

Members' Library Service Request Form

Date of Document	17/04/23
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Document Title	North Berwick Parking Management Strategy: Consultation Report

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For Publication

Additional information:

This report accompanies the report to Council on 23 April 2023 titled 'Town Centre Parking Management: Introduction of Parking Management Proposals in North Berwick'

Authorised By	Douglas Proudfoot
Designation	Exec Director for Place
Date	17/04/23

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REPORT TO: Members' Library Service

MEETING DATE: 25 April 2023

BY: Executive Director of Place

SUBJECT: North Berwick Parking Management Strategy –
Consultation Report

1 PURPOSE

- 1.1 The purpose of this report is to advise Members of the results of the North Berwick Parking Management Strategy consultation exercise undertaken with the public in November / December 2022.

2 RECOMMENDATIONS

- 2.1 To note the content of the report.

3 BACKGROUND

- 3.1 East Lothian Council's Local Transport Strategy, endorsed in 2018, aims to have well-connected communities with increased use of sustainable transport modes to access services and amenities and the associated Parking Management Strategy aims to provide balanced and appropriate parking facilities.
- 3.2 To understand the impact of traffic and parking on North Berwick, detailed traffic and parking surveys were carried out in the town in 2019 and 2021 to determine the level of turnover within on- and off-street parking facilities.
- 3.3 On 23 March 2020, the United Kingdom went into lockdown as a response to the COVID-19 pandemic public health emergency. A number of parking management interventions were implemented within North Berwick as part of the 2020/2021 Spaces for People programme and to aid with increased summer visitors. Certain waiting restrictions were implemented in off-street facilities close to the town centre which were well received by the community. Residential parking demand continues to be a major source of frustration for the town's residents, particularly in and around the main town centre and beach front areas.
- 3.4 Analysis showed that parking turnover, occupancy levels and duration of stay were all improved in 2021 when compared with 2019. Improved efficiency and

vibrancy of the town is greatly aided through greater parking management and availability.

3.5 Following the traffic and parking surveys, the measures for the town set out in the Feasibility Appraisal were refined and concept proposals for managing parking were developed.

3.6 At the Council meeting on 28 June 2022, Councillors agreed that a consultation would take place to gauge public opinion and acceptability of the concept proposals designed to balance the complexities and requirements of town centre parking in North Berwick.

4 Consultation

Overview

4.1 The consultation, which ran from 2 November 2022 to 13 December 2022, included:

- Online consultation platform hosted by Commonplace containing project background information, details of the concept proposals and a questionnaire survey.
- Paper questionnaire surveys and pre-paid return envelopes distributed to local libraries and community centres and as requested.
- Two drop-in events held on 24 and 26 November 2022 at the North Berwick Community Centre where members of the project team were available to answer queries on the proposals.
- A dedicated project email address and postal address to which detailed feedback could be provided.
- Meetings with representatives of the North Berwick business community.

4.2 The online consultation platform is located at:
<https://northberwickparking.commonplace.is/>

4.3 A copy of the 20-question survey is included in Appendix A. As required and to provide information for Equality Impact Assessment, the online and paper survey also contained a section requesting demographic and special category data. Completion of this section was not compulsory.

4.4 The number of responses to the consultation was:

- 4,652 visits recorded to website
- 1,407 completed surveys:
 - 1,197 online (many containing text comments)
 - 210 paper (majority containing written comments)
- 121 emails containing comments
- 17 letters containing comments
- 241 registered visitors to face to face consultations

4.5 The questions within the online and paper surveys generally provided two or more answers, one of which could be selected. With the exception of three questions, no opportunities were provided for free comment. Respondents made use of the free text areas to provide commentary on both the questions asked and other matters of concern. In the case of the paper surveys, many submissions also contained large amounts of free text on blank areas of the survey booklet.

4.6 Each question of the online and paper survey has been analysed according to the provided answers. Some questions have been further analysed in combination with responses to other relevant questions. The analysis is summarised in Appendix B.

4.7 The text comments provided on the completed surveys, by email and by letter

have also been analysed. That information is contained within Appendix C.

4.8 Comments made at the public consultation events are summarised in Appendix D.

4.9 The following sections of this report provides a summary of the key results of the consultation exercise.

Survey Responses

4.10 It is noted that many respondents to both the online and paper survey chose not to answer some of the questions. Written comments in both formats indicated that for many respondents, the limited choice of pre-written answers did not provide sufficient nuance to reflect their opinions. Therefore, for most questions, the number of 'No Answers' has been included in the analysis.

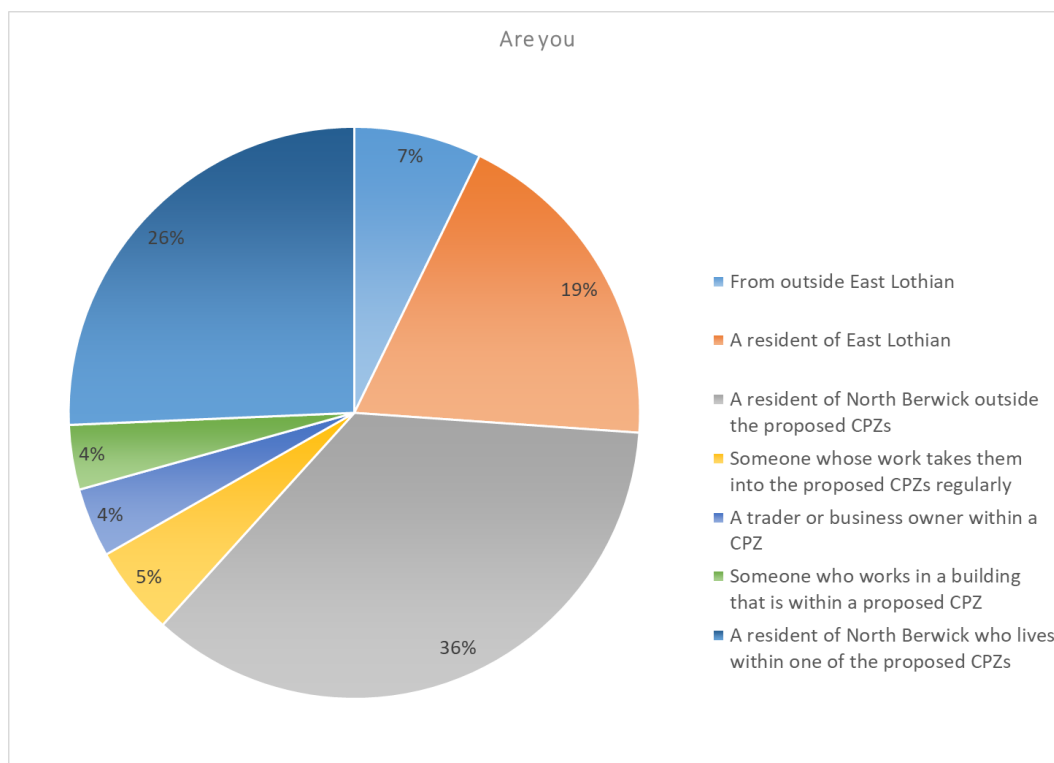
What is your age?

What is your age?		
Age range	No. Responses	% Responses
<18	0	0%
18-24	9	1%
25-34	49	5%
35-44	124	11%
45-54	238	22%
55-64	284	26%
65 and over	338	31%
Prefer not to say	38	4%
Total	1080	100%
No answer	327	

4.11 Of all survey responses which included an answer to the question, 79% of respondents indicated that they were over 45 years old and just 17% 44 years old or below. This could suggest that the survey attracted responses that are over-representative of those aged 45 and over and that those under 35 were under-represented.

4.12 The percentage of responses from the over 65s is slightly above the 2020 population age split set out in the North Berwick Coastal Ward Profile 2021¹ (65 and over – 27.2%).

Question 3 - Are you?



- 4.13 The 'Are you?' question indicated that the largest group of respondents who answered the question live within North Berwick but outside a proposed CPZ (36%), the next largest being those who live within North Berwick and inside a proposed CPZ (26%). A total of 13% of respondents work within a CPZ, regularly travel into a CPZ for work or trade/own a business within a CPZ.
- 4.14 It should be noted that some respondents gave multiple answers, for instance those who may be a resident in a proposed CPZ and a trader or business owner. Where respondents had indicated that they were a resident of East Lothian and of North Berwick, the former answer was disregarded.
- 4.15 Considering the remaining survey summary information contained within Appendix B:

Question 1 - Does North Berwick have a parking problem?

- **Charts 1a & 1b**
- Almost half of survey respondents (49%) considered that North Berwick has a parking problem. A significant percentage (22%) chose not to answer the question; some of the commentary suggesting the answer is more nuanced than yes or no, e.g.
 - *'the problem is seasonal and for a few months only'* and
 - *'the problem (if any) is limited to the High Street and is seasonal'*.
- Amongst all groups of residents, traders and workers, more respondents agreed that North Berwick has a parking problem than not. A greater proportion of North Berwick residents (both those inside and outside the proposed CPZ) considered that there is a problem than those in other groups.

Question 2 – Do you support the principle of introducing CPZs?

- **Charts 2a, 2b & 2c**
- Over half of survey respondents (54%) do not support the principle of introducing CPZs, 38% indicated that they do and 9% chose not to answer the question.'

- Amongst all groups of residents, traders and workers, except those from outside East Lothian, more respondents indicated that they do not support the principle of introducing CPZs than do.
- Amongst all age groups except the over 65s, a higher percentage of respondents indicated that they do not support the principle of introducing CPZs than do. Amongst the over 65s, 10% more respondents indicated that they would be in favour of the principle.

Question 3 – Are you?

- **Chart 3**
- See section 4.12 above.

Question 4 - Do you agree that the four proposed CPZs shown on the map cover the areas of highest demand for parking in North Berwick?

- **Chart 4**
- The greater percentage of respondents (45%) agreed that the proposed CPZs cover the area of highest parking demand. A significant percentage (38%) chose not to answer the question.

Question 5 – If NO to Question 4, please can you name any streets that you think should be included within or excluded from a CPZ?

- **Chart 5**
- The highest ranked street for suggested inclusion within the CPZs was St Baldred's Road. Additional comments included:
 - 'If there are to be cpz then key through roads like Dirlerton Avenue and St Baldred's Road need to be included ... or there will be parking mayhem' and
 - 'St Baldred's Road will be chaos. It is already dangerous on St Baldred's Road with cars parking on both sides and over residents driveways.'
- The highest ranked answer for streets that should be excluded was all of North Berwick, i.e. that CPZs should not be introduced. Other high ranking answers were Pointgarry Road and all of the West Zone.

Question 6 - What do you consider to be the biggest advantage of CPZs?

- **Chart 6**
 - The answer generating the highest response (28%) was none. More turnover of spaces was considered an advantage by 14% of respondents. A significant percentage (39%) chose not to answer the question.

Question 7 – Do you have any other comments on the advantages of a CPZ is considered under Comments Analysis.

Question 8 - What do you consider to be the biggest disadvantage of CPZs?

- **Chart 8**
- The answer generating the highest response (42%) was none. The risk that parking problems will increase outside the designated CPZs was identified by 21% of the respondents. The cost of parking in the CPZs was considered a disadvantage by 17% of respondents.

Question 9 – Do you have any other comments on the disadvantages of a CPZ is considered under Comments Analysis.

Question 10 - Do you agree with the proposal that the first 30 minutes of parking will be free in the Central CPZ area?

- **Chart 10**
- A significant percentage (43%) chose not to answer the question. 39% agreed with the proposal, 17% disagreed.

Question 11 - The West CPZ proposed time limit is 5 hours. Do you agree with this proposed time limit?

- **Chart 11a & 11 b**
- 20% of respondents agreed with the 5 hour time limit, 37% disagreed.
- Many of those who disagreed with the time limit noted that it was too short to play a round of golf and socialise after a game.
- Amongst all groups of residents, traders and workers, more respondents disagreed with the proposed 5 hour time limit than agreed. Amongst residents of East Lothian and residents of North Berwick outside the CPZs, circa twice as many respondents disagreed with the time limit than agreed. Amongst residents of the North Berwick within a CPZ, circa six times as many respondents disagreed.

Question 12 - If NO, to Question 11, would you prefer an alternative time limit?

- **Chart 12a & 12b**
- 45% of respondents indicated that a longer time period would be preferable, choosing the 6 hour option. 27% of respondents indicated that a shorter time limit would be preferred, choosing the 4 hour limit.
- 28% of respondents did not answer the question with many comments suggesting that neither option was appropriate.
- Amongst all groups of residents and workers, a greater number of respondents suggested a longer time period would be preferred. Amongst traders, opinion was split roughly 50/50.

Question 13 - Do you agree with the proposal for a maximum daily charge for on street parking in the East CPZ?

- **Chart 13a & 13b**
- 32% of respondents agreed with the proposed maximum daily charge, 24% disagreed. 44% of respondents chose not to answer the question.
- Amongst the groups of residents, traders and workers opinion was split roughly 50/50 except for respondents from outside East Lothian and the two groups of North Berwick residents.
- More respondents from outside East Lothian (78%) and residents of North Berwick outside the proposed CPZs (54%) agreed with the proposed maximum daily charge. More of the respondents who are residents of North Berwick within the proposed CPZs (64%) disagreed proposed maximum daily charge.

