

## Members' Library Service Request Form

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|---------------------------|---------------------------------------|
| Date of Document          | 12/06/18                              |
| Originator                | Douglas Proudfoot                     |
| Originator's Ref (if any) |                                       |
| Document Title            | Haddington Town Centre Design Project |

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Additional information:

|               |                     |
|---------------|---------------------|
| Authorised By | Douglas Proudfoot   |
| Designation   | Head of Development |
| Date          | 13/06/18            |

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**REPORT TO:** Members' Library Service

**MEETING DATE:**

**BY:** Depute Chief Executive Communities & Partnerships

**SUBJECT:** Haddington Town Centre Design Project

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## **1 PURPOSE**

To note the progress made to date within this project, to outline the Design Principles to be applied to the final design outputs of the project; to set out an indicative funding and implementation timeline for future stages of the project; to note the inclusion of measures to mitigate disruption / issues relating to future implementation.

## **2 RECOMMENDATIONS**

Members are asked to note the following key aspects of this project:

- Consultants are currently working with East Lothian Council and a Community Steering Group to produce a new design for Haddington Town Centre.
- The broad aims are to deliver flexible, accessible spaces that reduce exclusion and can accommodate a variety of day to day uses that support economic growth; deliver a more attractive and safe environment for pedestrians and cyclists, reduce dependence on cars and the impact of traffic, and promote sustainable forms of travel and integration/interchange between modes of travel.
- The project is based on the Haddington Vision report 2012, and seeks to help address Key Outcomes 1 and 2, see Sections 3.1 to 3.3 below.
- Implementation and delivery is wholly and explicitly dependant on the agreement of partner organisations; to endorse the ambition and vision of the Community and Council, but more importantly fund exemplar projects that innovate and inspire communities. Robust Design Principles are necessary to achieve this vision but also mitigate potential impact. Throughout this process cognisance has been given to reflect Community aspirations and desires but also

address concerns, these are reflected in the Principles. However, further consideration is appropriate through the management and phasing of delivery and timing of construction to mitigate against unnecessary business exposure, particularly in the light of Community perceptions and expressed concerns, see Sections 3.8 to 3.16.

- At time of writing (June 2018) the project is at the Scheme Design stage, this sets the broad outline of what a completed design might include as well as the guiding Design Principles to be applied to the detailed design, see Section 3.8. The project will now move to Detailed Design (approx. 3 month duration) and then Technical Design (approx. 5 month duration).
- The final detailed design will be incorporated into a revised Town Centre Strategy for Haddington.

### **3 BACKGROUND**

3.1 The Haddington Town Centre Design Project has been developed with the Haddington and Lammermuir Area Partnership and the Haddington Community Development Trust (HCDDT). The core aims of the Project are to help facilitate the delivery of elements of the Vision for Haddington Town Centre (the Haddington Vision), the Local Area Plan, and the East Lothian Plan.

3.2 *Haddington Vision* - The Vision identifies Haddington as potentially one of Scotland's best small towns, for both residents and visitors, and suggests that the best way to fulfil this potential is to build on the strengths of the place. The Vision highlights areas of strength for Haddington; "its role as East Lothian's hub for residents and visitors; its unique story as one of Scotland's oldest towns; its abundance of attractive buildings, streets and spaces, including the River Tyne; its enterprising and creative people, not least the younger generation; its well established community spirit". The Vision report can be found at <http://trouthaddington.org.uk/wp-content/uploads/2016/03/A-vision-for-Haddington-town-centre.pdf>

3.3 *Key Actions 1 and 2* – Best Town Square in Scotland and Getting About. The Vision report suggests that:

- Keeping the status quo is not an option for the High Street. The quality of the space, and its sense of place, must be given higher priority. The area given over to vehicle movement should be reduced to the minimum necessary, and should encourage pedestrians to enjoy the space comfortably and safely.
- Shops and other buildings that attract the public should be encouraged to make active use of the adjacent pavement, provided

that it does not unduly obstruct pedestrian movement. Buildings need to be smartened up and empty ones occupied.

- There should be a programme of festivals and events using the space, building on what already takes place. There needs to be more to do in the evenings and at weekends, including places for residents and visitors to eat and enjoy themselves.

3.4 *Access and Design* - In 2015/16 funding from Sustrans and the HCDT facilitated an access study for the Town Centre that looked at barriers to movement and highlighted specific areas in need of improvement. Since 2016 further funding from Sustrans has allowed the Council, with the assistance of the HCDT, to appoint Ironside Farrar as design consultants following an open tender exercise. Ironside Farrar are currently developing detailed proposals for the Town that can be implemented over a number of years in conjunction with other activities aimed at increasing Town Centre vitality and sustainability. The broad aim is to produce designs that:

- Deliver flexible, accessible spaces that reduce exclusion and can accommodate a variety of day to day uses creating an unrivaled canvas for special events, civic use, and economic growth.
- Deliver a more attractive and safe environment for pedestrians and cyclists, reducing dependence on cars and the impact of traffic, and promoting sustainable forms of travel and integration/interchange between modes of travel.
- Improve public infrastructure and the quality of the historic built environment.

A Community Steering Group (HDCC, HDBA, HADAS, HCDT) supported by Council Officers and others with specific expertise oversees the project.

3.5 *Co-design* - Ironside Farrar have been asked to produce the new plans for Haddington Town Centre using co-design. This is an iterative process founded on producing sketches and inspiration boards based on a set of criteria, and then refining these through careful analysis, survey, conversations with and feedback from the Community, Council Officers, and other key stakeholders. Draft designs are then produced and refined, ultimately working towards the production of detailed technical designs that represent a broad consensus and can be implemented as / when funding is secured.

3.6 *Community Engagement* – Through the autumn of 2017 Ironside Farrar facilitated 3 open design events in Haddington's Town House. Each event ran from 15:00 to 19:30 on a week day and was widely advertised across the Ward. All of the events were well attended, with most people spending over an hour with the Consultants discussing the Town Centre, many people stayed a number of hours and provided very detailed ideas or feedback to aid the development of the design proposals. Many people attended more than one event. All of the display boards from the events

have been made available online via the HCDT website (see web links in Section 7) and feedback continues to be collected through follow up events and conversations.

- 3.7 *Local Transport Strategy* – in parallel with the Design Project the Council are producing a local transport Strategy (LTS), Parking Management Strategy, Active Travel Improvement Plan, Road Safety Plan and Asset Management Plan. The strategy and associated plans have been subject to public consultation through the spring with the aim to return to Council in the autumn for adoption.

