East Lothian Council

Appendix E
DUNBAR PARKING

Impact Assessment

November 2025

In partnership with: Stantec

Document Control Sheet

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For and on behalf of Stantec UK Limited				

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3.0	18/11/2025	Final	JL	JS	JS

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1 Introduction

1.1 Background

1.1.1 To determine the full impacts of implementing a parking control zone (CPZ) within Dunbar, East Lothian Council (ELC) commissioned Stantec to carry out an Impact Assessment to develop an understanding of the economic, social, and wider societal benefits and impact of introducing new parking management measures.

1.1.2 The remainder of the report is structured as follows:

- **Chapter 2 – Methodology and Approach:** An overview is provided of the methodology of generating the subsequent outcomes and impacts.
- **Chapter 3 – Strategic Need:** This chapter presents the results from a data analysis review used to set out the baseline socio-economic and transport conditions in Dunbar.
- **Chapter 4 – Inputs:** This chapter provides an overview of the policy inputs that allow ELC to implement parking controls and the scope of any further intervention.
- **Chapter 5 – Outputs:** An overview is provided of the proposed parking interventions.
- **Chapter 6 – Outcomes:** This section details the expected societal outcomes and impacts in line with Transport Scotland STAG principles based on empirical evidence.
- **Chapter 7 – Summary:** This section summarises the main findings from the study and makes recommendations around how to deliver the benefits considered in this study.

Methodology and Approach

Dunbar Parking

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2 Methodology and Approach

2.1 Theory of Change

2.1.1 To understand the impacts of the proposed parking management measures, logic mapping is required to summarise the need, the benefits sought and, crucially, the strategic responses and changes required to address the need while achieving the benefits. To achieve this, we have employed a five-stage logic-chain / theory of change approach.

2.1.2 This approach considers the existing transport problems and opportunities to eventual impacts to contextualise the benefits and potential impacts that the measures will generate. Logic chains also provide a useful tool to monitor and evaluate impacts of policies after implementing them. This approach is recommended by both the Scottish Transport Appraisal Guidance (STAG) and HM Treasury Magenta Book.

2.1.3 The main components of the logic chain are:

- Context – the strategic need: Transport problems and opportunities that the measures will address and the rationale for proceeding with the parking interventions. Through this we will demonstrate the justification for the proposed parking measures.
- Input: The processes required to implement the parking management measures.
- Outputs: The parking management measures.
- Outcomes: Changes in travel behaviour which result from the measures.
- Impacts: Societal changes which occur as a result of the changes in travel behaviour and connectivity stemming from the intervention, e.g., improved labour market efficiency.

2.1.4 A high-level Theory of Change / logic map for the parking interventions is shown below. The expected outcomes and impacts outlined in the Theory of Change have been used the direction of the impact assessment for the study.

Strategic Need (Summary)

- Tourism and hospitality are key industries in Dunbar, but parking has been identified by visitors as a significant problem.
- Demand for parking is close to exceeding the supply of parking spaces in many parts of the town centre.
- There is an imbalance in parking demand across the town centre. While parking on the High Street is high, off-street carparks nearby have spare capacity.
- Instances of illegal waiting and parking were observed in Dunbar.
- Disabled parking bays are heavily used with a high turnover. At certain times, all disabled bays can be fully occupied.
- There is an opportunity to encourage modal switch for journeys to the High Street by walking or cycling, as well as by public transport.

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Inputs

- East Lothian Council Parking Review and Economic Impact Study
- East Lothian Council Economic Development Strategy
- East Lothian Council Local Transport Strategy 2018-2024
- East Lothian Council Local Development Plan 2018

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Outputs

The following on-street parking measures are proposed:

- On-street short stay parking on High Street, Delisle Street and east section of Countess Road – this includes 45 minutes free parking, with a maximum stay of 90 minutes. 75 minutes of parking will cost £1 and £2 for up to 90 minutes.
- On-street long stay parking on mid-section of Countess Road at a cost £0.50 per half hour up to maximum of £5, with a maximum stay of 23 hours.
- Limited waiting on the west section of Countess Road with parking areas allocated between 2 and 12 hours maximum stay

The following off-street measures are proposed:

- Off-street medium stay parking at Dunbar Leisure Pool at a cost £0.50 per half hour up to maximum of 6 hours, with 90 minutes free for Leisure Centre users. Overnight parking between 19:00 and 07:00 will cost £15.
- Off-street long stay parking at Abbeylands and Countess Road at a cost £0.50 per half hour up to maximum of 23 hours.
- Off-street medium stay parking at Lauderdale with free parking with maximum stay of 3 hours.
- 5-minute maximum stay/waiting time at the Bleachingfield Centre, except for centre users.

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Outcomes

- Redistribution of parking demand across the town centre to better utilise spare capacity across all car parks.
- Improved provision and availability of short-term parking on the High Street for all users. This includes for blue-badge holders and for goods deliveries, who would need to park closer to their destination.
- Increase in parking tariff revenues.
- Increase in the use of walking, cycling, or public transport to access the town centre.

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Impacts
• Improved turnover and availability of spaces improve visitor offering and makes Dunbar a more convenient place to visit, leading to - Reduced traffic congestion in the town centre, improving local air quality. - A stronger visitor economy in Dunbar, with more tourists and increased tourist spending in the town. - Improved vitality and viability in the town centre. - Increased consumer spending in the town. • Increased modal shift from car to walking, cycling or public transport, leading to: - Reduced traffic congestion in the town centre, improving local air quality. - Improved physical and mental wellbeing for residents, improving workforce productivity and reducing absenteeism.

Figure 2-1: Theory of Change

2.1.6 We have undertaken a number of tasks to support development of this study. This includes:

- Desktop evidence and case study review to develop a comprehensive understanding of likely implications of parking management for Dunbar.
- Analysis of context specific to the economic, transport and visitor data for the Dunbar ward to build a body of evidence to underpin the stated outcomes and impacts as outlined in the logic map above.
- Collated and reviewed relevant local policy such as the Local Transport Strategy and Parking Strategy Objectives.
- Quantitative and qualitative assessment of wider social and economic impacts of the proposed parking intervention options considering the economic impacts on the local community, its businesses and town centre.

Strategic Need

Dunbar Parking

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3 Strategic Need

3.1 Overview

3.1.1 Dunbar is coastal town in East Lothian with a population of approximately 10,270 residents. The town is located approximately 30 miles east from the centre of Edinburgh. The town features an historic harbour and is served by both the A1(T) and Dunbar Railway Sation.

3.1.2 ELC is responsible for the provision and management of parking within Dunbar. On-street parking, waiting, and loading restrictions are implemented by ELC in accordance with the Road Traffic Regulation Act 1984. ELC has Decriminalised Parking Enforcement (DPE) after the enactment of The Road Traffic (Permitted Parking Area and Special Parking Area) (East Lothian Council) Designation Order 2016. NSL LTD are contracted by East Lothian Council to enforce all parking restrictions (except for zig-zag marking at controlled crossing points and box marking) and to issue Penalty Charge Notices (PCNs) for breaches of parking legislation.

3.1.3 The following key parking restrictions are in place in Dunbar:

- Most streets in East Lothian, which are generally located in residential or rural areas, have unrestricted parking.
- Off-street carparks at Lauderdale, Bleachingfield, Countess Crescent, Abbeylands, and Countess Road are owned by East Lothian Council and are free of charge. Countess Crescent car park is made up of Disabled Bays only and access is restricted to disabled users. There are several other free off-street carparks in the town, but they are mostly intended for facility users, staff, and customers only.
- Various parking restrictions, including parking duration limits, single-yellow, double-yellow lines, are in place during the daytime on Mondays to Saturdays. These apply to several streets in the town centre and on the high street.

3.1.4 The points below set out the problems and opportunities identified for the project. The remainder of this section outlines the data and supporting evidence for each problem and opportunity identified.

- Tourism is a major sector for the economy and hospitality and retail industries are the largest employers in Dunbar. However, parking has been identified by visitors as a key problem. Additionally, footfall on Dunbar High Street has declined 19 percent between 2016 and 2022.
- Demand for parking is close to exceeding the supply of parking spaces in many parts of the town centre. The High Street has a parking occupancy rate of between 75 and 100 percent during the day. Parking on Church Street, which is largely used by residents' vehicles, is at full capacity.
- Some instances of illegal waiting and parking on some streets were observed. Demand for parking spaces and the provision of parking may be contributing to illegal parking.
- There is an imbalance in parking demand across the town centre. While parking on the High Street is often in high demand and close to full capacity, off-street carparks within walking distance of the High Street have spare capacity.
- Disabled parking bays on the High Street's northern section are heavily used with a high turnover. At certain times, all disabled bays in this section can become fully occupied.

- There is an opportunity to encourage modal switch. Dunbar is connected to the wider region through several bus and rail services, providing alternative forms of transport to the town. Additionally, many Dunbar residents can walk or cycle to the High Street within 15 minutes, providing the opportunity to encourage active travel.

3.2 Socio-Economic Profile

3.2.1 This section provides a high-level overview of socio-economic information relevant to the study area. It should be noted that, whilst a wide range of socio-economic data have been reviewed, only that which has a potential bearing on this study is reported here.

Data Geography

3.2.2 Analysis was undertaken at the Scottish Data Zones 2011 level. Table 3-1 lists the Data Zones included in the following analysis and their coverage.

Table 3-1: Datazones Used for Analysis

Location	Datazones
Dunbar	S01008283, S01008284, S01008285, S01008286, S01008287, S01008288, S01008289, S01008290, S01008291, S01008292, S01008293, S01008294

Economic Activity

3.2.3 Figure 3-1 shows the proportion of the population aged 16 or over by economic activity status in 2022 Scottish Census. Orange sections represent the proportion of economically active population, while grey and black areas represent the economically inactive proportion. Overall, a slightly higher proportion of residents in Dunbar are economically active compared to East Lothian and Scotland overall. Of those aged 16 or above, 63 percent of people in Dunbar are economically active, compared to 62 percent in East Lothian and 61 percent in Scotland overall.

3.2.4 Inversely, there is a smaller proportion of people in Dunbar who are economically inactive compared to national and regional average. However, the lower proportion of economically inactive persons in Dunbar is largely driven by a comparatively smaller proportion of students, long-term sick or disabled, or those looking after the home or family in Dunbar. By comparison, 25 percent of Dunbar residents are retired, which is broadly similar with the 26 percent in East Lothian and 23 percent in Scotland overall.

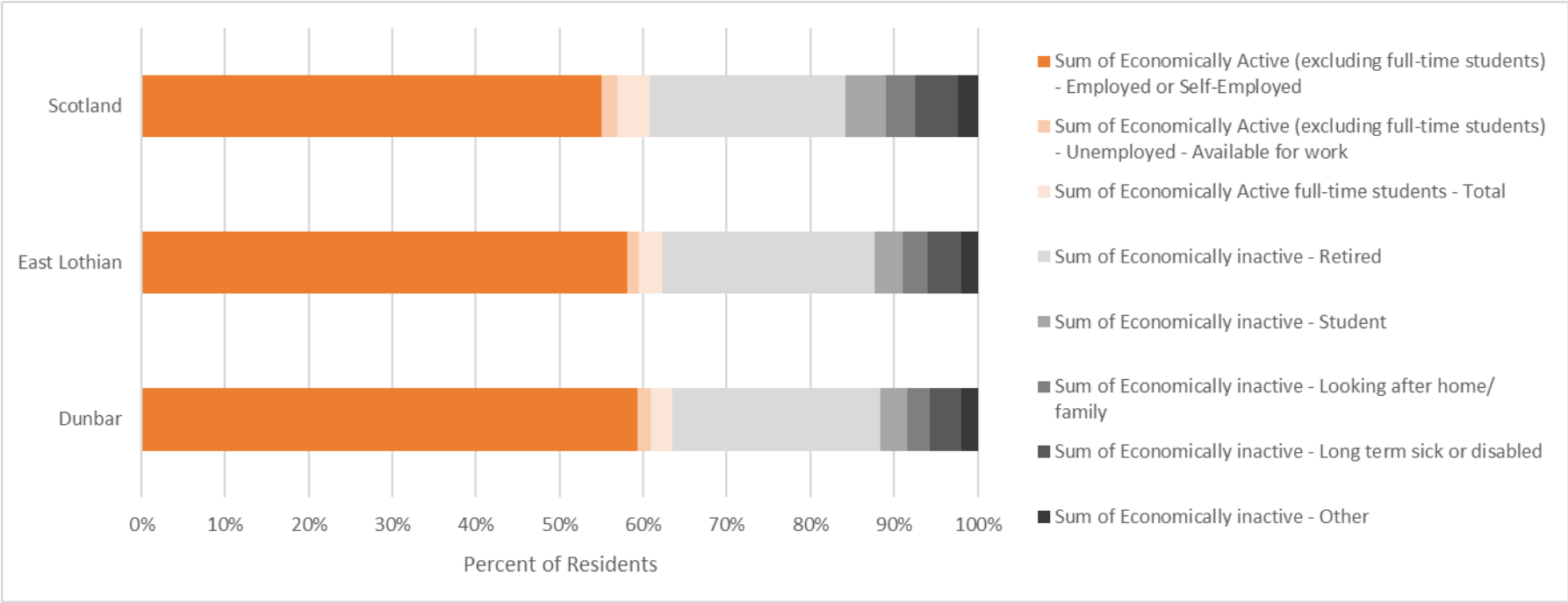

Figure 3-1: Economic Activity Status of people aged 16 and above in Dunbar, East Lothian, and Scotland, from the 2022 Scottish Census

Key Point: Dunbar has slightly higher proportions of economically active residents compared to East Lothian and Scotland as a whole. This means Dunbar has a higher proportion of residents are either in employment or looking for employment.

Indices of Multiple Deprivation

3.2.5 Figure 3-2 shows the 2020 Scottish Indices of Multiple Deprivation percentiles for Data Zones in Dunbar. A lower percentile and darker red colour indicates a higher level of multiple deprivation compared to the rest of Scotland, while higher percentile and darker blue colour indicates lower relative deprivation.

3.2.6 The overall level of multiple deprivation is low across most of Dunbar. The Data Zone area surrounding the harbour has the highest levels of multiple deprivation within Dunbar, although this zone is only among the top 34 percent most deprived areas in Scotland. Meanwhile, the southern part of the town does not experience severe multiple deprivation, and these areas have some of the lowest multiple deprivation levels in Scotland. Other areas of Dunbar, such as those to the west of the town, have levels of multiple deprivation are close to the average for Scotland overall.

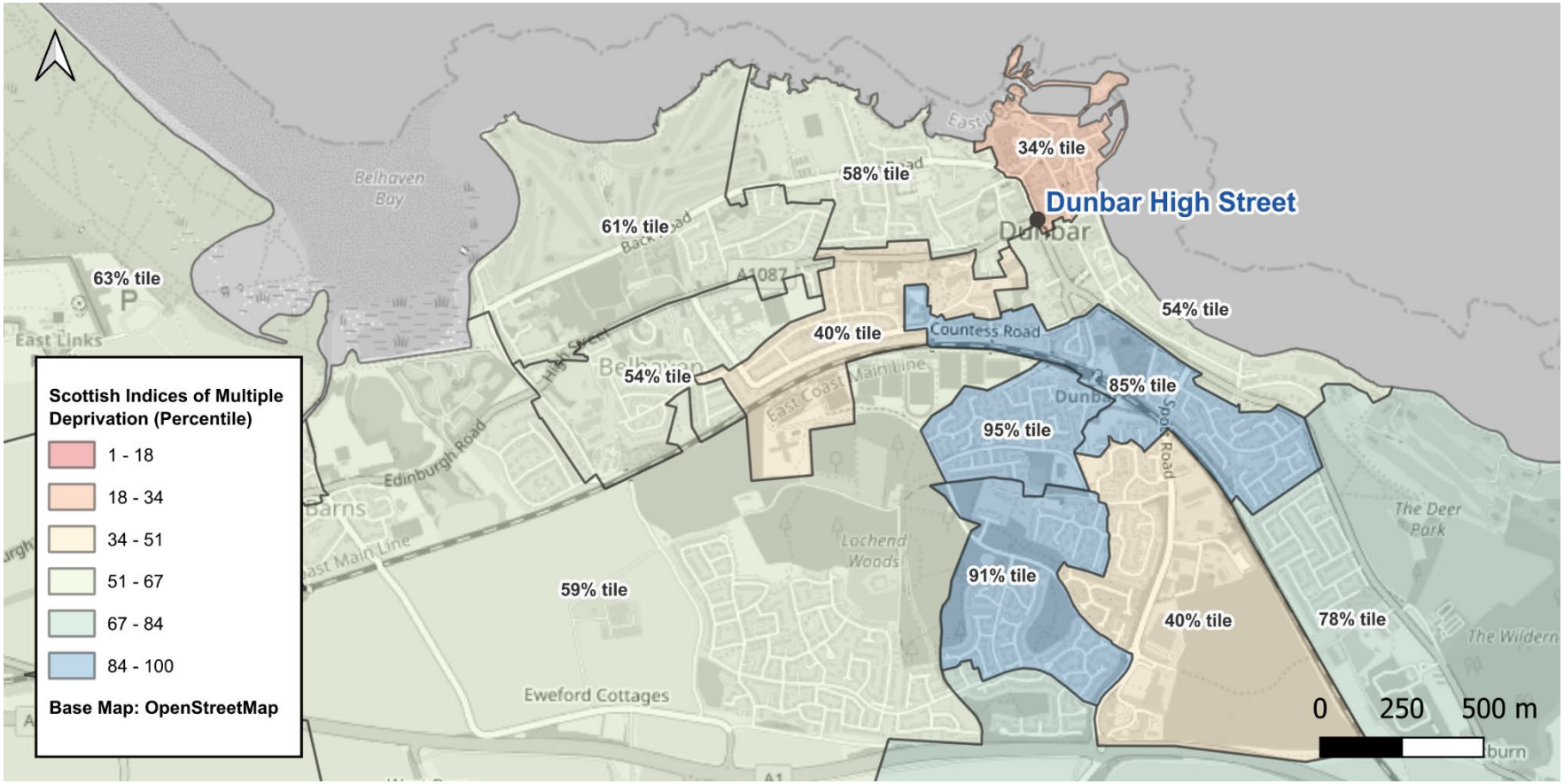

Figure 3-2: Scottish Indices of Multiple Deprivation percentiles in Dunbar, 2020

Key Point: Apart from the area of higher multiple deprivation Dunbar Harbour, most of Dunbar has average-to-low levels of multiple deprivation compared with Scotland as a whole. In particular, the area surrounding Dunbar Station are the among the least deprived in Scotland.

3.3 Local Economy and Employment Profile

Business Register and Employment Survey

3.3.1 The 2023 Business Register and Employment Survey provides detailed information on what business sectors operate in a small geographic area. Figure 3-3 shows the difference between the percentage of those in employment in Dunbar and East Linton compared to the overall figures for East Lothian and Scotland.

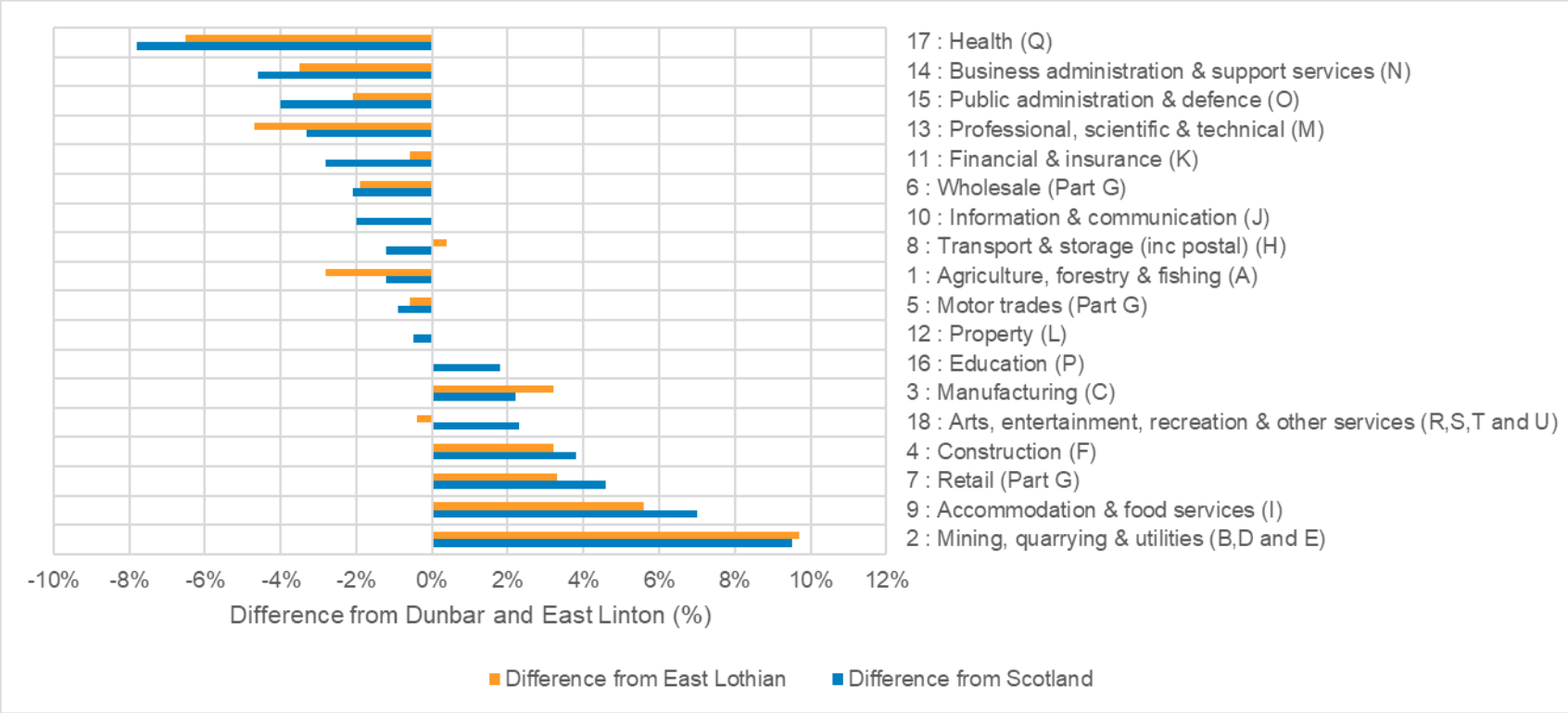

Figure 3-3: Difference in percentage of persons employed in different industries between Dunbar and East Linton compared to East Lothian and Scotland overall, from the 2023 Business Register and Employment Survey

3.3.2 Figure 3-3 show that Dunbar and the surrounding area have a higher proportion of mining, quarrying, and utilities industries compared to East Lothian and Scotland as a whole. There is also a higher proportion of accommodation, food services, and retail employment compared to regional and national averages. The skew towards mining, quarrying, and utilities employment is influenced by the cement works, landfill, and nuclear

power station to the south of the town. There were fewer employed people working in health, business administration and support services, public administration and defence industries in this area.

