses and amenities.

Included in the proposal is the charge of 50p / half hour, which incentivises turn-over, maximising space availability, reduces cruising, encourages, walking and cycling, delivering the planned outcomes.

The provision for short-stay free parking is to facilitate locals to access shops and businesses on a frequent basis. Longer-stay opportunities for less frequent visits that charge for long-stay parking is located nearby.

**Potential mitigation**

Representations made by the North Berwick Business Association are to include Westgate within the Central CPZ and thereby introduce 90 minutes free parking.

The table below provides details of the financial consequence of providing free parking on Westgate from 0 minutes until 90 minutes.

<b>Westgate proposal – On-street charged parking, West CPZ, 50p per 30 mins, max stay 5 hours, residents only parking and combined resident’s and on street charged parking, West CPZ, 50p per 30 mins and residents’ parking only.</b>	
<b>No free parking proposed on Westgate</b>	
<b>Number of Spaces</b>	<b>64</b>
<b>Annual income estimated from demand assessment</b>	<b>£117,295.34</b>
<b>Seasonal adjustment (68%)</b>	<b>£79,760.83</b>
<b>Impact of first 30 minute free parking as loss of income</b>	<b>£46,888.95</b>
<b>Impact of first 45 minute free parking as loss of income</b>	<b>£55,075.91</b>
<b>Impact of first 90 minutes free parking as loss of income</b>	<b>£70,209.38</b>

### **Impact of mitigation**

To provide up to 90 minutes free parking on Westgate would reduce space availability.

This consequently increases cruising, which heightens road safety concerns, increasing traffic movement, producing higher emissions. This also reduces the attractiveness of the place due to the pedestrian vehicle conflict.

Removing the charge of 50p / half hour, introducing more free parking does not stimulate sustainable modal choice due to an excellent convenient parking options. The generalised cost of the journey is lower from the driver, which contributes to increased car use. Government policy looks to reduce car journeys by 20% by 2030. This will require different choices and improved cycle/walking access, primarily push (price) /pull (improvements) initiatives to incentivise change.

Reducing the length of time to 90 minutes, will restrict longer stay parking closer to North Berwick Golf Club, West Bay and putting greens. Off-street parking is located further to the east and although relatively close to those attractions might be considered too far for some to walk. This requires a careful balance, of access and accessibility to places for all users to facilitate growth but also maintain sustainable transport.

The removal of charged parking for up to 90 minute length of stay will be a loss of £70,209.38.

### **Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has not been amended as this will have significant impact on anticipated benefits and weakens the intended outcomes.

### **C.3 - Residents' parking is insufficient**

#### **The parking proposal**

The proposal will lead to the marking out of residents' parking areas on-street, with each household able to apply for up to two parking permits. A charge will be levied per permit, which will be set to reflect the cost of providing the service and monitoring and enforcement (currently proposed to be £40).

#### **Background and purpose of the proposal**

The advantages of introducing CPZs include:

- Better management of the limited parking space available in the town;
- Convenience and improved parking opportunity for residents who are currently affected by high demand for parking spaces at peak times;
- Reduced inappropriate and indiscriminate parking which can cause inconvenience and congestion; and

The proposal will lead to the marking out of residents' parking areas on-street, with each household able to apply for up to two parking permits. A charge will be levied per permit, which will be set to reflect the cost of providing the service and monitoring and enforcement (currently proposed to be £40).

#### **Issue raised from the consultation – summary of the representations**

The is insufficient residents parking available

#### **Body or persons submitting a representation rising the issue (if known)**

A resident of North Berwick who lives within one of the proposed CPZ

#### **Particulars to the proposals to which the issues relate**

The proposal will lead to the marking out of residents' parking areas on street in each of the four proposed parking CPZs. This will be residents' only parking spaces or a combination of resident and charged parking. A single household will be able to apply for up to two parking permits. A charge will be levied per permit, which will be set to reflect the cost of providing the service and its monitoring and enforcement (currently proposed to be £40).

