TECHNICAL NOTE

Job Name: ELC Parking Management Support Services

Job No: 332611186

Note No: V2 Draft

Date: 11/09/2025

Prepared By: Joshua Lee and Joshua Simmonds

Subject: **Dunbar Parking Demand Data Analysis**

1. Overview

1.1.1. Dunbar is a coastal town in East Lothian with a population of approximately 10,000 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 and Dunbar Railway Station.

1.1.2. 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.

1.1.3. 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 carpark 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.

1.1.4. A set of problems and opportunities have been identified. 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.

2. Parking Profile

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

Off-Street Parking

2.1.2. 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 1. 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.

TECHNICAL NOTE

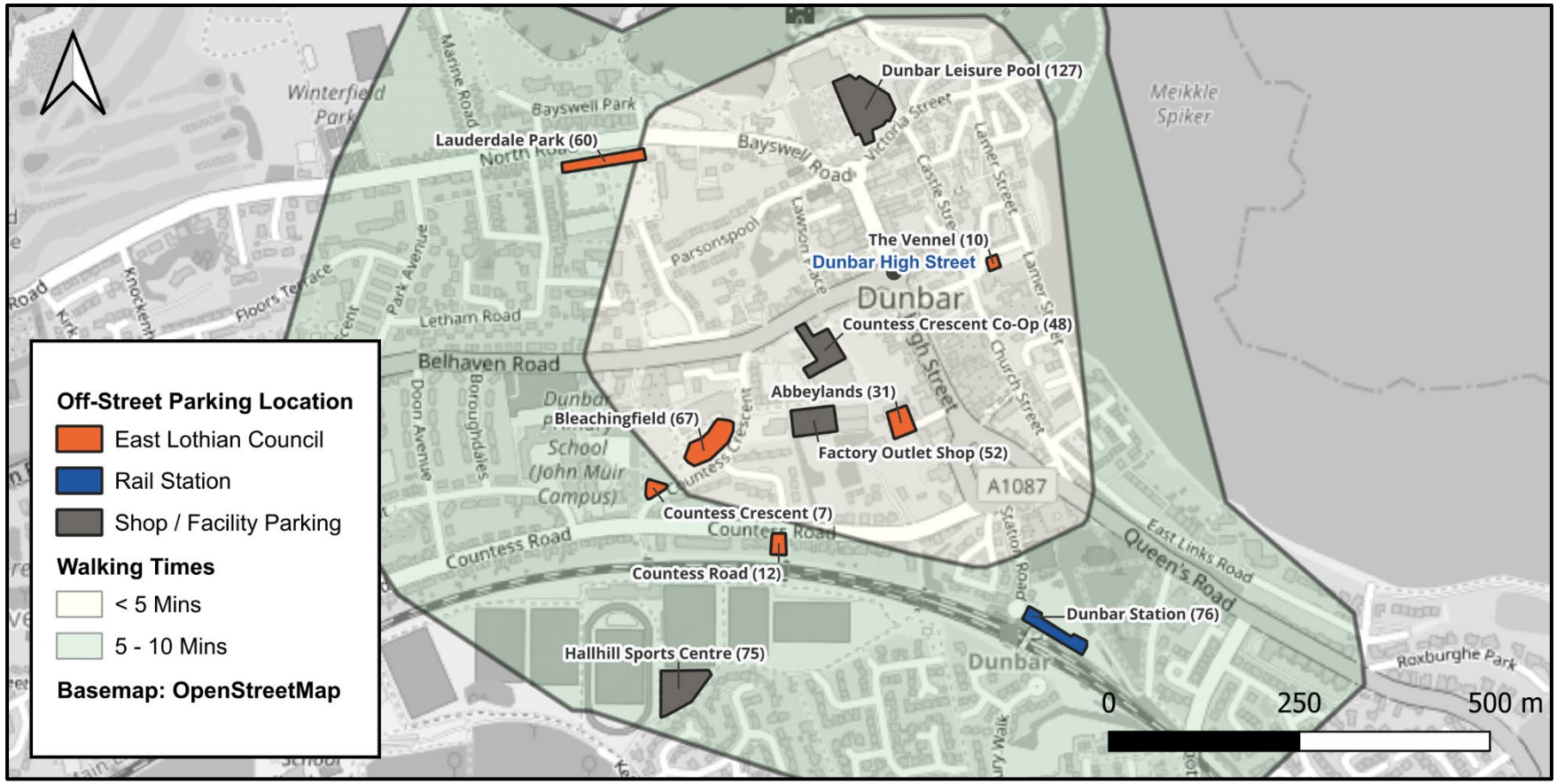


Figure 1: Off-Street carparks in Dunbar. Number of spaces available shown in brackets. Information from East Lothian Council Parking Strategy 2018-2024 and off-street parking entry-exit survey from 2021.