3.3.3 Retail and hospitality industries are key employers here, with retail industry making up 13.5 percent of employment. Additionally, the accommodation and food services industry made up 15.6 percent of employment. This was higher the overall proportion in East Lothian or Scotland. This reflects the role of Dunbar as a local centre for retail and hospitality, as well the town's role in regional tourism.

Key Point: Retail workers and workers in the accommodation and food services sector make up the two largest employment sectors in the town. This reflects the town's position as a local centre for retail and tourism.

3.4 Tourism and Visitor Economy

3.4.1 Tourism is key to East Lothian's economy with around 10% of the total workforce employed in this sector, generating circa £280 million into the local economy[1]. Dunbar was East Lothian's second most visited town with 40% of all visitors to East Lothian[2] visiting Dunbar as part of their trip.

3.4.2 Dunbar forms part of East Lothian's coastal tourism offering. 93 percent of all visitors to East Lothian visited a coasted destination, with 77 percent of visitors to East Lothian going to the beach. There are several beaches and coastal paths surrounding Dunbar. The John Muir Way, which starts in Dunbar on its eastern end, was the most popular single attraction for tourists to East Lothian. The John Muir Way is a walking and cycling route spanning the width of the Central Scotland from Dunbar in the East to Loch Lomond and Helensburgh in the West. 17 percent tourists to East Lothian visited the John Muir Way.

Visitor Spending

3.4.3 A survey was undertaken by STR in 2021 on behalf of ELC to determine the characteristics of day and overnight visitors to East Lothian, to establish visitor perceptions of the local tourism product and to evaluate visitor activity, spending habits and experiences at each destination. The survey was conducted by positioning interviewers at 15 different sampling locations. The interviewers would invite visitors to complete an online survey via email. In total, 752 responses were received. There were two sampling locations in Dunbar, located at Dunbar Harbour and Dunbar High Street. Responses from these two sites reflected 6.3 percent of all survey responses received. The study considered visitors data and analysis in terms of East Lothian geography. The report also provided demographic, origin, reason for travel and mode of transport data which is relevant for the study.

3.4.4 It was estimated from that the average spend per person per day at destinations within East Lothian by tourists was £63.54. The report also estimated that day trips visitors to East Lothian spent £29.28. Estimated spending by type are shown in Table 3-2 by the origin of tourists surveyed. This represents the significant economic impact that tourism has on the local economy.

[1] East Lothian Community Planning Economic Development Strategy 2012-22, STEAM 2020

[2] East_Lothian_Visitor_Survey_2021___Final_Infographic_Report

Table 3-2: Estimated Tourist Spend by Origin (East Lothian Visitor Survey, 2022, £ per person per day)

Origin	Accommodation	Eating & Drinking in Cafes, Pubs & Restaurants	Shopping	Entertainment	Spend (Travel and Transport)	Total
Day Trip Scotland	N / A	£13.41	£7.65	£4.06	£4.16	£29.28
Staying Visitors	£31.30	£16.04	£10.30	£5.12	£4.55	£67.30
Scotland	£22.66	£12.50	£7.15	£3.75	£3.78	£49.84
Rest of UK	£35.83	£17.57	£10.80	£5.94	£4.79	£74.93

Transport for Tourists visiting East Lothian

3.4.5 The STR survey in 2021 showed that most tourists to East Lothian visited the area by car. The proportion of visitors by car to East Lothian is also increasing. 86% of visitors came by car in 2021 compared to 81% in 2015, although the impact of COVID-19 on travel patterns may have impacted these survey results. 66 percent of visitors said that they chose to come by car as it was more convenient than other forms of transport.

3.4.6 Tourist satisfaction with transport provision was moderate. On average, visitors rated transport into East Lothian destinations 3.63 out of five, while transport within East Lothian was rated 3.54 out of five. When visitors were asked to comment on which aspects of their trips could be improved, parking provision was one of the most common points of feedback. Some visitors were critical about the availability of parking spaces and lack of information about where spaces are available. Others commented on the maintenance of potholes at some car parks, or the price of parking at some locations where charges apply.

Key Point: Tourism is a key sector for East Lothian and Dunbar is one of the area's most popular destinations. Most visitors travel to East Lothian by car, but one of the most comment complaints from tourists about their visit is the availability and provision of parking.

3.5 Overall Transport Profile

Method of Travel to Work

3.5.1 Figure 3-4 shows the distribution of journeys to work by primary mode. Although journeys to work only represent a portion of the possible trip purposes, this can still provide an indication of local travel behaviours. Travel patterns are shown from the 2011 Scottish Census, as travel patterns during the data-collection period for the 2022 Scottish Census were still influenced by the COVID-19 pandemic.

3.5.2 Overall, Dunbar has a lower proportion of residents driving to work and higher proportions of commuters using trains, walking, or cycling. 53 percent of Dunbar residents drove to work in 2011, compared to 57 percent in East Lothian and 56 percent in Scotland overall. The lower driving mode-share can be partly explained by higher use of the train in Dunbar, with 9.5 percent of Dunbar residents using the train. This is more than 2.5 times the Scottish average train mode-share for journeys to work. This reflects the prominence of the town's station and wider connections via the

East Coast Main Line. Walking and cycling to work also makes up a higher share of journeys to work in Dunbar. 14.8 percent of residents walked or cycled to work in Dunbar in 2011, compared to nine percent in East Lothian and 11 percent in Scotland overall.

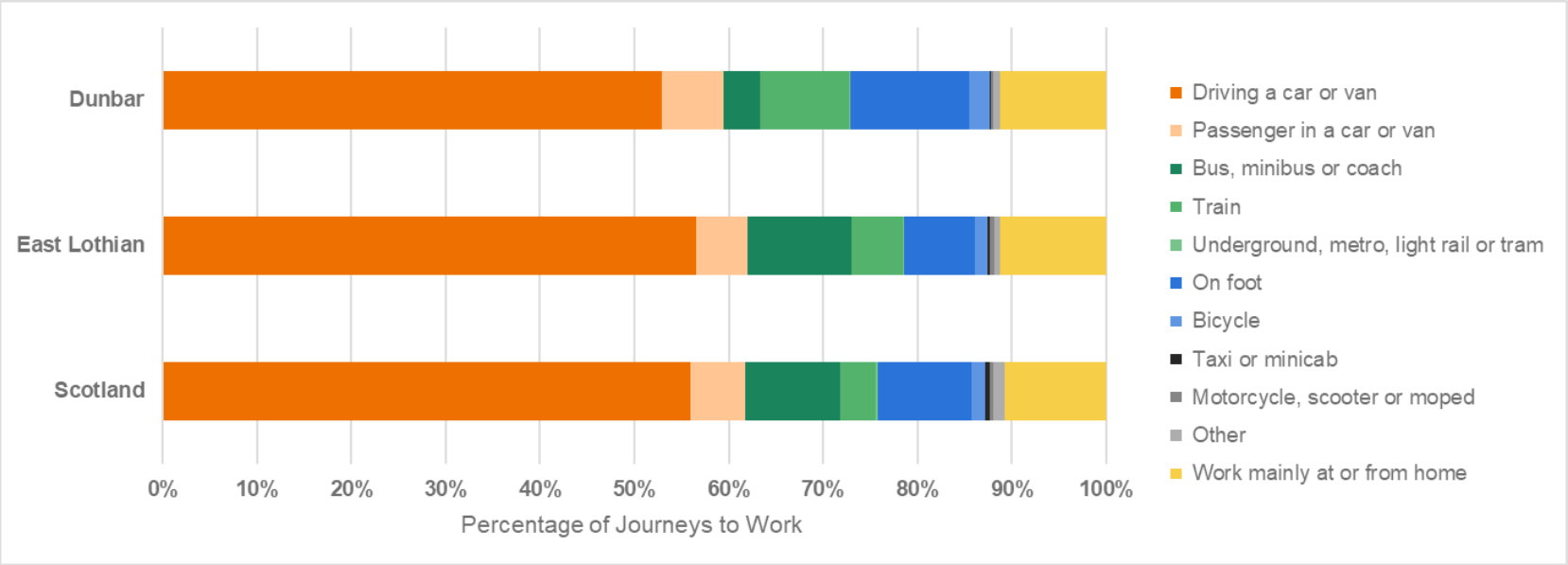

Figure 3-4: Method of Journey to Work in Dunbar, East Lothian, Scotland, Census 2011

Key Point: Dunar has a lower proportion of people driving to work compared with the rest of East Lothian and Scotland. This is balanced by higher proportions of Dunbar residents who walk, cycle, or take the train to work.

Car or Van Availability

3.5.3 Figure 3-5 shows the percentage of households in Dunbar, East Lothian and Scotland by the number of household cars available. The level of car ownership in Dunbar is slightly higher than East Lothian and Scotland overall. In Dunbar, 17 percent of households did not have access to a car or van, compared to 26 percent of households in Scotland.

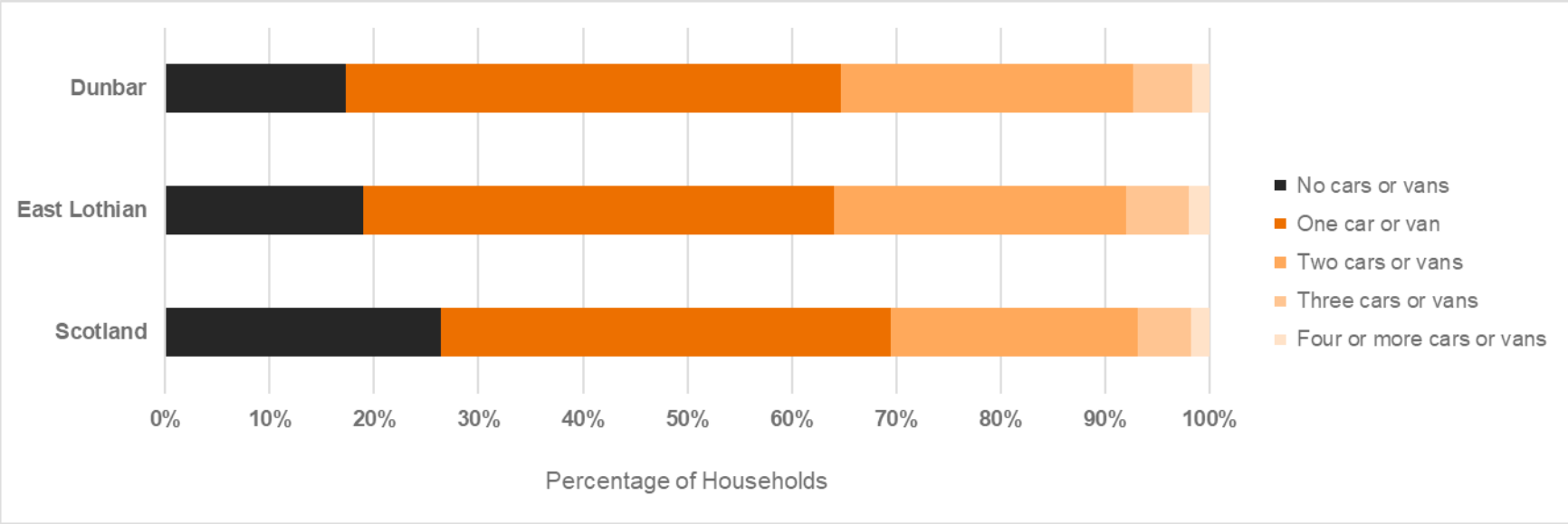

Figure 3-5: Household Car or Van Availability in Dunbar Compared with Scotland and East Lothian, Census 2022

Key Point: Dunbar has higher than average car ownership compared with both East Lothian and Scotland overall. Around 83 percent of households in Dunbar have access to at least one car.

Public Transport Network

3.5.4 Dunbar is served by two core bus routes connecting the town with the rest of East Lothian and Edinburgh. Table 3-3 shows the main bus services in Dunbar. There is an hourly service between North Berwick and Dunbar (Route 120), and a limited-stop service to Edinburgh via Haddington (Route X7). There are several other services providing sporadic connections to Musselburgh (Route 107) and Berwick-Upon-Tweed (Route 253), with four and five departures per day respectively. There is also one scheduled night bus departure (Route N107) from Edinburgh to Dunbar on Saturday and Sunday nights only.

3.5.5 Local connectivity within Dunbar is provided by the 120 service. The route connects residential areas in the south and west of the town with the High Street. This provides the only form of local bus service within the town, after route 130 was withdrawn in 2025. The 120 service is a tendered service operated by East Coast Buses but supported by East Lothian Council.

Table 3-3: Key Bus Services in Dunbar

Service Number	Route	Approximate Weekday Daytime Frequency	Operator
120	North Berwick – Dunbar	Every 60 minutes	East Coast Buses
X7	Edinburgh – Dunbar via Haddington (Limited Stop)	Every 20 minutes	East Coast Buses

3.5.6 The rail station at Dunbar is on the East Coast Main Line and is served by both stopping services between Dunbar and Edinburgh, as well as several inter-city services on the East Coast Main Line towards London, TransPennine Route to towards Manchester and Liverpool, and the Cross-Country Route to Birmingham and the South-West. Journey times to Edinburgh are approximately 30 minutes depending on the stopping pattern. Frequencies of departures to Edinburgh are irregular and range from half an hour to over one hour between trains.

Key Point: Dunbar has reasonable public transport connectivity to the rest of East Lothian, Edinburgh, and the wider UK through several bus and train services. However, there is only an hourly local bus service within Dunbar itself.

Walking Accessibility

3.5.7 To understand how accessible Dunbar's High Street is for residents, a walking and cycling catchment analysis was conducted for the High Street. This was completed using the OpenRouteService API, which uses data from OpenStreetMaps to generate walking and cycling catchments from a specific point. This can show the extent of the High Street's catchment for active travel modes.

3.5.8 Figure 3-6 shows the area of Dunbar accessible within 15 minutes walking distance of Dunbar High Street. Much of Dunbar can be reached from the town centre on foot within 15 minutes. Around 4,000 people live within a ten-minute walk of the High Street, while around 6,600 people live within a 15-minute walk of the centre. In other words, just over half of Dunbar's residents live within 15-minutes walking distance of the town centre. Notably, Dunbar Train Station is located within a 10-minute walk of the High Street, providing wider public transport connectivity for the town centre.

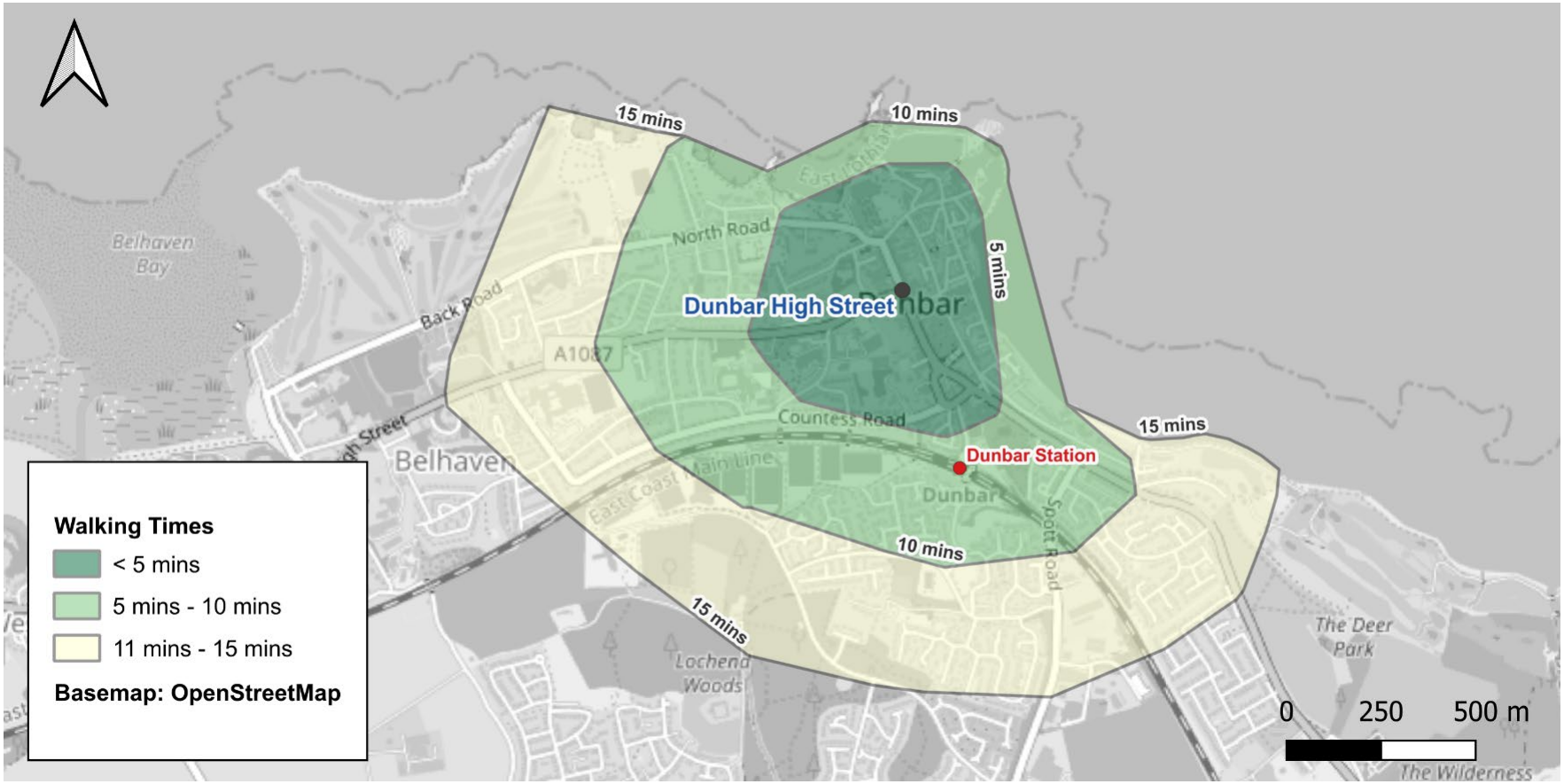

Figure 3-6: Area accessible within 15 minutes walking distance of Dunbar High Street, from OpenRouteService API.

Key Point: Many of Dunbar's residential areas are within a 15-minute walking distance of the High Street. Additionally, Dunbar Station is within a 10-minute walk from the High Street, providing connectivity between the High Street and the wider region.

Cycling Accessibility

3.5.9 Figure 3-7 shows the area of Dunbar accessible within 15 minutes cycling time of Dunbar High Street. Cycling infrastructure is overlayed on the map in blue, showing the extent of the cycling network in this region. This is based on data on OpenStreetMaps. This shows the whole town can be reached from the High Street within 10 minutes of cycling.

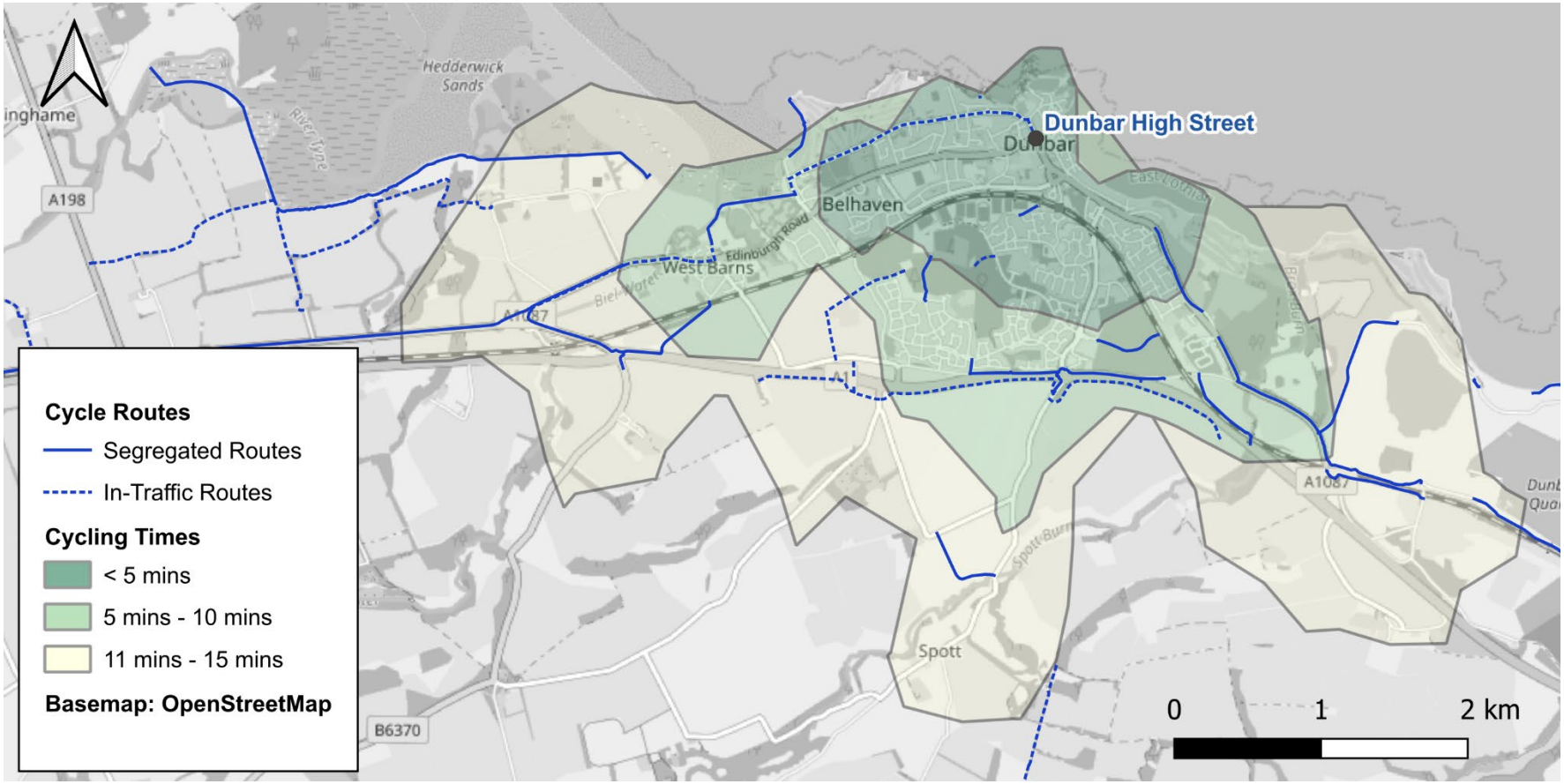

Figure 3-7: Area accessible within 15 minutes cycling from Dunbar High Street, from OpenRouteService API and OpenStreetMap.