Currently, a residents' parking scheme is available for a resident of Fowler Court, Forth Street, Lorne Lane, Lorne Square, Viewforth, Market Place, Forth Street Lane, Balderstone's Wynd and High Street (between Quality Street and Church Street up to and including 113 High Street) . Residents can only park where restriction do not apply. This resident parking scheme is only available on north side of Forth Street.

The permit is only available for a person who regularly lives and sleeps in the premises. A short stay let, holiday home resident, transient visitor does not qualify.

The proposal recommends the formation of 4 CPZ with residents only parking available in all CPZs. This restricts use to residents only parking in designated parking spaces, prohibiting visitor parking. The total number of

spaces available is limited to 546 spaces. This does not guarantee a residents parking space.

No provision for resident's parking spaces are made for in off street parking places. Provision is only being made on street.

### **Potential mitigation**

Removing designated residents-only spaces, combining those with on-street paid spaces increased residents' parking space availability to 923 spaces.

### **Impact of mitigation**

This will provide more than the number of spaces predicted to meet residents' needs. However, this does not guarantee a parking space and that residents would have to compete with visitors for space. This may result in residents having to park further from their homes, but it provided a fairer approach where some spaces will be in higher demand than others due to the property density and historical streetscape characteristics.

With greater provision made for residents, space availability for visitors will be diminished which could result in more cruising, therefore, clear real-time parking information would be necessary to help visitors locate a space.

There is potential for a loss of parking revenue because spaces are taken up by residents with no incentive to move. The number of residents is estimated to be 658. The number of spaces available for residents under the original proposals is 546 spaces. This equates to a maximum loss of £220,320 if all residents car were parked 360 days of the year with no turn over. This scenario is unrealistic.

According to DfT national travel statistics a person will undertake 380 trips annually by vehicle each year. This suggests every space will be vacate 1.05 x daily. The length of time this happens for is predicted on the trip purpose. Survey data implies business trips equate to 3%, leisure 30%, shopping 22%, commuting 15%, other escort 12%, personal business 10% and education or education escort 9%. From this it is assumed leisure, business and commuting will be day trips, and shopping, other escort, personal business and education or education escort under 2 hours in length. Accordingly, 48% of spaces will be free during the day with 52% for 2 hours or under.

This in turn produces 402 spaces being available from the 658 (estimate of residents parked) because of residents' daily activity, which is 34 more than the original design available for visitors to the town. This increases revenue by £74,908, further reduces, coursing and improves turn-over.

### **Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has been amended on the back of the representations made to increase the number of spaces available to residents to park in the CPZs.

#### **C.4 - Dis-benefit to workers/volunteers/local groups, cost, time walking**

##### **The parking proposal**

To introduce CPZs, charged on- and off-street parking in North Berwick.

##### **Background and purpose of the proposal**

The proposals that are under consideration aim to balance the complex requirements for parking to meet the needs of everyone, with ensuring that our town centres remain vibrant, successful and attractive places to live in, work in and visit. It is also important to encourage the use of sustainable transport options such as walking, cycling and use of public transport, to improve people's safety, health and wellbeing.

East Lothian is a popular area for visitors and also has a growing population. There are increasing pressures on parking in our towns and this is demonstrating a need for the Council to develop a comprehensive and strategic approach to parking. The management of parking supply is crucial to ensure the success of our six town centres into the future. There is also a cost associated with managing and maintaining the car parks we already have, but insufficient income currently to cover this.

Reflecting the significant challenges that arise in relation to parking in our town centres, parking management and enforcement has become a necessity in many busy locations. Inappropriate parking that frequently occurs on streets creates bottlenecks and contributes to traffic congestion. There are high levels of demand for spaces in the off-street car parks in town centres. Many of these are full early in the day, leaving little or no space for visitors arriving later in the day. There can be very limited turnover of the spaces. More robust approaches to enforcement of regulations are also required to improve the management of the parking spaces available.