The Strategy seeks to promote sustainable transport modes, connect communities and provide access to local services and amenities by delivering more attractive and safer environments for pedestrians and cyclists; reducing the dependence on the car and mitigating the environmental impacts of traffic.

Through the Strategy and associated plans, operational performance will be monitored to ensure targets are being met whilst also driving change and modal shift. To increase capacity to roads and parking, a suite of policy tools are available to deliver improvements without increasing supply.

- 3.8 *Design Principles* – Ironside Farrar have worked with the Steering Group to produce a set of Design Principles that will be used to guide the detailed design stage of the project and revision of the draft layouts:

- The Best Town Square in Scotland – Haddington's High Street has the potential to be the 'best town square in Scotland'. The scale of the space between the George Hotel and the John Gray Centre is such that it can accommodate a variety of uses that contribute to the sustainability and vitality of the Town. Through-traffic and on-street parking should be retained with the flexibility for temporary removal during periods of event use / to facilitate longer-term adjustment as Town Centre activity dictates.
- Retained Vehicle Access and Parking - Retain all-vehicle access to the Town Centre, Minimise reduction to on-street parking within the Town Centre core, ensuring off-street capacity within a short walk combined with improved management can accommodate any loss, ensure servicing provision for businesses is improved and introduce better signage and way-finding making it easier and quicker to find suitable parking
- Safer Streets – Develop a 'low speed' environment, retaining traffic flows whilst promoting pedestrian and cycle priority / safety through increased pavement widths, and improved crossings and cycle provision.
- Better Street Quality, Safety & Security – Enhance the streetscape environment for visitors and residents. Improve the quality of all surfaces, invest to improve quality, durability, cleanliness. Enhance

building frontages and public spaces, remove clutter and upgrade lighting.

- Junction Improvements – Address key barriers to movement, conflict and safety concerns. For example: Hardgate / Church Street / High Street junction, Market Street / Hardgate / Victoria Terrace junction, Court Street / Hope Park / Station Road / Knox Place, other junctions / side street crossings.
- Phased Implementation – Use a phased plan for implementation to allow for the opportunity to respond to new / emerging patterns of use and behaviour. Plan for early investment to secure meaningful outcomes in early phases. Use long-term planning and consultation to minimise disruption.

3.9 *Scheme Design Outline* – The accompanying document ‘Haddington Town Centre Co-Design & Public realm Project’ (HTC Design Project Draft Layouts and Phasing June 18.pdf) sets the broad outline for the future reconfiguration of High Street and Market Street, along with elements of Hardgate, Sidegate, Church Street, and Court Street. In addition to changes aimed at encouraging and improving pedestrian and cycle access and circulation, a core element is the definition of a square in the centre of High Street including the Mercat Cross. The vision for this area is that, combined with limited temporary parking suspensions, it could be used to support bringing further civic activity to the High Street (markets, festivals, seasonal celebrations), and encourage more people to visit more often and stay longer.

3.10 *Impact on Parking* - The Consultants have identified that at this stage the proposed Scheme Design would require the reconfiguration and removal of some on-street parking within the Town Centre.

There are currently 204 on-street parking spaces and 432 off-street (medium and long-stay) spaces available to the public Monday to Friday. A further 257 spaces are available at John Muir House at weekends, giving 893 spaces in the Town Centre.

Detailed parking surveys have identified spare capacity within the Town’s medium-stay carpark on weekdays, as well as highlighting the potential of improved management of all parking to provide a net improvement to the availability of all types of parking in the Town. The accompanying document, noted above, outlines the proposed losses to on-street parking over each of the implementation phases of the project. These are:

- 9 spaces at Phase 1,
- 4 spaces at Phase 2,
- 6 spaces at Phase 3,
- 3 spaces at phase 4, and
- 0 spaces at Phase 5.

This is a total of 22 spaces or a net loss of physical on-street spaces of 10.8%, an overall loss 3.5% of public parking Mon-Fri, or 2.5% of public parking Sat-Sun.

It is estimated that moving to full enforcement of the 90 minute wait period in Haddington would create 40% additional capacity over the position within the Town in 2016. Introducing managed off-street parking would have a similarly positive impact on the overall availability of parking in the Town that would mitigate any loss of on-street spaces. Implementing these mitigation measures as part of the project / the delivering the Local Transport Strategy would leave the Town Centre with a net increase in parking availability and improved functionality.

3.11 *Implementation and Phasing* – The Council, Steering Group, and Consultants have discussed an appropriate phasing structure to mitigate the potential impact of building works whilst securing early investment in the Town Centre:

- Phase 0 – Final design and statutory permissions - year 1
- Phase 1 – High Street (Mid-East) - years 2-3
- Phase 2 – Hardgate / Sidegate – year 4
- Phase 3 – High Street (West) – years 5-6
- Phase 4 – Court Street / Market Street (West) – years 7-8
- Phase 5 – Market Street (East) / Kilpair Street - years 9-10

These phases and the illustrations in the accompanying document are indicative only / will be subject to detailed review during the next stage of the design work and following completion of the Integrated Impact Assessment. The implementation of all phases will be subject to review based on ongoing monitoring and evaluation and the identification of partnership funding.

3.12 *Issues Raised by Community / Businesses* - Whilst detailed plans have yet to be produced, Ironside Farrar have presented their design principles and two iterations of the Scheme Design to the HDCC, HCDT, HDBA and other Town Centre businesses. In addition to this the Consultants have visited individual business in the Town to discuss, for example, individual servicing and access requirements.

Town Centre businesses have raised concerns in relation to the implementation of any agreed final design. The key areas of concern are the loss of on-street parking spaces, the disruption that can be anticipated during any building works, and the future management of events and activities in the Town Centre.

The Council, Steering Group, and Consultants recognise that providing sufficient well managed parking for private vehicles and servicing / loading for businesses is important for the Town Centre. In conjunction with

improving access and functionality for pedestrians and cyclists the Council, though this project and others, will continue to focus on improving the accessibility and management of car parks, the management of on-street parking, and the availability of measures, support and advice to help reduce the Town's reliance on motor vehicles and improve active and sustainable travel. These measures are set out in detail in the Local Transport Strategy.