2.2. 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 which 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.

2.2.1. 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.

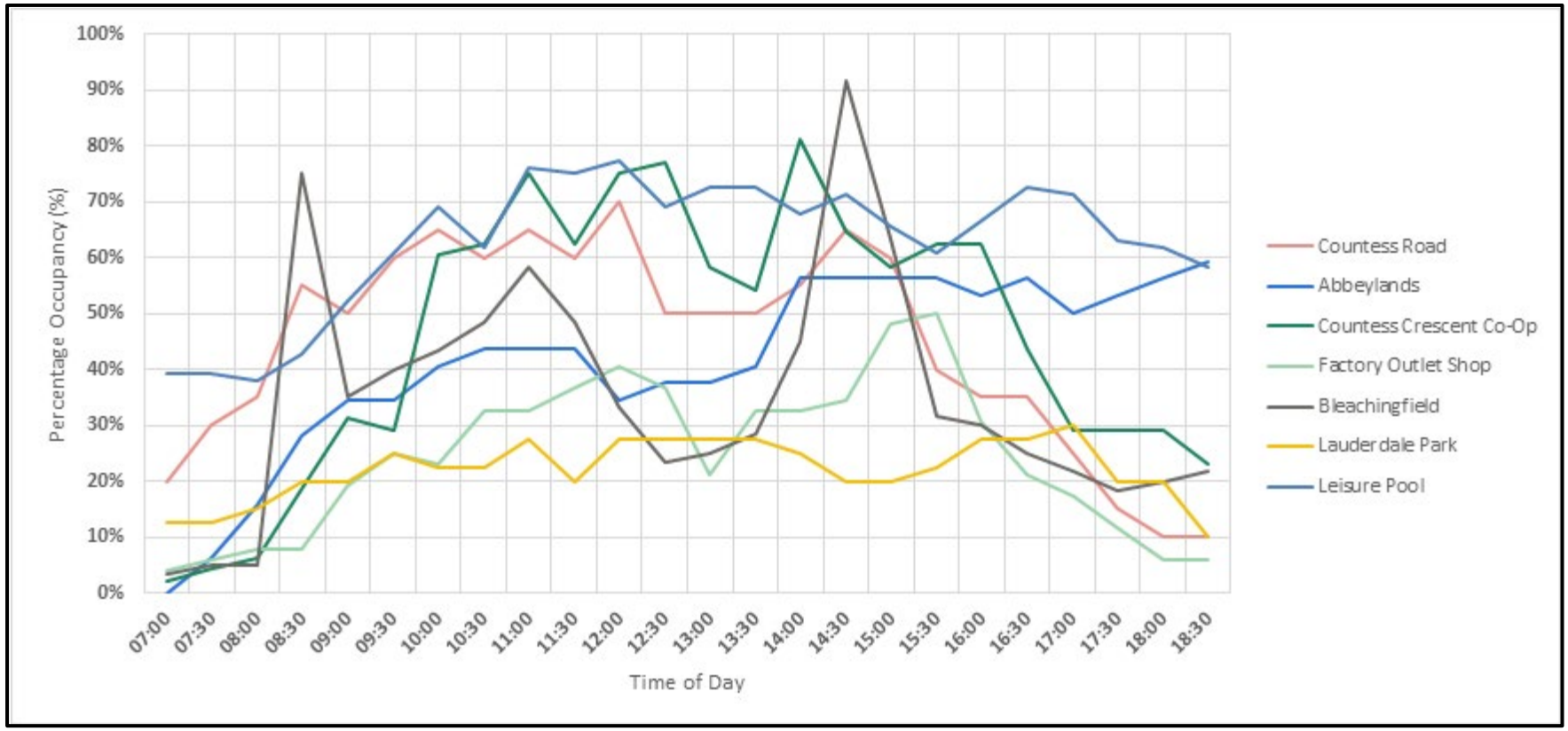


Figure 2: Occupancy of off-street carparks in Dunbar town centre in entry-exit and beat survey conducted December 9, 2021[1]

2.2.2. Figure 2 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

[1] 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.

bays are being kept empty for blue-badge holders only, this could make the occupancy rate shown in ***Figure 2*** slightly lower than reality. This means that the actual occupancy rate for general parking spaces could be slightly higher than shown in the survey.

