East Lothian Council

Appendix E

HADDINGTON 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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1.0	19/11/2025	First Draft	JL,TB	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 Haddington, East Lothian Council (ELC) commissioned Stantec to carry out an Economic 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 Haddington.
- **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 – Scheme Outputs:** An overview is provided of the recommended parking management proposals.
- **Chapter 6 – Scheme Outcomes:** This section details the expected societal outcomes and impacts to the local economy based on the data presented.
- **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

Haddington Parking

Impact Assessment

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 in Figure 2-1. 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)

- Multiple deprivation levels in the areas east of the town centre are relatively high compared to other areas in Scotland overall.
- There is a higher car mode share for journeys to work and higher household car ownership in Haddington compared with East Lothian and Scotland overall.
- A degree of illegal parking was observed on several streets in the town centre, posing a potential safety risk and potential obstruction to traffic flow.
- Some vehicles in the town centre streets were parked for a long period. This was particularly the case on Market Street, and among resident permit holders. This could potentially impact parking turnover and availability of spaces.
- Many off-street car parks have high parking demand, with occupancy rates meeting or exceeding 100 percent at several points during the demand. This indicates some pressure on off-street parking.
- Many of Haddington's residents can reach the town centre by either walking or cycling, presenting an opportunity to support active travel within the town.
- There is a large amount of supply of parking in the town, but demand is concentrated in a few off-street car parks and some streets. There is an opportunity to better organise parking provision to be more coherent and best utilise the supply available.

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Inputs

- East Lothian Council Parking Review and Economic Impact Study
- East Lothian Local Economy Strategy (2024- 2034)
- East Lothian Council Local Transport Strategy 2018-2024
- East Lothian Council Local Development Plan

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Outputs

On-street measures:

- On-street short stay parking on High Street, Market Street and the eastern section of Court Street. This includes 30 minutes of free parking, with £1 per 30 minutes after that, up to a maximum stay of 90 minutes.
- On-street medium stay parking on eastern section of Station Road, the northern section of Hardgate, Victoria Terrace, Neilson Park Road, The Butts, Langriggs, central section of Sidegate, Church Street, and The Sands. The charging regime would be £0.50 per ½ hour, with a maximum stay of 6 hours. Resident Permit Holders would not pay on street parking charges.

Off-street measures:

- Off-street short stay parking at Newton Port of 45 minutes for free, with a maximum stay of 45 minutes.
- Off-street medium stay parking at the car park on the western side at John Muir House at a cost of £0.50 per ½ hour, with a maximum stay of 6 hours (Saturday only). Council permit holders would park without charge.
- Off-street medium stay parking at the Neilson Park Road car park on the eastern side at John Muir House at a cost of £0.50 per ½ hour with a maximum stay of 6 hours. Council permit holders would park without charge.
- Off-street long stay parking at the Tesco car park at a cost of £0.50 per ½ hour up to a maximum of £5.00, with a maximum stay of 23 hours. Council permit holders would park without charge.
- Introduction of a maximum stay of 90 minutes with no charge at Aubigny Sports Centre.

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Outcomes

- Increase in the use of walking, cycling, or public transport to access the town centre.
- Redistribution of parking demand across the town centre to better differentiate between parking for different stay durations and user groups.
- Improved provision and availability of short-term parking on the High Street for all users, including for disabled blue-badge holders and for loading or unloading goods.
- Reduction in illegal parking through increased enforcement.
- Increase in parking tariff revenues.

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Impacts

- Improved availability and reorganisation of parking durations improves offering and makes Haddington a more convenient place to visit and shop, leading to
  - Reduced traffic congestion in the town centre, improving local air quality.
  - Improved vitality and viability in the town centre.
  - Increased consumer spending in the town.
- Reduction in illegal parking through increased enforcement, leading to:
  - Reduced safety risks posed be illegally parked vehicles
  - Reduced risk of congestion caused by illegally parked vehicles impeding traffic flow.
- 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

2.1.5 We have undertaken several 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 Haddington.
- Analysis of context specific to the economic, transport and visitors' data for the Haddington 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.
- 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

Haddington Parking

Impact Assessment

3 Strategic Need

3.1 Overview

3.1.1 Haddington is an inland town about 27 kilometres east of Edinburgh City Centre with a population of around 11,300 people in the 2022 Scottish Census. The town features a local high street with a variety of retail opportunities and a major supermarket. It also home to the head offices of East Lothian Council and the East Lothian Community Hospital.

3.1.2 ELC is responsible for the provision and management of parking within Haddington. 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 Haddington:

- Most streets in East Lothian, which are generally located in residential or rural areas, have unrestricted parking.
- Off-street carparks at Court Street (Tesco Long-Stay Area), John Muir House, Newton Port, and Mill Wynd are owned by East Lothian Council and are free of charge. There are several other free off-street carparks in the town, but they are mostly intended for facility users, staff, and customers only. Off-street parking at Neilson Park Road is owned by East Lothian Council but is only for staff and visitors at Haddington Primary School.
- 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 that have been identified for the project. The remainder of this section outlines the data and supporting evidence for each problem and opportunity identified.

- Multiple deprivation levels in the areas east of the town centre are relatively high compared to other areas in Scotland overall.
- There is a higher car mode share for journeys to work and higher household car ownership in Haddington compared with East Lothian and Scotland overall.
- A degree of illegal parking was observed on several streets in the town centre, posing a potential safety risk and potential obstruction to traffic flow.
- Some vehicles in the town centre streets were parked for a long period. This was particularly the case on Market Street, and among residents permit holders. This could potentially impact on parking turnover and availability of spaces.
- Many off-street car parks have high parking demand, with occupancy rates meeting or exceeding 100 percent at several points during the demand. This indicates some pressure on off-street parking.

- Many of Haddington's residents can reach the town centre by either walking or cycling, presenting an opportunity to support active travel within the town.
- There is a large amount of supply of parking in the town, but demand is concentrated in a few off-street car parks and some streets. There is an opportunity to better organise parking provision to be more coherent and best utilise the supply available.

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
Haddington	S01008250, S01008251, S01008252, S01008253, S01008254, S01008255, S01008256, S01008257, S01008258, S01008259, S01008260, S01008261

Economic Activity

3.2.3 Figure 3-1 of 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, the proportion of Haddington's population that are economically active is similar to the proportions seen in East Lothian and Scotland overall. Of those aged 16 or above, 62 percent of people in Haddington are economically active, compared to 62 percent in East Lothian and 61 percent in Scotland overall.

3.2.4 In terms of economically inactive persons in Haddington, there is a slightly higher proportion of retired people in Haddington than in the rest of East Lothian. 27 percent of Haddington residents are retired, compared to 26 percent in East Lothian and 23 percent in Scotland overall.

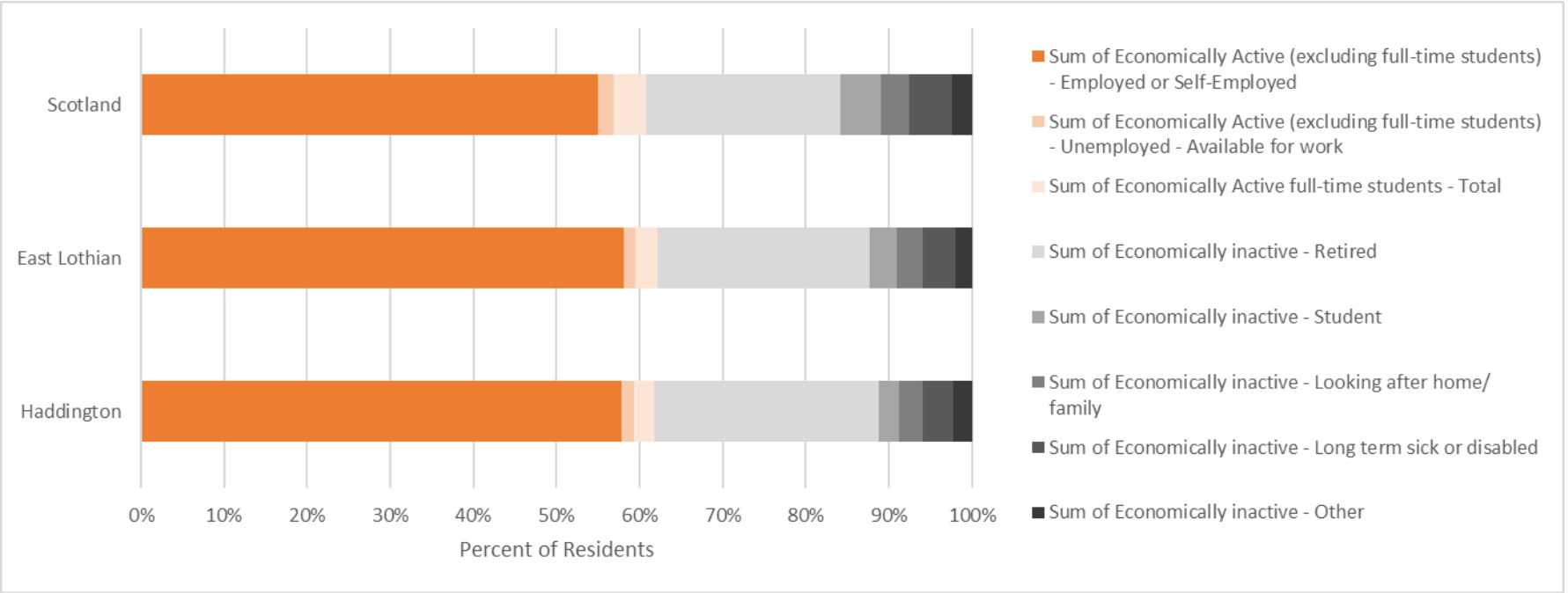


Figure 3-1: Economic Activity Status of people aged 16 and above in Haddington, East Lothian, and Scotland, from the 2022 Scottish Census

Key Point: About the same proportion of Haddington residents are economically active compared to East Lothian and Scotland as a whole. The proportion of retired persons in Haddington is higher than in East Lothian and Scotland overall.