3.5.10 A caveat is that this accessibility analysis only considers cycling time and does not consider the quality of cycling infrastructure. A brief review of the cycling network shows that National Cycling Route 76 passes through Dunbar and the John Muir Way starts in the town. Segregated cycle infrastructure is limited in Dunbar, with only a section of shared pedestrian and cycle pavement on the A1089 Queens Road being identified.

Key Point: All of Dunbar's residential areas can reach the town's High Street within 10 minutes of cycling.

3.6 High Street Footfall

3.6.1 To understand the footfall on Dunbar High Street, pedestrian footfall counts commissioned by ELC were undertaken annually between 2016 and 2022 in the 'neutral' month of November. The survey was undertaken over a six-hour period between 10:00 am and 5:00pm on a Friday and Saturday, and during the whole week (Monday-Saturday). The totals given for Friday and Saturday represent samples which are grossed up by a factor of 15, to reflect that on either day pedestrian movements were counted for a total of 24 minutes out of a possible six hours. The weekly estimates are the sums of those given for Friday and Saturday grossed up by a second factor of 2.353 to allow for the remaining days which were not enumerated.

3.6.2 The survey involved 20 count points covering the retail area. The survey counted pedestrians passing the count points in both directions, except for children under the age of eight, vagrants, post-persons, traffic wardens, police officers, and delivery staff. These locations are listed in Table 3-4.

Table 3-4: Footfall Survey Count Point Locations, 2022.

Number	Occupier in 2022	Street Address
11	BY PROSPERO - MORTGAGE AND INSURANCE	6A High Street
2	ROYAL MAIL ENQUIRY OFFICE	32 High Street
3	HAIR BY JOE	High Street
4	MORRIS JANE PHOTOGROPHY	66 High Street
5	PETER WHITECROSS BUTCHER	92 High Street
6	Y F M EST AGENT	West Port
7	STEPS TO SUPERMARKET CAR PARK	Car Park steps
8	VICTORIAS BEAUTY	21 West Port
9	DUNBAR FOOT CLINIC CHIROPODIST	3 West Port
10	DUNBAR T-SHIRT SHOP	98 High Street
11	THE FOOD HAMPER DELI	126 High Street
12	KNOX NEWSAGENT & GARDEN CENTRE	High Street
13	CASTLE HOTEL	High Street
14	HOME HARDWARE D I Y	131 High Street
15	CHARITY SHOP	101 High Street
16	BANK OF SCOTLAND BANK	15 High Street
17	THE EAGLE INN P/H	High Street
18	AITKEN CHEMIST	67 High Street

Number	Occupier in 2022	Street Address
19	CRUNCHY CARROT GROCER	37 High Street
20	POST OFFICE	17A High Street

Footfall – Annual Trend

3.6.3 Figure 3-8 shows the percentage change in the weekly footfall count on Dunbar High Street since 2016. This shows that footfall on Dunbar High Street experienced decline between 2016 and 2022. Footfall fell by around 19% in this seven-year period. Footfall on the Dunbar High Street fell by 29 percent in 2020 during the COVID-19 pandemic. However, the post-COVID recovery in high street footfall in Dunbar has been slow, with the number of pedestrians recorded still being much lower than before the pandemic.

3.6.4 It is worth noting that the survey period of November 2022 coincided with a significant peak in the UK Consumer Price Inflation Rate, with the rapid increase in cost-of-living pressures potentially having an impact on shopper behaviour. This means footfall data in 2022 may be reflecting UK-wide economic challenges, rather than the specific situation in Dunbar.

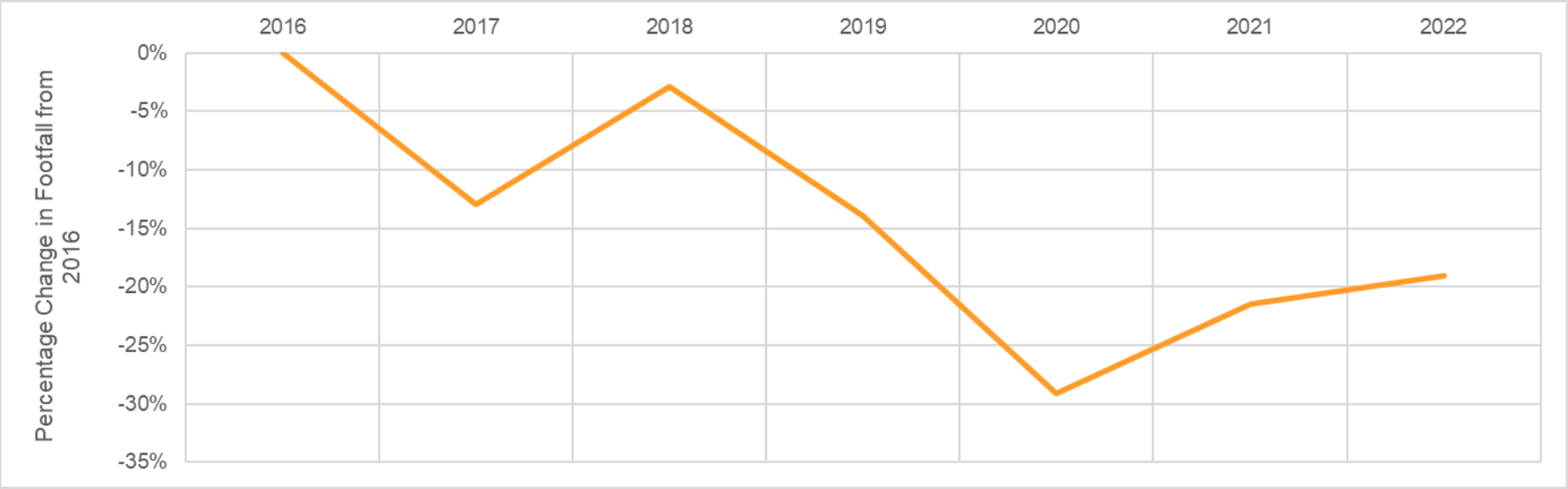

Figure 3-8: Change in Footfall on Dunbar High Street since 2016 - 2016 to 2022

Key Point: Dunbar High Street has experienced a fall in footfall between 2016 and 2022 of around 19 percent. Footfall recovery on the High Street after the COVID-19 pandemic has been slow, although this potentially reflects wider external pressures rather than the specific internal characteristics of Dunbar.

Footfall – By Location

3.6.5 Figure 3-9 shows the how the weekly footfall counts are distributed spatially along the High Street. Overall, this shows the highest footfall activity was recorded between sites 18 and 19 in the middle-section of the High Street. Footfall was between 4,501 and 5,500 persons per week in this short section. The section of the High Street north of the mini roundabout with West Port has consistently high footfall of 3,501 to 4,500 persons per week on both sides of the street. Interestingly, many perpendicular parking bays are also located in this area. On the other hand, the southern section of the High Street had much lower footfall. This reflects that there are fewer shop frontages on this portion of the street.

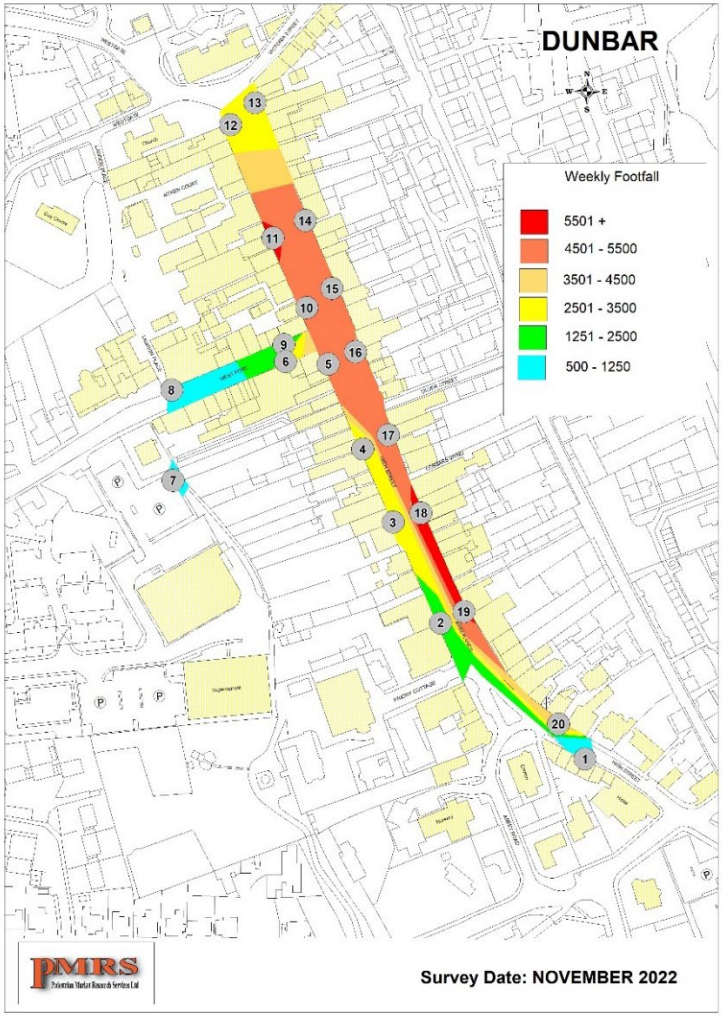

Figure 3-9. Spread of Weekly Footfall Counts on Dunbar High Street, from Pedestrian Market Research Service (PMRS) 2022 footfall survey commissioned by ELC.

Key Point: Footfall on Dunbar High Street is concentrated on a main area of activity in the northern and middle section. There is significantly less footfall in the southern section of the High Street where there are less shop frontages.

3.7 Parking Profile

3.7.1 This section outlines analysis of surveyed parking behaviour relevant to the development of the outcomes and impacts for this project. ELC have provided all parking data and survey counts.

Off-Street Parking

3.7.2 There are six council-owned free carparks in Dunbar, and four other car parks which are open to facility users and customers as shown in Figure 3-10. The council-owned carparks provide a combined total of 180 off-street parking spaces. Most car parks are located within a five-minute walk of the High Street, with the further car parks being within 10 minutes walking distance.

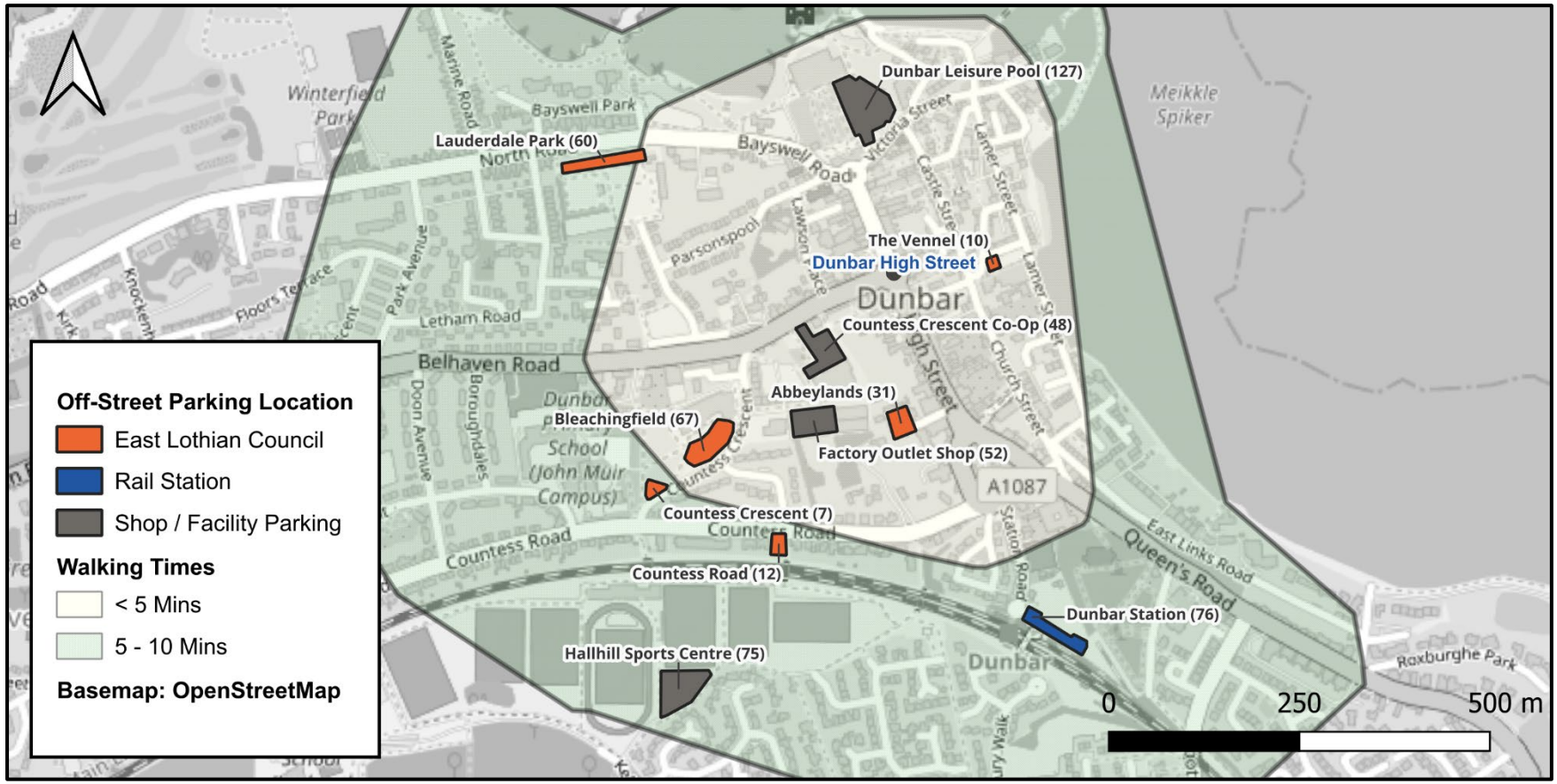

Figure 3-10: Off-Street carparks in Dunbar. Number of spaces available shown in brackets. Information from East Lothian Council Parking Strategy 2018-2024 and off-street parking entry-exit survey from 2021.

3.7.3 It should be noted that there have been a number of changes to the car parks in the above figure since the East Lothian Council Parking Strategy was adopted. This means the number and composition of spaces at each site may have changed. This includes:

- **Countess Road** – there are now 16 general parking bays and 2 disabled parking spaces.
- **Countess Crescent** - there are now 7 disabled parking spaces.
- **Bleachingfield Centre** - there are 54 general parking bays, 2 electric vehicle charging bays, 1 disabled parking space, 1 motorcycle parking bay, and 3 loading only bays.

- **Lauderdale** - there are approximately 46 general parking bays. It should be noted that Lauderdale is not marked, and the surface is poor quality, which means it is potentially being underutilised at present.
- **Abbeylands** - there are 25 general parking bays, 4 electric vehicle charging bays, and 2 disabled parking spaces.
- **Dunbar Leisure Centre** - there are 99 general parking bays, 14 residents only spaces, and 5 disabled parking spaces.

3.7.4 To understand the utilisation of off-street parking in Dunbar, a series of entry and exit surveys and beat surveys were undertaken at several off-street parking locations. The surveys were commissioned by East Lothian Council and conducted on December 9, 2021. The surveys were conducted on a weekday (Thursday), which would better represent typical parking demand. It is important to acknowledge that the survey was conducted in wet conditions while travel patterns were still being influenced by the COVID-19 pandemic. The first case of the Omicron variant was identified on 29th November 2021 and, on the 27 December, 1m physical distancing was reinstated in all hospitality and indoor leisure settings. Therefore, it is expected that parking utilisation would be lower than typical, and it is not possible to be definitive that the survey results represent typical parking behaviours. It is recognised the surveys will be affected by wider national interests imposing personal behaviour restrictions.

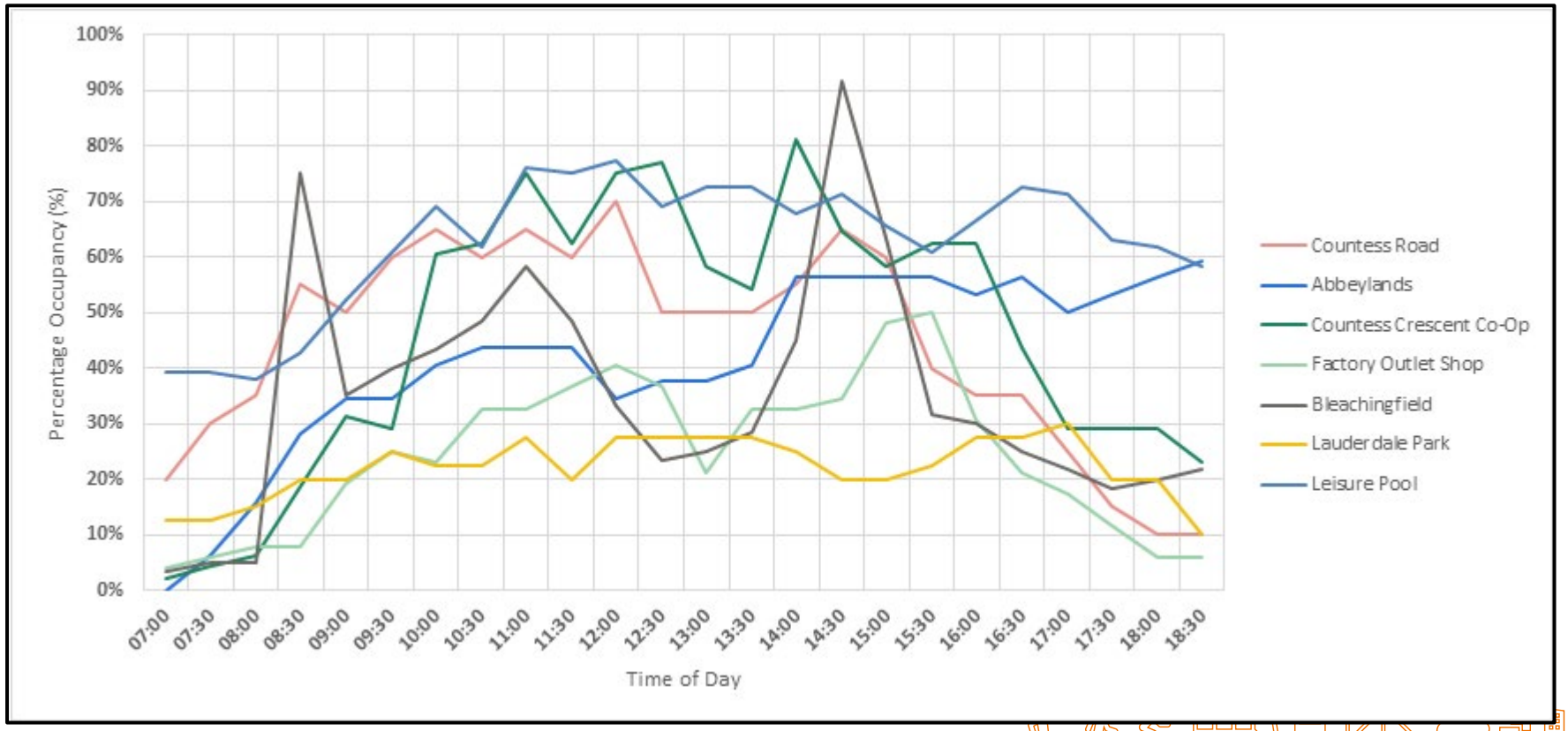

Figure 3-11: Occupancy of off-street carparks in Dunbar town centre in entry-exit and beat survey conducted December 9, 2021[3]

3.7.5 Figure 3-11 shows the percentage occupancy of public carparks in Dunbar town centre, include those not operated by ELC. None of the surveyed car parks reached its full capacity. This indicates the number of users is much lower than the supply of parking spaces. Notably, due to the survey method, all car parks apart from Leisure Pool include analysis of spaces dedicated for specific user groups such as blue-badge holders. If disabled bays are being kept empty for blue-badge holders only, this could make the occupancy rate shown in Figure 3-11 slightly lower than reality. This means that the actual occupancy rate for general parking spaces could be slightly higher than shown in the survey.