##### **Issue raised from the consultation - summary of the representations**

Dis-benefit to workers, volunteers, local groups as this increases their costs, and time to walk to their destination.

##### **Body or persons submitting a representation rising the issue (if known)**

Someone who works in a building that is within a proposed CPZ

##### **Particulars to the proposals to which the issues relate**

The proposals intend to introduce parking restriction within the CPZs. The proposals restrict long-stay parking in the town except for the East CPZ where all-day parking is allowed. A maximum charge of £5 is proposed for all day parking in this CPZ.

No provision has been made for shop workers or volunteers. The proposals recognises an element of parking demand will be taken up by this group but the number of users are difficult to predict; however, long-stay parking trends suggests 70-90 vehicles parking in the core of the town that correspond to office or shop worker shifts.

The public survey showed that 42% of people were in favour of the provision of new parking with 27% opposed and 41% not answering the question.

**Potential mitigation**

Long-stay parking facility is available at Recreation Park. This can accommodate 68 parked cars. An option to increase parking could be considered at the recreation park or elsewhere in the town. It is recommended that officers explore the opportunity for new parking provision in the town and continue conversations with FES for use of off-street parking at North Berwick High School.

**Impact of mitigation**

The proposed amendment will require development of long-stay parking proposals and potentially be subject to planning approval. This could potentially impact green space in the town. Any proposals brought forward will have to be carefully considered with regard to the environment and take cognisance of wider policies considerations. The use of school car parking spaces will have a limited benefit being only available during school holidays.

**Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has been amended following the representations made to explore additional parking provision to manage town centre long-stay parking capacity.



**Appendix C.5 - Overnight stay proposals unacceptable, restrict the number of motorhomes that access the town**

<p><b>The parking proposal</b></p> <p>To introduce CPZs, charged on- and off-street parking in North Berwick and charge for overnight parking to prohibit unsolicited recreational vehicles.</p>
<p><b>Background and purpose of the proposal</b></p> <p>An area has been identified to the east of the town, which is suitable for overnight parking stays, for example for visitors arriving in motorhomes and campervans. There will be an overnight charge for parking in these areas between 12 midnight and 6am.</p> <p>An area covering the following parts of the East CPZ: Melbourne Road, Quadrant, Castlehill Car Park, Sewage Works Car Park and Haugh Car Park is proposed to have designated overnight parking for a charge of £12, for the period from 12 midnight to 6am. No return will be allowed within 24 hours under the proposals.</p>
<p><b>Issue raised from the consultation - summary of the representations</b></p> <p>Object to the premise of encouraging overnight stay of campervans and motorhomes.</p>
<p><b>Body or persons submitting a representation rising the issue (if known)</b></p> <p>North Berwick resident, location unknown</p>
<p><b>Particulars to the proposals to which the issues relate</b></p> <p>Currently, vehicles are prohibited to park on Melbourne Road with a height greater than 7'6". This is on Melbourne Road only. A height barrier prohibits vehicles entering Castlehill car park, which is not adopted as part of the public road network. It is maintained by Landscape and Countryside. No restrictions apply to Tantallon Terrace, the sewage works car park or Haugh car park.</p>
<p><b>Potential mitigation</b></p> <p>To maintain and expand the prohibition of high sided vehicles to include all beach side on-street parking. To stop overnight parking at Castlehill car park except on display of a residents parking permit.</p> <p>It is recognised that motorhome and campervan visitors contribute to the local economy and should be accommodated. Further work to explore better control and safer parking arrangements at the Haugh and sewage works car parks by explored and tested through the provision of an experimental Traffic Regulation Order. This will be undertaken to support and amend the proposal to enhance the motorhome offering. A re-design of space as part of this review.</p> <p>It is recommended additional signage and interpretation boards will be placed to advise users of acceptable practice and behaviour in using the car park</p>

and beach. Wayfinding signage will be introduced to link to town centre amenities and facilities.