Indices of Multiple Deprivation

3.2.5 Figure 3-2 shows the 2020 Scottish Indices of Multiple Deprivation percentiles for Data Zones in Haddington. 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 level of multiple deprivation varies significantly across Haddington. The eastern residential areas of Haddington have the highest levels of multiple deprivation in the town. The area around Dunbar Road and Riverside Drive is among the top 24 percent most deprived areas in Scotland, while the areas around Nungate are among the top 32 percent and top 28 percent most deprived areas in Scotland.

3.2.7 The areas surrounding the High Street have relatively average levels of multiple deprivation on a national level, meaning this area is neither particularly deprived nor advantaged. The least deprived areas are to the west of the Haddington. These areas are among the least deprived in Scotland, with the most westerly residential area being among the top 4 percent least deprived areas in Scotland.

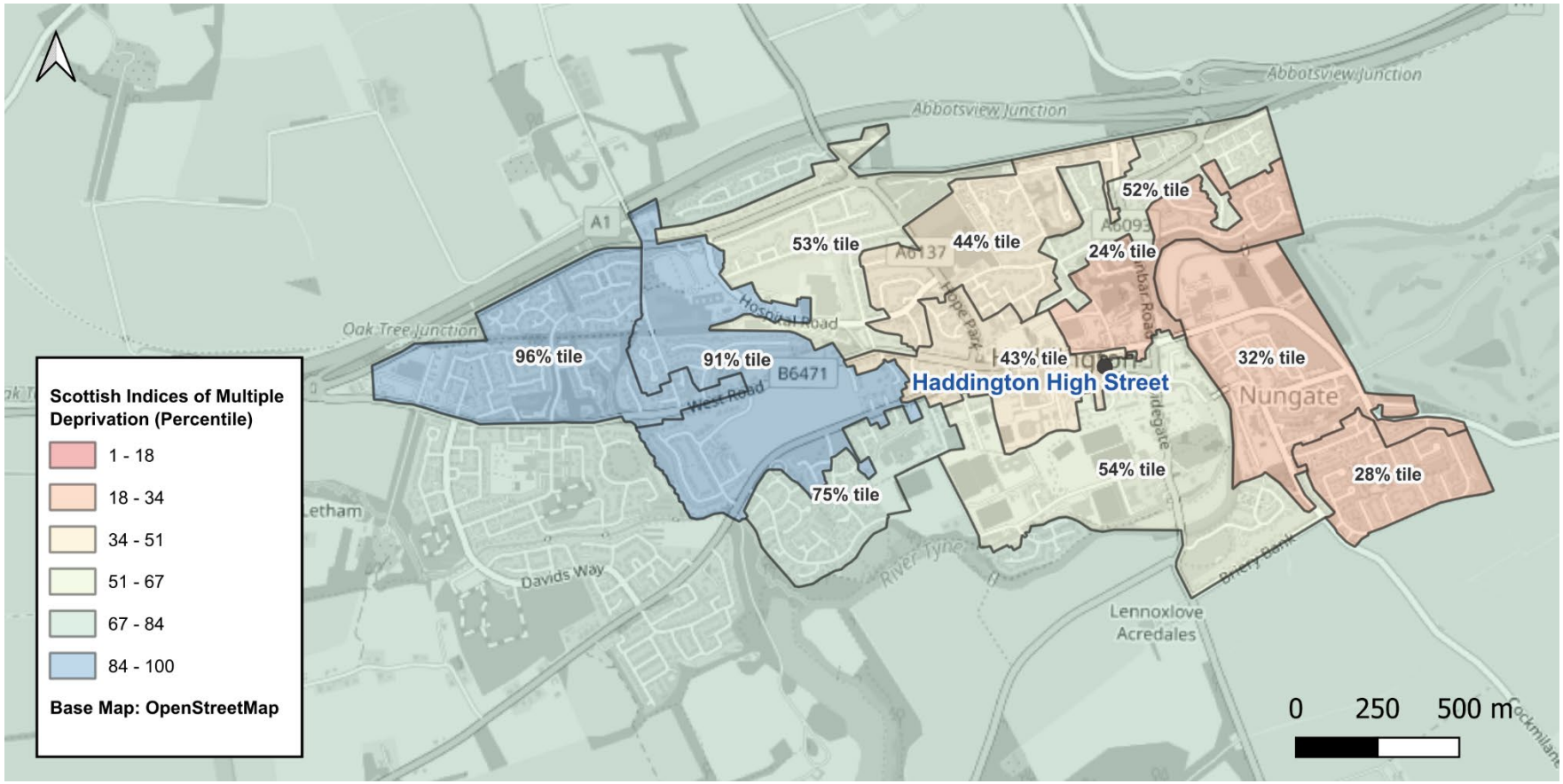


Figure 3-2: Scottish Indices of Multiple Deprivation percentiles in Haddington, 2020

Key Point: Multiple deprivation levels vary significantly across Haddington. Areas to the east of the town have elevated multiple deprivation levels, while residential areas in the west of the town are some of the least deprived in Scotland. The area surrounding the high street have a relatively average level of multiple deprivation at a national level.

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 Haddington and Lammermuir compared to the overall figures for East Lothian and Scotland.

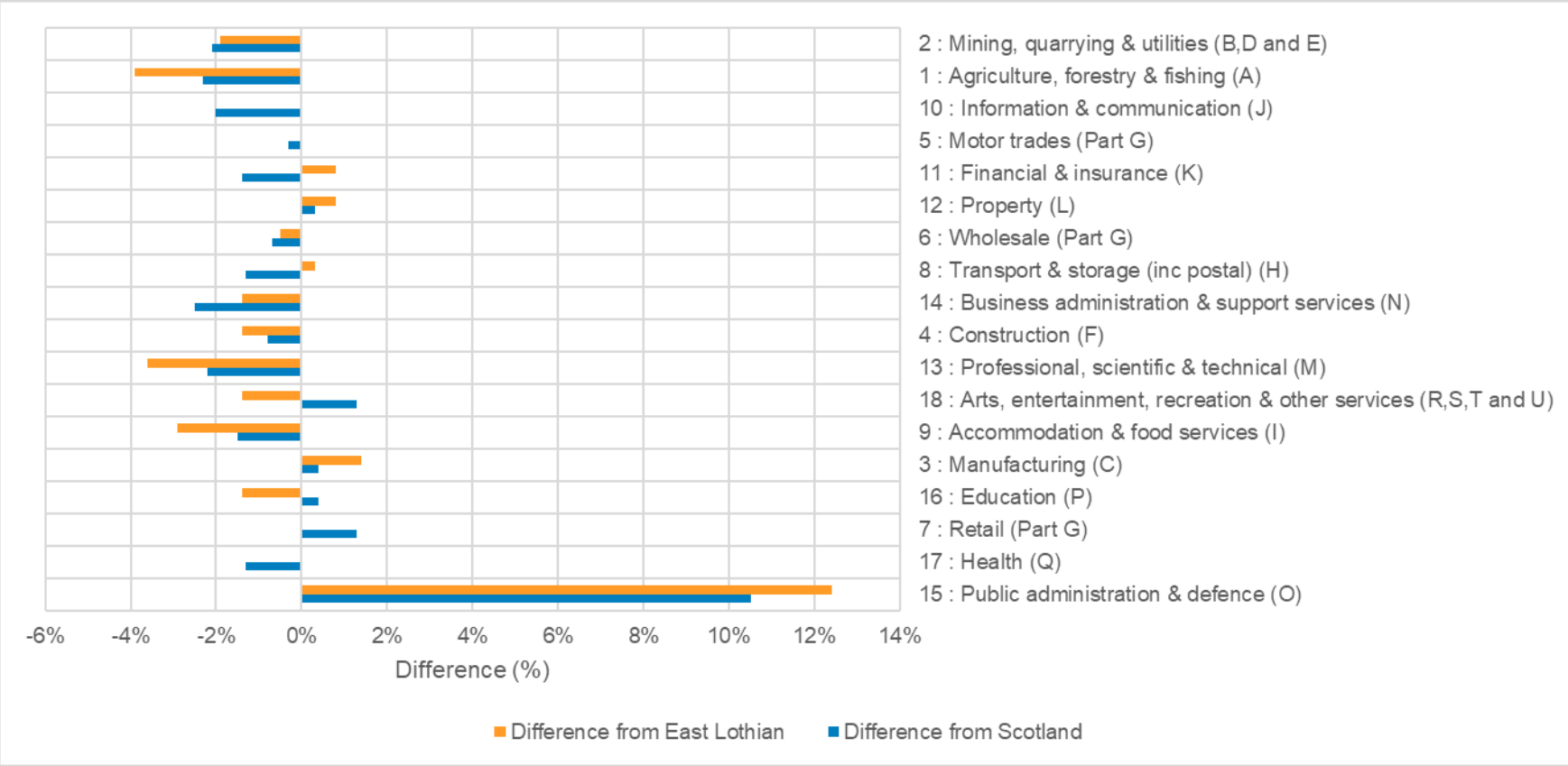


Figure 3-3: Difference in percentage of persons employed in different industries between Haddington and Lammermuir compared to East Lothian and Scotland overall, from the 2023 Business Register and Employment Survey

3.3.2 Figure 3-3 shows that Haddington has a much higher proportion of jobs in public administration and defence compared to Scotland and East Lothian overall. Public administration and health are the top two largest employers in Haddington, representing 31 percent of jobs in this area. This is likely related to the East Lothian Council head offices and East Lothian Community Hospital being in Haddington. Retail industries were the third largest employer, representing 10 percent of jobs. Retail employment was only slightly higher than the overall average for Scotland.