Question 14 - Do you support free parking for blue badge holders in the Central CPZ for up to 90 minutes?

- **Chart 14a & 14b**
- 46% of respondents indicated that they agreed with the proposal, 12% disagreed and 42% of respondents chose not to answer the question.
- Of those that disagreed with the proposal, some of the comments suggested that blue badge holder time limits should be unrestricted.
- Amongst all groups of residents, traders and workers a greater proportion of respondents agreed with the proposal for 90 minutes free blue badge parking.

Question 15 - The proposed maximum stay in short stay car parks is 4 hours. Do you agree that 4 hours is a suitable duration?

- **Chart 15a & 15b**

- Where offered, opinion was evenly split on the proposal with 28% of respondents indicating that they agreed with the 4 hour period and 29% that they disagreed. However, 42% of respondents chose not to answer the question.
- With the exception of respondents from outside East Lothian, amongst all groups of residents, traders and workers a greater proportion considered that the 4 hour short stay car parking duration was unsuitable.

Question 16 - If NO, to Question 16, would you prefer an alternative time limit?

- **Chart 16a & 16b**
- Almost half of respondents (49%) indicated that the longer suggested parking duration of 5 hours would be preferable for short stay car parks. 24% considered that the suggested shorter 3 hour period would be more suitable.
- 27% of respondents chose not to answer the question with many comments suggesting that neither option was appropriate.
- Amongst all groups of residents, traders and workers a greater proportion of respondents agreed that a longer maximum stay period would be preferable.

Question 17 - Do you support free parking at the Recreation Ground car park?

- **Chart 17**
- Over half of respondents (53%) indicated that they supported the proposal for free parking at the Recreation ground car park. Just 5% disagreed with the proposal.
- 42% of respondents chose not to answer the question.

Question 18 - Do you agree parking in the Museum and Community Centre car parks should be free of charge for the users of those facilities only?

- **Chart 18**
- 44% of respondents indicated that they supported the proposal for free parking at Museum and Community Centre car parks, 14% disagreed with the proposal.
- 42% of respondents chose not to answer the question.

Question 19 - Do you support the introduction of overnight parking on Melbourne Road, Quadrant, Castlehill, Sewage Works Road and Haugh car park at £12/night with no return in 24 hours?

- **Chart 19**
- 32% of respondents indicated that they did not support the overnight parking proposal, 26% that they did.
- 42% of respondents chose not to answer the question.

Question 20 - Would you be supportive of the Council providing additional car parks within the town?

- **Chart 20**
- 42% of respondents indicated that they would be supportive of additional car parking being provided within the town, 27% that they did not.
- 41% of respondents chose not to answer the question.

Assessment of Written Comments

- 4.16 Appendix C of the report contains an analysis of the text comments provided on the questionnaires, by email and by letter. The comments were summarised into concerns or suggestions and in each of those categories into broad themes.

Concerns by general theme

- 4.17 Amongst the concerns raised, by far the greatest number related to the proposals discouraging visitors to the town centre, damaging the town centre economy and adversely affecting businesses and shops. Many comments indicated that rather than pay the parking charge to visit the High Street, people would instead shop at supermarkets, local out of town facilities, the Fort and Edinburgh.
- 4.18 Many commenters also expressed concern over the costs and other impacts of the scheme on residents of North Berwick and surrounding villages. Particular cost impacts were seen for people living outside the proposed CPZ who use North Berwick as their local centre/start point for public transport trips who would, in future, have to pay to park.
- 4.19 Substantial numbers of comments raised the concern that the proposals do not provide sufficient residents' parking and that the proposals do not reflect the seasonality of parking problems in North Berwick.
- 4.20 Numerous comments related to the proposal for overnight parking provision on certain streets in the East zone. Many of these expressed concern that the proposal would encourage campervan/motorhome parking in an area where no facilities would be provided, potentially leading to waste being discharged inappropriately. Concern was also expressed over the impact on parking for residents and loss of views to the sea for residents and other users of the affected streets.
- 4.21 Many people expressed concern over the potential for parking to be displaced onto streets surrounding the CPZ, St Baldred's Road was regularly cited as a road that is already congested and would experience a worsening situation.
- 4.22 Other themes which generated many comments included:
- Lack of long-stay provision
 - The proposals are too complex
 - The scheme is just a way for the Council to generate revenue
 - The West Zone proposals adversely affect golfers/the Golf Club who provide substantial revenue to the town, both due to the costs that will be incurred and because the maximum stay period is too short
 - Impacts on town centre workers, volunteers and clubs all of whom will be affected by lack of central long stay free parking
 - The 30-minute free period is too short to allow people to do all they need to in the town centre
 - The maximum stay periods across the scheme are too short
 - There will be a disproportionate impact on those on low incomes (due to cost), the mobility impaired/elderly/disabled (due to costs and time limits)
 - No provision has been made for visitors including family/friends, carers and tradespeople to residential properties.

Suggestions by general theme

- 4.23 Many suggestions were made for improving the parking situation in North Berwick, the most commonly raised being to create more parking and to introduce a Park & Ride facility.
- 4.24 A significant number of suggestions related to the proposals including parking charges on a Sunday morning. Many considered this unfair to those wishing to attend church services and requested that, as in Edinburgh, parking should be free on a Sunday morning.
- 4.25 Many people suggested that to alleviate the problem of insufficient resident's parking spaces, all residents with a permit should be able to park in any space in

any zone.

- 4.26 A substantial number of comments suggested that the proposed 30-minute free period in the town centre should be extended. Numerous suggestions on an appropriate length of stay were made.
- 4.27 A number of people suggested that Blue Badge parking should be free and/or unlimited.
- 4.28 Use of the school car parks to alleviate summer parking problems was suggested by a number of respondents and it was also suggested that the library and community centre car parks should be made available for residents or churchgoers or at the weekend.

Further analysis of concerns raised

- 4.29 A further analysis of the comments expressing concern, included within Appendix C, was undertaken to determine whether particular issues were pressing to particular groups of respondents.
- 4.30 The table indicates that almost all of the selected themes were raised in comments by all groups. The proportion of comments on any particular theme varies across the groups, reflecting individual concerns.

Impact on Town Centre

- 4.31 The issue of greatest concern to most groups is the potential for the proposals to discourage visitors to the town centre, damaging its economy and affecting businesses. This was the most common matter expressed by residents of East Lothian (excludes residents of North Berwick) and those whose work takes them into the proposed CPZs. In both groups, 25% of comments on the selected themes made by these groups related to this matter.
- 4.32 Related to the potential for impact on the town centre is concern that the 30-minute free parking period in the Central CPZ is too short. This was raised in comments by all groups except respondents from outside East Lothian. Many noted that 30 mins was too short a period to shop, window shop and have a coffee or get a haircut. It should be noted that the proposals do not alter the existing 90 mins stay in the town centre; the proposed change is for the second and third 30 mins periods to be charged (50p per 30 mins).

Insufficient residents' parking

- 4.33 Of particular concern to residents living within the proposed CPZs was that the amount of residents' parking will be insufficient to meet demand.

Impact on workers etc.

- 4.34 People who work within a proposed CPZ and traders/business owners expressed concern over the impact on workers; a variety of issues were raised including the cost of parking in future, longer commute times if using the free long-stay parking, the length of the walk from the long-stay car park to the town centre and potential difficulties attracting and retaining staff.

Overnight parking

- 4.35 The proposals for overnight parking within the proposed East Zone were of high concern to residents of North Berwick who responded to the consultation by letter or email but was also raised in a large number of comments by residents of North Berwick living within one of the proposed CPZs and respondents from outside the Local Authority area.

Seasonality

- 4.36 The seasonal nature of parking problems in North Berwick not being reflected by the proposals was raised as a significant concern particularly by individuals responding on behalf of organisations or groups, residents of North Berwick who responded to the consultation by letter or email and people who work within a proposed CPZ.

Maximum length of stay

- 4.37 The length of the maximum stay periods was of particular concern to residents of East Lothian living outside North Berwick. Many of the comments related to the proposed 5-hour maximum stay in the West CPZ, others to the 4-hour maximum stay in short-stay car parks.

Summary of Public Consultation

- 4.38 Appendix D of the report contains a summary comments made to facilitators over the two days of the public consultation event, as reported by the facilitators.
- 4.39 The comments are broadly in line with those submitted in writing; those raised most frequently included:
- Four CPZs is too complex.
 - Proposals will affect the vitality and viability of the town centre.
 - 30 minutes free parking is insufficient.
 - There is insufficient parking for residents.
 - Insufficient long stay parking is proposed. This will impact on town centre workers.
 - Overnight parking proposals are unacceptable.
 - Insufficient consideration has been given to the needs of church goers, golfers and users of the tennis club.

5 POLICY IMPLICATIONS

- 5.1 No policy implications arise from the consultation analysis. Policy implications are considered within the main report to Council.

6 INTEGRATED IMPACT ASSESSMENT

- 6.1 The subject of this report will affect the wellbeing of the community or have a significant impact on equality, the environment or economy. Accordingly, an integrated impact assessment has been completed.

7 RESOURCE IMPLICATIONS

- 7.1 No resource implications arise from the consultation analysis. Resource implications are considered within the main report to Council.
- 7.2 Personnel – Not applicable
- 7.3 Other -. None

8 BACKGROUND PAPERS

- 8.1 Report to East Lothian Council on Tuesday 25th April 2023 – Town Centre Parking Management: Introduction of Parking Management Proposals in North Berwick.
- 8.2 Report to East Lothian Council on Tuesday 28th June 2022 – Town Centre Parking Management: Consultation
- 8.3 Members' library report – Economic Impact Assessment Report
- 8.4 Integrated Impact Assessment (published on the Council website)
- 8.5 Report to East Lothian Council on Tuesday 30th October 2018 – East Lothian Council Proposed Local Transport Strategy
- 8.6 East Lothian Council Proposed Local Transport Strategy 2018-24 – Draft Parking Strategy, Members' Library Ref: 142/18 (October 2018 Bulletin)
- 8.7 East Lothian Council Proposed Local Transport Strategy 2018-24 – Draft Active Travel Improvement Plan, Members' Library Ref: 141/18 (October 2018 Bulletin)
- 8.8 Policy and Performance Review Committee – 04 Roads Asset Management – Annual Status and Options Report

AUTHOR'S NAME	Peter Forsyth
DESIGNATION	Asset and Regulatory Manager
CONTACT INFO	Peter Forsyth
DATE	6 th April 2023

Appendix A – North Berwick Parking Survey Questionnaire

North Berwick Parking Management Review

The key elements of the Council's proposals for North Berwick

Four new Controlled Parking Zones (CPZ) 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 (currently proposed to be £40).

It is also proposed that charges will be introduced for 'on street' parking within the CPZs. The existing car parks will be designated for either short stays or long stays, with charges being introduced for the use of the short stay car parks. The Recreation Ground car park (rugby club) will be the one designated for long stays and will remain free of charge.

The four proposed CPZs will be for the Central area, East, West and South of the centre, as shown on the map. No changes are proposed to the

existing waiting, loading and unloading areas within the town, except for the removal of on street parking on the east end of the High Street. No changes are proposed to the dedicated blue badge parking areas for blue badge holders within the town centre.

It is recognised that many trips into the Central area are very short, with people calling into shops for essentials, picking up and dropping off. It is therefore proposed that in the Central area CPZ, the first half hour of parking will be free of charge.

The hours in which charges apply will be from 8.30am-6pm every day of the week. Along with the proposed charges the Council will employ additional enforcement officers who will enforce over-stays, non-payment and parking out with the designated areas.

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.

The proposed time limits and charges will be slightly different in the four areas due to differing parking demands. The details are set out below. There will be signs within each area making it clear which CPZ you would be parking in.

Residents' parking

Residents in all four proposed CPZ areas will be able to apply for up to 2 permits per household to park in the CPZ in which they live, for a £40 annual fee per permit. The permit will allow them to park in areas of the street that have been marked out for residents' parking in that CPZ i.e. if you live in the West CPZ you can purchase a West CPZ parking permit, which will allow you to park in residents' parking areas of the West CPZ only.

On street parking in the Central CPZ

- It is proposed that the first 30 minutes of parking in the Central CPZ will be free and drivers will need to collect a ticket from the machine or register their arrival on the RingGo app. On street parking in the Central CPZ 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.

- It is recognised that it may take blue badge holders with disabilities a little longer to undertake essential shopping trips, so it is proposed that blue badge holders will be able to park on street for 90 minutes free within the Central CPZ.

Parking in the West CPZ

- It is proposed that parking on street in the West CPZ will cost 50p for every 30 minutes of parking during the charging hours from 8.30am-6pm. There will be a maximum parking time of 5 hours in this area. 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.