### **Impact of mitigation**

The amount of transient visitors taking opportunity for a seaside view will be reduced as high side vehicles will continue to be prohibited to park on Melbourne Road, and further restricted on The Quadrant, and Tantallon Terrace. To accommodate larger vehicles at the sewage works and Haugh car park designated parking spaces will be marked out. Through increase enforcement and charged parking, the number of vehicles accessing those car parks will be limited. A charge of £20 will be levied for overnight stay and £5 during the day. This is to recover enforcement costs and encourage acceptable use of the space. Increased enforcement, monitoring and evaluation of use of the car parks will be regular occurrence to offset residents' concerns.

The cost of increase enforcement is built into the operational expenditure calculations.

### **Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has been amended following the representations made to not charge for overnight parking, on Melbourne Road, The Quadrant, Castlehill car park and Tantallon Terrace. To extend the vehicle high restriction on Tantallon Terrace, and to increase the charge for overnight parking at the sewage works and Haugh car park.

## **C.6 - Problem only seasonal**

### **The parking proposal**

To introduce CPZs, charged on- and off-street parking in North Berwick.

### **Background and purpose of the proposal**

The proposals that are under consideration aim to balance the complex requirements for parking to meet the needs of everyone, with ensuring that our town centres remain vibrant, successful and attractive places to live in, work in and visit. It is also important to encourage the use of sustainable transport options such as walking, cycling and use of public transport, to improve people's safety, health and wellbeing.

East Lothian is a popular area for visitors and also has a growing population. There are increasing pressures on parking in our towns and this is demonstrating a need for the Council to develop a comprehensive and strategic approach to parking. The management of parking supply is crucial to ensure the success of our six town centres into the future. There is also a cost associated with managing and maintaining the car parks we already have, but insufficient income currently to cover this.

Reflecting the significant challenges that arise in relation to parking in our town centres, parking management and enforcement has become a necessity in many busy locations. Inappropriate parking that frequently occurs on streets creates bottlenecks and contributes to traffic congestion. There are high levels of demand for spaces in the off-street car parks in town centres. Many of these are full early in the day, leaving little or no space for visitors arriving later in the day. There can be very limited turnover of the spaces. More robust approaches to enforcement of regulations are also required to improve the management of the parking spaces available.

### **Issue raised from the consultation – summary of the representations**

Parking problem experienced are only seasonal.

### **Body or persons submitting a representation rising the issue (if known)**

On behalf of a group

### **Particulars to the proposals to which the issues relate**

The proposals intend to introduce parking restriction over the whole of the year. The objection argue that parking management is only necessary over part of the year when demand exceeds supply. Current on-street restriction where applicable run from 1 June to 30 September with no return within 90 minutes.

### **Potential mitigation**

To only restrict parking for 4 months of the year and not to charge from 1 October until 31 May has significant income implications. The figures below are gross and do not reflect other potential changes, non-payment, and VAT on charges. The following table provides an indication of income and loss

depending on length of seasonal free parking as a means to mitigate public representations.

Time period	Predicted Annual income	Loss of income
Full year charged	£1,195,000.00	0
1 December – 31 January	£1,107,614.26	£87,385.74
1 November – 28 February	£1,011,489.95	£183,510.05
1 October – 31 March	£900,073.13	£294,926.87
1 September – 30 April	£768,994.52	£426,005.48
1 September – 31 May	£597,500.00	£597,500.00
1 October – 31 May	£663,039.31	£531,960.69

### Impact of mitigation

The implications of running a seasonal CPZ with seasonal free parking are wide ranging and varied.

Signing and lining will have to be in place all year but only be relevant for a proportion of the year. This will increase criticism on street clutter and planning in conservation areas will be conflicted because of infrastructure only being needed for several months of the year.

On-street ticket issuing machines would be non-operational a proportion of the year with non-use increasing maintenance and replacement costs.