3.3.3 There are fewer people in employed in business administration, agriculture, forestry and fishing, or professional, scientific and technical industries compared to the national averages for Scotland and East Lothian.

Key Point: The East Lothian Council head offices and East Lothian Community Hospital are key employers in Haddington. Therefore, there are comparatively more people employed in public administration and health in Haddington compared to East Lothian and Scotland as a whole. The retail industry is the third largest employer in Haddington, but retail employment is only slightly higher than the overall average for Scotland.

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]. A survey was undertaken by STR in 2021 on behalf of ELC to determine the characteristics of day and overnight visitors to East Lothian, 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 was one sampling location at Haddington Farmers' Market. Responses from this site reflected 1.3 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.

3.4.2 The survey found that Haddington was East Lothian's sixth most visited town with 21 percent of all visitors to East Lothian[2] visiting Haddington as part of their trip. Overall, inland destinations were not as popular with tourists to East Lothian, with only 40 percent of visitors going to inland destinations in 2021 compared to 93 percent of visitors going to coastal destinations. There are several smaller-scale attractions in Haddington, however these are not among the most visited attractions in East Lothian.

Visitor Spending

3.4.3 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

3.4.4 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.

3.4.5 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 pot holes 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, although Haddington is a not a key tourist destination in the region. Nevertheless, one of the most common 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 Haddington has a higher proportion of people driving to work compared to East Lothian and Scotland. 58 percent of Haddington residents drive to work, compared to 56 percent in Scotland and 57 percent in East Lothian. Inversely, the proportion of Haddington residents using public transport to

get to work is lower. Eight percent of Haddington residents take the bus or train to work, compared to 14 percent in Scotland and 17 percent in East Lothian.

3.5.3 The portion of people walking to work in Haddington is much higher, with 15 percent residents commuting on foot. This compares to 10 percent in Scotland and just 8 percent in East Lothian. This may be reflected of the compact nature of Haddington itself, making it possible for Haddington residents who work in the town to walk.

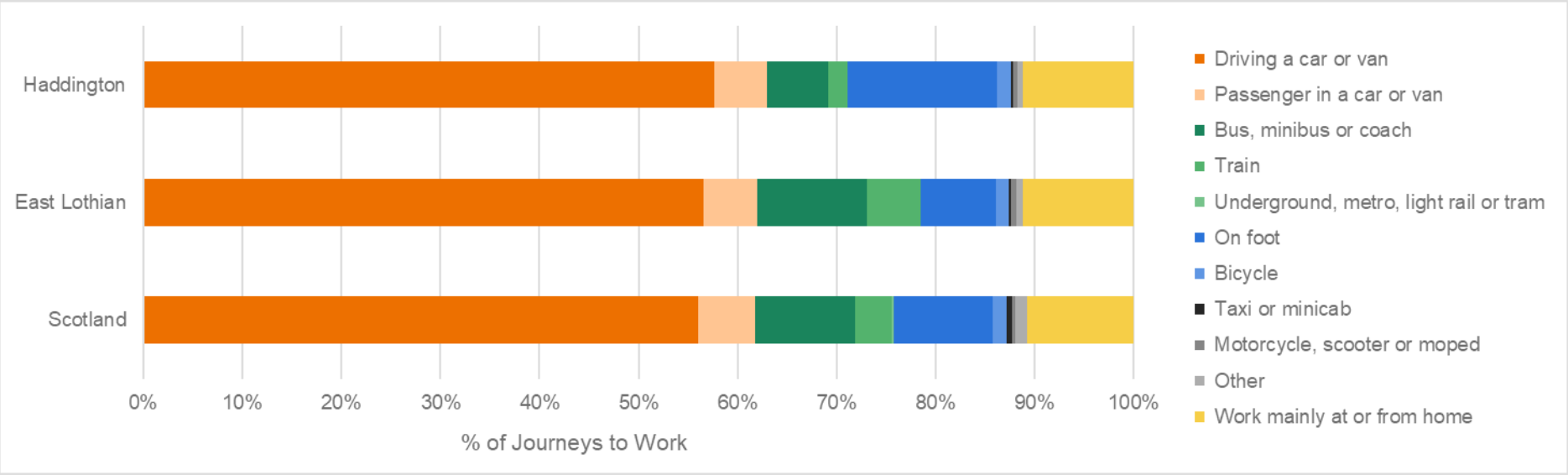


Figure 3-4: Method of Journey to Work in Haddington, East Lothian, Scotland, Census 2011

Key Point: Haddington has a much higher share of residents driving to work than Scotland and East Lothian but also has a higher share of residents who walk to work. The proportion of public transport commuters is lower than in Scotland and East Lothian.

Car or Van Availability

3.5.4 Figure 3-5 shows the percentage of households in Haddington, East Lothian and Scotland by the number of household cars available. The level of car ownership in Haddington is higher than East Lothian and Scotland overall. In Haddington, 17 percent of households did not have access to a car or van, compared to 26 percent of households in Scotland. Haddington also a greater proportion of households that have access to two or more cars.

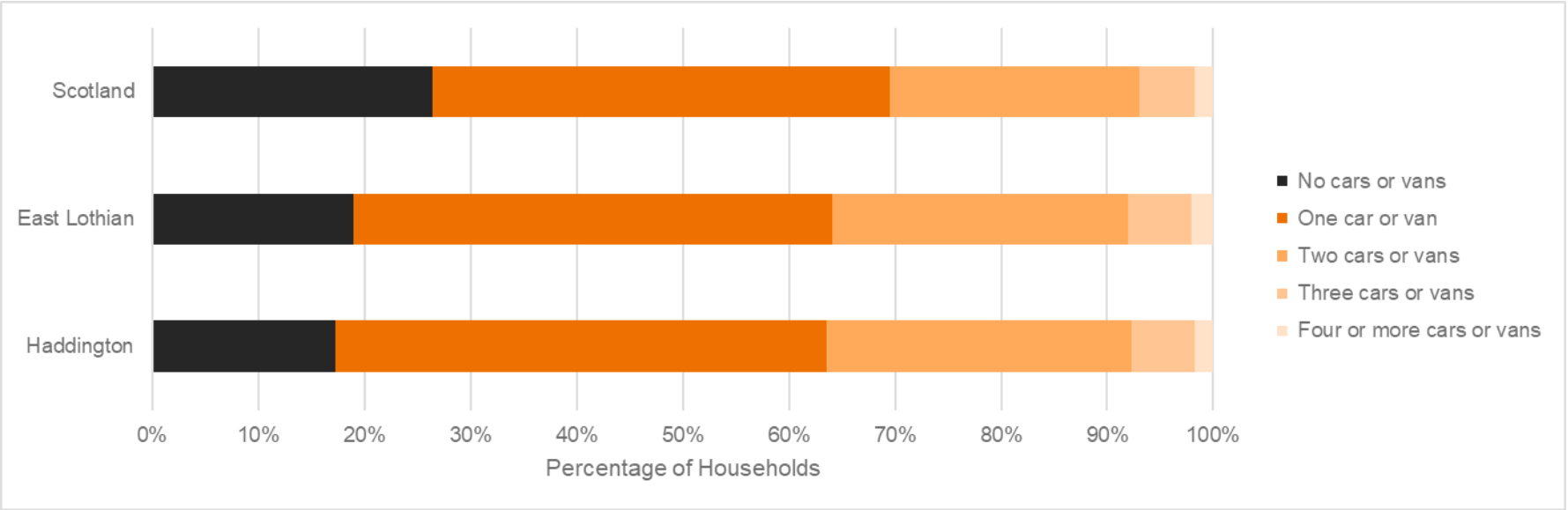


Figure 3-5: Household Car or Van Availability in Haddington Compared with Scotland and East Lothian, Census 2022

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

Public Transport Network

3.5.5 Table 3-3 shows the key bus services in Haddington. Overall, there several services providing regional connections other towns in East Lothian, although service frequencies are sparse. The main connection to Edinburgh is provided by the X7 service, which runs every 20 minutes as an express service via the A1.

3.5.6 There are also several services providing infrequent connections to various other towns and villages in East Lothian. This includes route 101, 107, 122, and 253. There is also a daily night bus departure (Route N107) between Edinburgh and Haddington, with an additional departure on weekends.

3.5.7 All bus services listed in Table 3-3 call at the High Street. All routes call at intermediate stops within Haddington before reaching the town centre. This provides a degree of local connectivity within the town. However, much of the local bus connectivity is concentrated routes plying east-west on the B6471 West Road and Station Road between Haddington Retail Park and the town centre. Other north-south connections within the town are served by more infrequent bus services.

Table 3-3: Key Bus Services in Haddington

Service Number	Route	Via	Approximate Weekday Daytime Frequency	Operator
106	Haddington to Edinburgh (Western General Hospital)	Tranent, Musselburgh, Fort Kinnaird, Edinburgh City Centre	Every 60 minutes (Approx. half of services between Haddington and Fort Kinnaird only)	East Coast Buses
108	Haddington to Fort Kinnaird	Tranent and Musselburgh	Every 60 minutes (No Evening Services)	Prentice Coaches
110	Haddington to Prestonpans	Gifford, Pencaitland, Tranent	Every 60 minutes	Prentice Coaches
111	Haddington to Edinburgh Royal Infirmary	Longniddry, Port Seton, Prestonpans, Musselburgh, Old Craighall	Every 60 to 105 minutes (No evening services)	Prentice Coaches
121	Haddington to North Berwick	Haddington Retail Park, National Museum of Flight	Every 90 minutes	East Coast Buses
123	Haddington to Pencaitland, Glenkinchie, Gifford, and Haddington (Circular)		Every 90 minutes	East Coast Buses
	Haddington to Bolton, Gifford, Haddington (Circular)		Every 90 minutes	East Coast Buses
X7	Edinburgh – Dunbar (Limited Stop)	A1, Haddington	Every 20 minutes	East Coast Buses

Key Point: There are several services connecting Haddington to surrounding towns and villages in East Lothian, although some services are infrequent or irregular. The key bus service serving Haddington is a limited stop express bus service between Edinburgh running every 20 minutes.