2.2.3. 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.

2.3. The Lauderdale car park never exceeded 30 percent occupancy during the survey period.[2] 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.

2.3.1. 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.

2.3.2. 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.

2.3.3. It should be noted that the survey data from 2021 may not be representative of current conditions. During a site visit to Dunbar in January 2025, the Abbeylands car park was over capacity with drivers parking in ad-hoc spaces and it appeared some vehicles had been left for long periods. Several car windows were still frosted from overnight temperatures. Also, a review of images from Google Streetview and aerial shots from Google maps show that the same car park looks to be at or over capacity. In the case of the leisure centre car park, during the same January 2025 site visit the car park appeared to be over capacity with vehicles making spaces and parking in the coach area.”

[2] 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.

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.

On-Street Parking

2.3.4. 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 streets listed below and shown graphically in Figure 3:

- 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: Map of surveyed streets in Dunbar

2.3.5. 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 as these streets are too narrow to have parking on both sides. This may not have been factored into the estimate of available spaces. It is possible to park on both sides of the street. However, if you do you either mount the footpath or cause an obstruction. In the analysis presented below, the number of suitable parking opportunities 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

2.3.6. Figure 4 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[3], 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.

2.3.7. 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.

[3] 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 to 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.

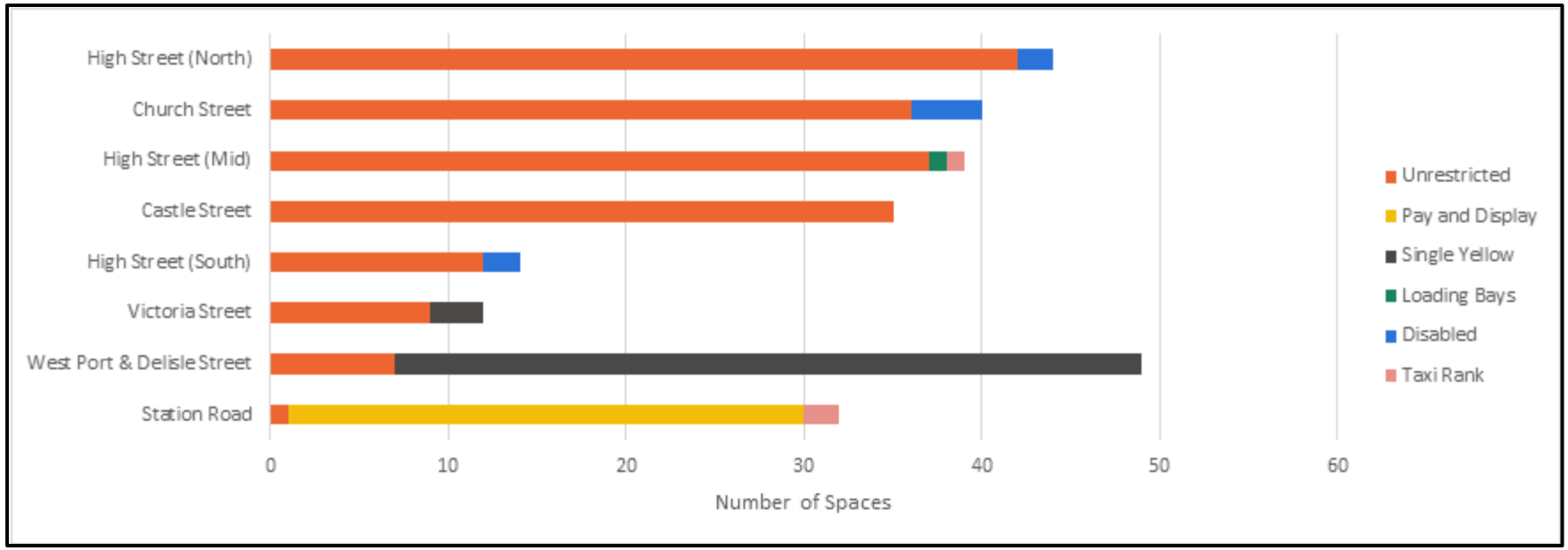


Figure 4: Number of legal parking spaces in Dunbar Town Centre. Data from 2021 on-street parking beat survey and Google StreetView review (Church Street and Castle Street only). Note: West Port and Delisle Street were combined in the survey data collection and must be presented together here.

Occupancy Rate of On-Street Spaces

2.3.8. Figure 5 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 increased on West Port between 08:30am and 17:30pm as waiting restrictions on single-yellow lines enter effect.