The scheme will take time to embed. Residents and visitors' recognition and understanding will change seasonally. If the proposals are only applied for a proportion of the year, this could lead to confusion and continuous opposed views from users. This will be furthermore complicated by different annual events and activities, requests for dispensation and arguments on when parking should be free. This lack of clarity could discourage visitors and frustrate residents. Annual complaints and misunderstanding, perpetual difference in views from businesses and residents will regularly arise increasing workload for staff and feedback criticisms.

Cost increases are likely from suppliers, the CEC parking team who administer PCN non-payment because of the level of complaint and challenge of charges.

The economic benefits will be significantly diminished as the incentive to drive less is removed over part of the year. This increases cruising, reduces air

quality, increases CO<sup>2</sup> emissions, diminishes life expectancy, increases long-term health costs and lessens the vibrancy of place due to increased car use.

Parking enforcement staff retention will be problematic because of seasonality of the contract arrangements, rates and likely to be higher to entice people to work for part of the year only.

As enforcement levels will be less off season, contravention, indiscriminate, and dangerous parking will increase increasing the risk to the public.

Turn-over levels will drop and space availability reduce affecting footfall.

The loss of income could reduce the viability of the proposals.

**Amendments made to improve the proposal / mitigate the respondent's concern**

The proposals have not been amended as this will have significant impact on anticipated benefits and weakens the intended outcomes.

### **C.7 - The maximum length of stay is too short.**

#### **The parking proposal**

To introduce CPZs, charged on- and off-street parking in North Berwick. The proposal look to limit the length of stay, which is influenced by location and use.

#### **Background and Purpose of the Proposal**

There will be a maximum parking time of 5 hours in this area in the West CPZ. Some of the streets will have shared areas designated for resident permit holders and visitors to park and pay. Other areas will be for residents only. The maximum length of stay is introduce to accommodate golfers but stop all day parking in proximity to the rail station.

No maximum length of stay is proposed East CPZ. Some streets will be designated for residents only.

The use of all short-stay off-street car parks in the town from 8.30am to 6pm, allows for a maximum length of stay of 4 hours and no return within 2 hours. The following car parks will be designated as short stay and will be covered by the 4 hour maximum period: The Glebe, Quality Street, The Lodge, Gardeners' Garden car parks.

The first 30 minutes will be free in the Law Road car park. Parking will be limited to 90 minutes with no return within 2 hours. There will be a charge of £1 for each 30 minutes after the free period ends, with a maximum charge of £2 for the maximum time period of 90 minutes.

Parking will be free at the Community Centre and Museum for the purposes of using those facilities only. Parking will be controlled and enforced by an appropriate monitoring system.

There will be no charge for parking at the Recreation Ground car park (rugby club).

#### **Issue raised from the consultation - summary of the representations**

Maximum length of stay period too short

#### **Body or persons submitting a representation rising the issue (if known)**

From outside East Lothian

#### **Particulars to the proposals to which the issues relate**

Currently parking in all off-street car parks is free with no time limit except for the Gardener's Garden car park, which is leased to the Seabird Centre. Parking in Gardener's Garden car park is £3 for 1 hour, £5 for 2 hours, and £7 for 3 hours and £8 all day.

A temporary traffic regulation Order (TTRO) for the Glebe and Law Road car parks, was introduced in 20/21 and 21/22 to support Spaces for People initiative to support public health measures. The temporary arrangements have demonstrated improvements in turn-over and space availability but

reduced space in Quality Street (Imperial) car park. Effectively, long-stay parking demand moved because of the temporary arrangements impacting the performance and safety of other car parks.

### **Potential mitigation**

The public survey sought opinion on the length of stay proposed in West CPZ and off-street car parks. Public opinion was that the proposed maximum length of stay in the west CPZ and the off-street cars were too short.

Accordingly, it is recommended to increase the proposed 5 hours to 6 hours in the west area and 4 hours to 5 hours in off-street car parks.

### **Impact of mitigation**

The increase in length of stay will not impact income generation as the minimum turn-over in a 9.5 hour period stays the same. As there will be a slight delay in turn-over searching might increase marginally. It is recommended that appropriate technology is introduced to monitor this closely.