Walking Accessibility

3.5.8 To understand how accessible Haddington'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.

3.5.9 Figure 3-6 shows the area of Haddington accessible within 15 minutes walking distance to the High Street. Most of the central and eastern parts of the Haddington are within a 15-minute walk of the town centre. Around 8000 people live within this area, representing approximately 70 percent of the town's 11,354 residents. The residential areas in the west of the town, along with the newer housing developments in the west, are slightly further from the centre and are more than a 15-minute walk to reach the High Street.

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

Key Point: 70 percent of Haddington's residents are within a 15-minute walking distance of the High Street.

Cycling Accessibility

3.5.10 Figure 3-7 shows the area of Haddington accessible within 15 minutes cycling time of the 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. The nearest railway station, Longniddry, is not within 15-minutes cycling time of the town centre.

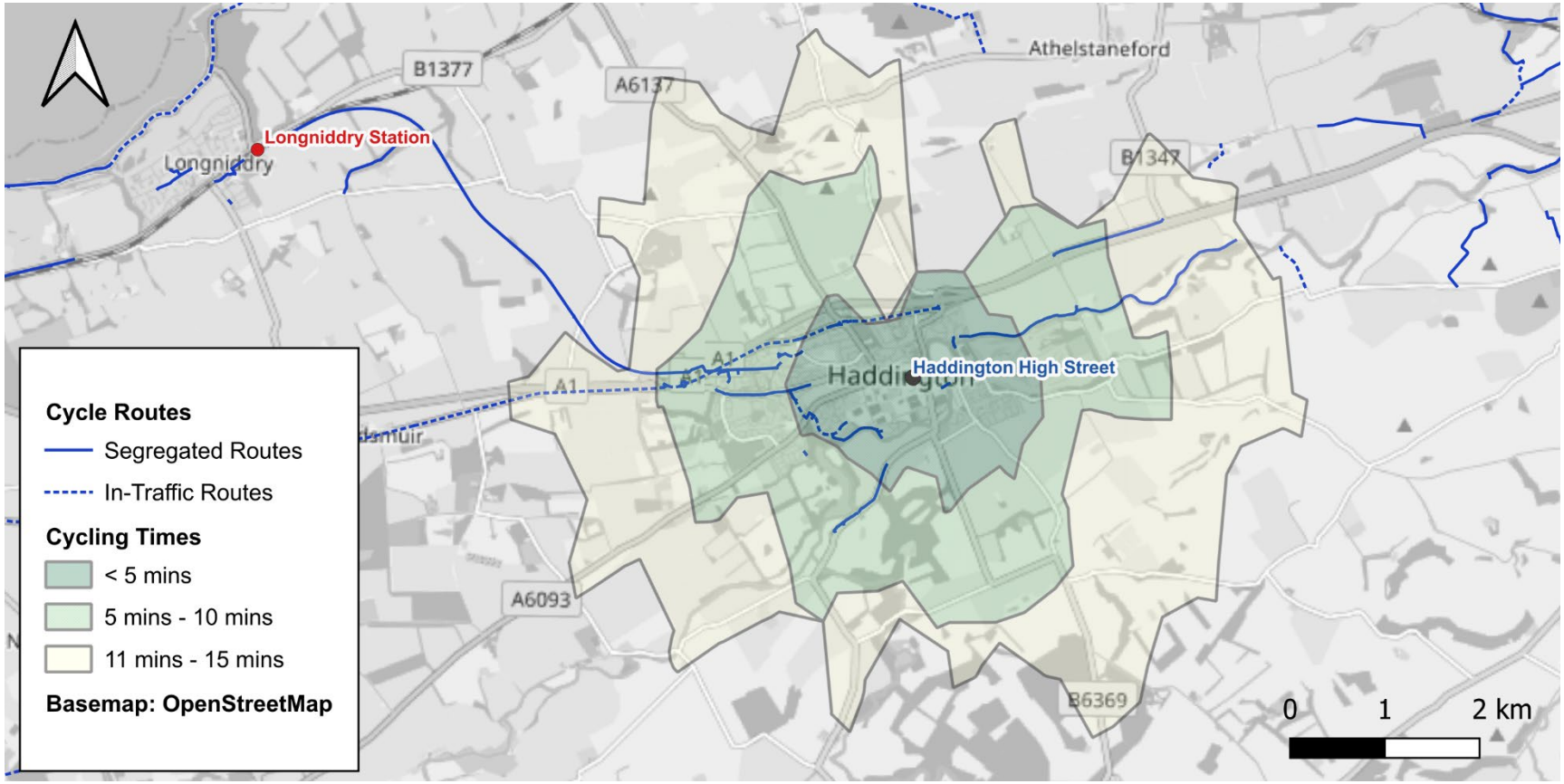


Figure 3-7: Area accessible within 15 minutes cycling from Haddington High Street, from OpenRouteService API and OpenStreetMap.

3.5.11 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 National Cycling Route 76 and 196 passes through the town. Part of NCN 76 is along a traffic-free cycle route between Longniddry Station and Haddington. There is also a shared cycle-pedestrian pavement along part of the B6471 West Road, and advisory cycle lane markings on the A199 between Haddington and Tranent.

Key Point: All of Haddington's residential areas can reach the town's High Street within 10 minutes of cycling. There are also several cycle routes that pass through the town, including a traffic-free cycle route linking Haddington to Longniddry Station.

3.6 High Street Footfall

3.6.1 To understand the footfall on Haddington 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 sampled for 24-minutes within the 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 26 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, from Pedestrian Market Research Service (PMRS) 2022 footfall survey commissioned by ELC.

Number	Occupier in 2022	Street Address
1	J&J CARPETS	10 High Street
2	THE READING ROOM	High Street
3	SUNG SING CHINESE REST	31 High Street
4	OGILVY CHALMERS	48 High Street
5	COUNCIL OFFICES	9-11 Lodge Street
6	CORN EXCHANGE	Court Street
7	FITNESS LAB	29 Court Street
8	BRIDAL SHOP	56 Court Street
9	M & CO CLOTHING	24-26 Court Street
10	ANIMAL MAGIC	22A Court Street
11	HEALTH & BEAUTY CENTRE	45 Market Street
12	VACANT	27 Market Street
13	MARKET STREET PHARMACY	Newton Port
14	DWELLING	10 Market Street

Number	Occupier in 2022	Street Address
15	THE NEW PHEASANT BAR	Market Street
16	CORNER VICTORIA TERRACE/ HARDGATE	Victoria Terrace/Hardgate
17	OTTOMAN TURKISH BARBER	66 Market Street
18	LEISURE TIME SPORTS	51 Market Street
19	VACANT	Mark Lane
20	R S MCCOLL C T N	61 High Street
21	CHARITY SHOP	71-72 High Street
22	NATION SUSHI	80 High Street
23	J S MAIN & SONS SADDLERS	86 High Street
24	EASTERN EYE INDIAN REST.	7 Hardgate
25	EASY PC COMP REP	40 Sidegate
26	ELITE WORLDCHOICE TRAVEL	2 Sidegate

Footfall – Annual Trend

3.6.3 Figure 3-8 shows the percentage change in the weekly footfall count on Haddington High Street since 2016. Haddington's High Street footfall has been resilient since 2016 and recovered well after the COVID-19 pandemic. Notably, Haddington has not experienced the level of footfall decline seen in other towns. High Street footfall has increased three percent between 2016 and 2022, although is around 13 percent lower than the highest footfall recorded in 2018. This could be associated with significant residential developments being built and completed to the west of the town within this period. A total of 1549 new homes were allocated for Haddington in the East Lothian Local Development Plan 2018, with many of these developments being substantially completed.

3.6.4 It is also 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 Haddington.

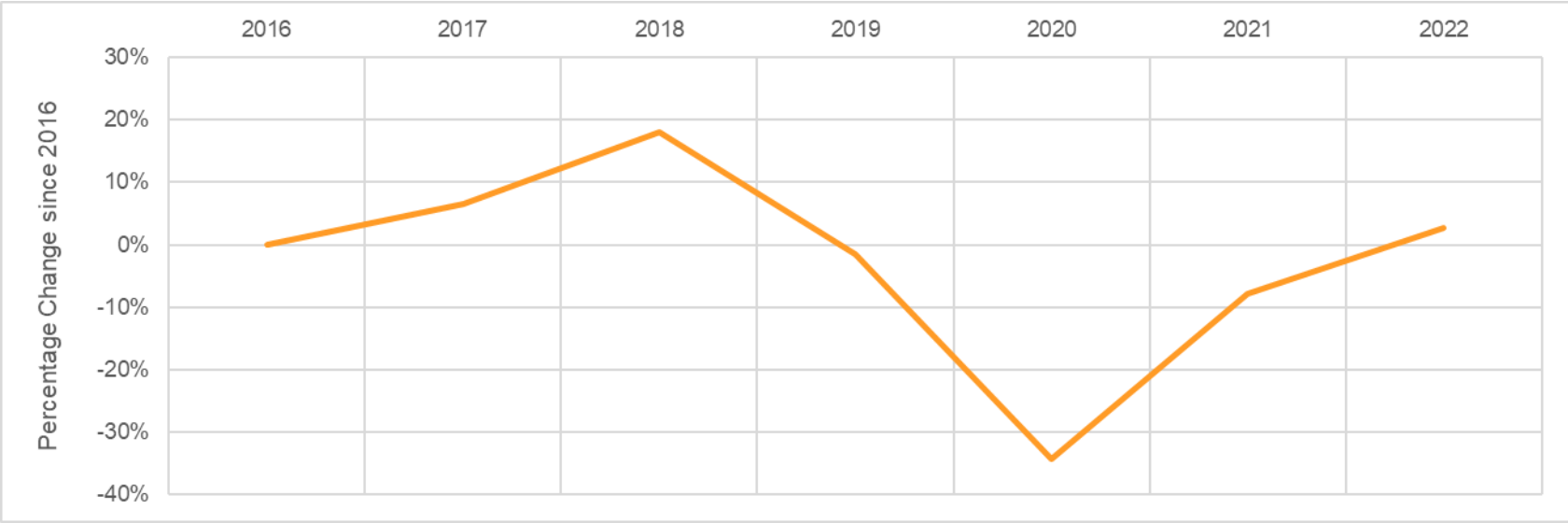


Figure 3-8: Change in Footfall on Haddington High Street since 2016 - 2016 to 2022

Key Point: Footfall on Haddington High Street has been relatively resilient compared to other East Lothian Towns, with footfall rising three percent between 2016 and 2022. This may reflect the High Street's continued importance as a local activity and retail hub.