3.13 *Mitigating Impact on Parking* - The Council commits to mitigating any loss of on-street parking in the Town Centre through the implementation of the Council's Parking Management Plan, once adopted. Mitigation measures will be included in, and confirmed in advance of each phase of implementation as required and will form part of the wider strategy for parking in the Town. The draft Parking Management Strategy sets out the existing situation and key parking issues for each of East Lothian's Towns. Key existing issues for Haddington include limited restriction to the use of off-street car parks (limited distinction between short, medium, and long-stay parking) and widespread abuse of the 90 minute on-street waiting period. Headline targets for key settlements within the Parking Management Strategy include:

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

Section 4 of the draft parking Management Strategy outlines a hierarchical approach to parking supply starting with enforcement, then management, then increasing supply if other measures fail. Once adopted, the various policies set out on the Strategy will be used to continue to improve the parking situation in Haddington and to mitigate any loss of physical parking provision as part of this project. These may include implementing a managed parking hierarchy, amending the scale of parking enforcement to tackle abuse, review and amend parking permit schemes, and consider new or revised controlled parking zones.

Section 5 of the Parking Management Strategy sets out the strategy for implementation and proposed interventions for each town centre. A range of other measures are available within the LTS, specifically in relation to the Active Travel Improvement Plan, that allow and provide support for increases in active and sustainable travel reducing reliance on private motor vehicles.

3.14 *Mitigating the Impact of Works* – tenders will include provision for the careful and phased management of works within the Town Centre, access to all business premises will be maintained during opening hours, and peak trading periods will be avoided. Contractors will be required to consult and liaise with all local businesses likely to be affected.



- 3.15 *Ongoing Management and Use of Town Centre Spaces* – The Haddington Vision sets out a collaborative approach to the management and utilisation of Town Centre spaces. East Lothian Council will continue to support the HDCC, HCDT, HDBA and others to make the best use of the Town Centre, promoting and encouraging activities that contribute to the social and economic sustainability of the Town as a whole.
- 3.16 *Monitoring and Evaluation* – the Project will establish parameters and metrics for the ongoing monitoring and evaluation of its impact of the on the Town Centre, e.g. footfall, dwell time, perception. The design will be subject to the Council's Integrated Impact Assessment Process and there is a requirement for Ironside Farrar to provide Economic Impact Assessments at key stages of the design process beyond Stage 1. Monitoring and Evaluation specifically in relation to parking and other transportation matters are set out in the LTS.

## **4 POLICY IMPLICATIONS**

- 4.1 Policy in relation to traffic and parking will be set by the Local Transport Strategy once adopted. This project is designed to deliver improvements to the Town Centre within this policy context.

## **5 INTERGRATED IMPACT ASSESSMENT**

- 5.1 The Integrated Impact Assessment process is being used to assess the detailed designs during their development, a report will be included in the project outputs.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial

*Current* – Since 2015 this project has attracted £130,000 of support from Sustrans through the Community Links programme. This has been matched by East Lothian Council and the HCDT with a commitment of £100,000 from exiting budgets / funds. This funding package will bring the project to the technical design / pre tender stage. This will deliver a detailed design and business case for future funding opportunities. Accordingly, the business case seeks to secure external funding from Sustrans and other partner organisations, to develop the 'best town centre square in Scotland' an exemplar project meeting national, regional, and local objectives to promote economic growth.

*Future* – The level of investment required to implement future stages of the project will be established during the detailed and technical design phases. Project implementation and delivery is wholly and explicitly dependant on agreement of partner organisations; to endorse the ambition

and vision of the Council but more importantly fund exemplar projects that innovate and inspire communities.

6.2 Personnel - none

6.3 Other - none

## 7 BACKGROUND PAPERS

7.1 A Vision for Haddington Town Centre Report:

<http://trushaddington.org.uk/wp-content/uploads/2016/03/A-vision-for-Haddington-town-centre.pdf>

7.2 Design development boards from community co-design events Autumn 2017:

Event 1 - [http://trushaddington.org.uk/wp-content/uploads/2017/08/Haddington\\_Boards\\_Event\\_1.pdf](http://trushaddington.org.uk/wp-content/uploads/2017/08/Haddington_Boards_Event_1.pdf)

Event 2 - [http://trushaddington.org.uk/wp-content/uploads/2017/10/Haddington\\_Boards\\_Event\\_2.pdf](http://trushaddington.org.uk/wp-content/uploads/2017/10/Haddington_Boards_Event_2.pdf)

Event 3 - [http://trushaddington.org.uk/wp-content/uploads/2017/11/Haddington\\_Boards\\_Event\\_3.pdf](http://trushaddington.org.uk/wp-content/uploads/2017/11/Haddington_Boards_Event_3.pdf)

7.3 Local Transport Strategy consultative draft

<https://eastlothianconsultations.co.uk/policy-partnerships/east-lothian-local-transport-strategy>

7.4 Haddington Town Centre Co-Design and Public Realm Project (HTC Design Project Draft Layouts and Phasing June 18.pdf)

|                      |                           |
|----------------------|---------------------------|
| <b>AUTHOR'S NAME</b> | Douglas Proudfoot         |
| <b>DESIGNATION</b>   | Head of Development       |
| <b>CONTACT INFO</b>  | jbaker@eastlothian.gov.uk |
| <b>DATE</b>          | 12 June 2018              |

# Haddington Town Centre

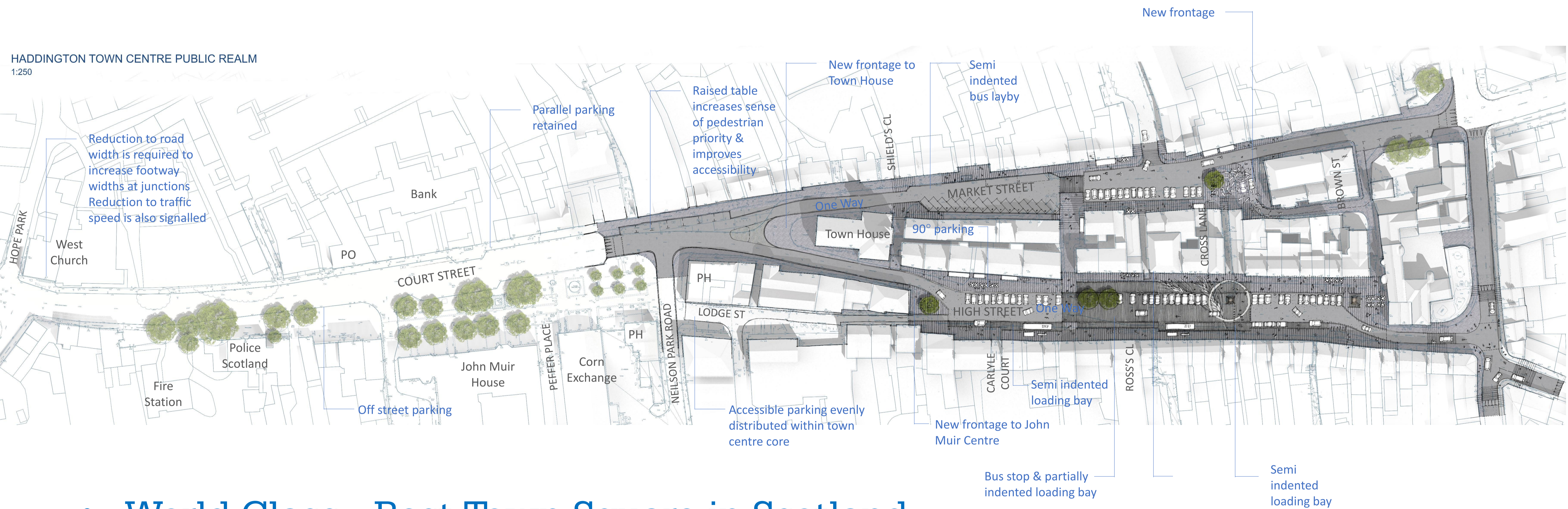
Town Centre Co-Design & Public Realm Project