Parking in the South CPZ

- It is proposed that parking on street in the South CPZ will cost 50p for every 30 minutes of parking during the charging hours from 8.30am-6pm, so the maximum charge per day to park will be £5. No maximum length of stay is proposed. Some streets will be designated for residents only.

Parking in the East CPZ

- It is proposed that parking on street in the East CPZ will cost 50p for every 30 minutes of parking during the charging hours from 8.30am-6pm, so the maximum charge per day to park will be £5. No maximum length of stay is proposed. Some streets will be designated for residents only.
- Parking for blue badge holders will be provided close to the beach ramp on Melbourne Road to facilitate access to the beach. The charge will be 50p per half hour with a maximum charge of £5 per day.

Overnight parking in the East CPZ

- An area covering the following parts of the East Zone: 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.

Short Stay Car Parks

- A charge of 50p per 30 minutes is proposed for the use of all short stay off street car parks in the town from 8.30am-6pm, with 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.

Long Stay Car Park

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

Appendix B – Survey Analysis

Question 1 - Does North Berwick have a parking problem?

Chart 1a

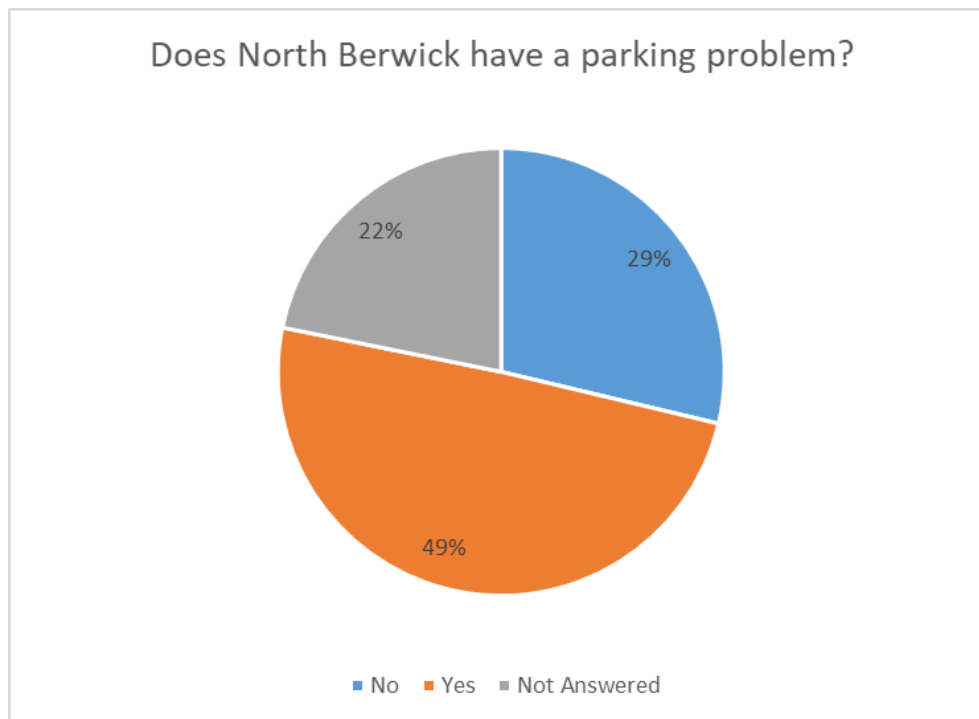
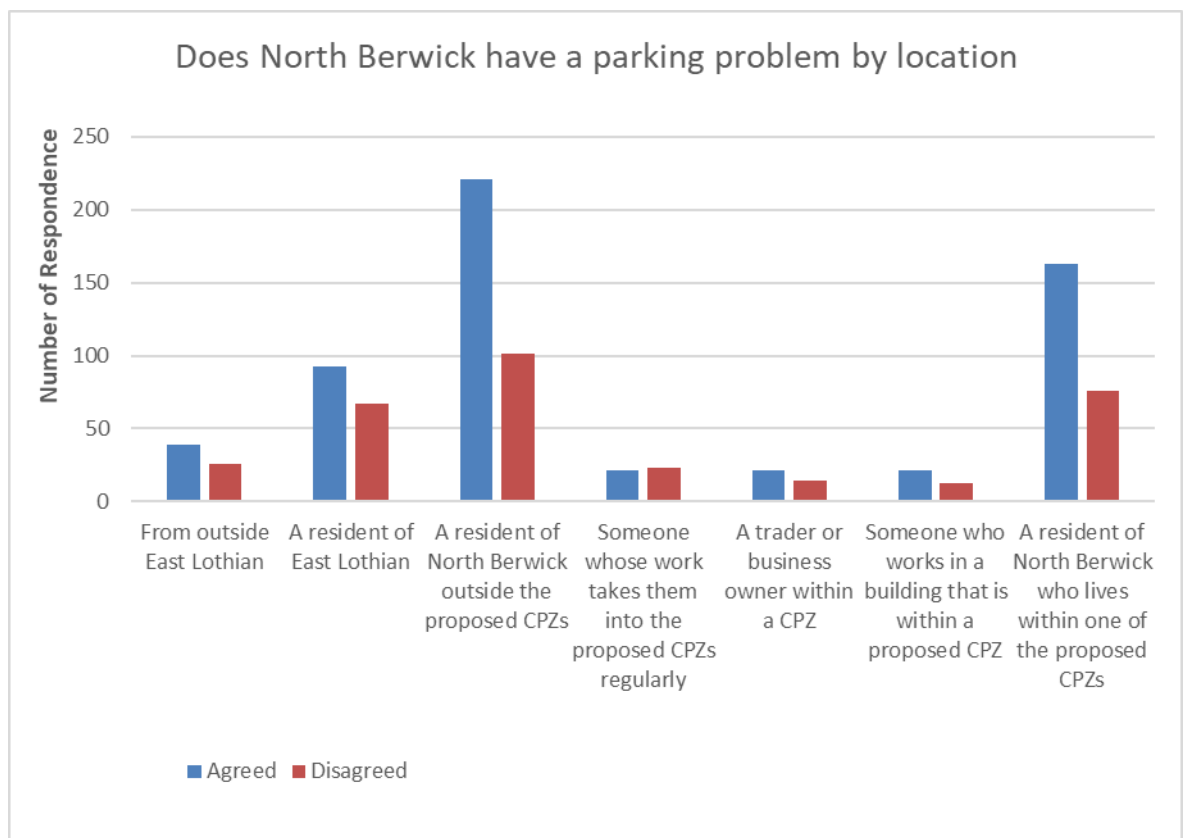


Chart 1b



Question 2 - Do you support the principle of introducing CPZs?

Chart 2a

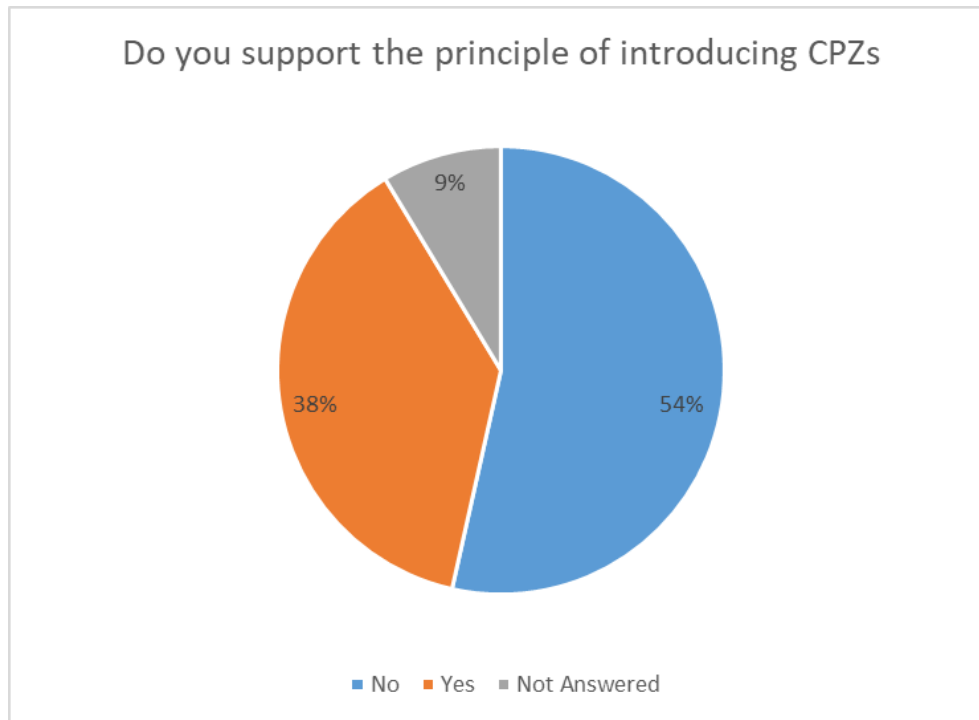
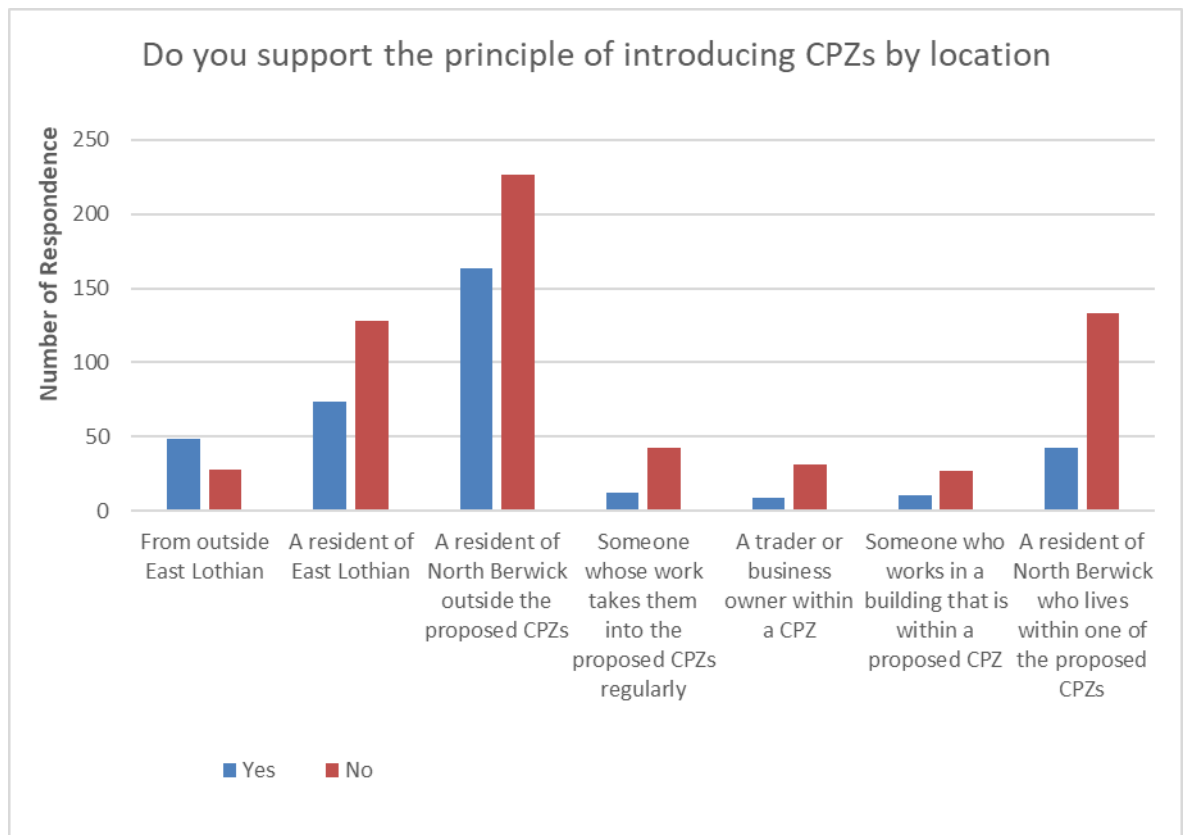