Footfall – By Location

3.6.5 Figure 3-9 shows the how the weekly footfall counts in 2022 were distributed spatially along the High Street. Footfall was high across many areas of the town centre, with weekly footfalls of more than 4500 people on both High Street and the western end of Market Street. This reflects the highest concentration of shop frontages but also large numbers of parking spaces and the town's main bus stops.

3.6.6 The eastern end of Market Street has the lowest area of recorded footfall, with between 801 and 1500 persons per week. There are fewer shops here, and the pavements are particularly narrow.

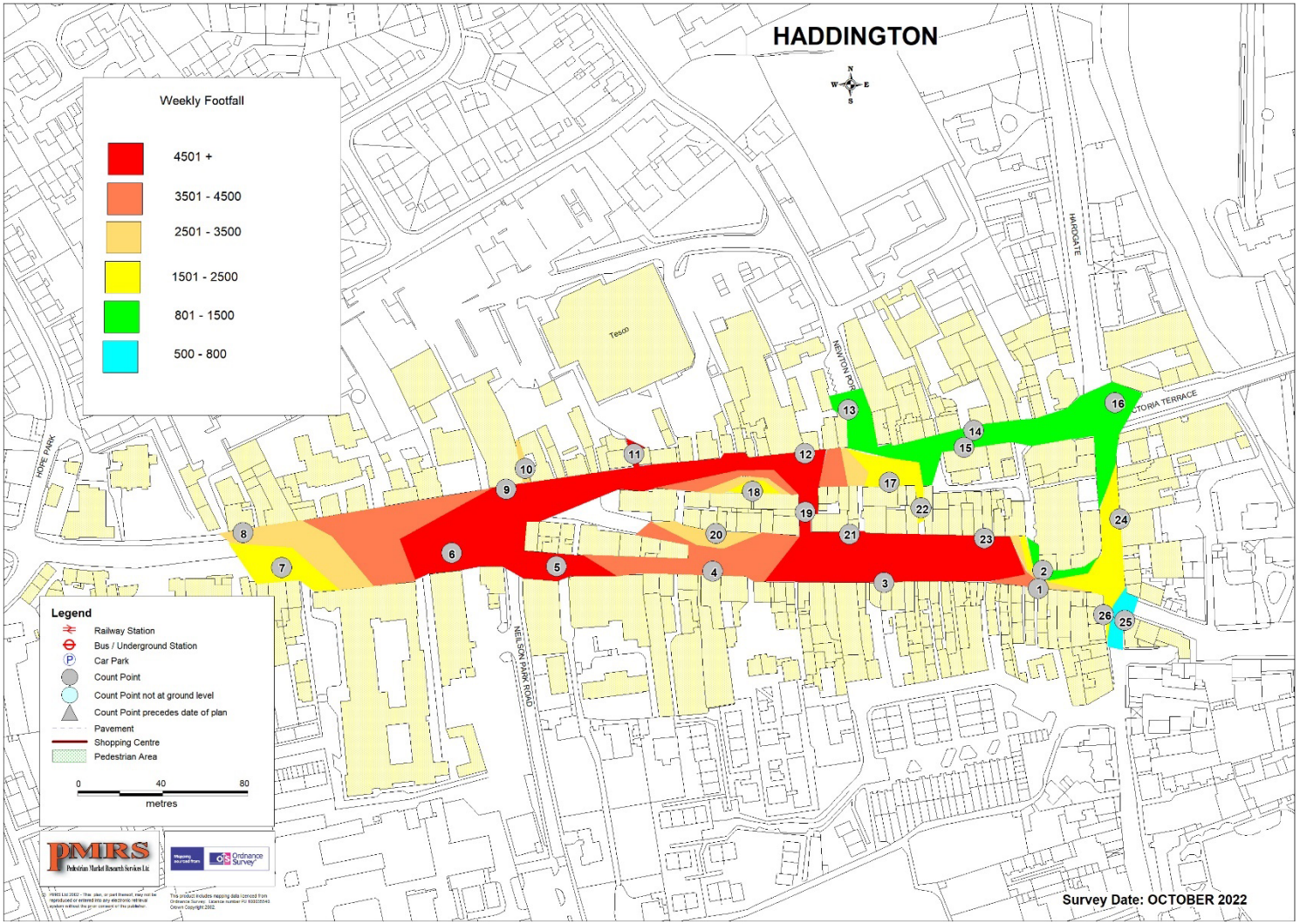


Figure 3-9. Spread of Weekly Footfall Counts on Haddington High Street, from Pedestrian Market Research Service (PMRS) 2022 footfall survey commissioned by ELC.

Key Point: Pedestrian footfall in Haddington Town Centre is concentrated on the High Street and the western end of Market Street. This reflects not only the highest concentration of shop frontages, but also the areas with the greatest number of parking bays.

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.

Off-Street Parking

3.7.2 There are four council-owned free car parks in Haddington. According to the East Lothian Parking Strategy, there are three other identified major car parks in Haddington which are open to facility users and customers. These are shown in Figure 3-10. The council-owned carparks provide a combined total of 443 off-street parking spaces. All council-owned car parks are located within a five-to-ten-minute walk of the High Street.

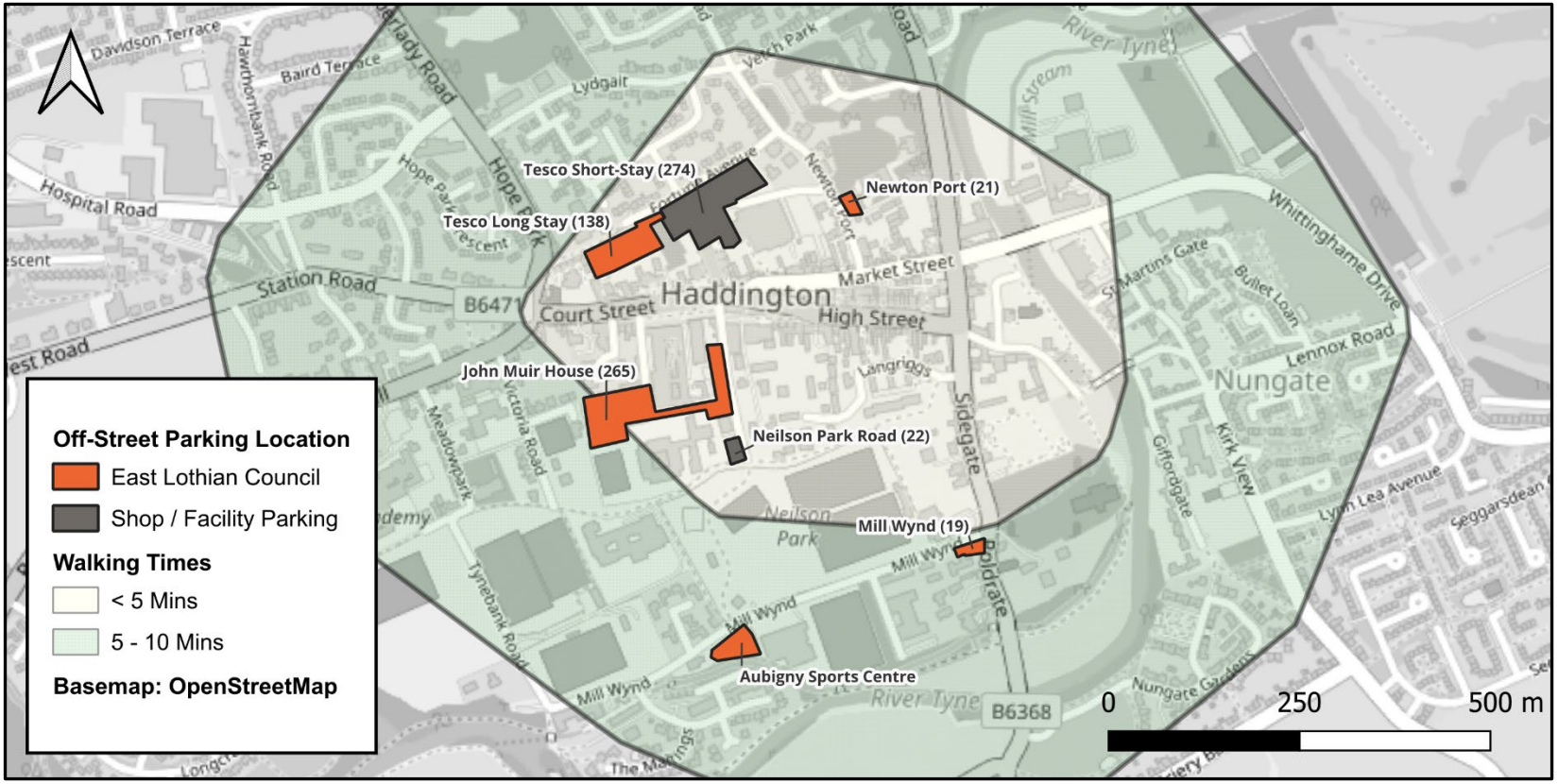


Figure 3-10: Off-Street car parks in Haddington. Number of spaces available shown in brackets. Information from East Lothian Council Parking Strategy 2018-2024.