3.7.6 The Leisure Pool and Countess Crescent Co-Op car parks had the greatest demand for parking relative to the number spaces available. The occupancy rate here went above 70 percent at several times in the late morning and early afternoon. Part of the Leisure Pool car park was closed during the survey date as an area of the car park was being used as a COVID-19 testing point. Therefore, the supply of general spaces at the Leisure Pool was reduced by 14 spaces. This means the occupancy rate may have been much lower than recorded in the survey, had all parking spaces been open for users.

3.7.7 The Lauderdale car park never exceeded 30 percent occupancy during the survey period.[4] The Abbeylands car park, which is just off the High Street, never exceeded 60 percent occupancy throughout the day, with usage only increasing in the late-afternoon and evening.

3.7.8 There are sharp peaks in the number of cars using the Bleachingfield Car Park at 08:30am and 14:30pm. This is likely related to drop-off and pick-ups for the nearby Dunbar Primary School. The occupancy rate at this car park was 75 percent in the morning drop-off and 92 percent at the afternoon pick-up. This means that parking demand was much higher at this car park, but only for a short time. At other times, there was much more spare capacity at this car park. Between the two peaks, occupancy rate of Bleachingfield Car Park fluctuated between 23 and 58 percent.

3.7.9 Overall, the off-street parking survey indicated that parking demand at the off-street car parks in Dunbar was well within supply. It must be caveated that the survey period coincided with both poor weather and the COVID-19 pandemic. Both factors would have supressed parking demand. According to the UK Department for Transport analysis of automatic road traffic counters across Great Britain, road traffic levels were around 12 percent lower in December 2021 than before the pandemic. Therefore, when considering the potential extent that COVID-19 had supressed travel demand in December 2021, the low occupancy rates at some car parks would mean that even without the pandemic, there may still be spaces available in these car parks during the day.

Key Point: There are more car parking spaces available in off-street car parks surrounding Dunbar High Street than their demand. Although travel demand was supressed during the parking survey due to COVID-19 and poor weather, it is expected that would have still been spare capacity at the off-street car parks. This is especially true for car parks located slightly further from the town centre.

[3] Analysis for Leisure Pool carpark excludes occupancy and spaces dedicated for blue-badge holders or residents' only spaces. Due to the survey method, all other carparks in the figure include spaces dedicated for specific user groups. This includes disabled bays and electric vehicle charging bays.

[4] The survey data collection originally estimated that there were 60 general parking spaces in Lauderdale Park car park. As the surface is in poor condition in places, and part of the car park area is used for storage of other items, the analysis presented assumes that the actual capacity of the car park is 40 spaces.

On-Street Parking

3.7.10 To understand the utilisation of on-street parking in Dunbar, an on-street parking beat survey was conducted. The surveys were commissioned by East Lothian Council and conducted on December 9, 2021, which is the same day as the off-street parking surveys. Similarly with the off-street parking surveys, these were conducted on a Thursday but would have been impacted by both the COVID-19 pandemic and poor weather. The survey results have been analysed and presented to provide an indication of on-street parking patterns in the town. The survey covered the following locations (see Figure 3-12):

- West Port, between Countess Crescent and High Street
- Victoria Street, between High Street and Castle Street
- Station Road, between Countess Road and the Station building but not including the off-street parking area.
- High Street (North), between Victoria Street and West Port
- High Street (Middle), between West Port and Abbey Road (Post Office)
- High Street (South), the triangular gyratory area made up of Abbey Road, High Street, and Countess Road.

Figure 3-12: Map of surveyed streets in Dunbar

3.7.11 Both Church Street and Castle Street were included in this beat survey; however, review of the survey data supplied showed a significant overestimation of the number of suitable parking spaces on these streets. There are no restrictions on street to stop parking on one or both sides of the street. This is likely due to these streets being too narrow to have parking on both sides of the street, but this may not have been factored into

the survey data entry. It is possible to park on both sides of the street just not at the same time. If you do you either mount the footpath or cause an obstruction. It is possible to park on both sides of the street just not at the same time. If you do you either mount the footpath or cause an obstruction. In the analysis presented below, the number of legal spaces on these streets was updated based on review of these streets on Google StreetView; however, the survey details of parking of vehicles on these streets recorded in the beat survey was retained.

Number of On-Street Spaces

3.7.12 Figure 3-13 shows the number of legal waiting and parking spaces of the surveyed streets in Dunbar, organised by the restriction type. West Port has the largest total number of parking spaces, but this is mostly made up of 42 spaces on single yellow lines. Restrictions on these lines apply from 08:30am to 17:30pm on weekdays, meaning the number of legal parking spaces falls to just seven spaces during weekday daytimes. The northern section the High Street has 42 max stay (90 minutes) parking spaces, one loading bay[5], and two disabled parking bays. There are also 37 unrestricted in the middle section of the High Street. Parking on Station Road is operated by ScotRail, and parking charges apply.

3.7.13 Based on the additional desktop review of parking spaces, Church Street and Castle Street have approximately 40 and 35 unrestricted parking spaces respectively. These streets are narrow and residential in nature. Additionally, there are no parking bay markings. This means the true number of possible parking spaces, particularly on Church Street, is likely to be highly variable. The number of actual spaces would depend on the length of vehicles being parked, the amount of space between parked cars, and whether parking spaces are blocked off by resident objects such wheelie bins.

[5] The survey defines each space as being 5m, including loading bays. The High Street North section was coded in the survey with 1 Loading Bay, but from a visual inspection it would be possible to fit 2 Passenger Car Units (PCU). PCU is a way measure how much space different types of vehicles take up on the road, compared to a regular car. A car is the standard, so it counts as 1 PCU. A bus or truck is much bigger and slower to move, so it might count as 2 or more PCUs. A motorbike is smaller and more agile, so it counts as 0.5 PCU.

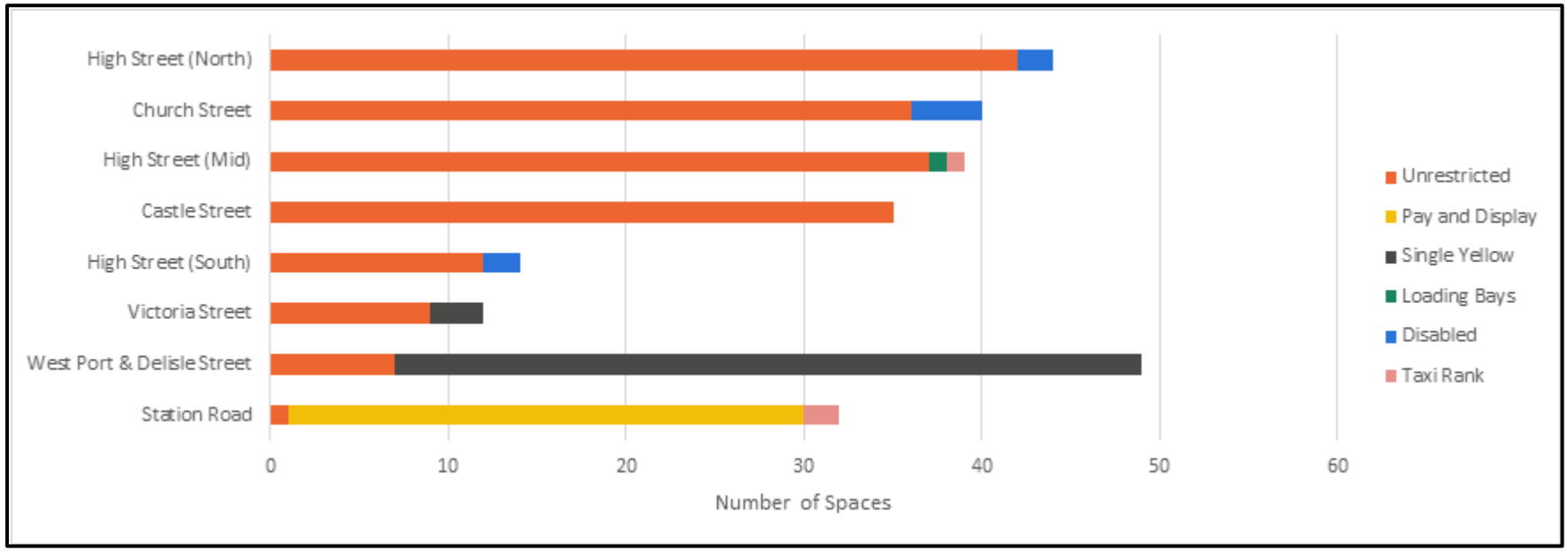

Figure 3-13: Number of legal parking spaces in Dunbar Town Centre. Data from 2021 on-street parking beat survey and Google StreetView review (Church Street and Castle Street only)

Note: West Port and Delisle Street were combined in the survey data collection and must be presented together here.

Occupancy Rate of On-Street Spaces

3.7.14 Figure 3-14 shows the number of vehicles parking on surveyed streets in every 15-minute period between 07:00am and 19:00pm as a percentage of legal parking spaces available. To reflect that some spaces are dedicated to certain vehicle users and vehicle types, this analysis excludes parking in dedicated disabled parking spaces, which are analysed separately. Parking in taxi ranks is also excluded. Note that the percentage occupancy rates increases on West Port between 08:30am and 17:30pm as waiting restrictions on single-yellow lines enter effect.

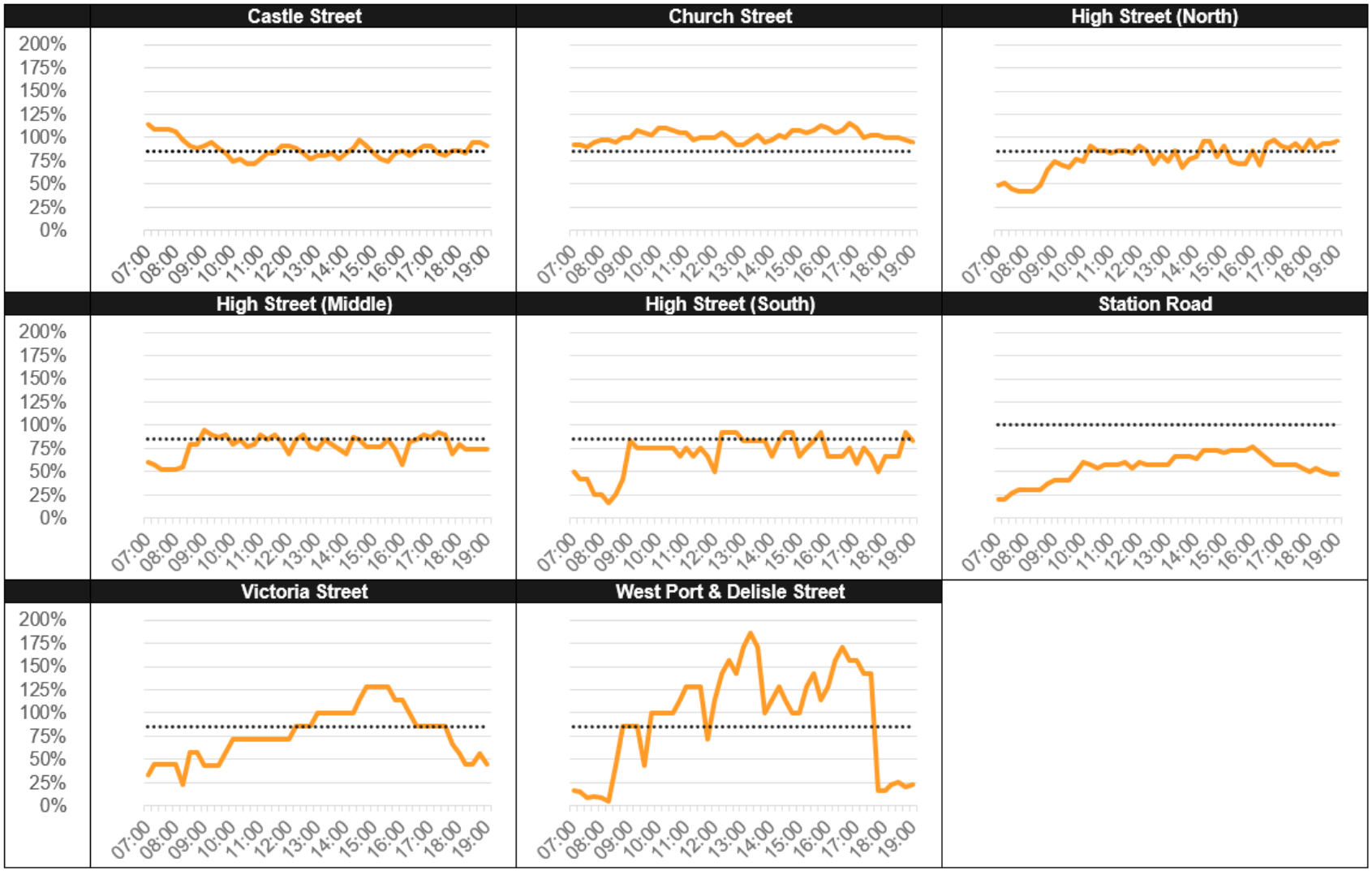

Figure 3-14: Percentage of legal spaces occupied by parked vehicles on streets around Dunbar Town Centre, by time of day

3.7.15 During the survey, the number of vehicles parking exceeded the legal number of spaces on several streets. This included Castle Street, Church Street, Victoria Street, and West Port. This indicates that parking demand exceeded supply on these streets, and that some vehicles were recorded parking in non-legal spaces. Castle Street demand dropped in the morning below 100 percent which is likely to be as a result of people going to work, however nearby but Church Street rose and remained above 100% throughout the morning. This could be explained by people who work in the town and parking there during the day. The next section considers duration of parking on these streets in more detail.

3.7.16 The survey indicated that parking demand on the High Street is high. The occupancy rates in the north and middle sections of the High Street fluctuated between 75 and 100 percent for much of the day. Parking spaces here are being heavily used and there are fewer available parking spaces. This section of the High Street is also the area with the highest pedestrian activity recorded in the footfall survey. Due to the impact of COVID-19 on the survey, it is reasonable to assume that surveyed parking demand would be higher now the pandemic has passed.

3.7.17 The number of cars parking on West Port and Delisle Street far exceeded the legal number of spaces for much of the survey day. At its peak at 13:15pm, the occupancy rate of parking at West Port was 186 percent. This indicates a significant number of cars parking illegally. Most of the kerbside on West Port is made up of single yellow lines that are in operation between 08:30am and 17:30pm on weekdays. Therefore, the occupancy rates observed are likely due to parking and stopping on the single yellow lines. It should be including Delisle Street in original survey counts may have dampened the amount of illegal parking in the analysis.

3.7.18 Parking on Station Road is typically longer stay and associated with parking for the rail station. The Covid pandemic significantly influenced demand for train travel so the data is unlikely to be reflective of current demand on this road.

3.7.19 Church Street and Castle Street also had high parking utilisation. The parking occupancy rate on Castle Street fluctuated between 75 and 100 percent for much of the day. On Church Street, parking occupancy fluctuated around 100 percent. These streets are largely residential, so this likely reflects the long-term parking of resident vehicles throughout the day. This also shows that there is limited spare capacity on these streets to accommodate non-resident vehicles.

Key Point: Demand for parking in the main section of the High Street was high during the day, but these streets did not exceed full capacity. The number of cars parked exceeded the number of legal parking spaces on several other streets in Dunbar. This shows the pressure on parking spaces and potential occurrence of illegal parking due to the lack of available spaces.

Parking Durations in On-Street Spaces

3.7.20 The cumulative distribution of parking durations on surveyed streets is shown in Figure 3-15, and further broken down in Table 3-5 and Table 3-6. This shows the total percentage of vehicles parking by parking durations at 30-minute intervals. Steeper curves indicates that a larger percentage of vehicles are parking for shorter durations, whereas gentle curves indicate greater percentages of vehicles parking for longer periods. As the beat-survey only recorded the presence of vehicles in every 15-minute period, the measurement of parking durations in the survey is limited to 15-minute intervals only.

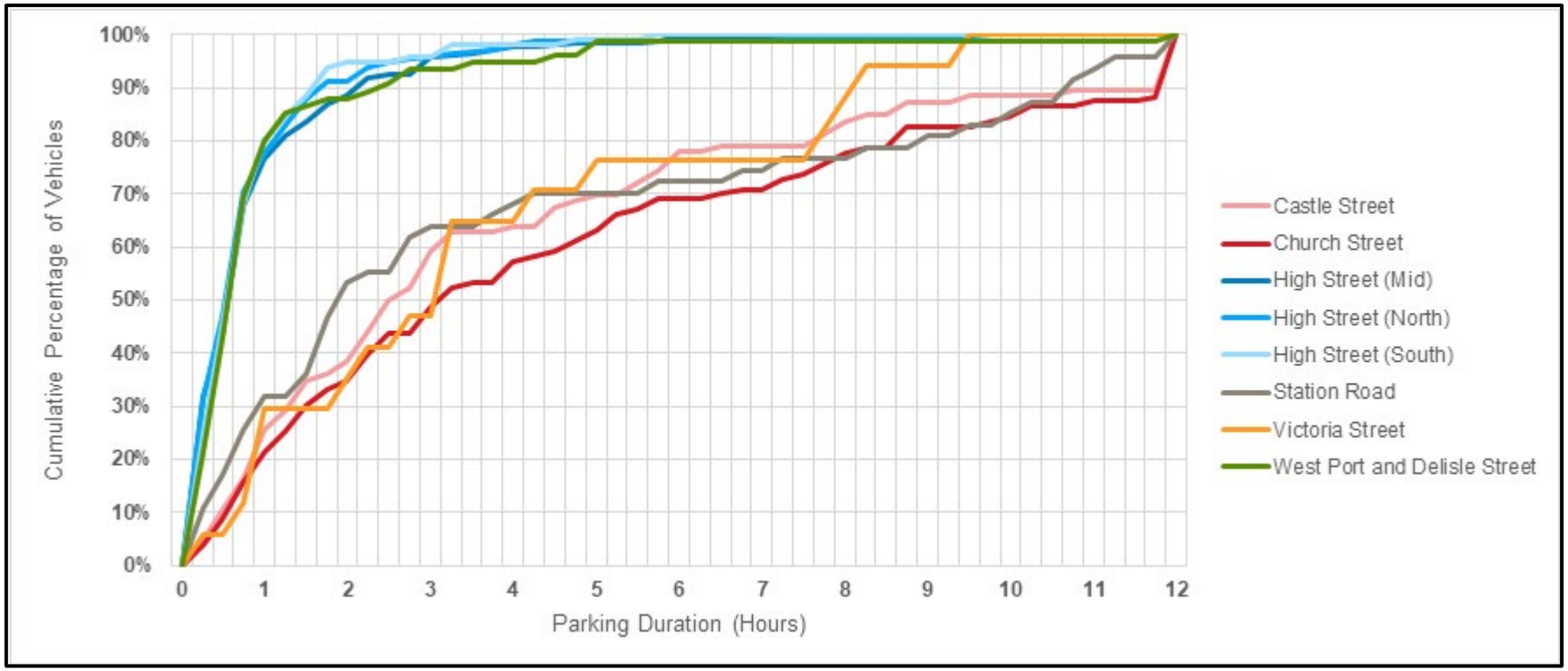

Figure 3-15: Cumulative Percentage of Vehicle Parking Durations in Dunbar

Table 3-5: Number and percentage of surveyed vehicles by duration parked.

Street	Value	Minutes Parked						
		<15	<30	<45	<60	<75	<90	Total (<12hrs)
Castle Street	Number of Vehicles	4	9	14	22	25	30	86
	% of Total Surveyed	**5%**	**10%**	**16%**	**26%**	**29%**	**35%**	**100%**

Street	Value	Minutes Parked						
		<15	<30	<45	<60	<75	<90	Total (<12hrs)
Church Street	Number of Vehicles	4	9	16	22	26	31	103
	% of Total Surveyed	**4%**	**9%**	**16%**	**21%**	**25%**	**30%**	**100%**
High Street (Mid)	Number of Vehicles	80	110	171	193	204	211	252
	% of Total Surveyed	**32%**	**44%**	**68%**	**77%**	**81%**	**84%**	**100%**
High Street (North)	Number of Vehicles	90	136	203	224	240	254	289
	% of Total Surveyed	**31%**	**47%**	**70%**	**78%**	**83%**	**88%**	**100%**
High Street (South)	Number of Vehicles	24	44	66	78	82	86	97
	% of Total Surveyed	**25%**	**45%**	**68%**	**80%**	**85%**	**89%**	**100%**
Station Road	Number of Vehicles	5	8	12	15	15	17	47
	% of Total Surveyed	**11%**	**17%**	**26%**	**32%**	**32%**	**36%**	**100%**
Victoria Street	Number of Vehicles	1	1	2	5	5	5	17
	% of Total Surveyed	6%	6%	12%	29%	29%	29%	100%
West Port and Delisle Street	Number of Vehicles	16	32	52	60	64	65	75
	% of Total Surveyed	**21%**	**43%**	**69%**	**80%**	**85%**	**87%**	**100%**

Table 3-6: Number and percentage of surveyed vehicles by duration parked in hours lots.