Chart 2b



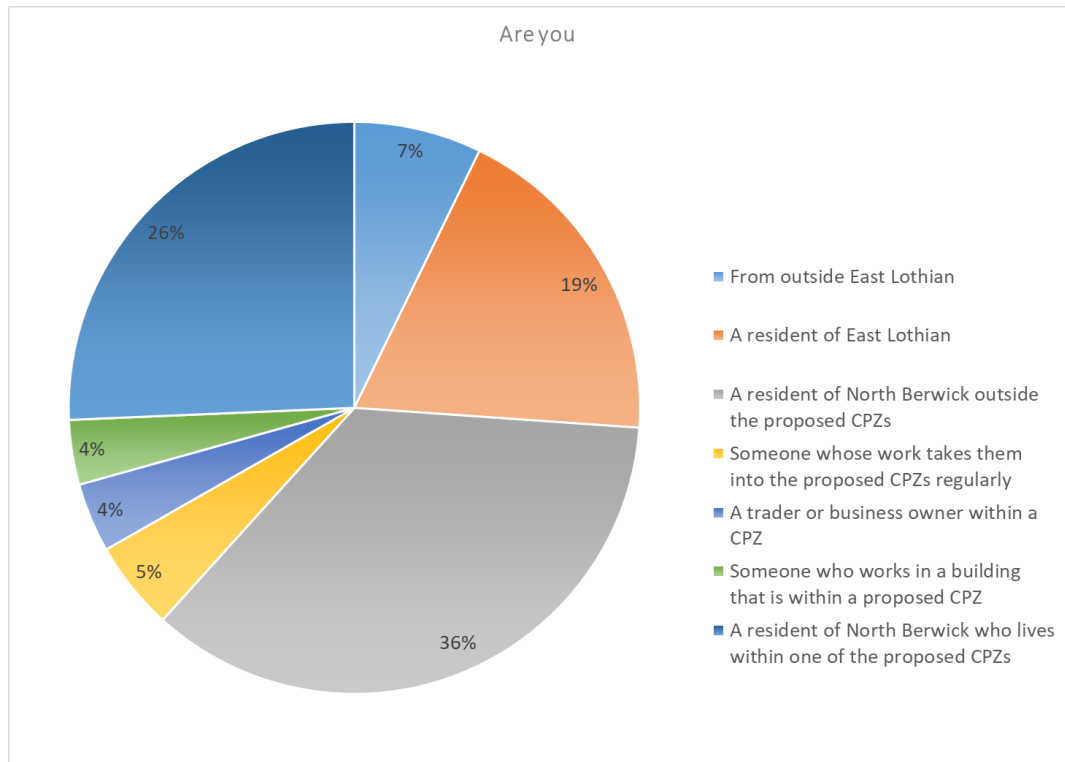
Do you support the principle of introducing CPZs by Age

Chart 2c

Combined Online and Paper Survey										
	Age									Total
	<18	18-24	25-34	35-44	45-54	55-64	65 and over	Prefer not to say	No answer	
No	0 0.00%	4 0.50%	37 4.90%	76 10.10%	134 17.80%	161 21.40%	144 19.10%	24 3.20%	173 23.00%	753 100%
Yes	0 0.00%	5 0.90%	12 2.30%	40 7.50%	85 16.00%	106 19.90%	155 29.10%	12 2.30%	117 22.00%	532 100%
Not Answered	0 0.00%	0 0.00%	0 0.00%	8 6.60%	19 15.60%	17 13.90%	39 32.00%	2 1.60%	37 30.30%	122 100%
Total Respondents										1407

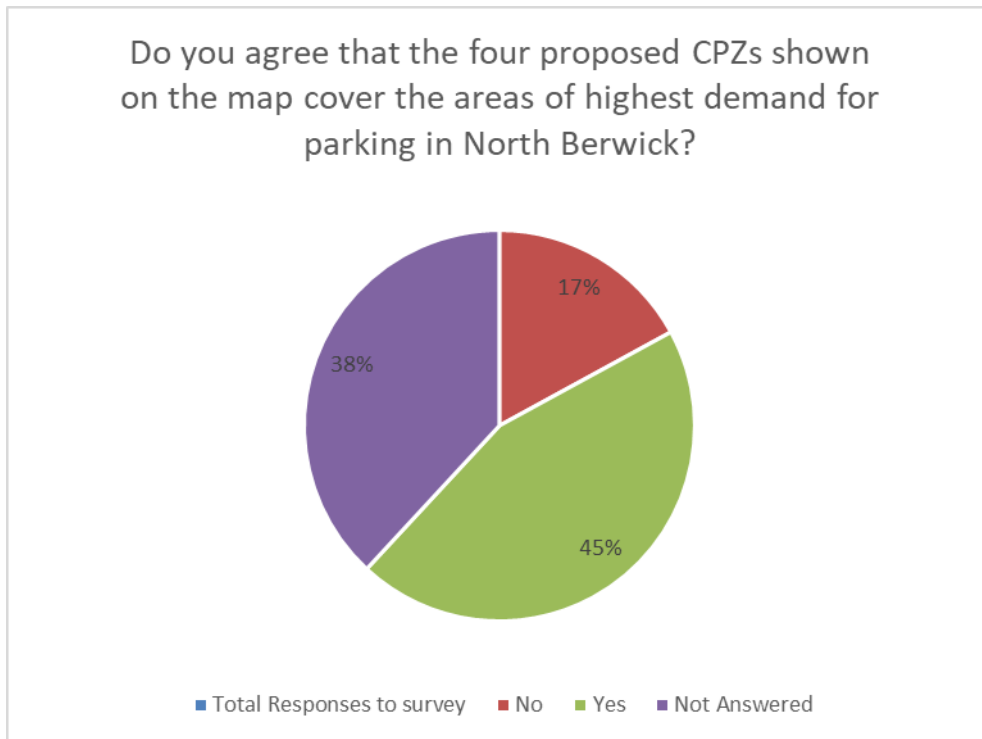
Question 3 – Are you...?

Chart 3



Question 4 - Do you agree that the four proposed CPZs shown on the map cover the areas of highest demand for parking in North Berwick?

Chart 4



Question 5 - Do you agree that the four proposed CPZs shown on the map cover the areas of highest demand for parking in North Berwick? If NO, please can you name any streets that you think should be included within or excluded from a CPZ?

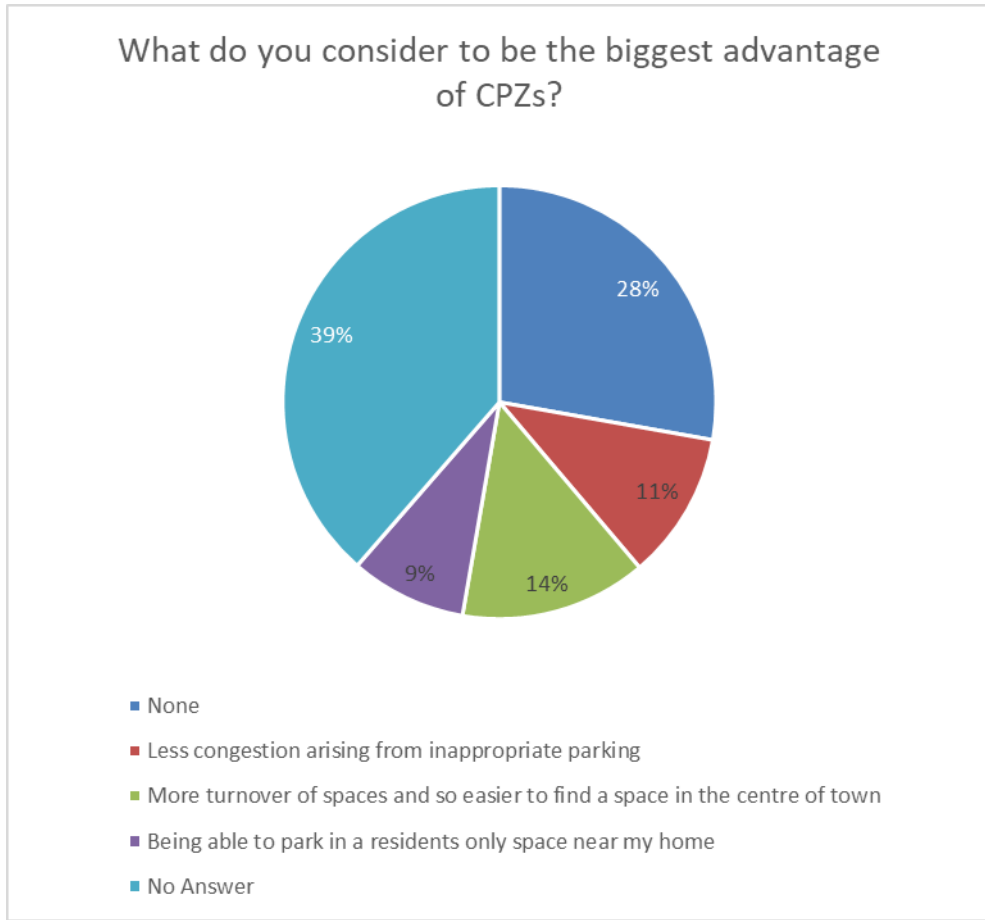
Chart 5

Location	Included	Excluded	Other Comment
All / No CPZ	0	41	
St Baldreds Road	46	1	
Pointgarry Road	0	13	
West zone	0	10	
York Road	2	8	
West Bay Road	0	9	
St Baldreds Crescent	1	8	Not residents only
Links Road	0	6	
All but central zone	0	4	
Glasclune Gardens	0	4	Not residents only *2
Cromwell Road	3	0	
Law Road	3	0	
Old Abbey Road	3	0	
Ware Road	3	0	
May Terrace	1	2	
South zone	0	2	
Glenburn Road	2	0	
High Street	0	2	
Lochbrige Road	2	0	
Marmion Road	0	2	
Nungate Road	2	0	
School Road	0	2	Not residents only
Station Road	0	2	
All except in summer	0	1	
Too big an area	0	1	
All but seafront	0	1	
East zone	0	1	
Station area	1	0	
Library area	1	0	
Tennis courts area	1	0	
Glebe Car Park	0	1	0
Abbey Crescent	0	1	
Bank Street	0	0	0
Beach Road	0	1	0
Clifford Road	0	1	
Dirleton Avenue	1	0	
Dunbar Road	1	0	
Dundas Avenue	1	0	
Forth Street	0	0	Not residents only
Glenorchy Road	1	0	
Grange Road	1	0	
Greenheads Road	0	1	
Harbour	1	0	
Haugh Road	0	1	

Heugh Road	1	0	
Highfield Road	1	0	
Marmion Crescent	0	1	
Quadrant Lane	0	1	
Quality Street	0	1	
St Andrews St	0	1	
Tantallon Terrace	0	1	
Victoria Road	0	1	Not residents only
Reallocate	0	0	Beach Road Abbey Road Westend Place Westgate to Central
Totals	79	132	

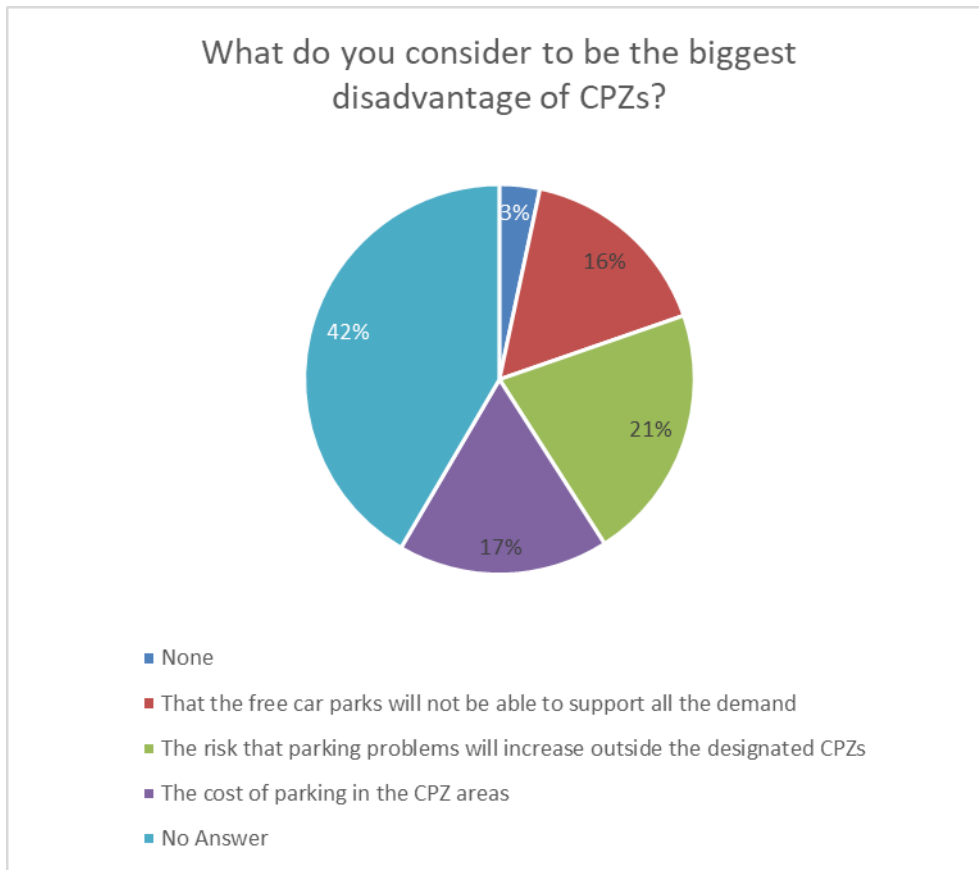
Question 6 - What do you consider to be the biggest advantage of CPZs?