Surveys Conducted

3.7.3 To understand the utilisation of off-street parking in Haddington, a series of Automatic Number Plate Recognition (ANPR) surveys and 15-minute parking beat surveys were undertaken at off-street parking locations around the town.

April 2025

3.7.4 An initial survey was commissioned by East Lothian Council and conducted by Tracsis on April 29, 2025, covering several off-street car parks in Haddington. The surveys were conducted on a Tuesday in a neutral month, which would better represent a typical parking demand. Newton Port, Mill Wynd, and Aubigny Sports Centre were surveyed by video observation. Other car parks were covered by ANPR, and these were:

- Tesco Short-Stay and Long-Stay
- John Muir House
- East Lothian Community Hospital
- Knox Academy
- Neilson Park Road
- Haddington Retail Park

3.7.5 However, there was some discrepancies noted in the data collected. This was particularly the case for survey data recorded at John Muir House, as anecdotal evidence from council officers working at John Muir House suggested the survey results showed much lower occupancy than would be expected.

October 2025

3.7.6 An additional round of ANPR and parking beat surveys were conducted on October 23 and October 25, 2025. This additional data collection was commissioned by East Lothian Council via Stantec and conducted by Streetwise. The survey covered six car park locations in Haddington, which are:

- Tesco Short-Stay and Long-Stay
- John Muir House
- Neilson Park Road
- Aubigny Sports Centre
- Mill Wynd
- Newton Port

Section Overview

3.7.7 The presentation of parking survey analysis is organised into two parts. The ‘Parking in Key Town Car Parks’ section will summarise the analysis of the October 2025 ANPR surveys covering three of the major car parks within the town centre. These include the Tesco Short Stay and Long Stay car park, Neilson Park Road, John Muir House, and Aubigny Sports Centre. The ‘Parking in Minor Town Car Parks’ section will provide the analysis for the parking beat survey covering two of the town’s minor car parks, namely Newton Port and Mill Wynd. The analysis will be divided into both Thursday and Saturday, to illustrate the differences between weekdays and Saturdays.

Parking in Key Town Car Parks

Occupancy Rate

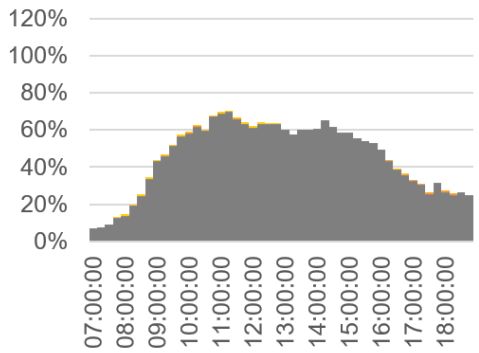
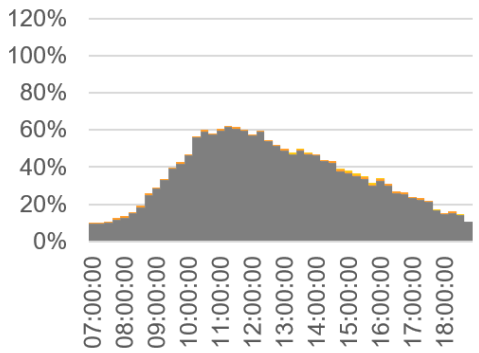
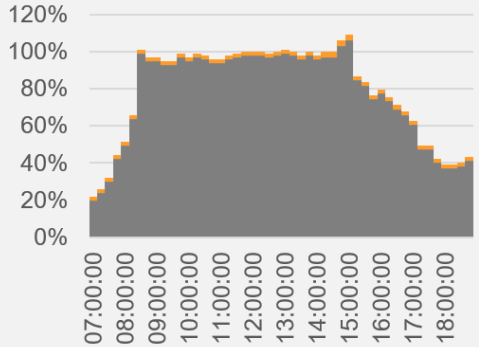
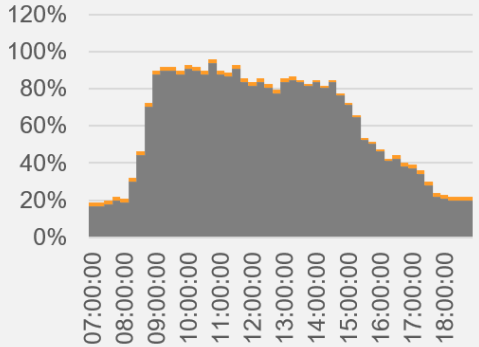
3.7.8 Figure 3-11 shows the occupancy rate at four key town centre car parks as measured in the October 2025 ANPR surveys. This is broken down by day of week and by whether the parking vehicle has a resident's parking permit issued by ELC for the town centre area.

3.7.9 The highest occupancy rates were recorded at John Muir House, where both the eastern and western car parks were at full capacity for much of the weekday during working hours. This pattern is most likely reflecting the demand for staff parking of the ELC Council offices on weekdays. Parking demand at John Muir House was only slightly lower on Saturday. During the Saturday survey, occupancy rates at John Muir House (East) were still high at around 80 to 90 percent for much of the day, while at the John Muir House (West) car park the occupancy rates briefly peaks at around 80 percent on late Saturday morning before falling away in the afternoon.

3.7.10 Similarly, occupancy rates Aubigny Sports Centre also reached 100 percent at several points during the day on both Thursday and Saturday. However, demand fluctuated more throughout the day and high demand relative to supply was less sustained than at John Muir House.

3.7.11 The recorded occupancy rates at the Tesco Short-Stay and Long-Stay car park were much lower, with a maximum occupancy of around 60 percent on both Thursday and Friday. The pattern was consistent, with a peak in the late morning before parking demand slowly falls throughout the afternoon. This likely reflects the high supply of spaces here, with around 550 parking bays recorded in the survey.

3.7.12 Notably, most parking vehicles here did not have a resident permit. Vehicles who are registered as having resident parking permits issued by ELC made up a very small percentage of all vehicles parking in these car parks. For all car parks and survey dates, permit users made up less than one percent of all users, and in some case the proportion of resident permit users was lower than half a percent.

	Thursday, October 23, 2025	Saturday October 25, 2025
	% No Permit % Permit Holder % Expired	
Tesco Short-Stay and Long-Stay		
John Muir House (East)		