## MEMBERS LIBRARY REPORT

June 2018

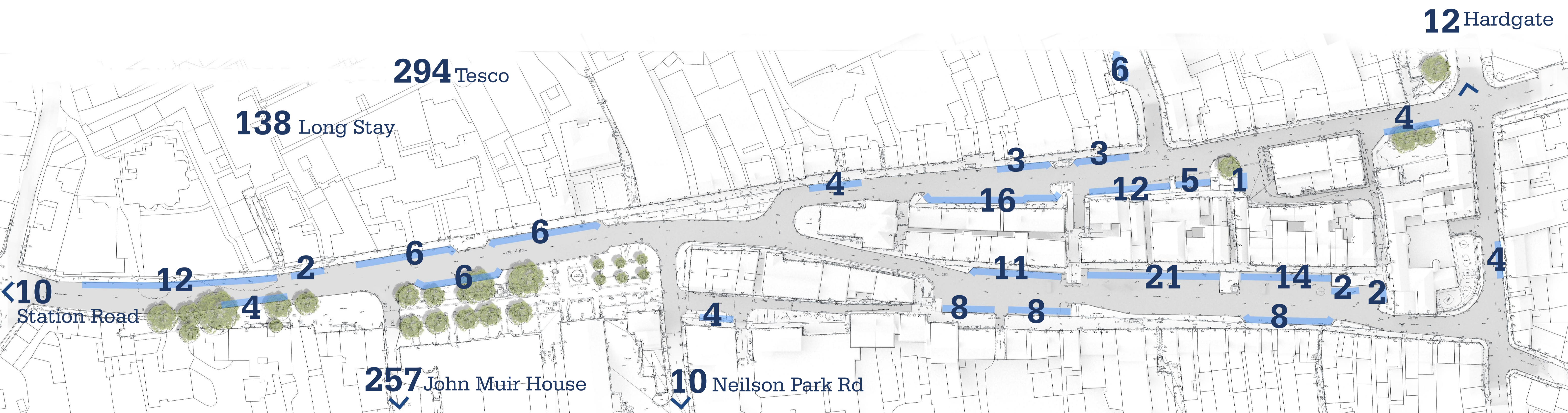


## Long Term Vision: THE MASTERPLAN



- World Class - Best Town Square in Scotland
- Improved connectivity, movement & safety supporting active travel
- Retained vehicle access, servicing and town centre parking capacity
- New flexibility and opportunities for on-street events & activities

# PARKING: Existing Layout



126 On-Street spaces in core (Market St/High St/ Hardgate (S))

78 On-Street spaces (Hardgate(N)/Court Street/Station Road/ Neilson Park Road)

294 Off-Street medium stay

395 Off-Street long stay

**893 TOTAL**

# Parking: Hi-Level Summary:

## Town Centre Parking

- Parking preference is **On-Street** (High Street/ Market Street)
- Spare capacity **Off-Street** in Tesco 'Medium Stay' car park is 37+ spaces
- Reduction to **On-Street** capacity less than 37 spaces will offer a parking-neutral solution.

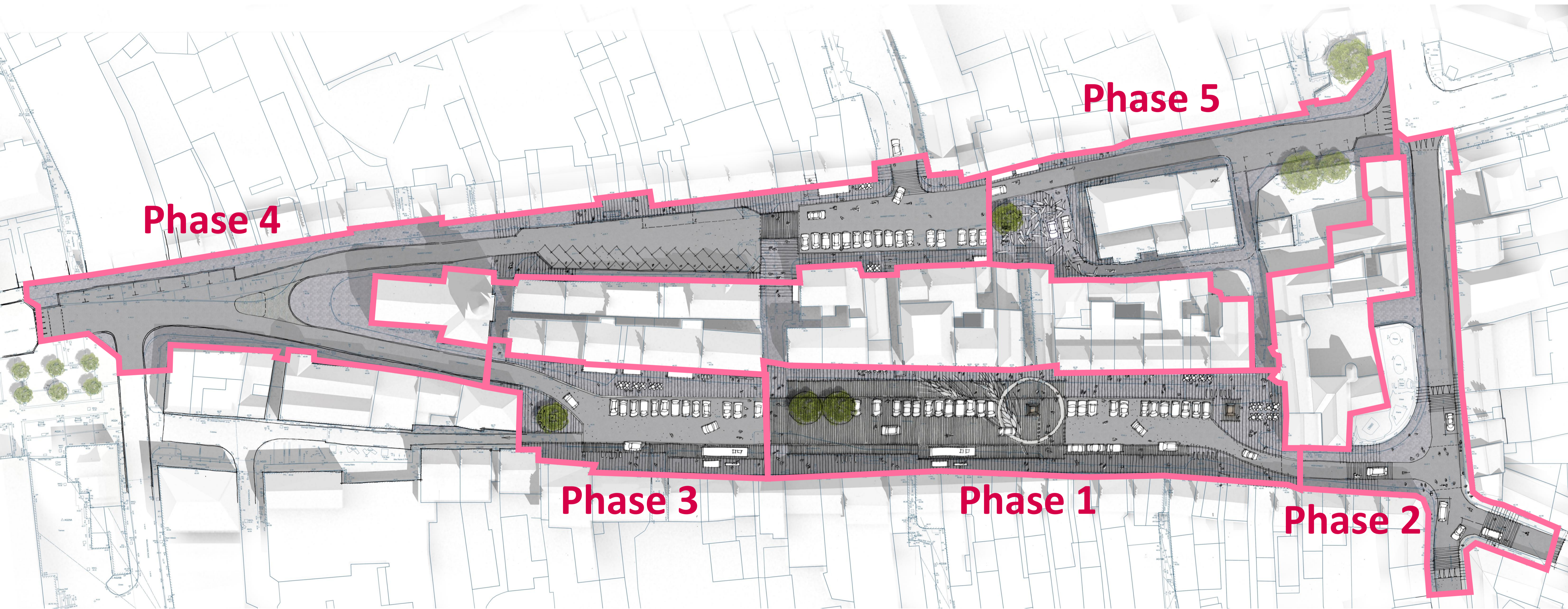
## On-Street Capacity

- 90min enforcement provides greater turnover & increases capacity
- Max 90 minute use & regular turnover would theoretically create 40% additional capacity