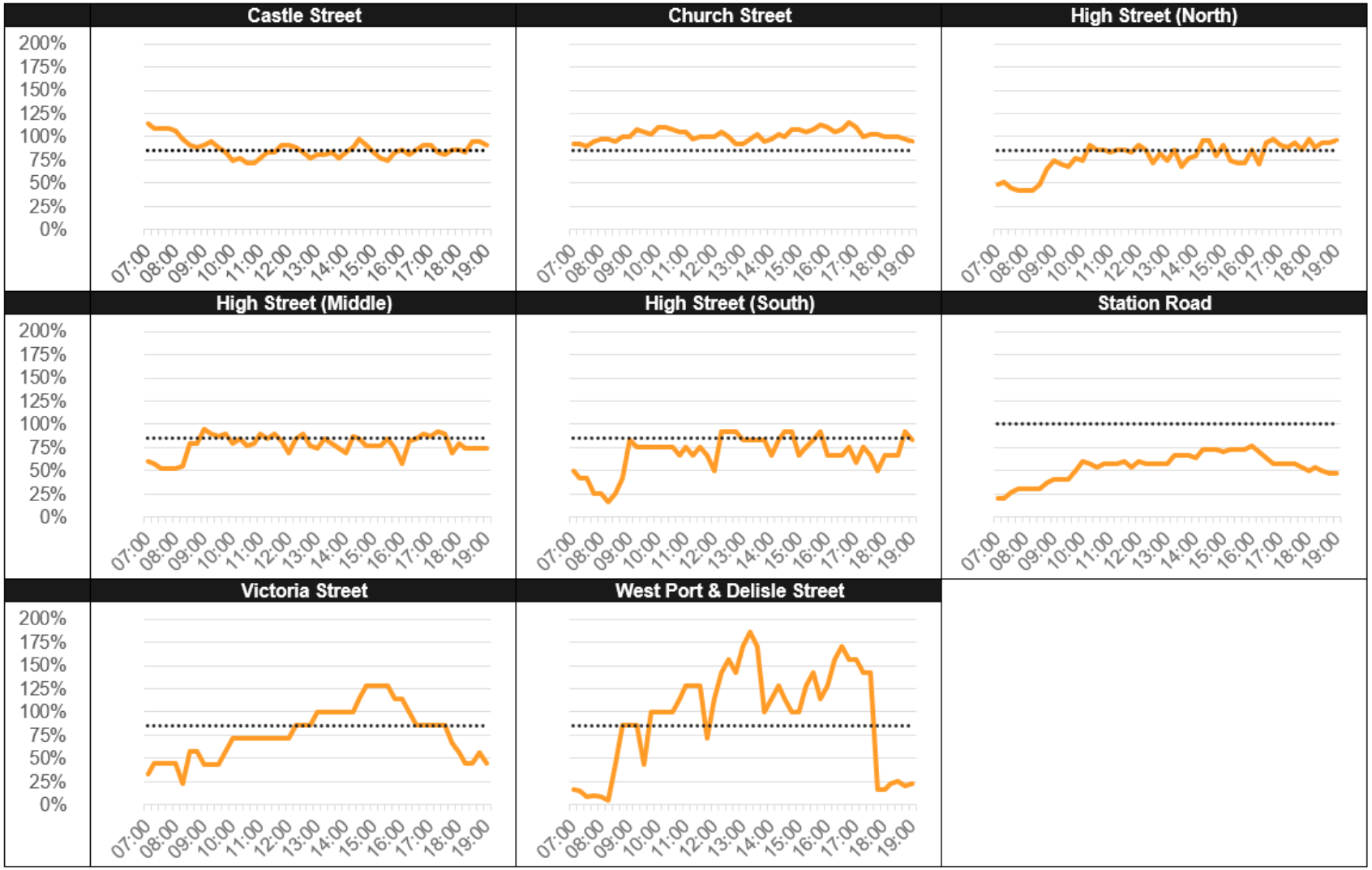


Figure 5: Percentage of legal spaces occupied by parked vehicles on streets around Dunbar Town Centre, by time of day

2.3.9. 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 in the town and parking there during the day. The next section considers duration of parking on these streets in more detail.

2.3.10. 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.

2.3.11. 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.

2.3.12. 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.

2.3.13. 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

2.3.14. The cumulative distribution of parking durations on surveyed streets is shown in Figure 6, and broken down in Table 1 and Table 2. 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.