Street	Value	Hours Parked											
		0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
Castle Street	Number of Vehicles	22	11	18	4	5	7	1	4	3	1	1	9
	% of Total Surveyed	**25.6%**	**12.8%**	**20.9%**	**4.7%**	**5.8%**	**8.1%**	**1.2%**	**4.7%**	**3.5%**	**1.2%**	**1.2%**	**10.5%**
Church Street	Number of Vehicles	22	14	14	9	6	6	2	7	5	2	3	13
	% of Total Surveyed	**21.4%**	**13.6%**	**13.6%**	**8.7%**	**5.8%**	**5.8%**	**1.9%**	**6.8%**	**4.9%**	**1.9%**	**2.9%**	**12.6%**
High Street (Mid)	Number of Vehicles	193	30	18	5	2	3	0	0	1	0	0	0
	% of Total Surveyed	**76.6%**	**11.9%**	**7.1%**	**2.0%**	**0.8%**	**1.2%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**
High Street (North)	Number of Vehicles	224	39	14	6	2	0	0	3	0	1	0	0
	% of Total Surveyed	**77.5%**	**13.5%**	**4.8%**	**2.1%**	**0.7%**	**0.0%**	**0.0%**	**1.0%**	**0.0%**	**0.3%**	**0.0%**	**0.0%**
High Street (South)	Number of Vehicles	78	14	1	2	1	1	0	0	0	0	0	0
	% of Total Surveyed	**80.4%**	**14.4%**	**1.0%**	**2.1%**	**1.0%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
Station Road	Number of Vehicles	15	10	5	2	1	1	1	1	2	2	4	3
	% of Total Surveyed	**31.9%**	**21.3%**	**10.6%**	**4.3%**	**2.1%**	**2.1%**	**2.1%**	**2.1%**	**4.3%**	**4.3%**	**8.5%**	**6.4%**
Victoria Street	Number of Vehicles	5	1	2	3	2	0	0	2	1	1	0	0
	% of Total Surveyed	**29.4%**	**5.9%**	**11.8%**	**17.6%**	**11.8%**	**0.0%**	**0.0%**	**11.8%**	**5.9%**	**5.9%**	**0.0%**	**0.0%**
West Port and Delisle Street	Number of Vehicles	60	6	4	1	3	0	0	0	0	0	0	1
	% of Total Surveyed	**80.0%**	**8.0%**	**5.3%**	**1.3%**	**4.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.3%**

3.7.21 People parking on the High Street and West Port only parked for a short period. The median parking duration on all High Street sections and West Port was approximately 30-minutes. In other words, around half all vehicles parked on the High Street and West Port left within 30 minutes. Between

77 and 80 percent of vehicles parked on the High Street were parked for less than one hour, depending on the section; however, this does show that approximately 15 percent of all vehicles parking on the High Street were recorded staying longer than the maximum stay duration of 90 minutes.

3.7.22 Although short parking stays were the most common on the High Street, there were still several vehicles recorded parking here for extended periods. Across all High Street sections, 143 vehicles were recorded parking for longer than one hour. Additionally, 39 vehicles were parked on the High Street for three hours or more, representing six percent of all vehicles parking here. This prevents turnover of spaces. The longest recorded parking stay on the High Street was 10 hours. Signposted restrictions limit parking on the High Street parking bays to 90 minutes, meaning that there are some recorded instances of vehicles significantly exceeding the maximum allowed parking duration as a result of the lack of parking enforcement in Dunbar.

3.7.23 Parking stays on Castle Street and Church Street were typically much longer. The median parking duration on Castle Street and Church Street was 2:30hrs and 3:15hrs respectively. Notably, 10.5 percent of parked cars on Castle Street and 12.6 percent of parked cars on Church Street were parked for the full 12-hour survey period and were not moved for the whole day. This reflects the residential nature of these streets and indicates that the street is primarily being used for the parking of resident cars.

Key Point: Cars parked the High Street and West Port only stayed for a short time. Around half of all parked cars on the High Street only stayed for 30 minutes or less, with around 80 percent of cars leaving within one hour. Cars parked on Castle Street and Church Street stayed much longer, reflecting how these streets are used by residents for parking.

Illegal Parking

3.7.24 Figure 3-16 shows the percentage of parking in Dunbar on surveyed streets by the kerbside restriction in place. The bars in yellow and red shades indicate the percentage of parking occurring in locations where not permitted. Grey shades indicate parking in permitted places, while blue shaded indicate the portion of vehicles stopping in bays dedicated for specific users or vehicles.

3.7.25 Figure 3-16 shows that there is some illegal parking occurring on many of the surveyed streets. Most of the parking on West Port was done on single yellow line markings during their hours of operation. Several vehicles were recorded stopping on zig-zap or keep clear markings on West Port and Church Street. On Victoria Street, Station Road, and southern section of the High Street, between 10 and 13 percent of vehicles waiting or parked were on double yellow lines. Interestingly, illegal stopping and parking was not common on the northern section of the High Street, which is likely because most of the kerbside is made up of parking bays. In total approximately 8% of parked vehicles were parked illegally compared to total parking supply across Dunbar.

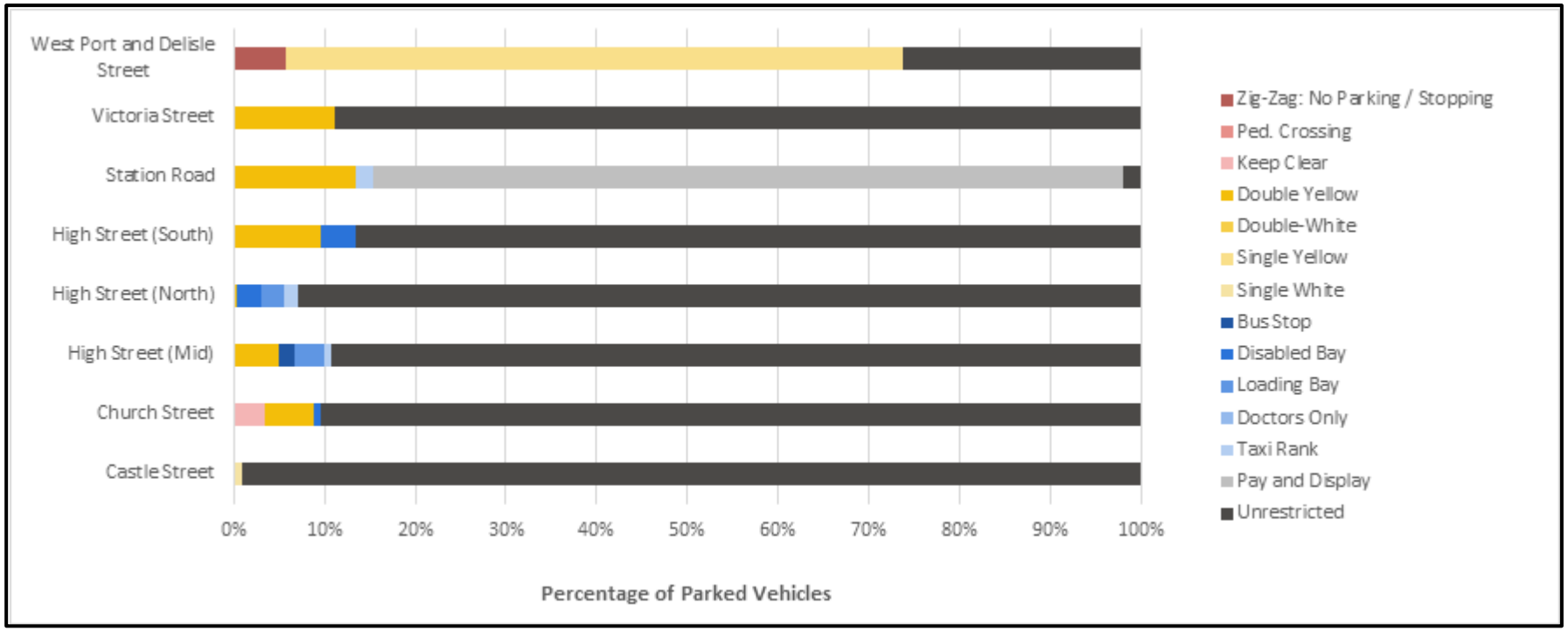

Figure 3-16: Percentage of vehicles parked in Dunbar Town Centre by street and kerbside restriction

Key Point: During the on-street parking survey, some illegal parking in Dunbar Town Centre was observed. On Victoria Street, Station Road, and the southern section of the High Street, between 10 and 13 percent of recorded vehicles were waiting or parked on double yellow lines. In total approximately 8% of parked vehicles were parked illegally compared to total parking supply across Dunbar.

Loading and Unloading

3.7.26 Two loading bays on the High Street were included in the beat survey. However, the nature of the beat survey mean no data was recorded on whether the bays were genuinely being used for loading, or if cars were parked in the bays. Figure 3-17 shows the times at which the loading bays at the two sites were occupied.

3.7.27 Overall, the loading bays surveyed were well utilised. The loading bay in the High Street middle section was occupied for 5 hours and 45 minutes of the 12-hour survey period, while the northern loading bay was occupied for 5 hours and 30 minutes in the same period. Loading trips were mostly concentrated during typical working hours, although the northern loading bay was occupied continuously from 17:15pm to the end of the survey at 19:00pm. There are occasionally periods of overlap where both loading bays are occupied and there are no spare bays available.

3.7.28 The loading bays overall had a turnover rate of 17.5 vehicles per space during the survey period. This indicates a high turnover of loading bays and high utilisation. Of the 35 vehicles recorded stopping in the loading bays, 28 were stopped for less than 15 minutes. The longest recorded parking duration in the loading bay was 30 minutes.

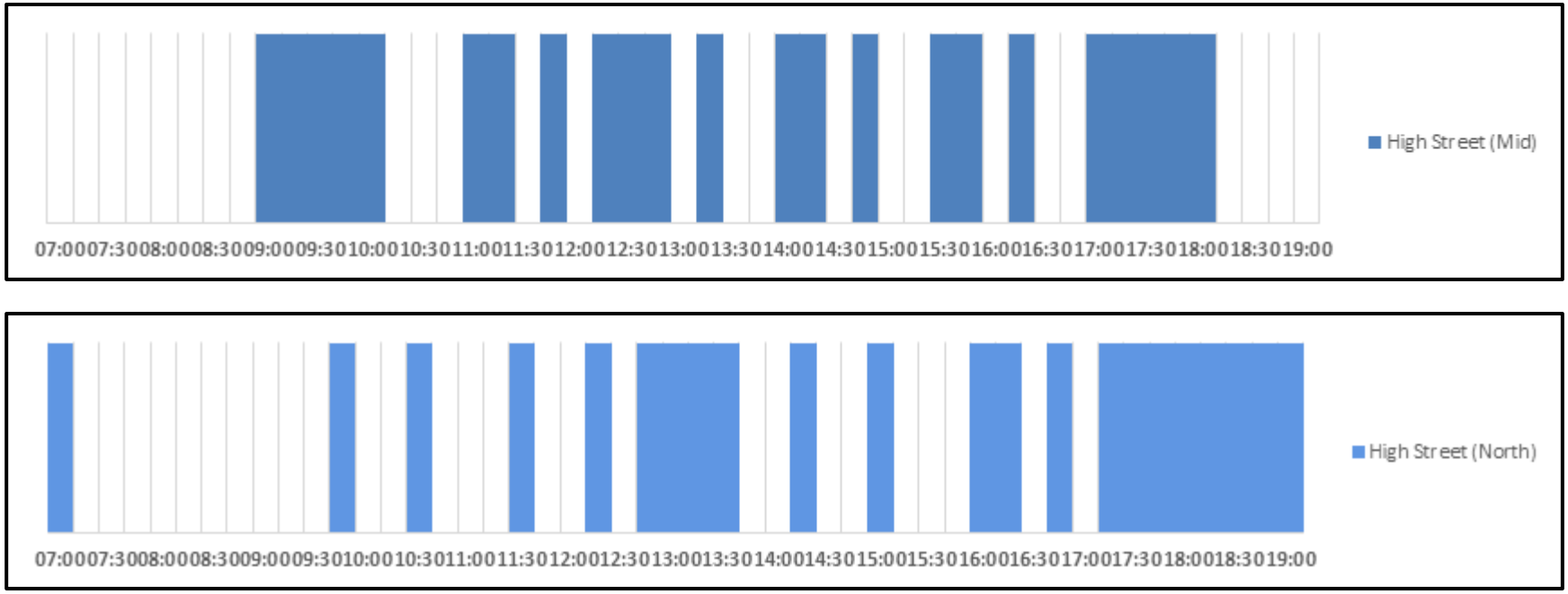

Figure 3-17: Occupancy of the two surveyed loading bays on Dunbar High Street by time of day

Key Point: The surveyed loading bays on Dunbar High Street had a high occupancy rate and a high turnover rate during the day, indicating many vehicles are using these bays.

Disabled Parking

3.7.29 There were four disabled parking bays included in beat survey on the High Street, two in the northern section and two in the southern section. The survey also recorded 14 disabled parking bays on Church Street; however, a desktop review of Church Street on Google StreetView shows that the surveyed number of disabled bays on this street is likely significantly overestimated. Therefore, Church Street has been excluded from the analysis of disabled bay use.

3.7.30 Figure 3-18 shows the occupancy of the disabled bays during the survey day. Overall, the disabled bays in Dunbar High Street are well utilised. The disabled bays in the northern High Street section are in high demand. Demand was highest between 10:00am and 14:00pm, and between 15:30pm and 18:30pm. In total, both bays were fully occupied for 4 hours and 15 minutes of the survey period. While the southern disabled bays were also well utilised, their utilisation was not as high as that seen in the northern section. This reflects how the main activity on the High Street is in the northern and middle sections.

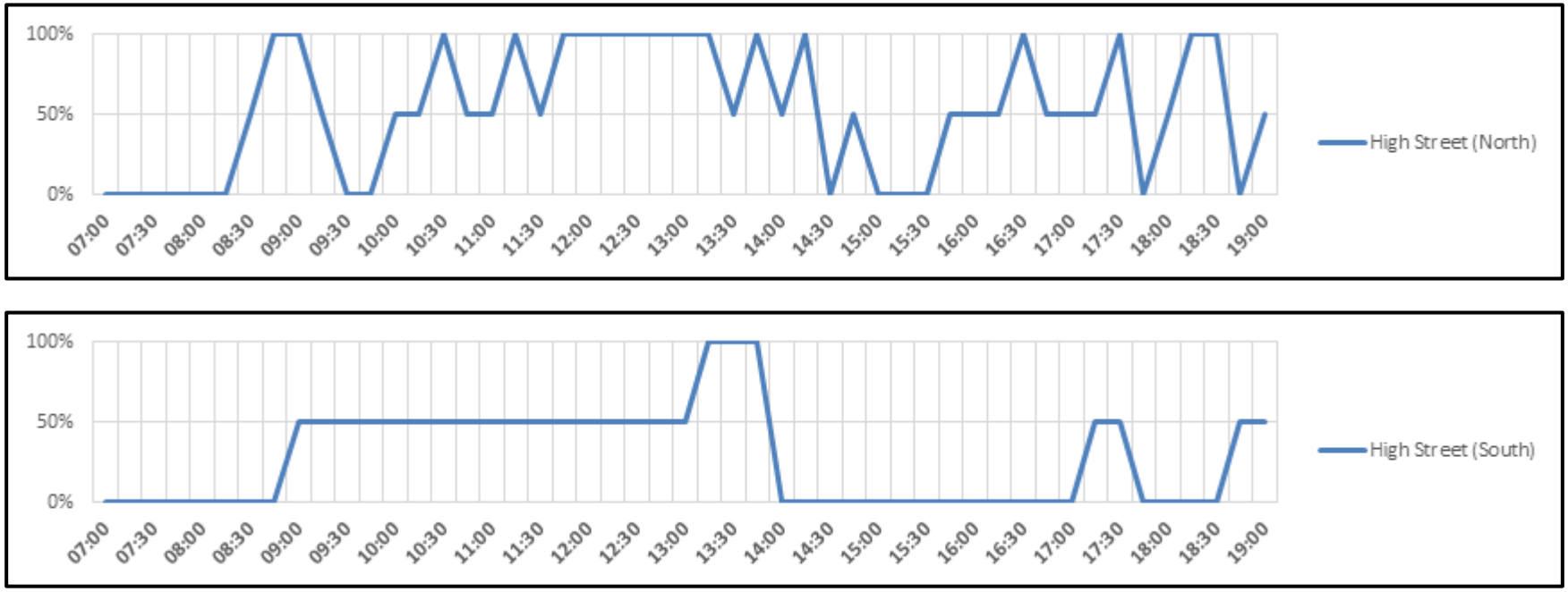

Figure 3-18: Disabled parking utilisation in Dunbar town centre

3.7.31 Turnover at the High Street (North) at 90-minute max-stay disabled bays was high, with a turnover of 9.5 vehicles per space on the survey date. The average stay duration of disabled vehicles was around 1 hour and 22 minutes, with the longest staying vehicle occupying the space for 3 hours and 15 minutes. The High Street (South) section had a much lower disabled bay turnover, with 2 vehicles using each space on the survey date. Interestingly, while three of the vehicles using the bay stayed for 30 minutes or less, one vehicle occupied a disabled space for 4 hours and 45 minutes.

Key Point: The surveyed disabled parking bays on Dunbar High Street had a high utilisation, and the northern bays were fully occupied for over four hours in a 12-hour period. Disabled bays in the southern section of the High Street were in less demand, with at least one space being available throughout most of the day.

3.8 Overview of the Strategic Need

3.8.1 Based on the analysis set out above a series of key problems and opportunities that form the strategic need have been identified and is set out in Table 3-7. These provide the rationale for intervention and for proceeding with parking interventions.

Table 3-7 Summary of Strategic Need

Problem / Opportunity	Evidence
Problem:	
Tourism is a major sector for the economy and hospitality and retail industries are the largest employers in Dunbar. However, parking has been identified by visitors as a key problem.	• 2023 BRES analysis • 2021 East Lothian Visitor Survey
Footfall on Dunbar High Street has declined 19 percent between 2016 and 2022. This presents a challenge to the High Street's vitality and viability.	• Footfall surveys on High Street (2016 to 2022)
Demand for on-street parking is close to exceeding the supply of parking spaces in many parts of the town centre.	• On-street parking beat surveys (2021)
Some instances of illegal waiting and parking on some streets were observed in the town centre. Demand for parking spaces and the provision of parking may be contributing to illegal parking.	• On-street parking beat surveys (2021)
Opportunity:	
Other streets and off-street carparks within walking distance of the High Street have spare parking capacity, which can be better utilised to ease pressure on the High Street.	• On-street parking beat surveys (2021) • Off-street parking beat surveys and entry-exit surveys (2021)
Disabled parking bays on the High Street's northern section are heavily used with a high turnover. At certain times, all disabled bays in this section can	• On-street parking beat surveys (2021)

Problem / Opportunity	Evidence
become fully occupied. Parking measures provide the opportunity to improve parking availability for blue-badge holders.	
There is an opportunity to encourage people to travel sustainably. Dunbar is connected to the wider region through several bus and rail services, providing alternative forms of transport to the town. Additionally, many Dunbar residents can walk or cycle to the High Street within 15 minutes, providing the opportunity to encourage active travel.	• Walking and cycling catchment review • Public transport services review

Inputs

Dunbar Parking

Impact Assessment

4 Inputs – Policy Context

4.1 Overview

4.1.1 The inputs are the processes required to implement the parking management measures as set out in and defined by key national, regional, and local policy documents. These provide the foundation upon the interventions set out in the outputs chapter can be taken forward.

4.2 National Policy

4.2.1 A policy review has been undertaken to establish the rationale for the introduction of parking management interventions. Key national policies are listed within this section.

National Transport Strategy 2

4.2.2 In February 2020, Transport Scotland published its *National Transport Strategy 2* (NTS2) which set out a vision for Scotland's transport system over the next 20-years to 2040, including a statement of transport's contribution to achieving net zero by 2045. Its 'Vision' is:

'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'.[6]

4.2.3 The Vision is underpinned by four 'Priorities' and 12 'Outcomes', as shown in Figure 4-1: NTS2 Priorities below.

[6] National Transport Strategy 2 (Transport Scotland, 2020), p. 5.

Figure 4-1: NTS2 Priorities

4.2.4 The NTS2 establishes two 'hierarchies' which define the principles upon which future transport investment decision making and services should be planned. The 'Sustainable Travel Hierarchy' defines the priority which will be given to each mode of transport in future investment planning and is shown in Figure 4-2: NTS2 Sustainable Travel and Investment Hierarchies below which also includes the 'Sustainable Investment Hierarchy' which establishes a structured set of steps to be followed when planning investment in transport provision.

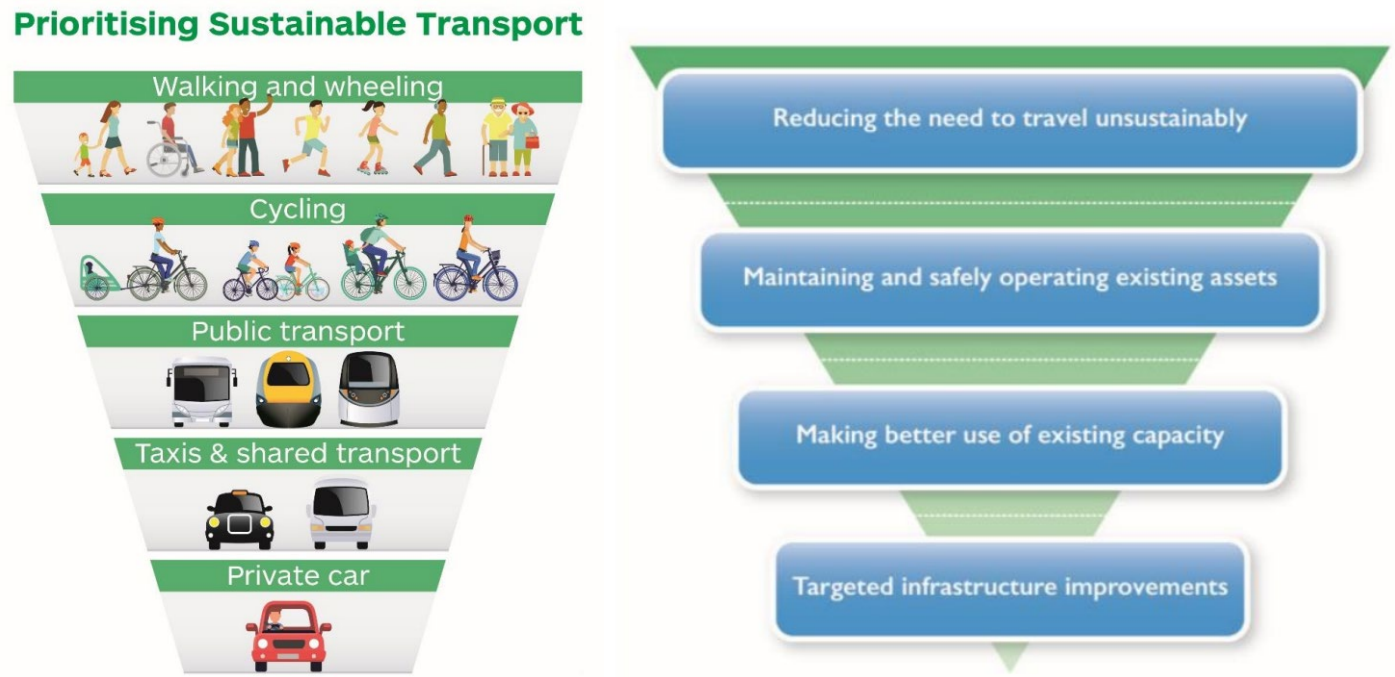

Figure 4-2: NTS2 Sustainable Travel and Investment Hierarchies

4.2.5 In summary, the Sustainable Travel Hierarchy prioritises walking & wheeling and cycling, with investment to support the single occupant private car being the lowest priority. Measures promoted through the strategy, and which will emerge from it, should prioritise active travel and accessible public transport connections, whilst at the same time discouraging short, single car occupant journeys. On this basis, parking interventions are highly consistent with the Sustainable Travel Hierarchy. This hierarchy focuses on prioritising how transport resources should be spent.