## Development of the Masterplan:

- Minimise on-street losses to no more than 37
- Better 90min enforcement will create additional capacity
- On-street capacity increased by introduction of 10 min drop-off /pick up/ loading zones

# PHASING



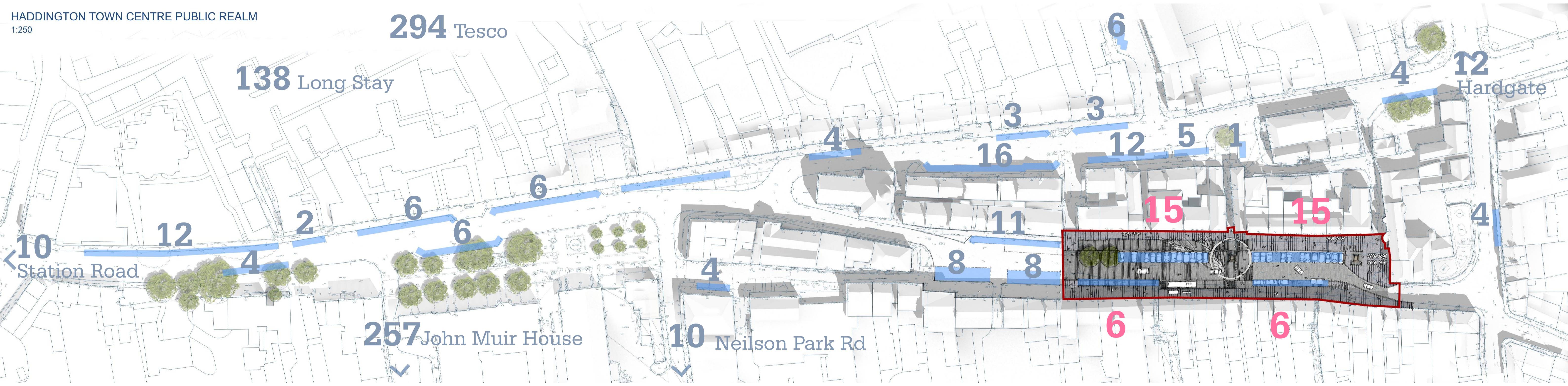
# POTENTIAL PHASING SUMMARY

|                | COMPONENT                   | TIMESCALE       | DATES            | Required Parking Compensation |
|----------------|-----------------------------|-----------------|------------------|-------------------------------|
| <b>PHASE 1</b> | High Street (Mid- East)     | Years 2-3       | 2019-2020        | 9 spaces                      |
| <b>PHASE 2</b> | Hardgate/ Sidegate          | Year 4          | 2021             | 4 spaces                      |
| <b>PHASE 3</b> | High Street (West)          | Years 5-6       | 2022-2023        | 6 spaces                      |
| <b>PHASE 4</b> | Court St/Market St (West)   | Years 7-8       | 2024-2025        | 3 spaces                      |
| <b>PHASE 5</b> | Market St (East)&Kilpair St | Years 9-10      | 2026-2027        | 0 spaces                      |
| <b>TOTALS</b>  |                             | <b>10 Years</b> | <b>2019-2027</b> | <b>22 spaces</b>              |