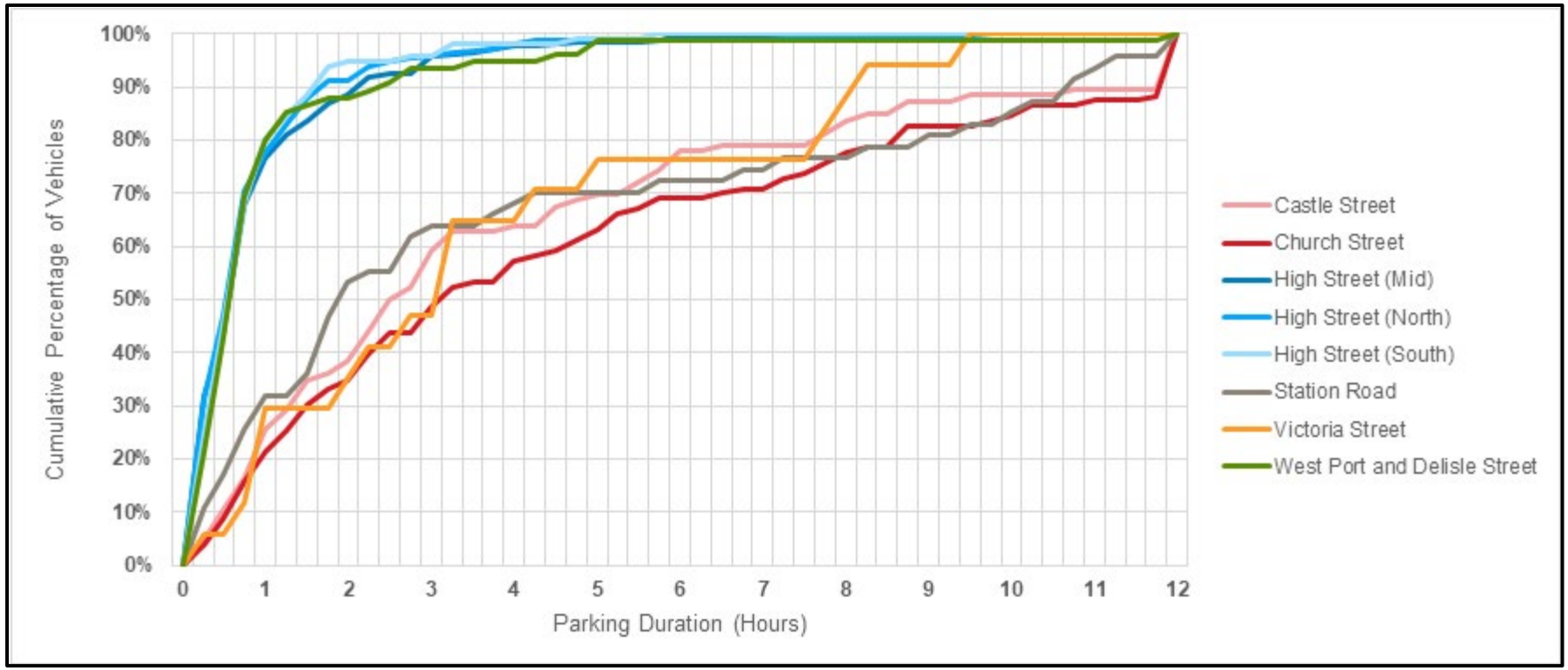


Figure 6: Cumulative Percentage of Vehicle Parking Durations in Dunbar

Table 1: 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%**
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 2: 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%**
	Number of Vehicles	60	6	4	1	3	0	0	0	0	0	0	1

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
West Port and Delisle Street	**% 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%**

2.3.15. 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 of 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.