4.2.6 The implication of this hierarchy is that investment in new infrastructure should only be considered once a wider package of options to reduce the need to travel, reduce the need to travel unsustainably, optimise use of existing infrastructure, influence travel behaviour or manage demand have been explored. Parking management interventions could be classified as 'making better use of existing capacity' and would therefore be more appropriate than measures that sought to increase parking capacity through construction of infrastructure.

Key Point: The National Transport Strategy 2 aims to shift investment from car travel and related infrastructure to active travel. This suggests there may be a reduction in car parking capacity due to the prioritisation of active travel and reallocation of road space.

Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018–2032 - Update

4.2.7 The Climate Change (Scotland) Act 2009 sets out the legally binding target for Scotland to achieve net-zero carbon emissions by 2045. Under the legislation, the Scottish Government is required to publish Climate Change Plans that outline the policies that would achieve the legislated targets.

4.2.8 The latest update to the Climate Change Plan, titled "Securing a Green Recovery on a Path to Net Zero", was published by the Scottish Government in 2020. The Plan sets out plans on how the government intends to reduce greenhouse gas emissions to 75% of 1990 levels by 2030, 90% by 2040 and net-zero by 2045. The Plan recognises the key role that the decarbonisation of transport will play in reducing Scotland's emissions and includes an aim to reduce the number of kilometres travelled by car by 20% by 2030. This will require a range of measures to discourage car use and make the use of more sustainable modes of transport more attractive.

4.2.9 In November 2024, the Climate Change (Scotland) Act 2009 was amended to remove the annual and interim emissions reduction targets as outlined in previous government climate change strategies and legislation. The interim targets were replaced with five-year carbon budgets. This puts legally binding limits of greenhouse gas emissions in Scotland in five-year periods, instead of annual targets. The overall target of achieving net-zero in Scotland by 2045 was retained. A further update to the Climate Change Plan is expected.

Key Point: The Scottish Government has legislated net-zero emission target in 2045 and up-coming five-year carbon budgets. The reduction of emissions will require the increased use of active travel modes and less car usage. This will require a significant behavioural shift.

Consultation on the 20% Reduction in Car KMs: Route Map

4.2.10 Following the commitment to reduce car kilometres by 20% within the *Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018 – 2032* policy document Transport Scotland published a stakeholder consultation report setting out a route map for how this target can be achieved. The framework recognises that any solution must include a holistic framework of interventions to provide car-use reduction options for different trip types in different geographical areas. To encourage the reduction in car usage, the framework outlines the need for a behaviour change by users through positive messaging. This has led to the development of four desired behaviours which are displayed in Figure 4-3 below. Parking interventions can contribute to helping people to live well locally by enabling them to access local services and amenities whilst also supporting switching modes to walking, wheeling, cycling and public transport where appropriate.

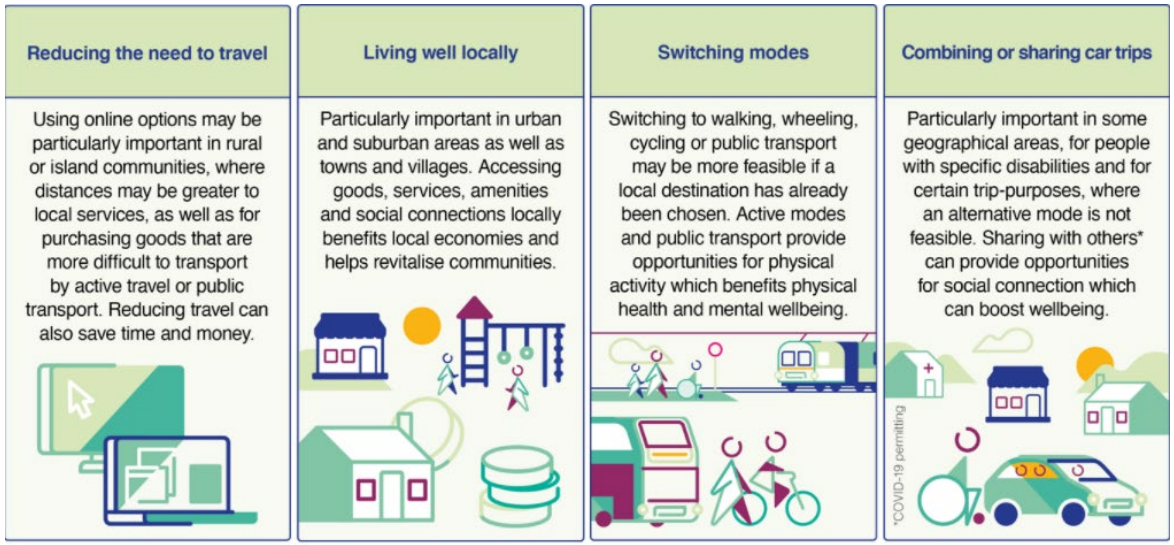

Figure 4-3 Route Map to 20% Car KM Reduction – Four Behaviours

4.2.11 In April 2025, the Scottish Government indicated that the policy target of reducing car kilometres by 20 percent by 2030 was to be dropped and would be subject to a review. However, the summary of this policy is retained here for reference in the interim until the details of any new policy is announced.

Key Point: The previously adopted route map to reduce car kilometres by 20% suggested action was required to promote four key types of behaviour changes. Although no longer a specific policy target, introducing parking controls could change travel behaviours and reduce car kilometres.

National Planning Framework 4

4.2.12 The National Planning Framework 4 (NPF4) adopted by the Scottish Government in 2023 sets out the Scottish Government's planning policies and how these are expected to be applied. The sets out a National Spatial Strategy, which is guided by four overarching principles, outlined below:

- **Sustainable places** – where we can reduce emissions and restore and better connect biodiversity
- **Liveable places** – where we can live better, healthier lives
- **Productive places** – where we have greener, fairer, and more inclusive wellbeing economy
- **Distinctive places** – where we recognise and work with our assets

4.2.13 The NPF4 outlines a wide range of policies encompassing the entirety of Scotland. Parking does not have a specific policy; however, it falls within policy 10 – *Sustainable Transport*, policy 16 – *Business and Employment* and policy 17 – *Tourism*. Relevant parking guidance from these policies is listed below:

- **Policy 10 –** Sustainable Transport:
  - *Development proposals should consider the need to supply safe and convenient cycle parking to serve the development, sheltered where possible, unless it can be demonstrated that existing nearby provision is sufficient. Cycle parking should, be more conveniently located than car parking serving the development.*
  - *Development proposals which are ambitious in terms of low / no car parking have a role to play in very accessible urban locations, well-served by sustainable transport modes. In such circumstances, consideration should be given to the type, mix and use of development, car ownership levels, the surrounding uses, and the accessibility of the development by sustainable modes.*
- **Policy 16 –** Business and Employment
  - *Development proposals for business and industrial uses must be taken into account:*
  - *Surrounding residential amenity and sensitive uses;*
  - *Population health and wellbeing including inequalities*
  - *Environmental quality and historic environmental assets*
  - *Access, parking and traffic generation and air quality*
- **Policy 17 –** Tourism:
  - *Development proposals for tourist facilities should take into account:*
  - *The contribution made by the development to economic prosperity, local employment and community wealth building*
  - *Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors*
  - *Impacts on communities, for example by hindering the provision of homes and services for local people*
  - *Access, parking and traffic generation*

Key Point: The development proposals in the NPF4 suggests a change in parking requirements for new developments to have low or no car parking. While potentially reducing car ownership and encouraging alternative travel modes, this may constrain parking supply near to these developments.

East Lothian Local Transport Strategy

4.2.14 The East Lothian Local Transport Strategy (LTS) was developed to cover the period from 2018 – 2024. The vision of the LTS is:

'East Lothian will have well-connected communities with increased use of sustainable transport modes to access services and amenities.'

4.2.15 From the vision, seven objectives for the LTS were developed, which are:

- To develop a more attractive and safer environment for pedestrians and cyclists
- To reduce the overall dependence on the car and environmental impact of traffic
- To promote the availability and use of more sustainable means of travel
- To locate new development where it reduces the need to travel
- To maximise accessibility for all and reduce social exclusion
- To promote integration and interchange between different means of travel
- To maintain the transport network to a suitable standard to ensure it meets the needs of all users

4.2.16 Parking interventions are highly consistent with these objectives and, in particular, the first three objectives as they would discourage car use and encourage the use of more sustainable modes of transport where possible.

4.2.17 The strategy revolves around five core policies which provide the overarching framework under which the actions and measures to deliver the LTS sit. The five core policies are:

- Maintenance Strategy & Whole Life Costing
- A Safer East Lothian
- Active Travel and Healthy Lifestyles
- Accommodating Growth and Supporting the Economy
- Encouraging Sustainable Travel

4.2.18 Parking Strategy & Enforcement falls within the *'Accommodating growth and supporting the economy'* policy. Within this section, East Lothian Council highlights that they are implementing a comprehensive Parking Management Strategy to improve efficiency of current supply and to reduce negative impacts of parking on communities. A 'toolkit' of measures are expected to be applied including:

- Parking management – interventions to maximise the efficiency and operation of existing parking provision
- Parking supply – measures to control the off-street and / or on-street parking provision available
- Enforcement – measures to control the usage and turnover of parking and ensure restrictions are adhered to
- Demand management – intended to reduce parking demand and maximise use of other transport modes

4.2.19 This 'toolkit' provides a foundation for the interventions which are now being brought forward in North Berwick. Furthermore, from these policies – a dedicated Parking Management Strategy was subsequently developed which set out additional details around how these measures would be applied across the local authority area.

Key Point: The East Lothian Local Transport Strategy highlights the need for parking intervention as a measure to encourage modal shift and to promote better travel behaviours.

East Lothian Parking Strategy 2018 - 2024

4.2.20 The East Lothian Parking strategy was developed by East Lothian Council as an action plan which sits beneath the East Lothian Local Transport Strategy. The strategy identifies problems and interventions for all major localities within East Lothian.

4.2.21 From the defined problems, the strategy defines two objectives:

- To provide balanced and appropriate parking facilities that support the economic, environmental and accessibility requirements of towns in East Lothian
- To maximise the efficient use of parking provision

4.2.22 The outcomes underpinning the objectives are:

- The delivery of parking supply that meets local demand whilst minimising the adverse impacts of parking
- Effective enforcement of parking restrictions

4.2.23 To achieve the outcomes, 22 policies were developed:

- ELC will apply a hierarchical approach to parking strategy supply starting with the application of parking enforcement then parking management and, finally, increasing parking provision if these other measures fail to resolve the problem
- ELC will implement a parking management hierarchy in the towns
- ELC will monitor and amend the scale of Decriminalised Parking Enforcement (DPE) in East Lothian, as necessary
- ELC will review the use of the Coastal car parks and consider the introduction of new sites, expanding existing sites, and / or remove sites and re-assess the pricing structure every 3 years following introduction
- ELC will assess the demand on town centre parking supply and appraise, where appropriate the introduction of charging for off-street car parks and / or for on-street parking places. The introduction of restrictions and charging has the potential to boost the financial viability and community / business productivity of an area by increasing turnover. All parking regimes would require annual monitoring

- ELC will introduce a standard 90-minute waiting restriction in towns (following consultation) where the existing waiting restrictions are less than this. Towns with no waiting restrictions will not be affected at this time.
- ELC will keep loading provision including Taxi stances in town centres under constant review and amend, as necessary
- ELC will keep under review existing schemes and consider the need for new Resident Parking Schemes
- ELC shall consider and review the need for and introduce Controlled Parking Zones to balance parking demand in multi-use areas
- ELC will continue to undertake measures to ensure compliance with the Disabled Persons' Parking Places (Scotland) Act 2009 and will continually review the provision of Blue Badge parking in town centres
- ELC will apply national and regional parking standards where appropriate and its own local parking standards where developments do not meet the requirements for these standards
- ELC will review and keep under review the charging policy for its parking services in relation to event management and public utilities works requiring on-street parking suspension
- ELC will support additional appropriate Park & Ride provision wherever possible
- ELC will give priority to public transport by ensuring it is not hindered by illegal parking
- ELC will endeavour to ensure Park & Ride parks are used solely for this purpose and not for long-stay parking by non-travelling public
- ELC will continue to support the provision of electric vehicle charging points in East Lothian
- ELC will review the 'free at point of use' Electric Vehicle charging point policy, at regular intervals
- ELC will continue to support the provision of parking spaces for Car Club vehicles in East Lothian
- ELC will implement improved signage to guide drivers to appropriate parking spaces
- ELC will implement appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill (a pavement parking prohibition has now been enacted into law via the Transport (Scotland) Act 2019)
- ELC will consider the introduction of school streets following consultation and which meets the assessment criteria
- ELC will consider the use of Local Authority powers to set private car park tariffs, condition parking charges through the planning process and work in partnership with private car park operators to apply consistent parking policy

4.2.24 In Dunbar specifically, several problems relating to parking were identified. Table 4-1 displays the original problems identified and the proposed solutions to address these problems in Dunbar.

Table 4-1: East Lothian Parking Strategy - Identified Problems in Dunbar and proposed solutions

Problem	Solutions

Lack of off-street car park management and on-street enforcement creating problems. In particular, long-stay parking by town centre traders and passengers using the railway station is leading to over flow parking on nearby streets around the railway station, within the town centre and around the harbour	• Control through Decriminalised Parking Enforcement • Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations
Lack of enforcement of existing parking restrictions causing congestion and bottlenecks, particularly around Church Street and Castle Street. Resident parking problems around Lammermuir Crescent and overflow on-street parking around Belhaven Hospital and Belhaven Brewery	• Control through Decriminalised Parking Enforcement • Proposed creation of new resident's parking scheme • Removal of bottlenecks to ensure smooth and efficient traffic flow
Safety concerns in relation to the layout of parking on High Street	• Continuous review of the requirement for Controlled Parking Zones • Removal of bottlenecks to ensure smooth and efficient traffic flow • Ongoing review of waiting and loading provision
Lack of Blue Badge parking on High Street	• Ongoing review of Blue Badge parking
The lack of turnover on street with vehicles outstaying 90 min restrictions or parking off street with no space availability	• Consider the Introduction of on-off street parking charges • Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations
Difficulties with loading and servicing	• Ongoing review of waiting and loading provision
Difficulty introducing a new Traffic Regulation Order (TRO) designed to rationalise and consolidate a number of historic TROs	• Delivery of TRO amendments to ensure they are robust and legally enforceable • Ongoing review of waiting and loading provision
Short-term on-street problems at peak school travel periods around schools	• Control through Decriminalised Parking Enforcement

4.2.25 ELC also identified specific locations in Dunbar to implement the policies and parking restrictions, which are set out in Table 4-2. The proposals set out in the Parking Strategy form the basis of the interventions which have now been brought forward and which are outlined in detail in the Outputs chapter.

Table 4-2: List of interventions proposed in Dunbar in response to identified parking problems

Measures	Locations
Potential short-stay car parking (up to 90 minutes)	• On-street – limited waiting • Abbeylands
Potential medium stay car parking (up to 4 hours)	• Bleachingfield • Hallhill Sports Centre • The Vennel

	• Countess Crescent (Blue-Badge parking only) • Dunbar Leisure Pool
Potential long-stay car parking (over 4 hours)	• Lauderdale • Trows Mill
Private car parking (Make open to the public)	• Countess Crescent Co-Op • Factory Outlet, Countess Crescent
Clearways (No Stopping)	• Spott Road • Queen's Road
New Park and Ride Site	• Edinburgh Road, West Barns
Resident's Parking Areas	• Part of the High Street

Key Point: The East Lothian Parking Strategy outlines a wide range of parking problems and combative measures to ensure occupancy is at a manageable rate. Many of these proposed interventions will be implemented within Dunbar.

East Lothian Local Economy Strategy (2024-2034)

4.2.26 The East Lothian Local Economy Strategy (2024-2034) replaced the previous East Lothian Economic Development Strategy 2012 - 2022. The strategy outlines a shared vision, objectives, actions, and performance metrics to be progressed in the 10-year strategy period. The strategy is centred on five fundamental principles, which are:

- Fairness
- Enterprising
- Thriving and Resilient
- Community Wealth Building
- Green and Sustainable

4.2.27 During the development of the strategy, stakeholder and community engagement highlighted town centre congestion and parking as a key issue. This was noted by stakeholders to impact locals, visitors, and safety. It was suggested that increasing parking turnover was needed to improve capacity.

4.2.28 The strategy development has resulted in the following vision for East Lothian Council:

"In 2034, East Lothian will be an increasingly thriving, sustainable, and inclusive economy. We will adopt a joined-up approach to economic development, with all local economy stakeholders working together to give East Lothian's people, communities, and enterprises the support they need to reach their potential and achieve their goals. East Lothian will be recognised nationally and internationally as a great place to live, work, visit, learn, and invest and" as a leading partner in delivering regional prosperity, community wealth, and driving forward Scotland's just transition to a net zero economy."

4.2.29 To support the vision, three strategic goals have been outlined:

- To increase the number of businesses in East Lothian with growth and employment potential.
- To reduce income inequality across East Lothian, and to improve access to employment in rural areas.
- To increase the number of socially and environmentally responsible businesses in East Lothian, expand plural ownership of the economy, and grow community wealth.

4.2.30 There were also six objectives to support the goals, which are:

- To be the destination of choice for innovative, socially, and environmentally responsible businesses to set up, grow, and succeed.
- To provide high quality opportunities for people to learn, develop skills, and grow their potential.
- To build on East Lothian's reputation as a great place to live, work, and learn by adopting a pro-business approach, seeking and supporting sustainable investment, and by empowering communities.
- To capitalise on the economic opportunities of and take a leading role in the just transition to a net zero economy.
- To maximise the opportunities of being a part of the Edinburgh and South East Scotland City Region.
- To promote a successful, accessible, and sustainable tourism sector that provides quality experiences and benefits our local communities.

4.2.31 Within the strategy, several action areas have been identified related to town centres and transport. This includes the reinforcement and support of town centres through regeneration activities.

Key Point: The East Lothian Local Economy Strategy highlights the vision, strategic goals, and objectives guiding East Lothian Council from 2024 to 2034. Town centre traffic congestion and parking were noted as a key issue during stakeholder and community engagement for the strategy. Therefore, improving parking provision would go towards addressing these identified concerns and the overall vision of the strategy for a "thriving, sustainable, and inclusive economy".

East Lothian Local Development Plan 2018

4.2.32 The East Lothian Local Development Plan (LDP) sets out where and how the Strategic Development Plan (SDP) for Edinburgh and South East Scotland can be delivered in East Lothian. It is a site-specific plan that contains proposals that show where development can take place as well as the policies that can be used to manage development.

4.2.33 The LDP includes a spatial strategy for Dunbar. Figure 4-4 displays a map containing proposed development sites in Dunbar and surrounding villages. In Dunbar, the LDP includes provision for several housing developments in the south and west of the town with a total of 1,140 homes outlined in the plan for Dunbar. There is also provision for an employment site to the south of the town near the A1. From a review on Google Earth, it appears that all residential development sites apart from DR2 have already been completed.