Chart 6



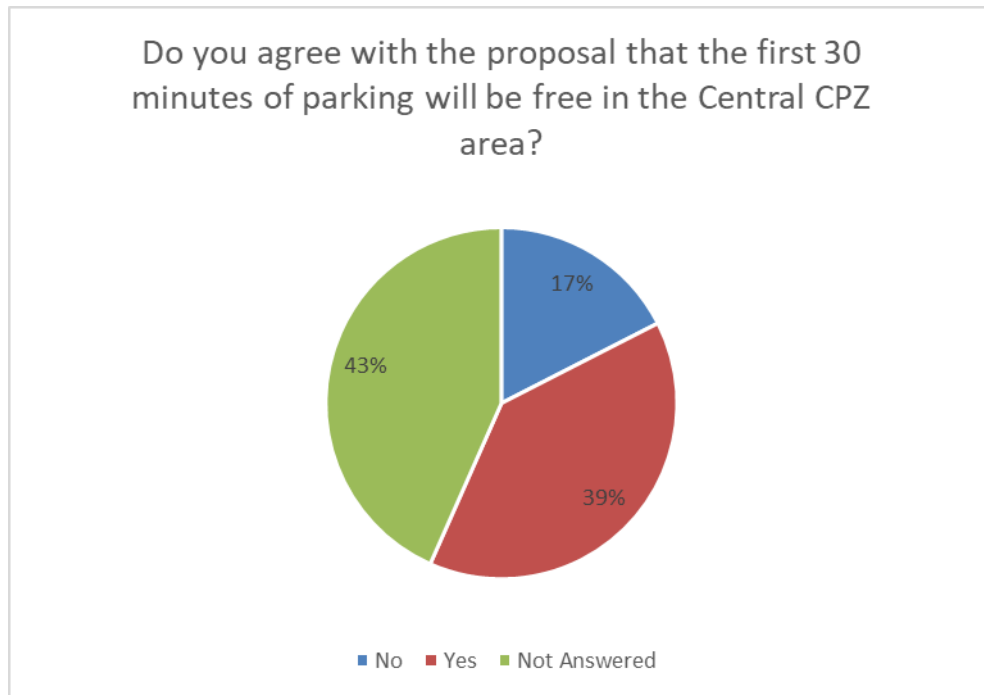
Question 8 - What do you consider to be the biggest disadvantage of CPZs?

Chart 8



Question 10 - Do you agree with the proposal that the first 30 minutes of parking will be free in the Central CPZ area?

Chart 10



Question 11 - The West CPZ proposed time limit is 5 hours. Do you agree with this proposed time limit?

Chart 11a

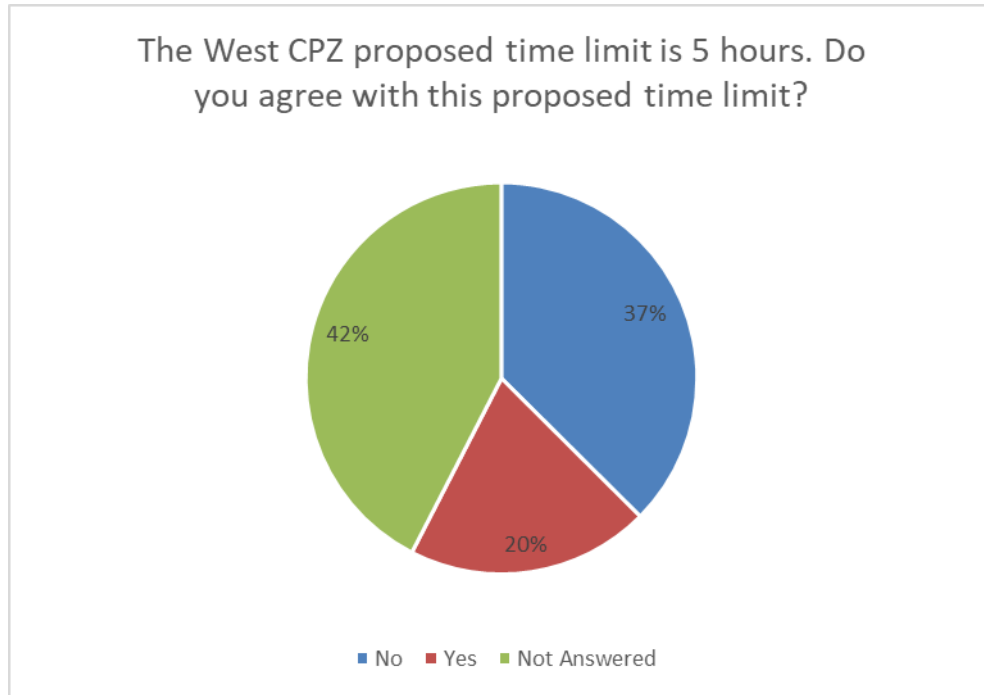
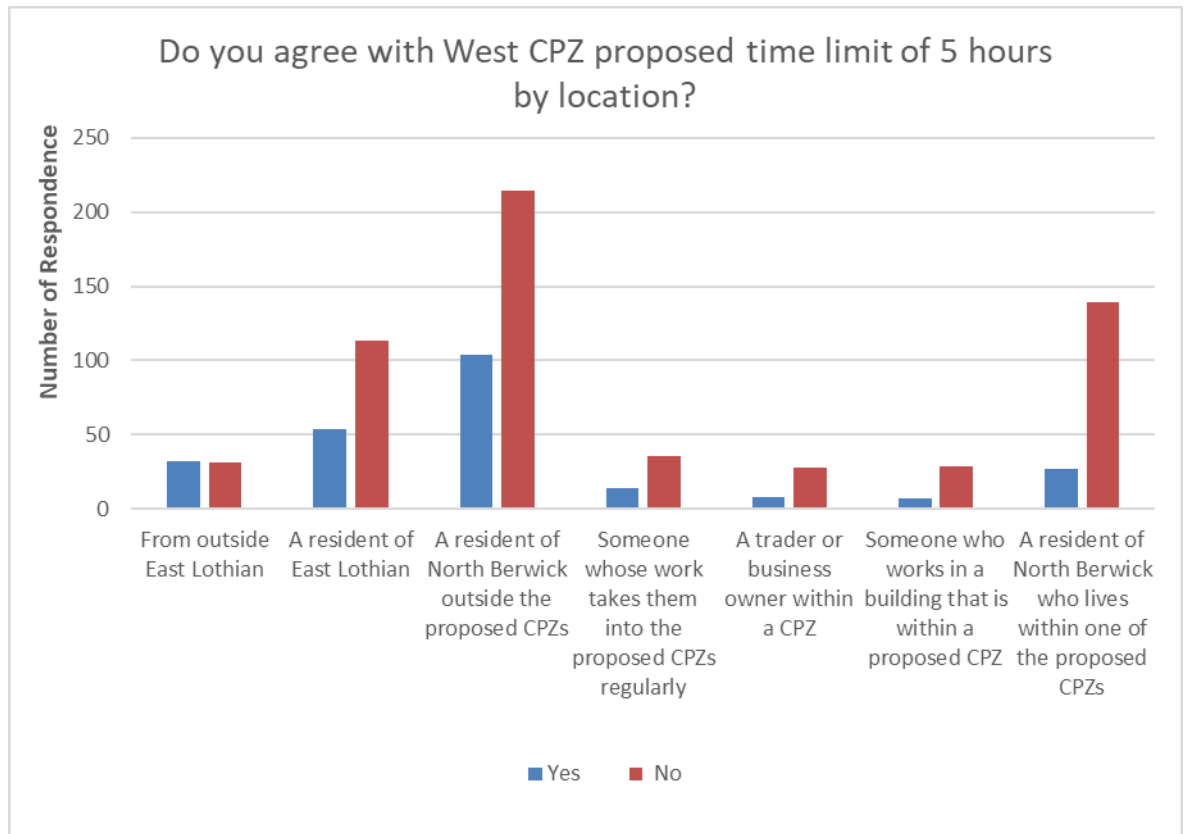


Chart 11b



Question 12 - If NO, would you prefer an alternative time limit?

Chart 12a

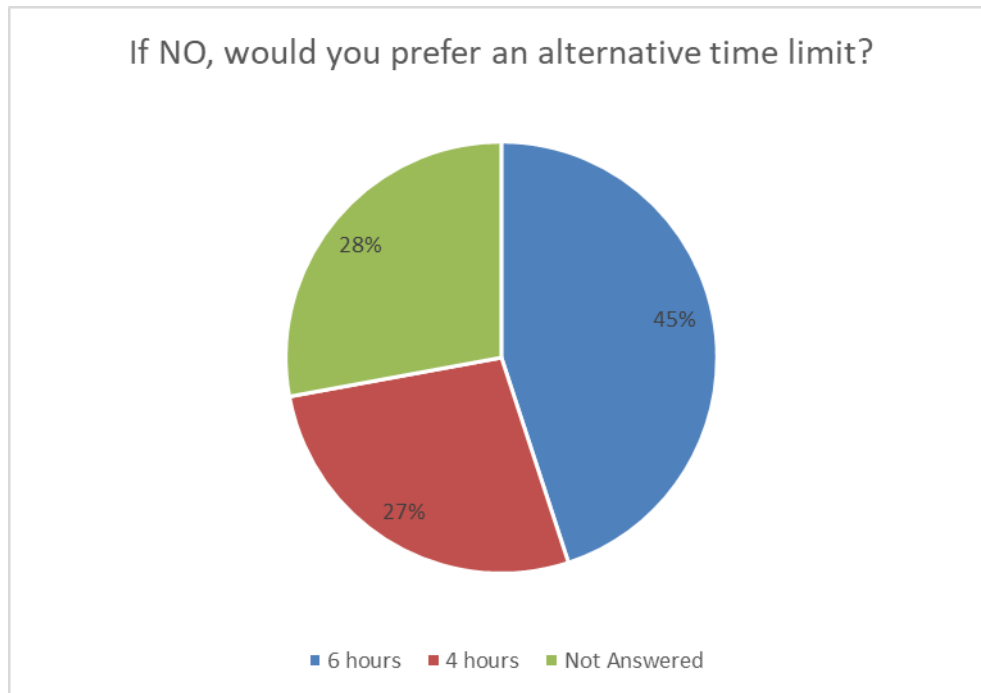
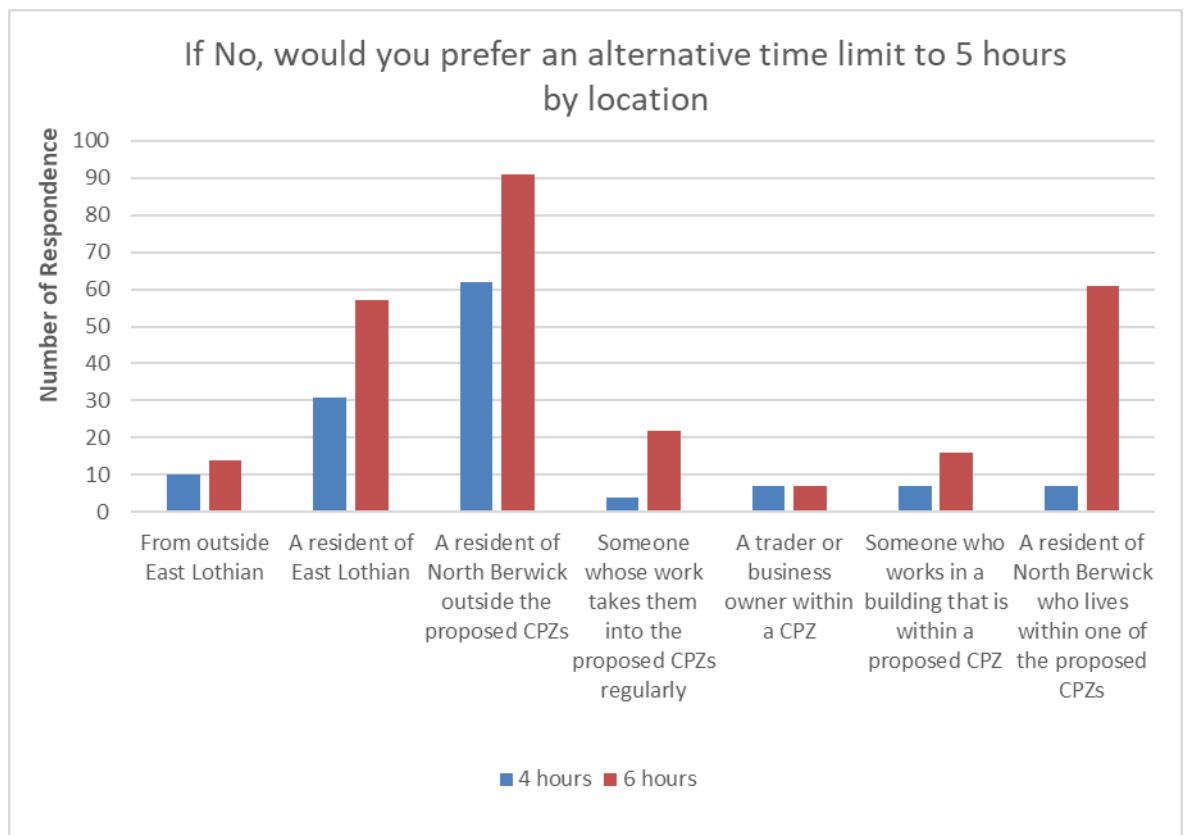


Chart 12b



Question 13 - Do you agree with the proposal for a maximum daily charge for on street parking in the East CPZ?