2.3.16. 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.

2.3.17. 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

2.3.18. Figure 7 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.

2.3.19. Figure 7 shows that there is some illegal parking occurring on many of the surveyed streets. Most of the contravention 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 on the 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.

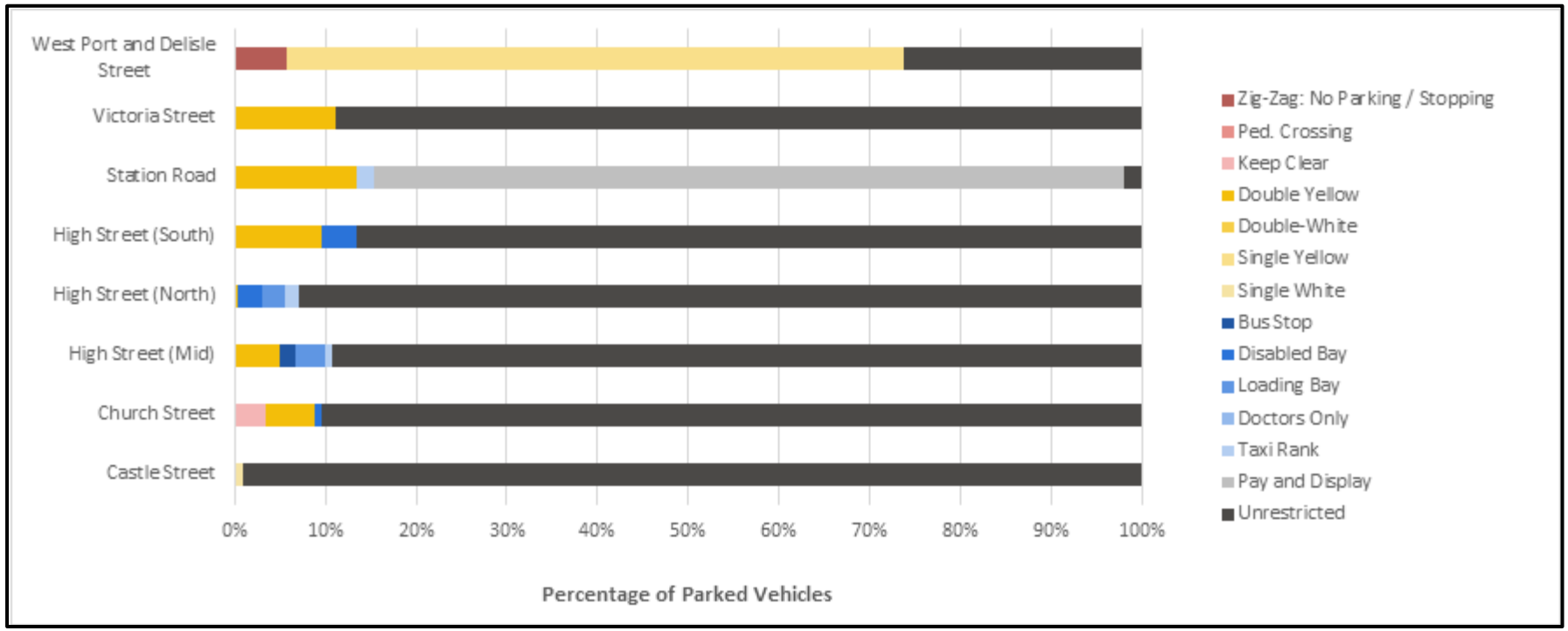


Figure 7: Percentage of vehicles parked in Dunbar Town Centre by street and kerbside restriction