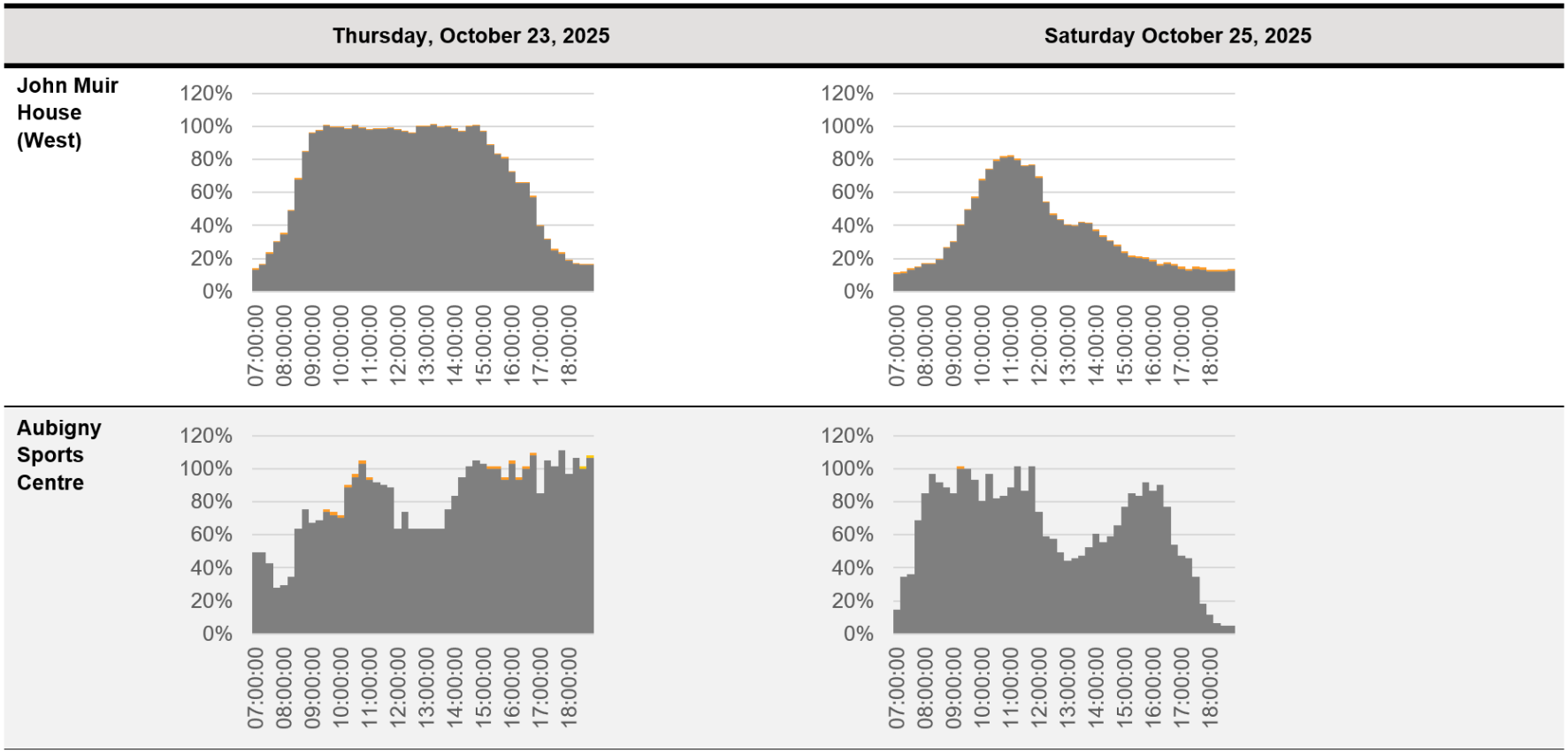
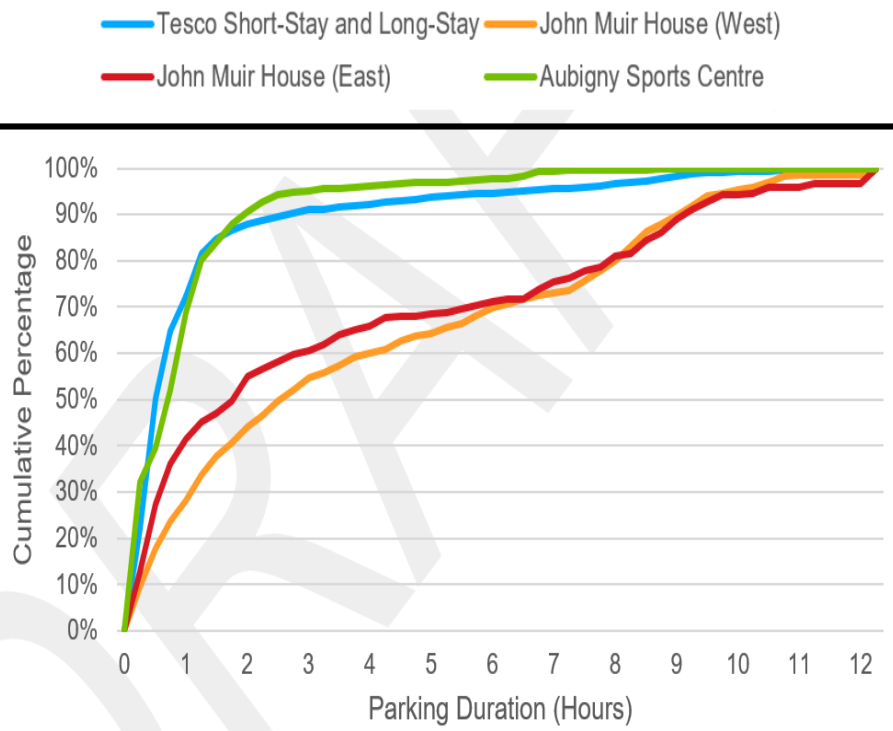


Figure 3-11: Parking occupancy rate by key town centre car park and resident permit registration (Based on October 2025 survey)

Key Point: Occupancy rates at some off-street car parks, particularly John Muir House and Aubigny Sports Centre, were high. In some cases, demand exceeded supply, and the car park was observed to be at full capacity.

Duration

3.7.13 The cumulative distribution of parking durations on surveyed minor car parks is shown in Figure 3-12. These shows the total percentage of vehicles parking by parking durations at 15-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.

Survey Date	Distribution of Parking Durations in Key Car Parks in Haddington
Thursday October 23, 2025	

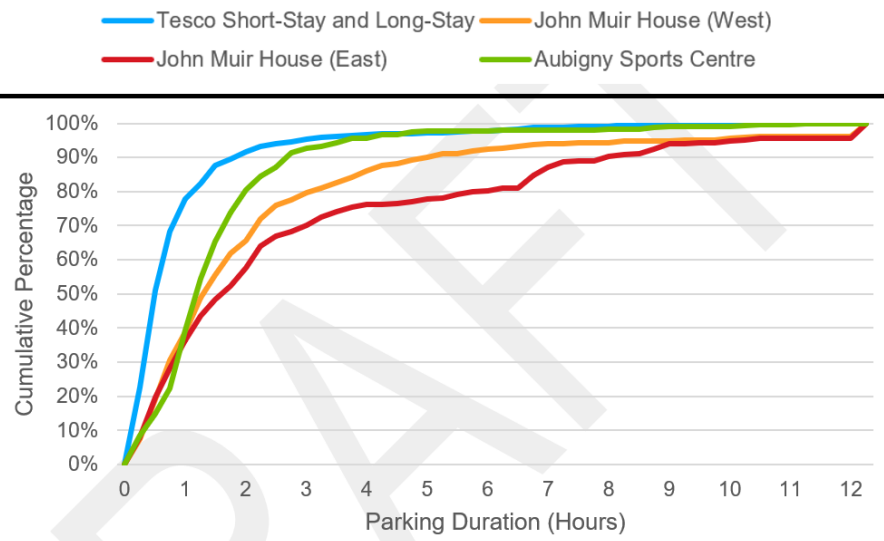
Survey Date	Distribution of Parking Durations in Key Car Parks in Haddington
Saturday October 25, 2025	

Figure 3-12: Cumulative Distribution of Parking Occupancy in Key Car Parks in Haddington (Based on October 2025 survey)

3.7.14 The longest parking stay durations were recorded at both the eastern and western car parks of John Muir House. At the east and west John Muir House car parks, the median parking duration on the Thursday survey was 1:46hrs and 2:32hrs respectively, with the 75th percentile parking duration being 7:25hrs and 6:52hrs respectively. This reflects that most people parking at John Muir House on the weekdays are parking for most of the working day. Parking durations at John Muir House were also relatively longer on the Saturday survey, although were slightly shorter than on the weekday. The median parking durations on the Saturday for the east and west car parks were 1:36hrs and 1:16hrs respectively.

3.7.15 Parking durations at the Tesco car parks and Aubigny Sports Centre car park were comparatively shorter, with median parking durations of 30 minutes and 42 minutes respectively on the weekday survey. The 75th percentile parking durations here was also comparatively short, at just 63 minutes and 64 minutes respectively. In other words, three quarters of all vehicles at these two car parks left after around 64 minutes on the weekday. Interestingly the parking duration at the Tesco Car Parks was consistent on the Saturday as well, whereas stays at Aubigny Sports Centre were longer on the Saturday, with the median duration on Saturday being 1:10mins. This likely reflects different activities taking place at the sports centre and surrounding sports grounds on weekends, resulting in longer parking stays.

3.7.16 Resident permit users represented a very small proportion of parking users in the survey. The number of surveyed permit holders was less than five at John Muir House and Aubigny Sports Centre, and there were less than 17 surveyed permit holders at the Tesco car parks. Therefore, a robust analysis of the trends in parking stay duration of resident permit uses in these off-street car parks is extremely limited by the low sample size. The survey data did indicate that the vehicles that parked in these town centre car parks who had registered residents' permits did stay for much longer than other users without permits at the John Muir House car parks. At the sports centre and Tesco car parks the durations were around the same as non-permit holders.

Key Point: Parking Durations at John Muir House were much longer, reflecting how the facility is used for staff parking by East Lothian Council throughout the day. Other town centre car parks had shorter average parking durations.

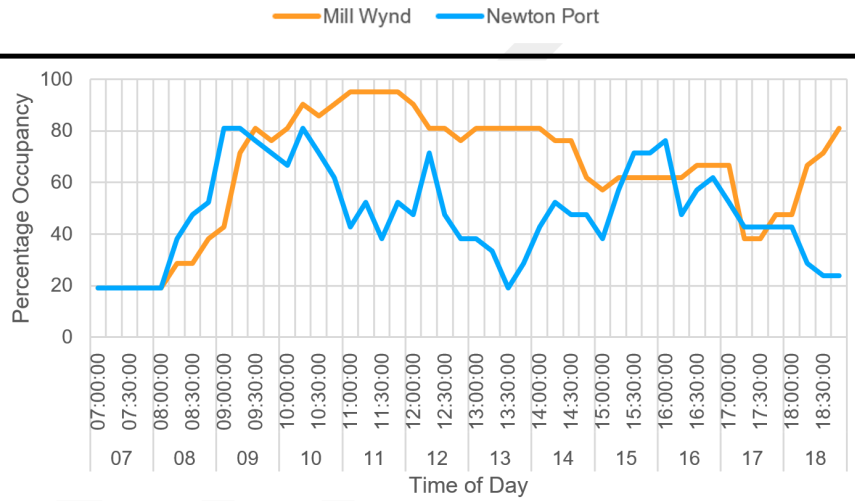
Parking in Minor Town Car Parks

Occupancy rate

3.7.17 shows the occupancy rates for Newton Port and Mill Wynd car parks surveyed on Thursday October 23, 2025, and Saturday October 25, 2025. Overall, these surveys showed that parking demand in these minor car parks varied significantly throughout the day. Generally, there was higher demand for parking on the weekday survey compared to the survey conducted on Saturday. Occupancy rates were highest at Mill Wynd, with a maximum occupancy rate of 95 percent sustained between 11:00hrs and 11:45hrs on the Thursday survey. Additionally, occupancy rates at Mill Wynd during the weekday survey stayed above 75 percent between 09:30hrs and 14:30hrs, showing a sustained elevated demand. Occupancy rates at Mill Wynd were significantly lower in the Saturday survey, with a peak occupancy rate of 81 percent being reached only at serval points in the morning.