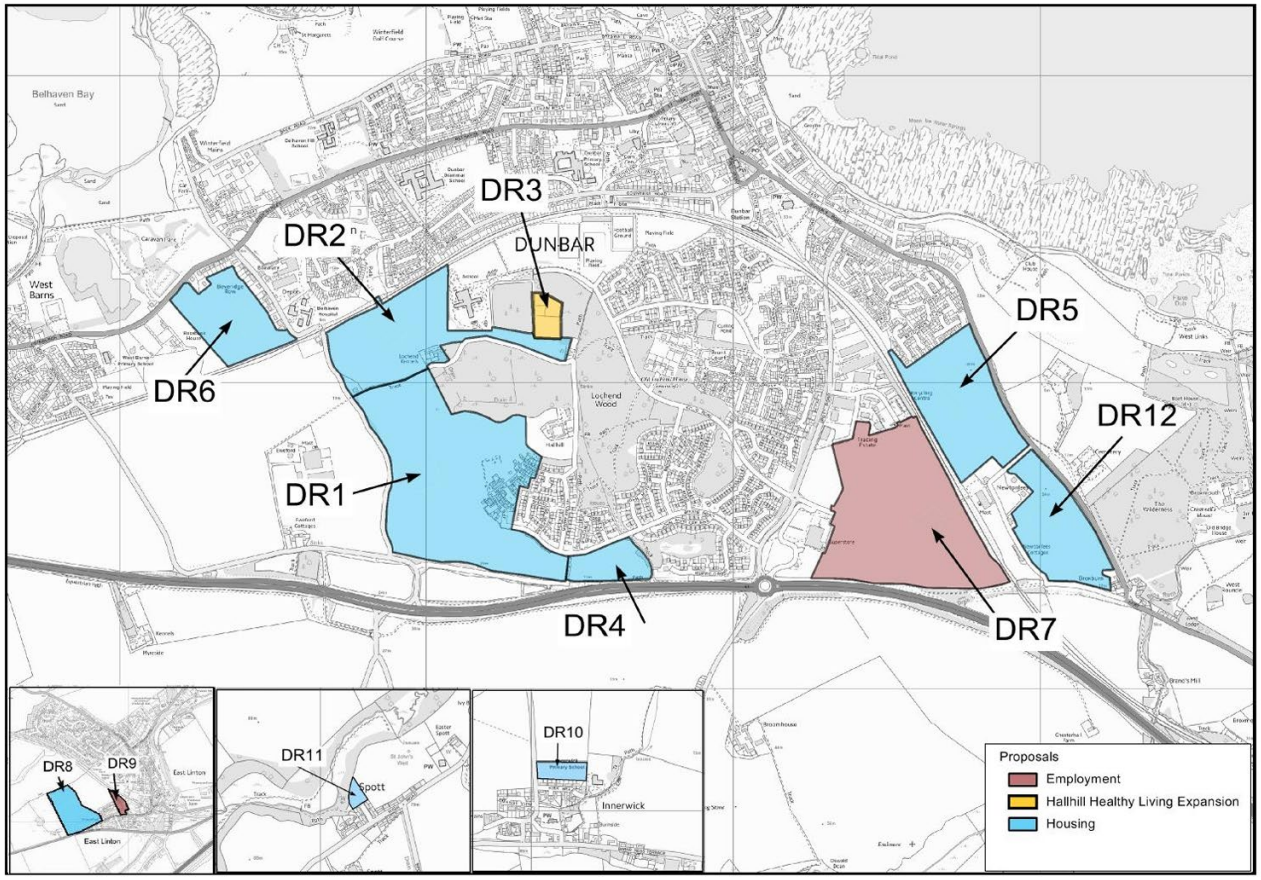

Figure 4-4: East Lothian Local Development Plan Development Sites in Dunbar, from the East Lothian Local Development Plan 2018.

Key Point: The East Lothian Local Development Plan 2018 highlights several areas of housing development in Dunbar, which would increase the resident population and may increase demand for local services and retail opportunities in the town centre.

Dunbar Town Centre Strategy 2019

4.2.34 The Dunbar Town Centre Strategy forms part of the East Lothian Local Development Plan 2018 but looks in more detail into the town centre.

4.2.35 This strategy outlines the strengths, weaknesses, opportunities and threats that face Dunbar's town centre, and coordinated actions that will contribute to its improvement and regeneration. The vision of the Town Centre Strategy is:

"Dunbar town centre serves the needs of all of its users with inspiring shopping and leisure opportunities and a diverse evening offer. It is recognisably a part of a historic burgh, with links to its attractive harbours and the John Muir Way, making Dunbar a go-to destination for locals and visitors alike."

4.2.36 Table 4-3 lists the outcomes of the strengths, weaknesses, opportunities and threats (SWOT) analysis for Dunbar Town Centre identified in the strategy. Those issues relating to transport and parking have been separated for clarity, showing that several weaknesses and threats relate to traffic volumes and parking provision.

Table 4-3: Strengths, weaknesses, opportunities and threats for Dunbar Town Centre, as identified in the Dunbar Town Centre Strategy 2019

Item	Identified:
Strengths	**Related to Transport and Parking:** • Railway station and bus stops close to the town centre **Other Items:** • History and Historic Buildings in Conservation Area • High quality landscaped town centre streets • Sea and attractive harbours a short walk from the town centre • John Muir Way ends in Dunbar Town Centre • Attractions and facilities such as the swimming pool, John Muir Birthplace and Town House Museum, Health Centre located centrally • Growing town with a further 2,500 people after new housing development who can be expected to use the town centre and supporting businesses and potentially helping to create new ones • Strong and active community including Dunbar Trades Association • Community group 'Dunbar In Bloom' has enhanced the town's appearance using floral displays • Low commercial unit vacancy rate • CCTV coverage discourages town centre crime • Unique historic character of High Street
Weaknesses	**Related to Transport and Parking:** • High levels of commuting from Dunbar particularly to Edinburgh • Town centre is relatively remote from new housing areas **Other Items:** • High proportion of retail expenditure particularly on comparison goods made outwith the town • Buildings in poor repair in High Street and in the backlands • Vacant and derelict buildings detract from town centre • Vacancy rates on the rise • Commercial premises are restricted in size on High Street

Item	Identified:
	• Some lower quality shopfronts and advertisements • Limited choice of hotels • No large public function hall • No business hub for co-working space • Few multiple commercial businesses • Town centre closes are often dark and unwelcoming • Footfall is low • No youth club, indoor skate park or social venue for teenagers • Few community or formal garden spaces in town centre for passive recreation • Blocked gutters cause deterioration to buildings in High Street
Opportunities	**Related to Transport and Parking:** • On and off-street parking needs managed to identify short, medium and long stay parking to ensure that town centre users can find parking easily • Improved path links to town centre • Parking charges could raise income that could benefit the town centre **Other Items** • People can day trip from Edinburgh to Dunbar • John Muir Way walkers increasing year on year • Residents of new housing will increase disposable income • Belhaven Brewery developing more of a tourist and visitor role to historic brewery • More speciality shops • Further interpretation information for visitors • Encourage more town centre living in undeveloped buildings and sites • Installation of public Wi-Fi could allow specific marketing, attract people and allow businesses further advertising opportunity • The oldest parts of Dunbar could be branded as Old Town or Old Dunbar
Threats	**Related to Transport and Parking:** • Parking charging could be introduced which may deter people from visiting the town centre **Other Items:** • If the local centre at ASDA/Garden Centre expanded it could attract residents away from the town centre • Online shopping • Residents of new housing south of town may not feel the need to use the town centre • Lack of investment in the repair of town centre buildings harms its appearance and economic prospects • Lack of larger retail premises on High Street deters some investors

4.2.37 The Dunbar Town Centre Strategy and East Lothian LDP proposes several transport improvements, addressing the SWOT analysis findings relating to traffic and transport. These were:

- Street Surface Material Repairs within Dunbar Town Centre
- Reorganisation of Town Centre Car Parking, by implementing short, medium and long stay parking areas.
- Improve Access to the Town Centre, to encourage pedestrian and cycle access to the town centre.

Key Point: The East Lothian Local Development Plan 2018 highlights several threats and weaknesses relating to traffic volumes and parking in the town centre. Several actions were identified to address these, including the reorganisation of parking within the town centre.

Summary

4.2.38 The policy documents listed within this chapter provide a framework of what parking interventions could be implemented within Dunbar. Scottish Government policy has seen a significant shift towards prioritising walking, wheeling and cycling as preferred methods of transport for shorter journeys, with public transport and shared mobility the preferred mode for medium to longer journeys. This shift will require a behavioural change which can require a 'carrot and stick' approach. The implementation of parking controls within Dunbar will provide a demand reducing measure that would fall within the Scottish Government's ambitions to reduce car kilometres.

4.2.39 For Dunbar specifically, the East Lothian LDP and Dunbar Town Centre Strategy outline the current weaknesses and challenges facing the local high street. Lack of organised parking provision by duration was identified as key threats to the vitality of the local centre. The implementation of parking controls will help manage parking demand on the High Street, improving the availability of parking spaces and reducing the number of cars driving to the centre. This will go towards making Dunbar town centre a more attractive and accessible destination.

Outputs

Dunbar Parking

Impact Assessment

5 Outputs

5.1 Overview

5.1.1 This section outlines the parking interventions proposed by East Lothian Council. The policies and case studies previously outlined provide a framework of what parking controls could be implemented in Dunbar. Figure 5.1 below displays the recommended parking interventions for Dunbar.

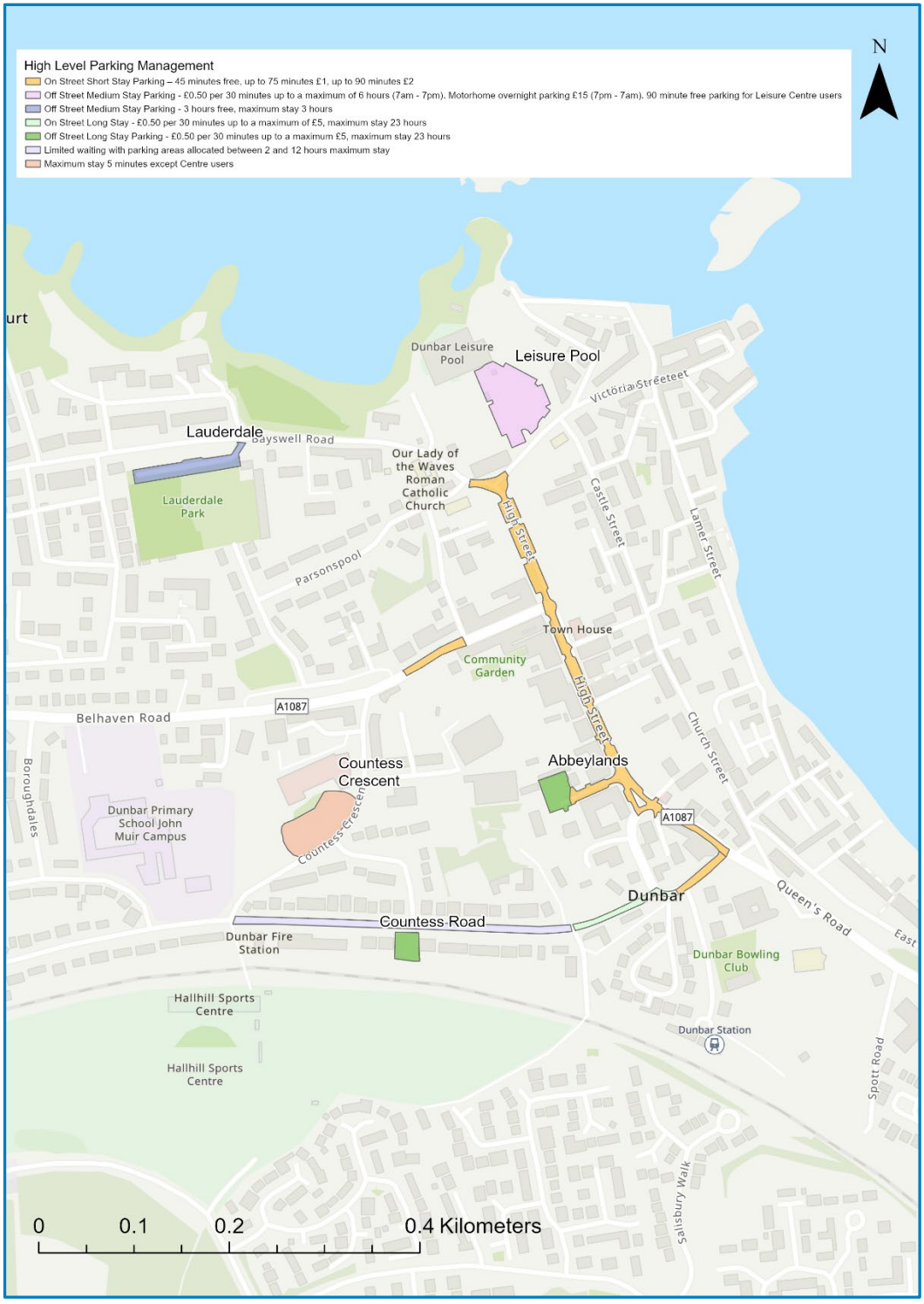

Figure 5.1: Recommended parking measures in Dunbar

5.1.2 The following on-street parking measures are proposed:

- On-street short stay parking on High Street, Delisle Street and east section of Queens Road – this includes 45 minutes free parking, with a maximum stay of 90 minutes. 75 minutes of parking will cost £1 and £2 for 90 minutes.
- On-street long stay parking on the mid-section of Countess Road at a cost £0.50 per half hour up to maximum of £5, with a maximum stay of 23 hours.
- Limited waiting restrictions on the west section of Countess Road with a maximum stay of between 2 and 12 hours, depending on the location and no charge.

5.1.3 The following off-street measures are proposed:

- Off-street medium stay parking at Dunbar Leisure Pool at a cost £0.50 per half hour up to maximum of 6 hours. With 90 minutes free parking for leisure centre users. Motorhome overnight parking between 19:00 and 07:00 will cost £15.
- Off-street long stay parking at Abbeylands and Countess Road at a cost £0.50 per half hour up to maximum of 23 hours.
- Off-street medium stay parking at Lauderdale with free parking up to a maximum 3 hour stay.
- 5-miunte maximum stay/waiting time at the Bleachingfield Centre, except for centre users.

Outcomes

Dunbar Parking

Impact Assessment

6 Outcomes and Impacts

6.1 Overview

6.1.1 This section provides analysis and appraisal of the expected potential outcomes of introducing the parking management scheme described in Section 5. The appraisal has been organised against the five Scottish Transport Appraisal Guidance (STAG) criteria as detailed in the STAG Manager's Guide issued in January 2022. These criteria are:

- Environment
- Climate Change
- Health, Safety and Wellbeing
- Economy
- Equality and Accessibility

6.1.2 One of the core principles of STAG is that the level of appraisal detail should be proportionate to the nature and scale of the impacts being studied. In this context, a qualitative appraisal of the parking management proposals is both appropriate and proportionate. In addition, the nature of potential impacts, along with a lack of high-quality and place-specific data sources, makes it inappropriate to attempt to quantify potential impacts. This is because the lack of high-quality data inputs means attempts to quantify impacts associated with the parking measures would be disproportionate and subject to high levels of uncertainty.

6.1.3 The following section therefore summarises the results of a qualitative appraisal of the five STAG criteria and the associated sub-criteria. To support the robustness of the appraisal, suitable research evidence and justification has been provided to underpin the impacts identified. Impacts have been considered on the seven-point assessment scale specified by STAG, so that the scale of impacts can be understood in context.

6.2 Environment

6.2.1 The environment criteria is made up of the following sub-criteria:

- Biodiversity and Habitats
- Geology and Soils
- Land Use (including Agriculture and Forestry)
- Water, Drainage and Flooding
- Air Quality

- Historic Environment
- Landscape
- Noise and Vibration

6.2.2 Among these sub-criteria, only air quality and noise will be applicable to the proposed parking measures. The proposed measures would have no impact on the other sub-criteria and are therefore excluded from the appraisal. In terms of air quality, it is expected that the introduction of parking charges and management measures will have a minor positive impact.

6.2.3 Academic research have shown that increased parking charges in urban centres increases the likelihood of car-users changing modes and using public transport, as well as displaces parking demand to other areas outside of the urban centre[7,8]. This research also shows these measures reduce cruising for parking and reduces congestion. In the local context of Dunbar, these changes would likely have the following local impacts on travel behaviour.

- There would be a reduced driving mode share for trips to the High Street and Countess Road. As shown in the strategic context, much of Dunbar including the station can access the High Street by walking or cycling. Additionally, there are several bus services providing public transport connectivity to the High Street. Therefore, it can be expected that a portion of High Street visitors will switch to using more sustainable modes.
- More drivers will choose to park in the off-street carparks outside of the High Street. The proposed parking measures will make some car parks just outside the High Street significantly cheaper than the short-stay on-street parking on the High Street. This provides adequate alternatives for parking to be displaced to other areas. Displacement of parking spaces to areas just outside the High Street would reduce the number of vehicles driving onto the High Street for parking.
- There would be a reduction in the number of vehicle kilometers travelled associated with cruising to find a parking space on the High Street and Countess Road, as duration limits and charges will improve turnover and availability of spaces here.

6.2.4 The primary method for estimating traffic impacts in the absence of a multi-modal model is based on marginal external costs (MECs). The MEC method is based on the change in these external costs arising from an additional (or removed) vehicle (or vehicle km) on the network. We have extracted MECs value from TAG Table 5.4.2 of the DfT's TAG databook (May 2025 v2.01) to highlight the potential impact of reduced vehicle km's as result of the parking measures. Table 6-1 shows the MECs in pence per vehicle km by vehicle type. We have assumed Dunbar is classified as the Other Urban category based on the town's characteristics. It is clear from the table that the small reduction in cruising as result of the parking measures may lead to minor monetised impacts in terms of Air Quality and Noise impacts.

[7] 'The impact of parking pricing on mode choice' - Natasa Vidovic, Jelena Simicevic (2023)

[8] 'Parking demand and responsiveness to supply, pricing and location in the Sydof ney central business district' – David A. Hensher, Jenny King (2001)

Table 6-1: 2025 - Marginal External Costs by Vehicle based on Other Urban category (pence per vehicle km, 2023 prices, 1 d.p.),

	Cars		LGVs		Rigids (Lorry)		Articulated (Lorry)	
Cost type	**A roads**	**Other Rds**	**A roads**	**Other Rds**	**A roads**	**Other Rds**	**A roads**	**Other Rds**
Congestion (average)	24.1	28.9	45.8	54.9	45.8	54.9	69.9	83.8
Accident	5.0	5.0	5.3	5.3	5.3	5.3	5.3	5.3
Local Air Quality	0.3	0.3	0.9	1.2	0.9	1.2	1.0	1.2
Noise	0.3	0.3	7.3	7.3	7.3	7.3	14.4	14.5
Greenhouse Gases	4.1	4.8	20.0	23.7	20.0	23.7	30.4	37.1

6.2.5 The travel behaviour changes will have a **minor positive impact** on air quality and noise. At a general level, reducing car mode share will broadly reduce vehicular-emissions and improve air quality in Dunbar overall. At place-specific level, displacing vehicles to off-street carparks will reduce the number of vehicles driving onto the High Street and Countess Road looking for parking. This would improve local air quality and noise in an area with higher shopping footfall and density of activities, thereby reducing pedestrian exposure to vehicle emissions. The impact on local air quality and noise will also be beneficial on residential streets where a resident permit scheme will be introduced, as external shopping traffic will no longer be able to enter residential areas to park.

6.3 Climate Change

6.3.1 The climate change criteria is made up of the following sub-criteria:

- Greenhouse Gas Emissions
- Vulnerability to the Effects of Climate Change
- Potential to Adapt to the Effects of Climate Change

6.3.2 The impact on greenhouse gas emissions is the only relevant sub-criteria to the introduction of parking charges. As noted above, there is academic evidence to suggest that the introduction of parking charges would support an increase in the share of sustainable transport model used to access the High Street. This is applicable to Dunbar as the compact nature of the town makes the High Street accessible by walking or cycling, and because Dunbar has several bus connections to neighbouring towns and villages.

6.3.3 Table 6-1 shows the MECs in pence per vehicle km by vehicle type. It is clear from the table that the small reduction in cruising as result of the parking measures may lead to minor monetised impacts in terms of Greenhouse Gases impacts.

6.3.4 Therefore, the modal shift from cars to other sustainable modes of transport would be expected to reduce greenhouse gas emissions associated with driving. Given the scale of the parking charges being introduced, and the provision of alternative free parking outside of the High Street, the degree of modal shift expected to occur would likely be modest. Therefore, it is expected that the proposed scheme only would have **minor positive impact** on Greenhouse Gas Emissions.

6.4 Health, Safety and Wellbeing

6.4.1 The Health, Safety and Wellbeing criteria is made up of the following sub-criteria:

- Accidents
- Security
- Health Outcomes
- Access to Health and Wellbeing Infrastructure
- Visual Amenity

6.4.2 Among these sub-criteria, the proposed parking measures are not expected to have any impact on security and visual amenity. The remaining sub-criteria are discussed below:

Accidents:

6.4.3 It is expected that there would be a minor to moderate beneficial impact on accidents and safety resulted from the introduction of parking management and charges. This impact is expected because the existing strategic context has shown that there some illegal stopping in the High Street and West Port, including on double-yellow lines.

6.4.4 These parking behaviours poses a potential safety risk. This is because illegal parking can impede the flow of vehicular traffic and reduce visibility for both drivers and pedestrians looking to cross the road. In addition, pavement parking (which is prohibited in Scotland), can block pavements and force pedestrians onto the carriageway, creating additional conflict between pedestrians and vehicles.

6.4.5 The proposed parking measures would have the following impact on illegal stopping, thereby reducing the associated safety risks.

- Increased availability of legal stopping and parking places would decrease the attractiveness of stopping in non-permissible locations, as legal spaces are easily available.
- Increased enforcement action and presence of parking officers would act as a deterrent for illegal parking.

6.4.6 Table 6-1 shows the MECs in pence per vehicle km by vehicle type. It is clear from the table that the small reduction in cruising as result of the parking measures may lead to minor monetised impacts in terms of Accident impacts.

6.4.7 **Minor** are expected. This is because the scale of the existing illegal parking problem is substantial, and the likely impact of regular enforcement of parking measures and kerbside restrictions.

Health Outcomes

6.4.8 As noted above, academic research have shown that increased parking charges in urban centres increases the likelihood of car-users changing modes. It is expected that some of the mode-shift would be towards active travel modes, mainly walking and cycling. This is expected as Dunbar is a small town and large portions of the residential areas are within 15 minutes walking or cycling distance from the town centre.

6.4.9 It is well understood that increasing the uptake of walking and cycling at a population level can have substantial health and wellbeing benefits. Given the scale of the parking charges being introduced, the degree of modal shift to walking and cycling expected to occur would likely be relatively modest. Additionally, the uptake of walking and cycling is highly dependent on the presence of safe, comfortable, and convenient active travel infrastructure. Overall, this means that parking measures alone are unlikely to drive a major modal shift towards walking and cycling, and therefore only **minor beneficial impacts** are expected.

Access to Health and Wellbeing Infrastructure

6.4.10 The following health and wellbeing facilities in Dunbar town centre were identified as potentially being impacted by the introduction of parking management measures.