Chart 13a

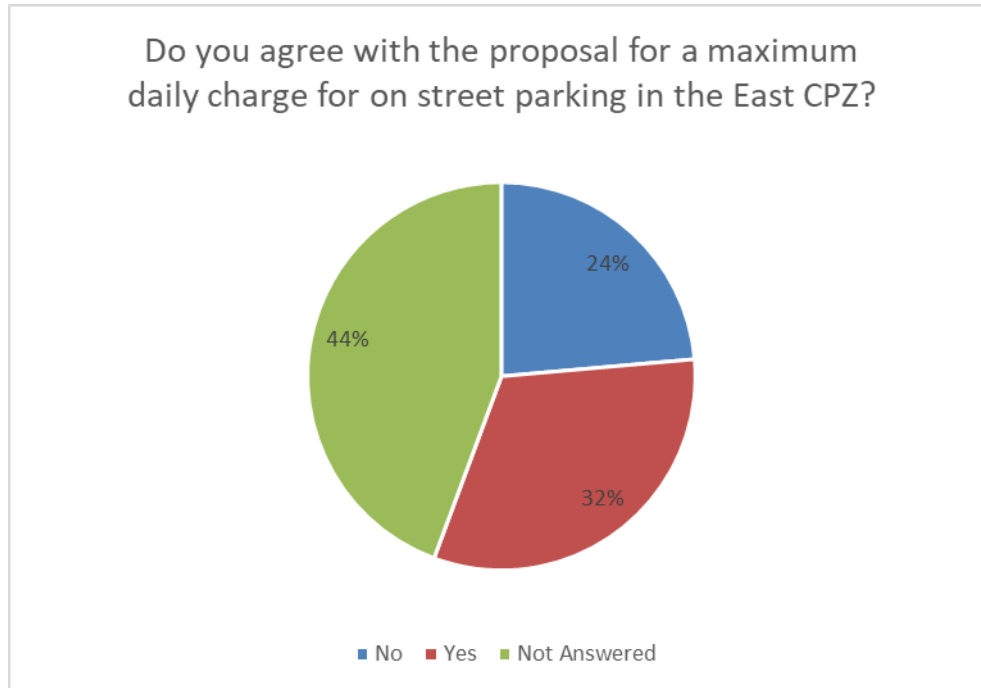
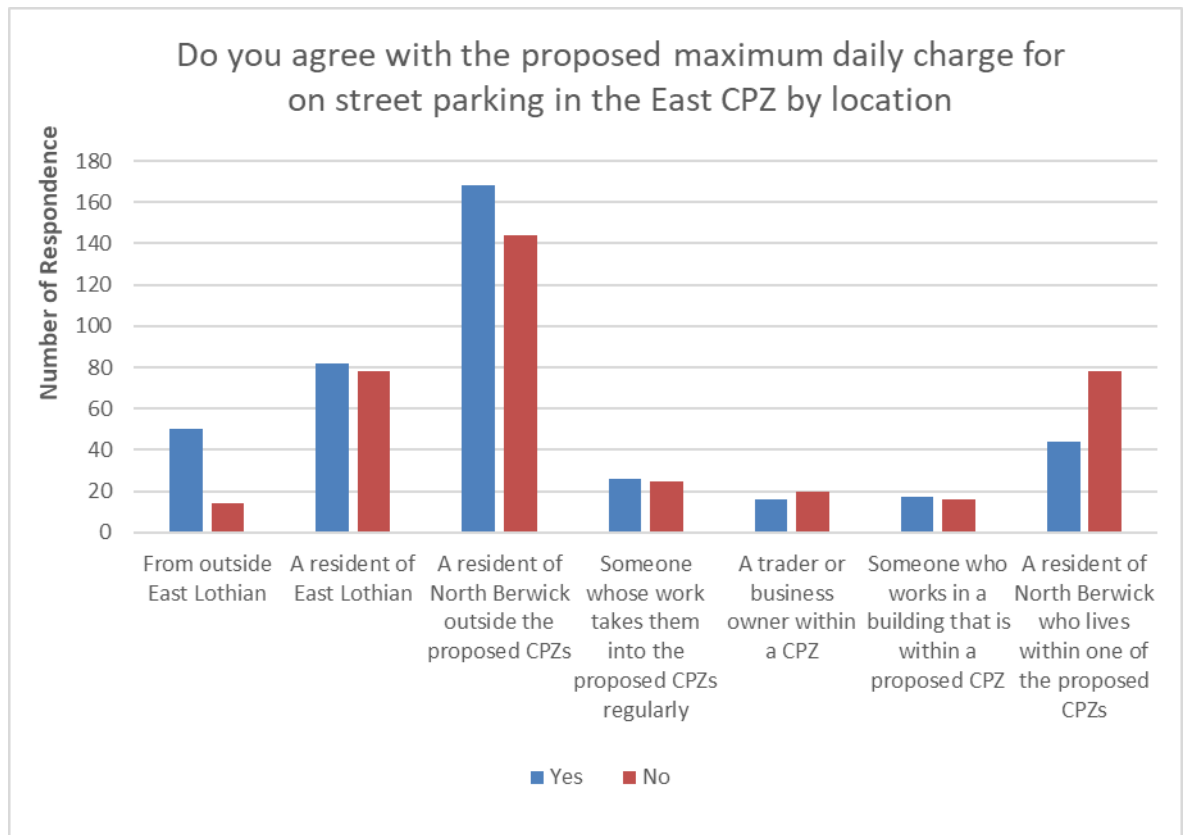


Chart 13b



Question 14 - Do you support free parking for blue badge holders in the Central CPZ for up to 90 minutes?

Chart 14a

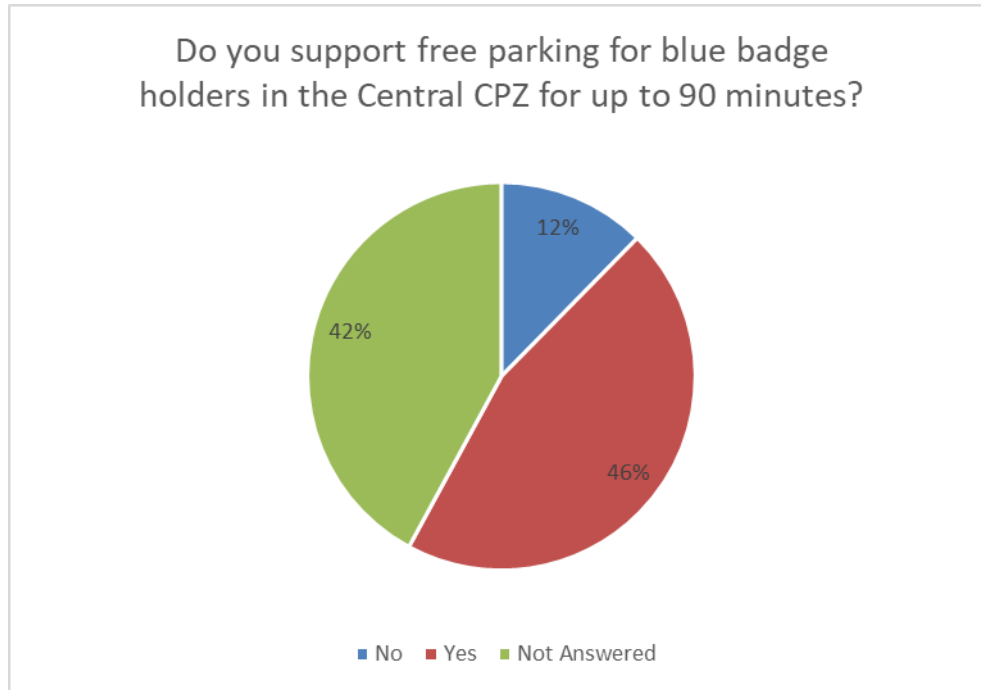
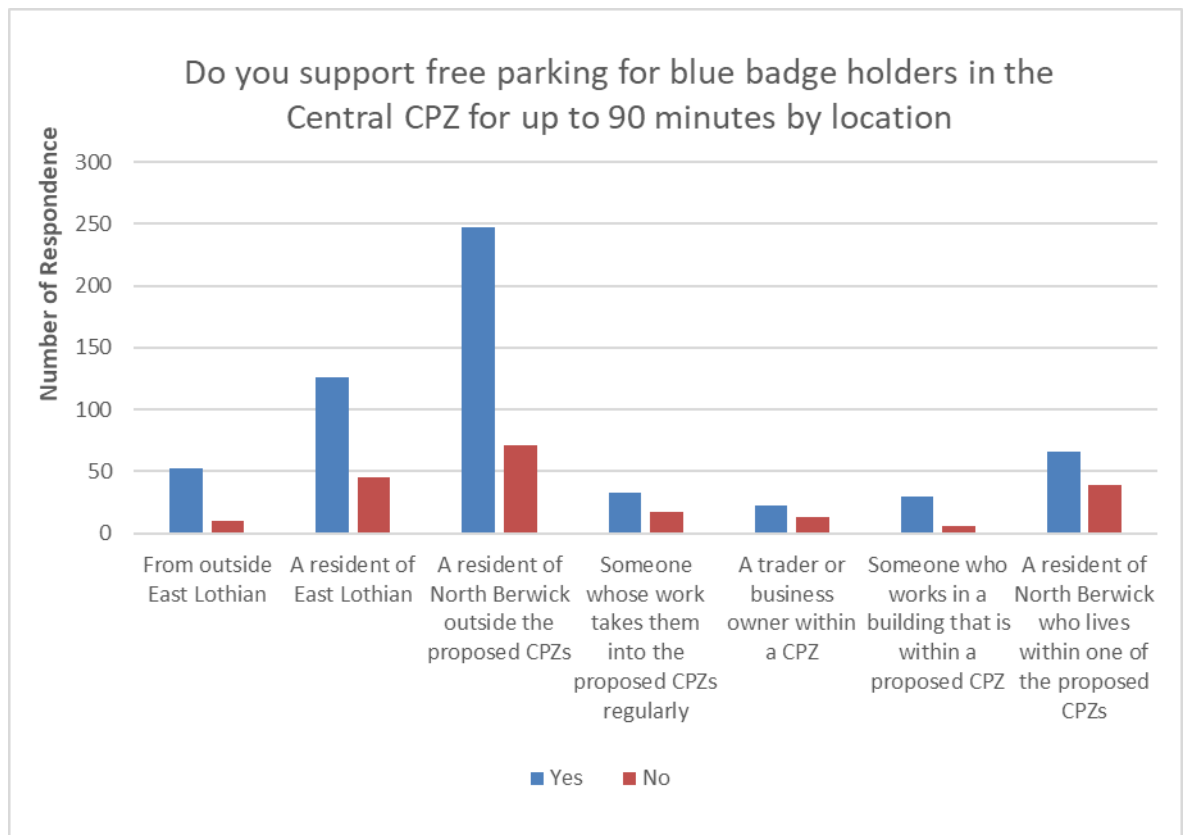


Chart 14b



Question 15 - The proposed maximum stay in short stay car parks is 4 hours. Do you agree that 4 hours is a suitable duration?