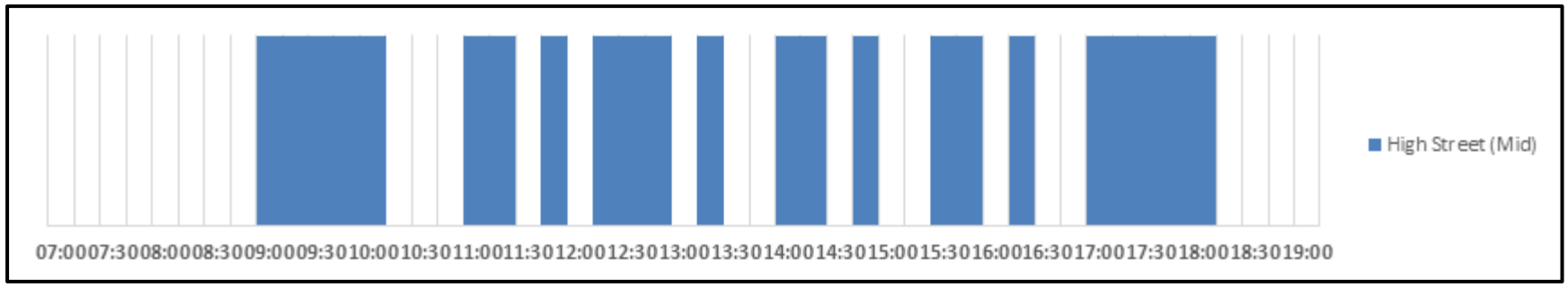
Key Point: During the on-street parking survey, some illegal parking in Dunbar Town Centre was observed. On Victoria Street, Station Road, and the southern section of the High Street, between 10 and 13 percent of recorded vehicles were waiting or parked on double yellow lines. In total approximately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

Loading and Unloading

2.3.20. 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 8 shows the times at which the loading bays at the two sites were occupied.

2.3.21. 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.

2.3.22. 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.



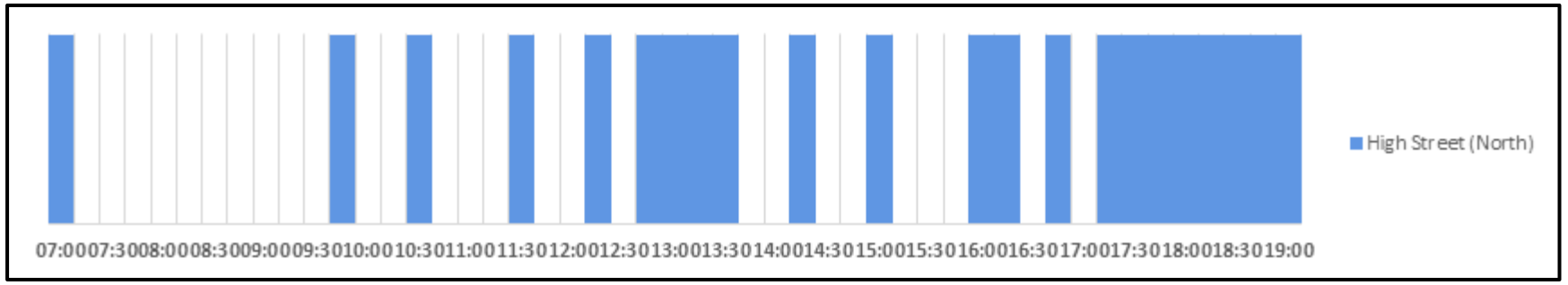


Figure 8: Occupancy of the two surveyed loading bays on Dunbar High Street by time of day

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

2.3.23. 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.