- Dunbar Medical Centre – provides comprehensive medical, nursing, and healthcare services.
- Bleachingfield Centre - A hub for various youth activities including:

6.4.11 A 5 minute max stary duration restriction is proposed for the Bleachingfield Centre carpark. However, the current parking proposals include provision for these facility users to be exempted from parking charges. Therefore, there is not expected to be any impact on facility users accessing this carpark. Dunbar Medical Centre has its own designated car park and this will not be impacted by the proposed measures. Therefore, there is not expected to be any impact on access health and wellbeing infrastructure because of the parking proposals.

6.5 Economy

6.5.1 The economy criteria is divided into two sub-criteria, namely Transport Economic Efficiency and Wider Economic Impacts. The following section will describe the outcomes of the qualitative appraisal of these two sub-criteria.

Transport Economic Efficiency

6.5.2 Transport Economic Efficiency (TEE) refers to the benefits typically captured in cost-benefit analysis, such as travel time savings, user and provider impacts, travel time reliability. Considering the scope and scale of the proposed measures, the following section will examine the impact of the parking charges on local travel delay and congestion, and on public expenditure and revenue.

Local Travel Delay and Congestion

6.5.3 The current parking situation in Dunbar is causing increased congestion and travel delay, as drivers cruise to find suitable parking. When drivers cannot immediately find a vacant parking space, they are likely to drive and circle around the town for a parking space. This in turn increases the amount of traffic on a road and adds additional pollution to a town centre. One academic model suggests that cruising for a free parking space can reduce efficiency[9]. Similarly, commercial vehicles often require space to load/unload closer to their destinations, as delivering large cargo is more cumbersome. This would result in excess cruising for commercial vehicles as they have more specific requirements for parking. A study conducted in Seattle[10] on the effects of commercial vehicle cruising suggests that most vehicles cruised for an average of 5.8 minutes.

6.5.4 However, if a parking fee is implemented at the optimal level to discourage cruising, then there are no welfare losses recorded. This allows for an authority to collect revenues with no burden at all[11]. The model in Figure 6.1 shows how a parking fee being implemented at an optimal level can reduce the level of cruising, so no welfare losses are recorded. This would allow Dunbar to collect revenue with no burden at all. Panel A of Figure 6.1 shows the current cost of driving to town means that demand for parking in the town centre is exceeding supply. Because supply is limited, the difference between the maximum supply and the actual demand creates inefficiency in the form of drivers cruising around for spaces. If parking charges were introduced, demand for parking in the town centre would fall to the same level as the supply. The economic inefficiency caused by cruising would be eliminated and the value of that inefficiency turned into additional parking charge revenue for East Lothian Council instead.

[9] 'An integrated model of downtown parking and traffic congestion' - Richard Arnott, Eren Inci (2006), pp. 418-442

[10] 'Do commercial vehicles cruise for parking? Empirical evidence from Seattle' - Giacomo Dalla Chiara, Anne Goodchild (2020)

[11] 'A review of the economics of parking' - Eren Inci (2015)

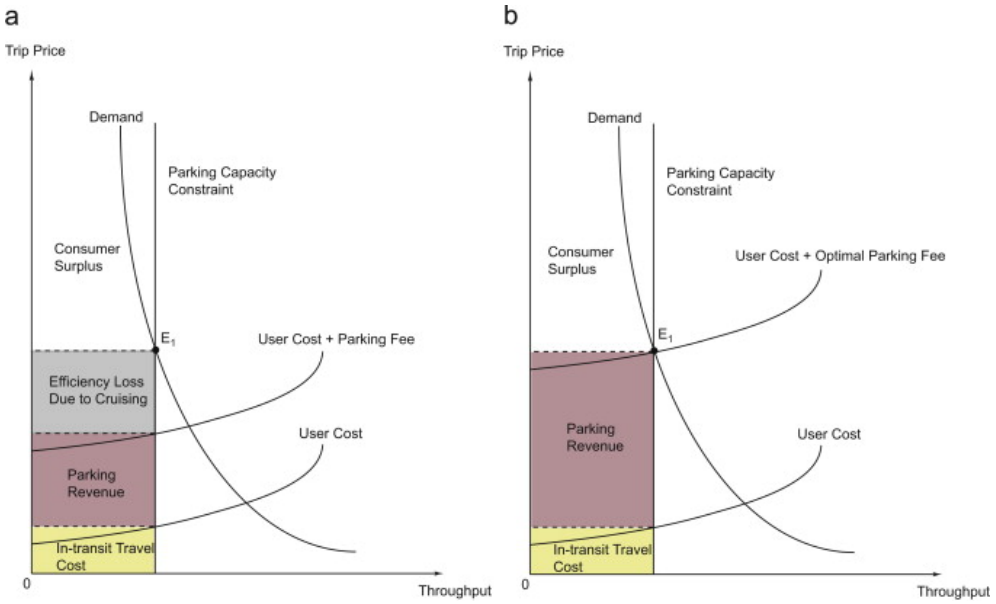

Figure 6.1: Economic model of optimal parking charge levels[12]

6.5.5 This, however, needs to be implemented across both on street and off-street parking. This is because off-street parking would be considered a perfect substitute as it would be cheaper. If suitable alternative parking is not provided, drivers will continue to look for the cheapest parking options, which could lead to cruising[13].

6.5.6 Table 6-1 shows the MECs in pence per vehicle km by vehicle type. It is clear from the table that the small reduction in cruising as result of the parking measures may lead to minor monetised impacts in terms of congestion impacts.

6.5.7 Given the scale of the parking measures being introduced, and that driving to the town centre is expected to be more likely to be displaced rather than eliminated, a **minor positive impact** is expected.

[12] 'A review of the economics of parking' - Eren Inci (2015)

[13] 'Regulating on-street parking' - Edward Calthrop, Stef Proost (2006)

Public Expenditure and Revenue

6.5.8 The introduction of parking management measures, parking charges, and additional enforcement, will have financial impact on East Lothian Council in terms of capital and operation expenditure, along with revenue from parking charges, selling of resident permits, and enforcement notices.

6.5.9 Financial impacts of the proposed measures in Dunbar have been estimated through an update financial model, which was originally developed to assess the financial impact of parking charge measures in North Berwick in 2024. Further details on the model development, functionality, and calculation methodology is described in the Business Case for Dunbar Parking Management Measures. Table 6-2 summarises the forecast financial impact of the parking charge measures over a 10-year appraisal period, including all capital expenditure, operational expenditure, and revenue sources.

6.5.10 Overall, this shows that East Lothian Council is expected to recuperate capital and operational costs associated with the introduction and running of the parking management scheme, with a surplus of around **£10,000 per annum** for the council finances. These forecasts are subject to a degree of uncertainty, based on the variability in the assumptions used in forecasting. Therefore, the impact on public expenditure and revenue is expected to be **moderate beneficial.**

Table 6-2: Summary of Impact of Parking Management Measures on expenditure and revenue for East Lothian Council budgets.

Item	10yr Total Modelled Costs / Income (£)
Costs	
Capital Cost (including risk)	196,000
Operating Costs (including risk)	1,631,000
Total	1,827,000
Income	
Parking Charges	1,551,000
Enforcement Income	381,000
Total	1,932,000
Net Position Over 10-Years	**100,000**

Wider Economic Impacts

6.5.11 Wider economic impacts have a broad definition covering any economic impacts not directly related to transport user benefits. In the context of Dunbar and the proposed parking measured, the most likely area of wider economic impacts would be on tourism, shopper numbers and economic

viability of existing businesses. On this measure, it is expected that would be either a neutral or minor beneficial impact on visitor numbers and subsequently high street economic viability.

6.5.12 A review of academic evidence notes that there was no systematic relationship between parking provision and the economic performance of urban centres[14]. Academic evidence suggests that when new parking charges are introduced in urban centres, many more drivers prefer to switch modes or parking locations than to change trip destination or avoiding travel entirely[15,16]. Furthermore, it is worth noting that shoppers and visitors are typically less sensitive to parking charges than people driving for work[17]. This makes sense, as commuters would be regularly required to pay for parking for the duration of their work day, whereas shoppers are generally more flexible and not impacted by charges every day. Overall, this evidence suggests the impact of parking charges on the number of shoppers is likely to be neutral.

6.5.13 It is acknowledged that there is often concern among residents and businesses that the introduction of parking charges will cause people to choose to avoid visiting the town centre or choose to travel to other destinations to shop. The High Street is characterised by "pop-in" discretionary spending, and the introduction of charges could be perceived as a deterrent, potentially shifting consumer behaviour toward out-of-town retail centres or online shopping.

6.5.14 Dunbar is a tourism-dependent town, with attractions like the John Muir Birthplace and coastal trails. There is fear introduction of parking charges is likely to discourage day-trippers and short-stay visitors, especially those unfamiliar with the area or unwilling to navigate new parking rules. Key attractions like John Muir Country Park, Dunbar Leisure Pool, and East Links Family Park rely on car-borne visitors. Parking charges near these sites could reduce footfall, especially among price-sensitive groups.

6.5.15 However, the controlled parking measures proposed aim to increase availability of short-stay spaces in the town centre, making it easier for visitors to access shops and services. Properly managed parking can reduce illegal or inconsiderate parking, improving safety and aesthetics in key visitor areas[18]. Public realm improvements such as cleaner streets, better lighting, landscaping, and safer streets can make town centres and visitor areas more attractive and welcoming. These enhancements can increase footfall by drawing in more visitors who might otherwise bypass less appealing destinations. The evidence base is stronger on theoretical and qualitative grounds than on quantitative evaluation. Public realm and environment improvements are often part of wider regeneration programmes, making it difficult to isolate their specific economic impact.

6.5.16 Additionally, although there is often concern from local businesses on the impact of parking charges on footfall and economic viability of local high street, there is evidence to suggest these impacts are often overestimated. Businesses often overestimate how many customers travel by car to reach

[14] 'The evidence base for parking policies—a review' - Greg Marsden (2006)

[15] 'The impact of parking pricing on mode choice' - Natasa Vidovic, Jelena Simicevic (2023)

[16] 'Parking demand and responsiveness to supply, pricing and location in the Sydney central business district' – David A. Hensher, Jenny King (2001)

[17] 'The effect of parking charges and time limit to car usage and parking behaviour' - Jelena Simićević, Smiljan Vukanović, Nada Milosavljević (2013)

[18] Evidence topic: Public realm - What Works Growth

them[19], with some overestimating the share of shoppers coming by car by as much as 400 percent [20]. A survey of businesses and customers[21] in Bristol found that retailers thought only 12 percent of their customers lived within a half mile radius, when in fact 42 percent lived in this nearby area. Furthermore, most businesses believed cars were the most frequent mode of arrival, when in fact walking was the most popular. Businesses also believed parking would elevate the shopping experience, when in fact shoppers said less traffic and more street area improvements would improve the overall experience.

6.5.17 The proposed parking measures in Dunbar will generally improve the availability and provision of parking by organising parking by duration. This has the impact of making the High Street an easier and more coherent place for drivers to find parking. The proposed 45-minute free parking period on the High Street would increase parking turnover and availability here. A review of existing research has shown that increasing parking turnover can increase visitor numbers to local centres[22]. Additionally, improving the organisation and ease of finding parking would improve the overall access experience for shoppers, potentially increasing visitor numbers.

6.5.18 However, there is a degree of uncertainty that must be acknowledged. The economic viability and vitality of the High Street is influenced by many interacting factors beyond the availability and price of parking. Importantly, parking is not the only consideration for people choosing whether to visit a particular High Street. If the mix of shops and services, along with quality of street environment, are poor, then parking provision is unlikely to be the major constraint to visitor numbers[23].

6.5.19 Assuming external economic factors remain constant, it would be expected that the impacts on the parking measures on wider economic factors would either be **neutral or have minor beneficial impacts**.

6.6 Equality and Accessibility

6.6.1 The Equality and Accessibility criteria is made up of the following sub-criteria:

- Public Transport Network Coverage
- Active Travel Network Coverage
- Comparative Access by People Group
- Comparative Access by Geographic Location
- Affordability

[19] 'Parking Policy' in Parking Issues and Policies (Chapter 2) - Greg Marsden (2014)

[20] 'The relevance of parking in the success of urban centres - A review for London Councils' - Sophie Tyler, Giles Semper Peter Guest, Ben Fieldhouse (2012)

[21] 'Shoppers and how they travel - Liveable Neighbourhoods Information Sheet LN02' – Sustrans (2006)

[22] 'The relevance of parking in the success of urban centres - A review for London Councils' - Sophie Tyler, Giles Semper Peter Guest, Ben Fieldhouse (2012)

[23] 'The relevance of parking in the success of urban centres - A review for London Councils' - Sophie Tyler, Giles Semper Peter Guest, Ben Fieldhouse (2012)

6.6.2 The proposed measures make no changes to the public transport or active travel network, and therefore no impact is expected. The proposed measures also do not provide new physical infrastructure that would impact access by geographic locations. Therefore, the only relevant criteria for consideration are comparative access by people group and affordability.

Comparative Access by People Group

6.6.3 Upon review of the proposed parking measures, it is expected these are most likely to have accessibility impacts for the following people groups:

- Disabled persons, including both disabled drivers with blue-badges, and those walking or wheeling.
- Deprived groups without alternatives to driving to the High Street.

6.6.4 The following section will provide evidence and justification for the appraised impacts for these specific people groups.

Disabled Persons and Those with Reduced Mobility

6.6.5 The parking measures are expected to increase the turnover and availability of parking on and around the High Street. Apart from designated disabled parking bays, blue badge holders may park in any paid parking bay free of charge. Therefore, increasing general parking availability would make it easier for disabled drivers with blue badges to find parking on the High Street. This would improve access for disabled persons, and particularly disabled persons with reduced mobility, as it provides more options for these people groups to park closer to their destination. Given the current pressure on disabled parking and general parking spaces on the High Street, the impact is expected to be moderately beneficial.

6.6.6 This is supported by academic evidence which suggests short-term parkers, car-poolers, those who have difficulty walking, and those who attach a high value on saving time are more likely to park in more convenient parking spaces. Meanwhile long-term parkers, solo drivers, those who love walking, and those who attach low value on saving time are expected to move towards more distant parking spaces[24].

6.6.7 Increased enforcement and availability of legal parking would reduce occurrence of pavement parking. This has a beneficial impact for disabled persons walking or wheeling, as pavements are less likely to be blocked by vehicles in a way that blocks wheelchairs or other mobility aids from passing. This makes accessing businesses and facilities on the High Street easier for this people group. The scale of the impact is expected to be minor beneficial.

Car-Dependent Economically Deprived Groups

6.6.8 Introducing parking charges could potentially disproportionately impact access to Dunbar town centre for economically deprived groups who are car dependent. However, the proposed parking measures provide for cheaper medium-stay parking and free long-stay parking around the town centre.

[24] 'Getting the Prices Right' - Gregory Pierce & Donald Shoup (2013)

This provides affordable or free alternative parking provision within a short walking distance of the High Street. Therefore, the proposed measures are only expected to have a **minor negative impact** for access to the town centre for this specific people group.

Affordability

6.6.9 The introduction of parking charges will reduce the affordability of driving into the town centre. However, the negative impact of parking charges is balanced by a range of parking provisions being proposed. This includes a 45-minute free parking period on the High Street itself, cheaper medium-stay and long-stay parking in carparks surrounding the High Street, and free long-stay parking in Lauder Park just outside of the High Street. These provide a range of alternative parking provisions that are either relatively affordable or free of charge. Therefore, there is expected to be only a **minor negative impact** on the affordability of driving into Dunbar town centre.

6.6.10 In terms of the resident permit parking proposals, the permit prices are proposed to be relatively affordable. Therefore, the introduction of a resident permit scheme is expected to have a minor negative impact on the affordability of parking resident vehicles on the public highway in certain areas.

6.7 Appraisal Impact Summary

6.7.1 Table 6-3 provides a summary of the relevant appraised impacts of the proposed parking measures. Overall, this table shows that positive impacts are expected across most STAG criteria and sub-criteria. The key positive impacts are expected to be improved local air quality, improved road safety on the High Street, reduced in travel delay and congestion, positive impacts on East Lothian Council budgets, an accessibility for disabled blue badge drivers and drivers with reduced mobility.

6.7.2 There were several sub-criteria, namely access to Health and Wellbeing Infrastructure, and Wider Economic Impacts, where appraised impacts are expected to be at least neutral. There were some negative impacts expected in terms of affordability and accessibility for car-dependent economically deprived groups. However, the impacts were balanced by the affordable and free alternative parking provision being proposed so the scale of the impact would only be minor.

Table 6-3: Summary of Appraisal Impacts

STAG Criteria	Sub-Criteria	Seven-Point Assessment Scale	Description
Environment	Air Quality	+ Minor positive impact	Parking charges are expected to: • Reduce driving mode share for trips to and around the High Street, reducing vehicular emissions. • Lead to more drivers choosing to park in the off-street carparks outside of the High Street, thereby not driving right into the centre of town where footfall is highest. • Reduce the amount of time drivers spend cruising around the town centre looking for a parking space, reducing vehicular emissions.
Climate Change	Greenhouse Gas Emissions	+ Minor positive impact	

STAG Criteria	Sub-Criteria	Seven-Point Assessment Scale		Description
Health, Safety and Wellbeing	Accidents	+	Minor positive impact	There is currently some illegal stopping in the High Street and West Port, including on double-yellow lines. Increased parking availability would decrease the attractiveness of illegal stopping locations, and increased enforcement would act as a deterrent.
	Health Outcomes	+	Minor positive impact	Parking charges will likely result in some people who previously drove or walked to the High Street to switch to walking or cycling instead, bringing associated health benefits.
	Access to Health and Wellbeing Infrastructure	0	Neutral / No Impact	Current parking proposals include provision for Bleachingfield Centre users to be exempted from parking charges by registering their number plate inside the facility. Dunbar Medical Centre is not impacted.
Economy	Transport Economic Efficiency	+	Minor positive impact	In terms of travel delay and congestion: • Increasing parking availability will mean drivers can easily find a suitable parking space, thereby reducing travel delays and congestion associated with cruising around town looking for parking.
		++	Moderate positive impact	In terms of public expenditure and revenue for East Lothian Council: • East Lothian Council is expected to recuperate capital and operational costs for the parking management measures with the revenue from parking charges, enforcement notices, and permit sales. • The council is forecast to have a surplus of around £10,000 per annum from the parking management measures.
	Wider Economic Impacts	0	Neutral impact	In terms of impacts on High Street economic viability, the following issues were noted: • Current evidence suggests that existing drivers are more likely to switch modes or parking locations than to forgo travel altogether, meaning neutral/no impacts on shopper numbers. • Controlled parking measures proposed aim to increase availability of short-stay spaces in the town centre, making it easier for visitors to access shops and services • Improved parking provision and organisation would make it easier to find appropriate parking, thereby improving the offering for shoppers to the High Street. This would have a positive impact on shopper numbers. • There is no systematic relationship between parking and town centre economic performance. There are many other factors impacting the High Street.
Equality and Accessibility	Comparative Access by People Group	++	Moderate positive impact	For disabled persons and people with reduced mobility: • Increasing turnover and availability of parking on the High Street and surrounding streets will mean disabled drivers with blue badges or those with reduce mobility more broadly can more easily find parking closer to their destination. • Increasing parking enforcement will reduce illegal pavement parking and prevent blocking of pavement for people walking or wheeling.

STAG Criteria	Sub-Criteria	Seven-Point Assessment Scale	Description
		- Minor negative impact	For car-dependent economically deprived groups: • The increased cost for parking directly could reduce their access. This impact is strongly counter balanced by affordable and free parking alternatives within a short walking distance.
	Affordability	- Minor negative impact	The negative impact of parking charges is counter balanced by a range of affordable and free parking provisions being proposed within a short distance of the High Street.

7 Summary

7.1 Overview

7.1.1 This report has made the case for parking interventions by identifying the strategic need for parking interventions through an analysis of desktop evidence, identified inputs for determining the scale of policy and the potential outputs. These support the expected impacts and outcomes identified in this report.

7.1.2 A review of the current strategic context of Dunbar and its parking situation has been conducted. This has highlighted several key opportunities and problems in Dunbar related to the current parking provision.

- Demand for on-street parking is close to exceeding the supply of parking spaces in many parts of the town centre.
- Some instances of illegal waiting and parking on some streets were observed in the town centre. Demand for parking spaces and the provision of parking may be contributing to illegal parking.
- Other streets and off-street carparks within walking distance of the High Street have spare parking capacity, which can be better utilised to ease pressure on the High Street.
- Disabled parking bays on the High Street's northern section are heavily used with a high turnover. At certain times, all disabled bays in this section can become fully occupied. Parking measures provide the opportunity to improve parking availability for blue-badge holders.
- There is an opportunity to encourage people to travel sustainably. Dunbar is connected to the wider region through several bus and rail services, providing alternative forms of transport to the town. Additionally, many Dunbar residents can walk or cycle to the High Street within 15 minutes, providing the opportunity to encourage active travel.

7.1.3 This has shown the strategic need for intervention to better manage parking provision.

7.1.4 The policy review highlighted there is a clear policy framework and strategic support for the introduction of parking interventions in Dunbar. The proposed measures support the priorities of the Scottish Government's National Transport Strategy 2. At a local level, the proposed interventions would also help alleviate the problems identified in the Dunbar Town Centre Strategy 2019, while capitalising on the opportunities identified.

7.1.5 A qualitative impact appraisal was performed based on the criteria and sub-criteria specified in STAG. To support the robustness of the qualitative appraisal, key academic evidence and justification were provided for the outcomes expected. The key positive impacts are expected to be improved local air quality, improved road safety on the High Street, reduced in travel delay and congestion, positive impacts on East Lothian Council budgets, and accessibility for disabled blue badge drivers and drivers with reduced mobility. There were some negative impacts expected in terms of affordability and accessibility for car-dependent economically deprived groups. However, the impacts were balanced by the affordable nature of the proposed charges and free alternative parking provision.

Stantec