Chart 15a

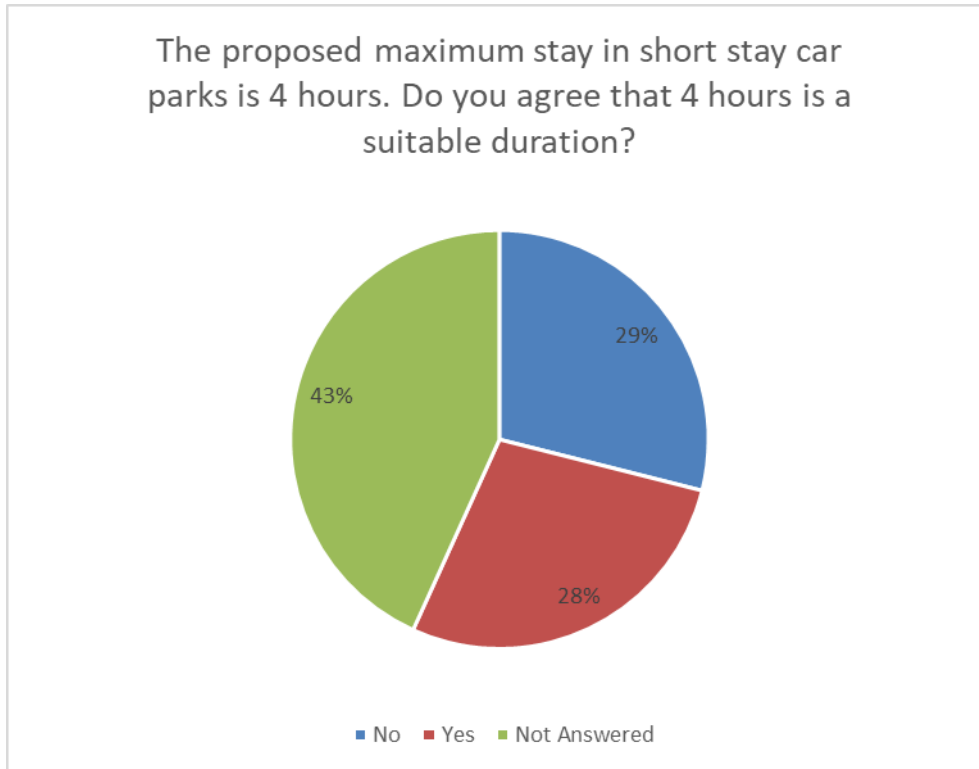
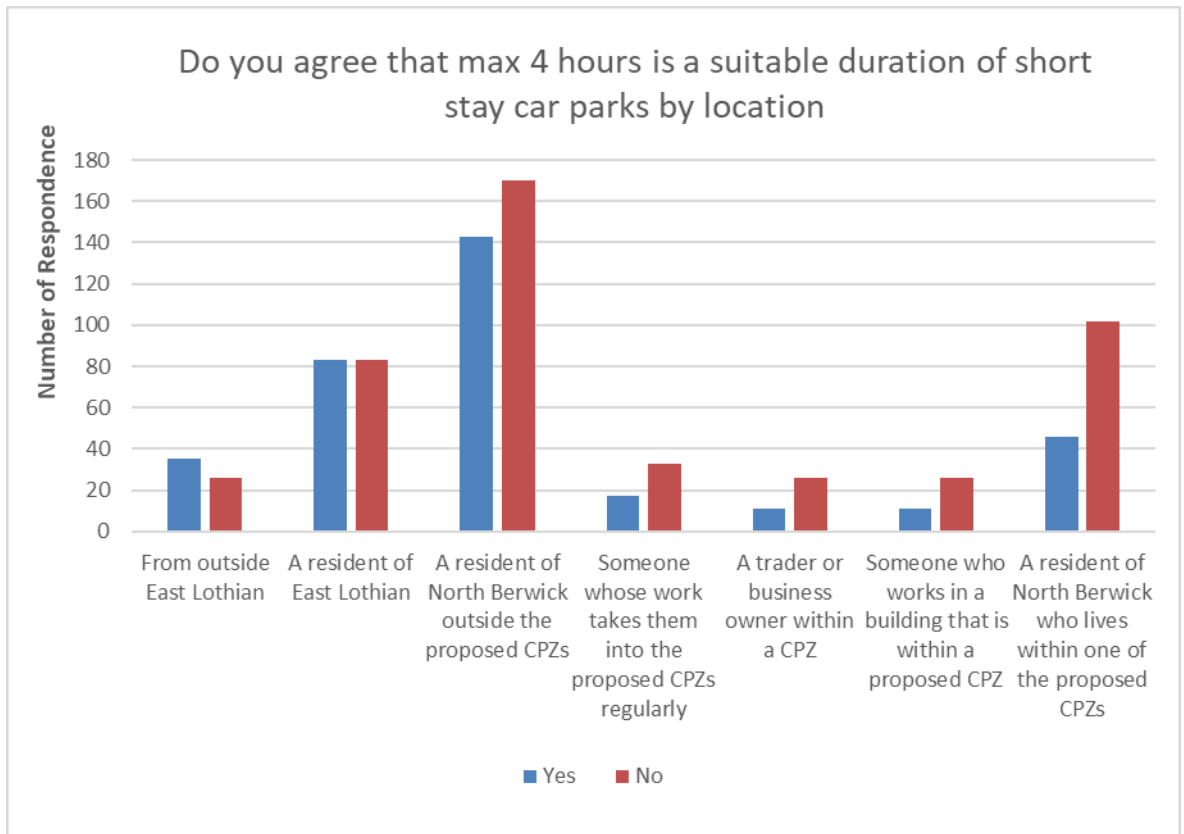


Chart 15b



Question 16 - If NO, would you prefer an alternative time limit?

Chart 16a

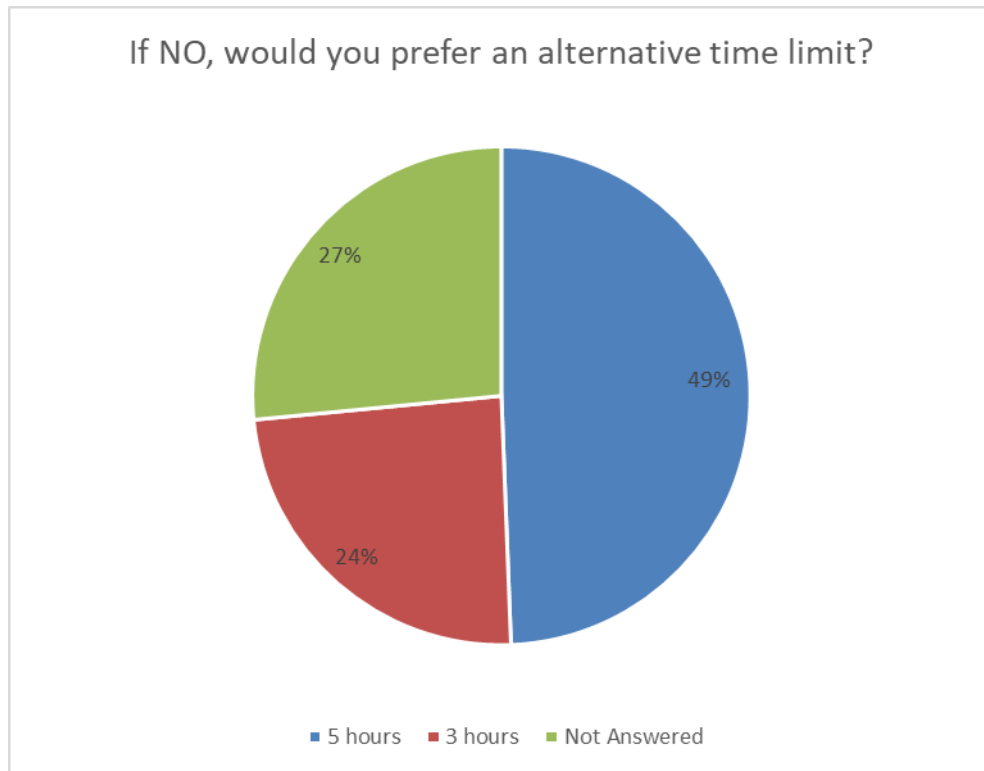
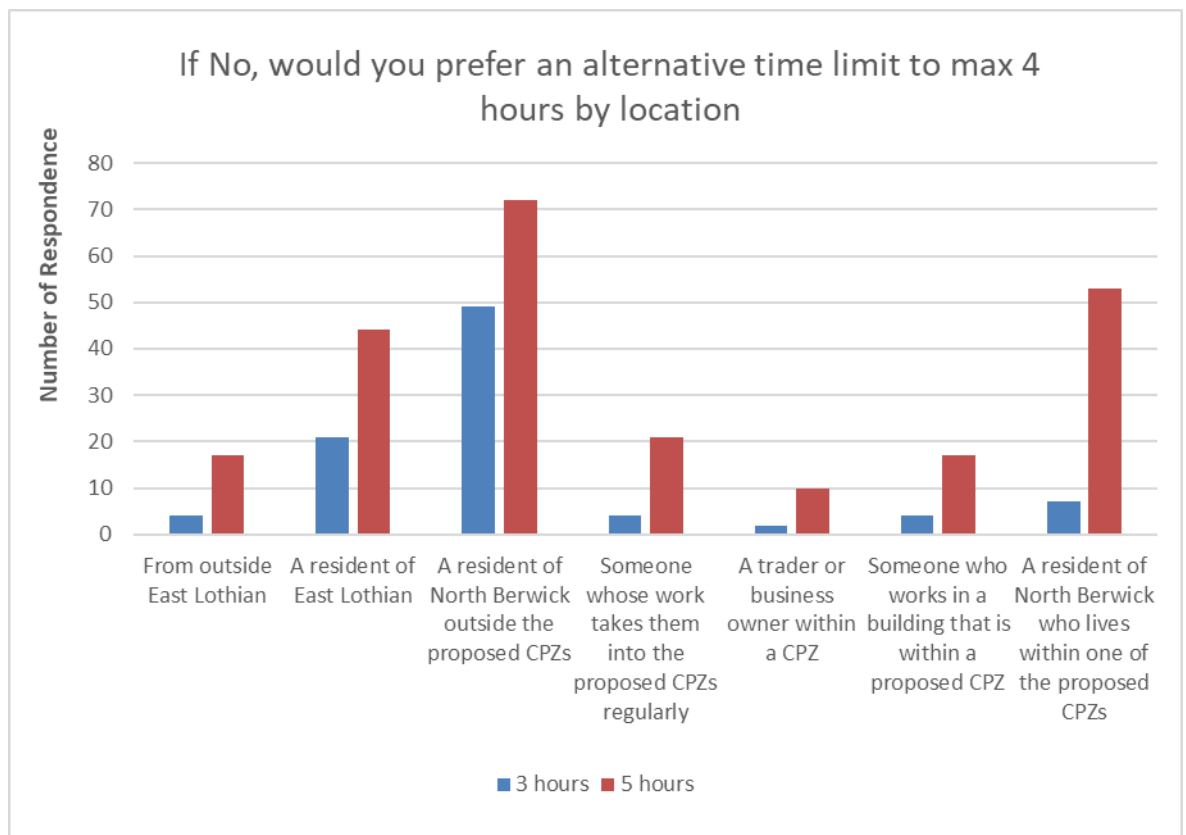
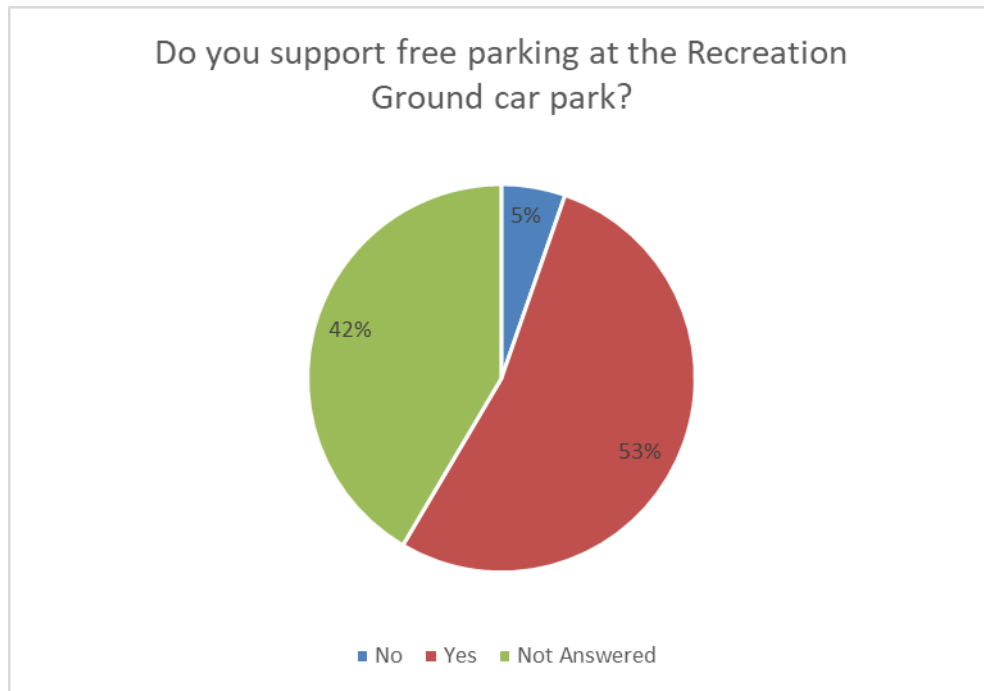


Chart 16b



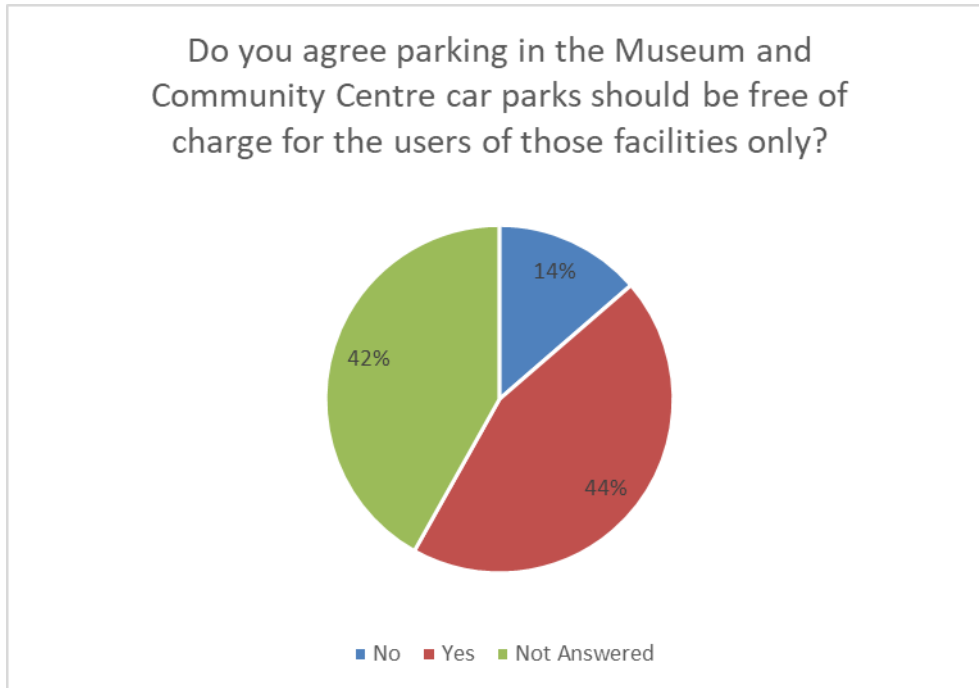
Question 17 - Do you support free parking at the Recreation Ground car park?