2.3.24. Figure 9 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.

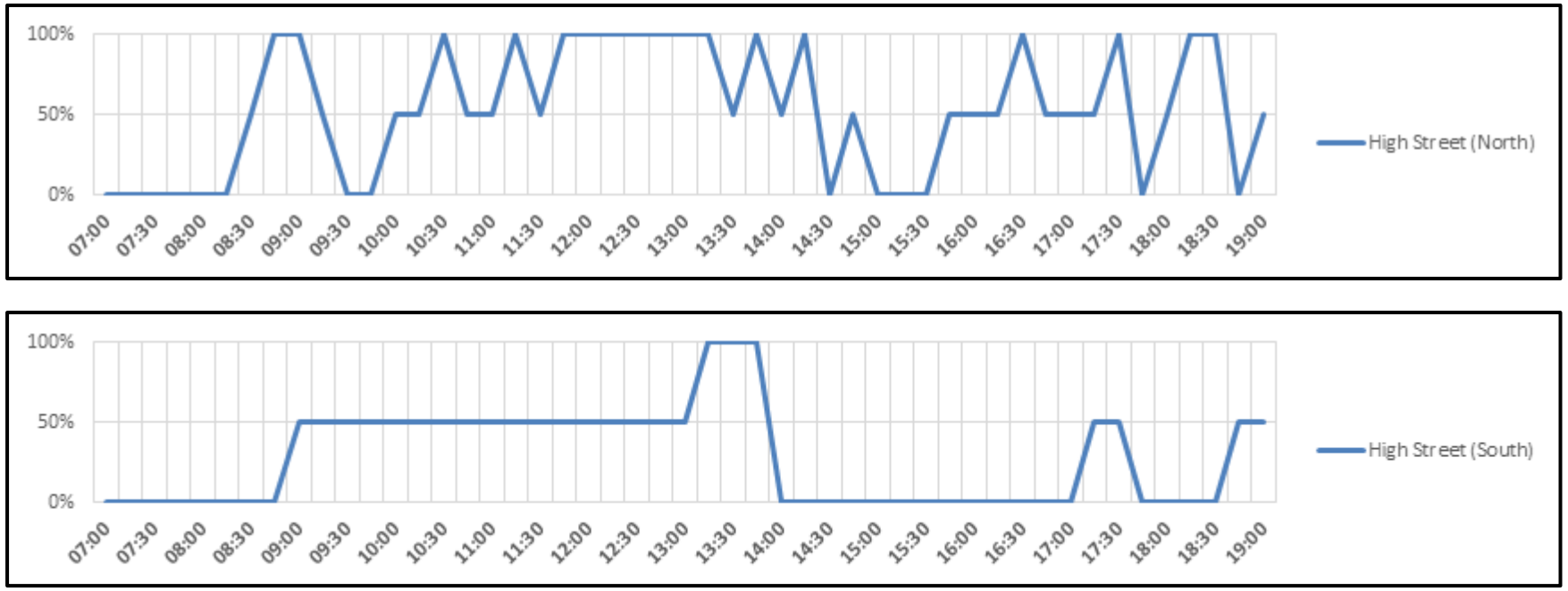


Figure 9: Disabled parking utilisation in Dunbar town centre

2.3.25. 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. Overview of the Strategic Need

3.1.1. After reviewing the on-street parking survey data, that demand for parking in the main section of the High Street was high during the day, but these streets did not exceed full capacity; however, the number of cars parked exceeded the number of legal parking spaces on several other streets (Church Street, Castle Street and West Port). No changes to restrictions are proposed on West Port as it has single/double yellow lines on both sides leading into the High Street and based on site visit is heavily used for deliveries and cars making short stops. In the case of Castle Street and Church Street there are no restrictions apart from a short section on Church Street, therefore the reason the parking data is over capacity on this is likely due to the assumed capacity by Tracsis.

3.1.2. Duration analysis it showed that 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. Based on this the following on-street measures are proposed:

- On-street short stay parking on High Street and northern section of Queens Road – this includes 45 minutes free parking, with a maximum stay of 90 minutes. 75 minutes of parking will cost £1.
- On-street long stay parking on eastern section 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 west section of Countess Road of between 2 and 12 hours.

3.1.3. Overall, we are not proposing to change any yellow line restrictions and the proposal for resident permits for Church Street and Castle Street has been rejected.

3.1.4. 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. Based on this 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 during hours, with 90 minutes free parking 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 6 hours.
- Off-street medium stay parking at Lauderdale car park with free parking with a maximum stay of 3 hours.
- 5-minute maximum stay/waiting time at the Bleachingfield Centre, except for centre users.

3.2. Based on the analysis set out above a series of key problems and opportunities that form the strategic need have been identified and are set out in Table 3. These provide the rationale for intervention and for proceeding with the Preferred Parking Management Proposals for Dunbar.

Table 3: 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 car parks 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 become fully occupied. Parking measures provide the opportunity to improve parking availability for blue-badge holders.	On-street parking beat surveys (2021)
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