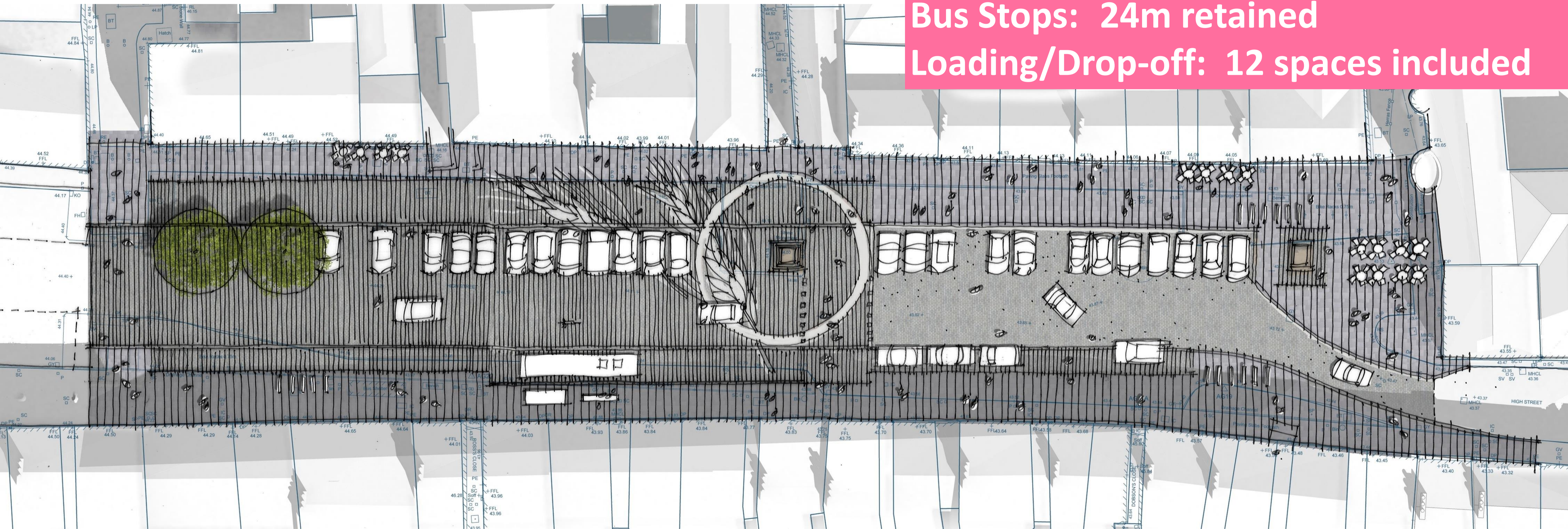
# PARKING: Phase 1

Reduces on street parking by 9 spaces



# PHASE 1: High Street (Mid & East)

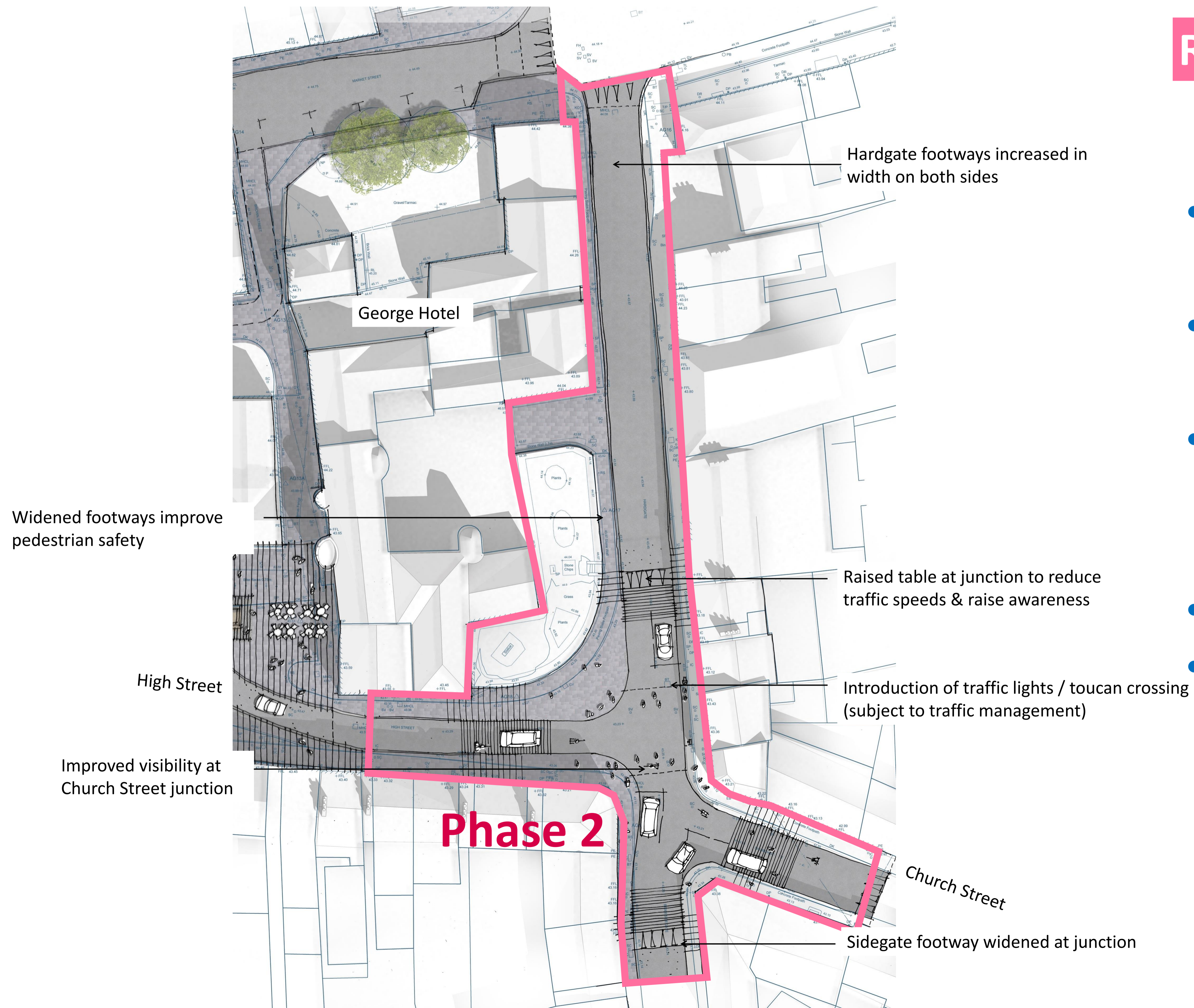
Parking : 9 Spaces lost  
Bus Stops: 24m retained  
Loading/Drop-off: 12 spaces included



- World Class - Best Town Square in Scotland
- Wall to wall treatment in core, extended space at east
- Flexible TRO with opportunity for on-street events & activities
- New bus layby/ shelter