Chart 17



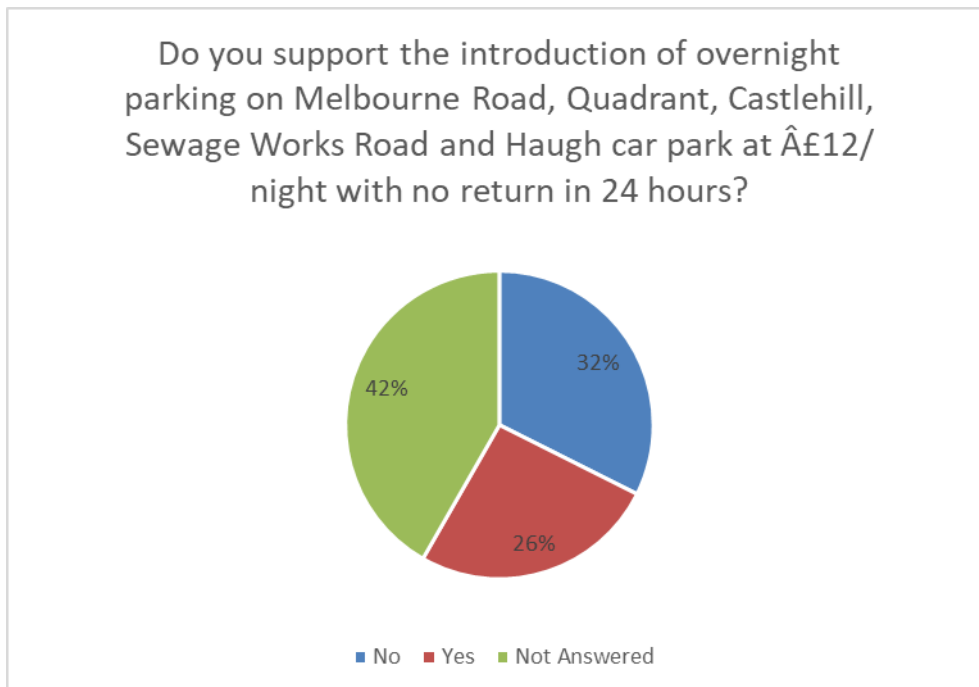
Question 18 - Do you agree parking in the Museum and Community Centre car parks should be free of charge for the users of those facilities only?

Chart 18



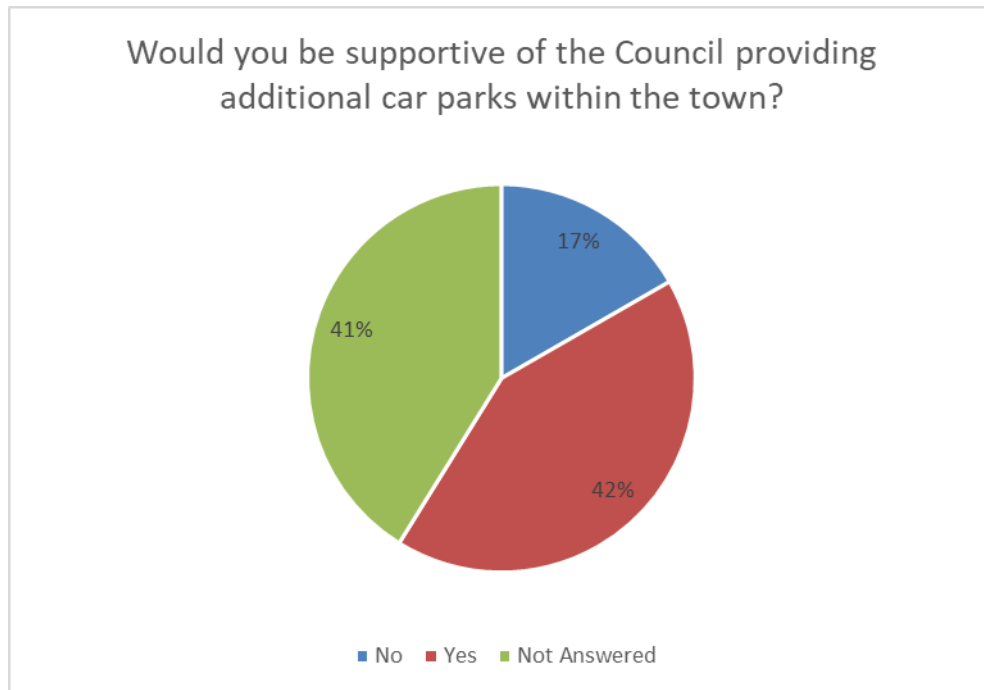
Question 19 - Do you support the introduction of overnight parking on Melbourne Road, Quadrant, Castlehill, Sewage Works Road and Haugh car park at Â£12/night with no return in 24 hours?

Chart 19



Question 20 - Would you be supportive of the Council providing additional car parks within the town?

Chart 20



Appendix C – Comment Analysis

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
Cost to / other impacts on visitors	41
Penalises church goers	40
Blue badge spaces - insufficient	32
Penalises tennis court users	25
Lack of long stay commuter parking at / near station	24
Holiday lets - no provision	20
Proliferation of street furniture	19
Residents not the problem, its visitors	14
Too much development on outskirts caused problem	14

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
Pedestrianise the High Street	5
All CPZ / car parks free for initial period	4
Longer stay provision near beach for watersports	4
Business permits	4
Permits should only be available to full time residents	4
Leave East end spaces - needed for PO	4
Tourist tax / higher parking charges for visitors	4
Town car parks should allow for longer stays	3
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 D – Summary of Comments Made at Public Consultation

Thursday 24th November 2022

Concerns:

- General
 - Not required – there is not a parking problem
 - Four CPZs are too complex and confusing
- Town Centre
 - The High Street split does not work
 - Concern about the number of spaces being removed from the High Street
 - 30 minutes free is insufficient
 - Require long stay parking for workers/staff
 - Traders:
 - Broad concern because businesses are very much at risk - increased utilities, rent, stock costs, staff costs offset by a reduced income would mean many shut. NB's unique selling point is the vista and high street.
 - Two businesses indicated circa 75/80% of customers come from outwith NB. Many customers have said they would shop elsewhere rather than drive into NB and pay.
 - Some data on turnover and current reductions from cost of living and spend locally - concern charging would further impact
 - Some acceptance that turnover of spaces would help but equal push back that this happens now.
 - Traders generally requested 90 mins free
 - PAs have advised that traders without commercial vans that they cannot unload/load from a car
- Other Locations
 - Insufficient residents parking across all zones
 - Insufficient resident parking in the West Zone
 - How will residents be able to visit friends /relatives in other zones
 - Law Road should be 90 mins free
- Visitors
 - No provision for B&B, AirBnB etc customers
 - Proposals will stop people coming if they have to pay to park near their accommodation
- Long Stay
 - Rugby club insufficient as long stay for town centre workers
 - Some concern about use of the Rugby Club at weekends given sporting use – capacity may be insufficient
 - Long stay too far away
 - Safety of staff if long stay is pushed to the Rugby Club, particularly lone females / people walking with takings/ at night.
- Displacement
 - St Baldreds - concern at existing congestion and potential displacement making the road more difficult to navigate. Particular issue for access to medical centre.
 - Parking will be displaced into wider areas to the south
- Golf/Tennis/Church
 - Churches - consideration must be given for congregations to gather without charges
- Overnight parking
 - No support for campervan provision along the front or at the top of the sewage works particularly if no facilities are to be provided
 - Concern that proposals will encourage more overnight parking which is already an issue
 - Concern over waste disposal from overnight parking
 - Confusion about time restrictions
 - £12 too cheap
- Other

- How is the feedback and comments from this consultation today going to be reviewed and who is doing the analysis
- Not just a seasonal issue – town can be busy at Easter and Christmas although it can be quieter from Sep to Nov

Suggestions:

- Residents zone - make this one zone; there are too many boundaries with four.
- Resident's zones should be residents only from 6pm to 6am. Outwith they can park with their permit but spaces open for visitors at a charging rate
- Visitor passes for residents to allow family/friends to visit
- Residents permit should allow free parking in charged bays and other zones
- Preferred free parking period for High Street is 90 minutes, particularly for traders.
- Car Parks - businesses indicated that if they got 90 minutes free with no return they would support charging in car parks
- Businesses should be able to buy an annual pass to park in the short stay car parks i.e Glebe
- Blue badge holders should not have to pay to park
- Include Westgate in Central CPZ
- Expand South CPZ and include St Baldreds Road and beyond
- Staff parking - businesses struggling to recruit and therefore many workers driving in - option of paid permits for businesses to park closer to shops
- Golf course - 5 hours insufficient for parking, set up, game and then social interaction after the game.
- Need for additional parking - car parks in particular. Some mentions of additional decks/multi-storey
- More space needed at Recreation Ground
- Broad support to use school car parks at weekends and school holidays - accepted PPP issues but best use of existing solution
- Use of Coos green for a car park
- Residents parking/mixed use in the library car park
- Review Park and Ride (generally accepted land assembly, construction, operation and shuttle costs could make this difficult)
- Trust should be asked to contribute money towards a park and ride or land for parking
- Free parking Sunday morning for worshippers
- Campervan parking – provide two to three stances with chemical toilet provision is provided or preferably remove and push towards camp sites.
- Significant mention of a height barrier at the Glen to avoid congestion and turning issues.
- Haugh car park should be time limited for viewing only
- Should adopt seasonal approach – suggestions vary from June-July to March-Sep
- Use of a time card/clock rather than machines
- Pay and display meters must have an option for cash payment as some people cannot use RINGO
- Make Quadrant one way
- Remove planters from High Street

Saturday 26th November

Concerns:

- General
 - Four CPZs too complex
 - Residents parking – too complicated
- Town Centre
 - Traders and High Street viability – 30 mins free too short for basic messages
 - Registering on Ring go or getting a ticket was a hassle for the half hour free
 - People in the centre don't have enough parking – they all use the off street car parks at the moment, so where are they going to put their cars.
- Other Locations
 - 8-24 Dunbar Road has resident's parking proposed but there are garages with bays nose in along the street. This will be problematic as anyone would be able to park including in front of people's garages.
 - York Road mentioned several times. Dividing it down the middle seen as likely to push cars into the section not in the CPZ.
 - Quadrant housing has a small car park to the side, but there are no residents' only signs and people park in it. This will get worse.
 - Quadrant housing - there are no disabled bays and elderly/infirm residents
 - Some support from residents who live near the station for the west zone as they see too many people parking in their streets to access the station.
- Visitors
 - Elderly population – no provision for carers / helpers visiting
 - There will be a problem for carers, nurses, ministers etc whose role is to visit people, they should be given a permit (free). Especially raised around Craigleith View.
- Long Stay
 - The rugby ground car park is going to become a store for residents' cars and there will be nowhere for players to park. It's not large enough
 - Safety walking to long stay car park and that will be too popular.
- Displacement
- Golf/Tennis/Church
 - Provision for golfers - 5 hours insufficient. Payment would be a tax on exercise. For those who play multiple rounds a weeks, parking would become unaffordable, especially on a pension.
 - Provision for tennis club – needs some provision. Area surrounding is residents only.
 - People should not have to pay to go to church on Sunday
- Overnight parking
 - Campervans, don't charge just stop them.
 - The campervan/overnight area is way too large and excludes a huge amount of current residents parking in that area and caused a lot of angst.
 - The campervan charge is nowhere near enough and will undercut the caravan park and make it more attractive to stop here.
- Other
 - Issue is only seasonal
 - Lamppost signage clutter also raised as an issue.
 - Criticism of survey. leading and biased to get the result required. Minds made up already
- **Suggestions:**
 - A number of requests for a park and ride and shuttle buses.
 - Double deck car parks.
 - High Street free period should be one hour or 90 minutes
 - There should be cardboard clocks as per Northumberland.
 - Machines should allow card taps as well as coins.
 - Build a car park at the golf club to reduce the issue there?

- Some said Air BnB properties should not get permits, others said that they should or it will kill tourism in the town.
- Glebe car park could revert to all day parking Sep-Apr