As a consequence of the maximum length of stay increase, visitors have slightly longer to visit the attractions that might increase visitor spend.

### **Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has been amended following the representations made to increase the maximum length of stay in the west CPZ to 6 hours and off street car parks to 5 hours.

## ***C.8 - Displaces parking and creates congestion***

### **The Parking Proposal**

To proposal looks to introduce CPZs, which limits and controls parking through the introduction of on- and off-street charges in designated areas.

### **Background and purpose of the proposal**

Four new CPZs are proposed in North Berwick, where there are currently problems with the management of parking and high demand in comparison with capacity. The advantages of introducing CPZs include:

Better management of the limited parking space available in the town;

Convenience and improved parking opportunity for residents who are currently affected by high demand for parking spaces at peak times;

Increased turnover of vehicles parking in the town, providing easier access to businesses, shops and leisure facilities;

Reduced inappropriate and indiscriminate parking which can cause inconvenience and congestion; and

Introduction of an appropriate area for visitors making overnight stops, for example in motorhomes

The proposal will lead to the marking out of residents' parking areas on-street, with each household able to apply for up to two parking permits. A charge will be levied per permit, which will be set to reflect the cost of providing the service and its monitoring and enforcement.

The aim of the proposals is to balance the complex requirements for parking to meet the needs of everyone, with ensuring that our town centres remain vibrant, successful and attractive places to live in, work in and visit. It is also important to encourage the use of sustainable transport options such as walking, cycling and use of public transport, to improve people's safety, health and wellbeing.

### **Issue raised from the consultation - summary of the representations**

The perception is the proposals will displaces parking and increases congestion elsewhere. Particular concern is raised on St Baldred's Road and West CPZ adjoining roads and streets.

### **Body or Persons submitting a representation rising the issue (if known)**

A resident of North Berwick outside the proposed CPZ.

### **Particulars to the proposals to which the issues relate**

The existing Traffic Regulation Order provides for waiting, waiting and unloading, disabled and loading and unloading restrictions with limited length of stay, partial resident permits holder provision and no restriction on off-street parking. These restrictions were introduced in 2003 and consolidated in 2016. These restriction are no longer fit for purpose, able to manage vehicle movement, demand or supply, resulting in inconsiderate, dangerous



parking, poor air quality, increase CO2 emission, stagnating growth (footfall) and limiting sustainable transport options going forward. Change is needed to manage the busy town centre and support local regional and national policies.

### **Potential mitigation**

The main area of concern is parking displaced on to St Baldred's Road creating a Road safety hazard. This is a likely consequence as during busy times parking migrates to this location. To address road safety concerns and maintain the flow of traffic additional interventions will be prepared to limit on street parking to one side only or chicane parking, to maintain vehicle throughput and address road safety concerns.

Parking displacement to the west side of the town will be monitored and actioned if road safety is compromised.

Additional off-street long stay parking facility is available at Recreation Park. This can accommodate 68 parked cars. The potential to increase parking capacity could be considered in due course. This is recommended following positive feedback that additional space should be made available in the town.

Improved signage with real-time parking availability to guide drivers to spaces will be provided as part of the proposals.

### **Impact of mitigation**

Stopping on-street parking on St Baldred's Road will reduce long-stay parking opportunity in the town. Cruising is not expected to be a major concern as the long-stay parking requirement is limited to residents of the CPZ, shop workers and visitors, with shop workers quickly acclimatising to the new arrangements.

Not introducing no waiting, loading and unloading restrictions is likely to increase the risk of injury accidents and disrupt traffic flows over this distributor link.

### **Amendments made to improve the proposal / mitigate the respondent's concern**

The proposal has been amended following the representations made to start the statutory procedure to prohibit parking on St Baldred's Road subject to implementation of the Order and that other areas will be monitored to take action on indiscriminate parking behaviour as necessary.