## PHASE 2: Hardgate/ High St/ Church St

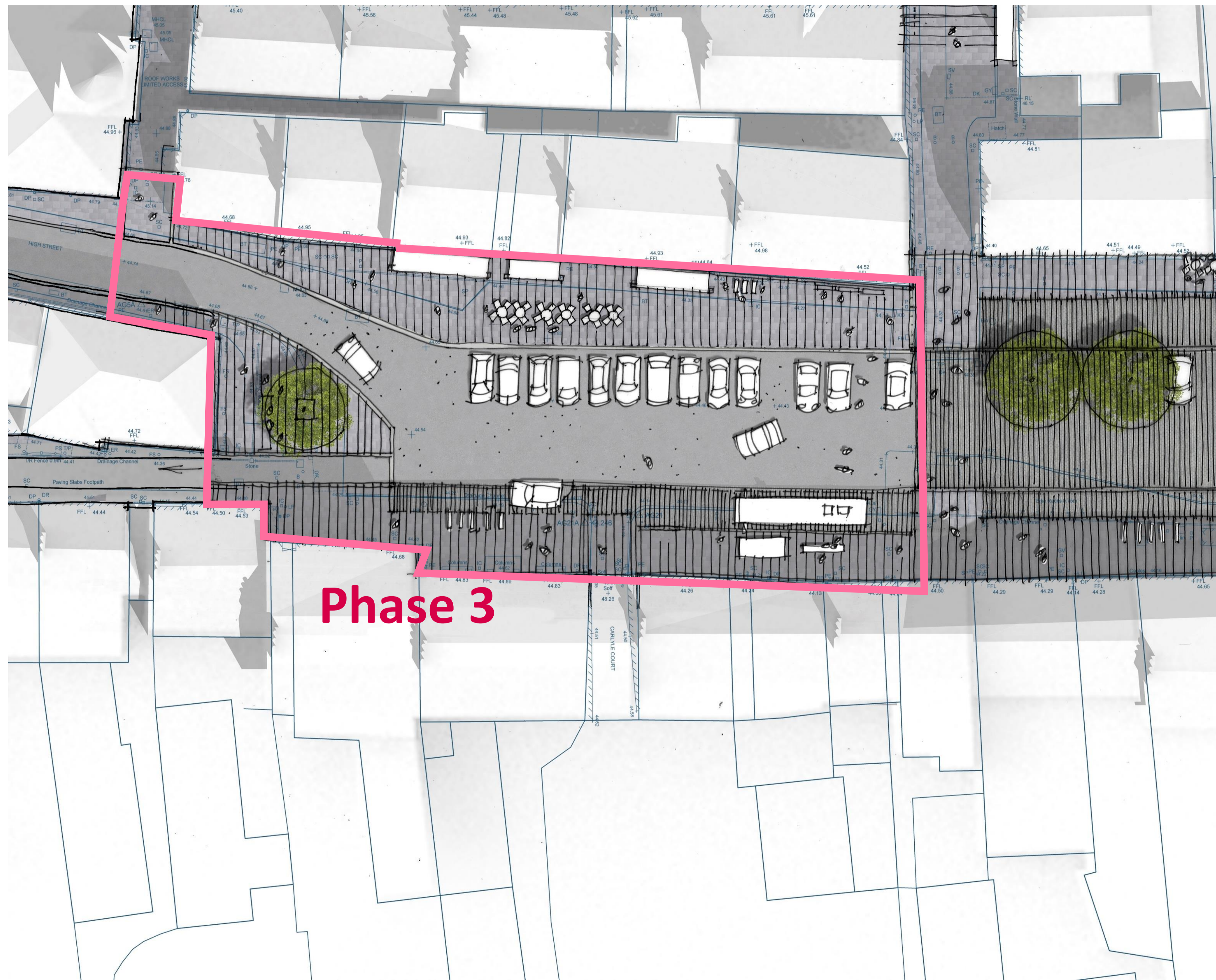
Removes 4 on street spaces



- Improved connections to river
- New traffic controls/ safer traffic speeds
- Prioritised pedestrian/cycle crossing
- Improved sightlines
- Widened footways

## PHASE 3: High Street (West)

Removes 6 spaces



Phase 3

- Improved pedestrian & cycle circulation
- New opportunities for use & activity
- Loading/ drop off on south kerbline
- Better east- west connections

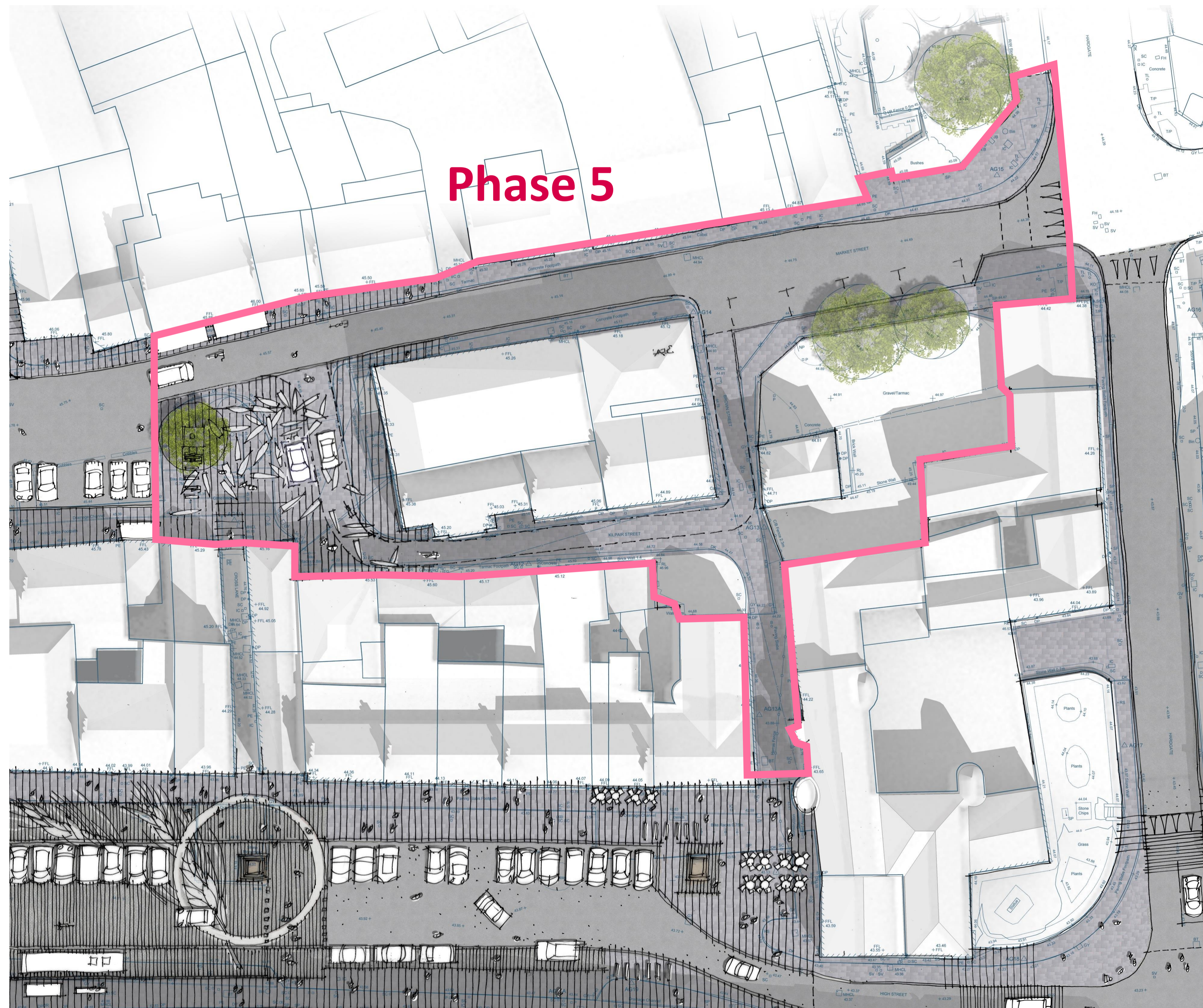
## PHASE 4: Court St/ Market Street (West & Mid)

Removes 3 spaces

Phase 4

- Strengthened North - South connections & crossing points
- New setting for Town House
- Parking capacity largely retained

## PHASE 5: Market St (East) & Kilpair St

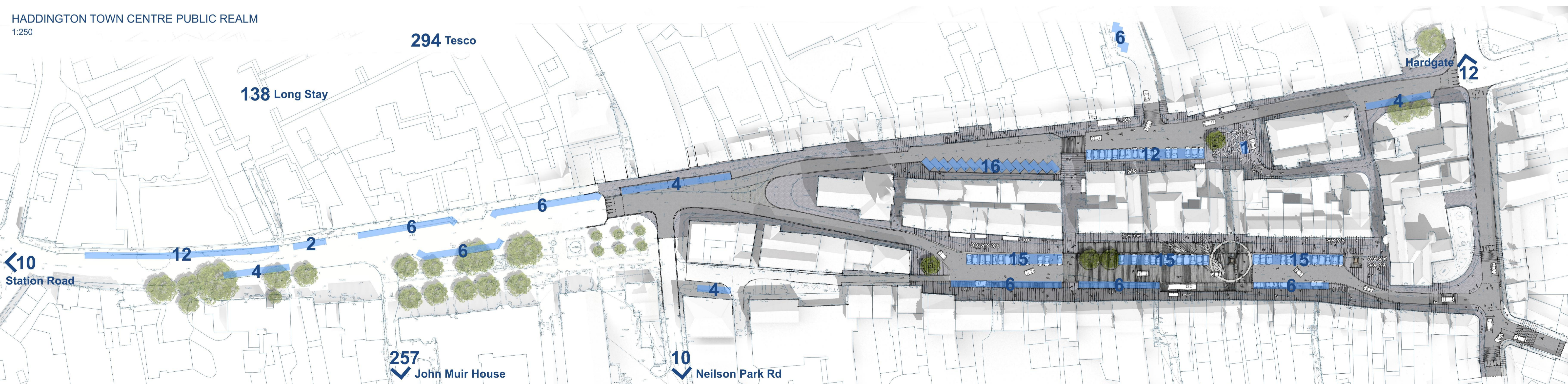


All spaces retained

- Shared surface/ vehicle access on Kilpair Street
- Widening of narrow footways
- Improved connection to High Street
- Raised table crossing at junction

## PARKING SUMMARY

|                 | High Street | Market Street | Hardgate | TOTALS     | difference  |
|-----------------|-------------|---------------|----------|------------|-------------|
| EXISTING Layout | 74 spaces   | 48 spaces     | 4 spaces | 126 spaces |             |
| MASTERPLAN      | 59 spaces   | 45 spaces     | 0 spaces | 104 spaces | - 22 spaces |
| PHASE 1 Layout  | 65 spaces   | 48 spaces     | 4 spaces | 117 spaces | - 9 spaces  |



# Design Stages & Approvals:

## 3 Stages of Approval

Currently seeking adoption of Scheme Design

### Scheme Design (Stage 3A)

**Mar-April**

- Setting Design Scheme
- Road Safety Audit Stage 1
- **Client Approval** to advance to Detailed Design

### Detailed Design (Stage 3b)

**May July**

- Detailed Design / Development of Design & Materials / Design Specification
- Planning & TRO Approvals
- **Client Approval** to advance to Technical Design

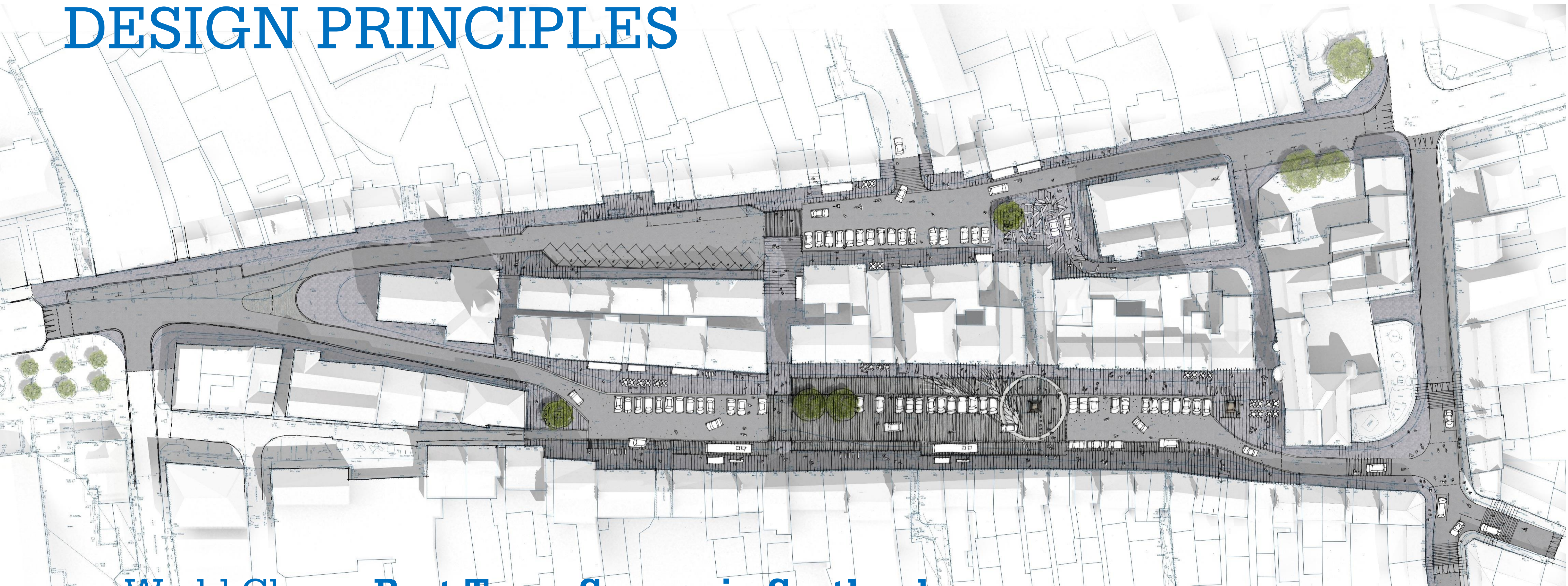
### Technical Design (Stage 4)

**July-Nov**

- Detailed Technical Design (Levels/Drainage/Utilities/etc)
- Road Safety Audit Stage 2
- **Client Approval** to advance to Procurement / Contracts



# DESIGN PRINCIPLES



- **World Class - Best Town Square in Scotland**
- Retained vehicle access with minimal change to on-street parking
- Safer Streets – low traffic speed for pedestrian and cycle safety
- Town Centre Appeal – securing more visits and footfall
- Enhanced streetscape - better quality, safety & security
- Phased Implementation- a progressive programme responding to change