3.7.18 Newton Port had a relatively lower parking occupancy rate, although experienced greater fluctuations in demand. Although the car park recorded a peak occupancy rate of 81 percent in the weekday morning survey at around 09:00hrs and 10:15hrs, these high occupancies were not sustained. The occupancy rate at Newton Port fell in the early afternoon to a minimum of 19 percent at 13:30hrs. Demand rose again in the afternoon to a peak occupancy rate of 76 percent at 16:30hrs. There was overall lower parking demand relative to supply on Saturday at Newton Port, along with smaller fluctuations.

Key Point: There was a high parking occupancy at Mill Wynd car park during the weekday survey. There were also several peaks of high parking demand at Newton Port during the weekday. This suggests there is some pressure on parking supply at these car parks on weekdays.

Survey Date	Parking Occupancy in Minor Car Parks in Haddington
Thursday October 23, 2025	

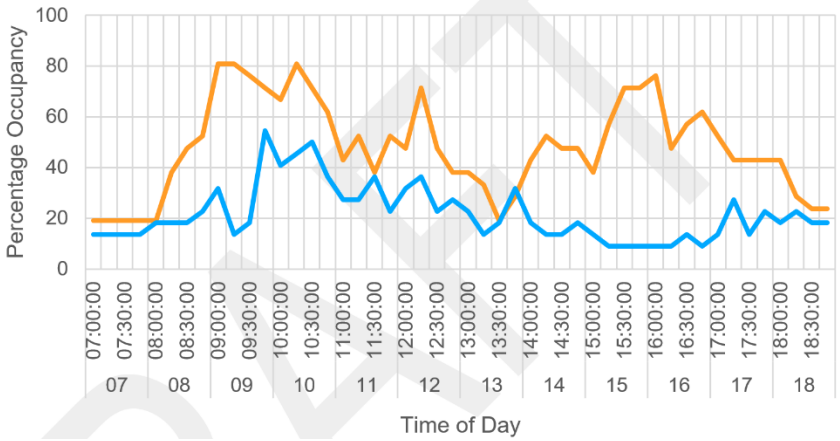
Survey Date	Parking Occupancy in Minor Car Parks in Haddington
Saturday October 25, 2025	

Figure 3-13: Parking Occupancy in Minor Car Parks in Haddington (Based on October 2025 survey)

Duration

3.7.19 The cumulative distribution of parking durations on surveyed minor car parks is shown in Figure 3-14. These shows the total percentage of vehicles parking by parking durations at 15-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.

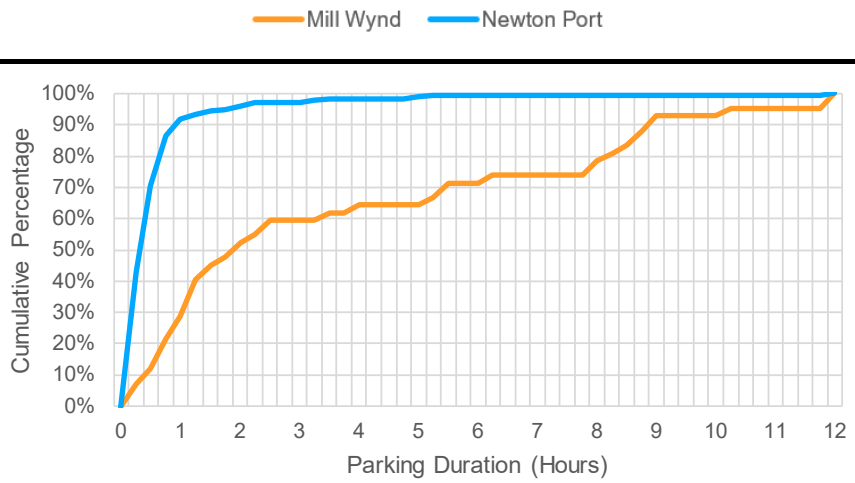
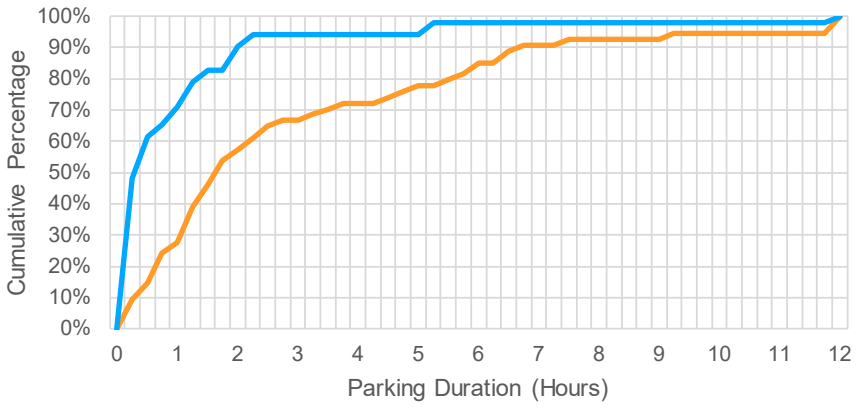
Survey Date	Cumulative Distribution of Parking Occupancy in Minor Car Parks in Haddington
Thursday October 23, 2025	
Saturday October 25, 2025	

Figure 3-14: Cumulative Distribution of Parking Occupancy in Minor Car Parks in Haddington (Based on October 2025 survey)

3.7.20 Overall, parking durations at Newton Port were relatively short, while parking in Mill Wynd trended towards longer stays. During the weekday survey, the median parking duration in Mill Wynd was two hours, with the 75th percentile parking duration being around 7:34hrs. This shows the car park was popular with long-stay parking and reflects the higher sustained occupancy rates discussed earlier. Interestingly, parking durations were slightly shorter during the Saturday survey, with the median parking duration being 15 minutes shorter at 1:45hrs.

3.7.21 The median duration in Newton Port during the weekday survey was just 30 minutes and the 75th percentile parking duration was 45 minutes. In other words, half of all vehicles parked in Newton Port left after at least 30 minutes and three quarters of all vehicles left after at least 45 minutes. This is possibly related to the car park's location opposite of GP Surgery, and patients parking for a short time to attend appointments only.

3.7.22 The pattern is similar during the Saturday survey. Although the median parking duration was the same at 30 minutes, the 75th percentile parking duration was slightly longer, at 1:15hrs. This suggests that there is a trend towards slightly longer stays on Saturdays at Newton Port.

Key Point: Parking durations were long at Mill Wynd, with the weekday median parking duration being two hours. Weekday parking durations at Newton Port were much shorter, with half of all vehicles leaving within 30 minutes.

On-Street Parking

Surveys Conducted

April 2025

3.7.23 On April 29, 2025, on-street 15-minute parking beat surveys were conducted within the town centre. The surveys were conducted on a Tuesday in a neutral month, which would better represent a typical parking demand. The surveys were commissioned by East Lothian Council. The survey covered most streets within the town centre, as show in Table 3-5.

October 2025

3.7.24 To supplement the surveys conducted in April 2025, further ANPR surveys were commissioned by East Lothian Council via Stantec. These surveys were primarily intended to provide further data on the usage of resident permits in the town centre. Surveys were conducted on October 23 and October 25, 2025. A summary of the included streets and the type of survey through which they are captured is shown in Table 3-5.

3.7.25 The surveys included three ANPR cordon zones, examine parking demand and resident permit usage on the key streets in the town centre. As existing ELC residents' permits are associated with a vehicle licence plate number, the number plates recorded in the ANPR survey were matched to ELC's records of permit to measure permit usage. It is important to note that the ANPR survey records all vehicles entering and leaving the cordon, regardless of parking behaviour, Therefore, vehicles with a stay duration of less than five minutes were removed ensure the data best reflects vehicles parking in Haddington, rather than simply passing through the centre. This will also remove any vehicles stopping in the centre briefly to drop-off or pick-up. Buses were also removed from the survey.

3.7.26 The October 2025 surveys also included a 30-minute on-street parking beat survey covering streets immediately outside the town centre. The surveys were conducted on a Thursday and a Saturday in a neutral month, which would better represent a typical parking demand.

Table 3-5: Location of surveyed streets in on-street parking survey in Haddington by survey coverage

Survey Date	April 29, 2025	October 23, 2025, and October 25, 2025			
Road	**15-Min Beat Survey**	**30-Min Beat Survey**	**ANPR Cordon Zone 1**	**ANPR Cordon Zone 2**	**ANPR Cordon Zone 3**
Church Street				X	
Court Street	X		X		
Hardgate	X	X			
High Street	X		X		
Hope Park (Part)	X	X			
Kilpair Street			X		
Knows Place	X				
Langriggs					X
Lodge Street			X		
Market Street	X		X		
Mill Wynd		X			
Neilson Park Road	X		X		
Newton Port (Part)	X		X		
Sidegate		X			
Station Road (Part)	X	X			
The Butts					X
The Sands				X	
Victoria Terrace		X			

Section Overview

3.7.27 The analysis of on-street parking data will be divided into three main parts. The ‘On-Street Parking in the Town Centre’ section will provide analysis of the overall parking occupancy and duration within the town centre, using data collected from the April 2025 surveys. These town centre streets are being defined as the following:

- Court Street
- High Street
- Market Street
- Neilson Park Road
- Newton Port

3.7.28 The ‘On-Street Resident Permit Usage’ section will discuss the use of residents permits within the above town centre streets, including the proportion of vehicles using permits and trends in parking duration. This is based on the data collected from the ANPR surveys in October 2025. In addition to the town centre streets listed above, the second section will also include resident permit analysis for Church Street and The Sands, and for Langriggs and The Butts. The section covering ‘On-Street Parking Outside the Town Centre’ will provide analysis covering streets immediately surrounding the centre, based on the data collected in the October 2025 parking beat surveys. This includes the following streets:

- Hardgate
- Hope Park (Part)
- Mill Wynd
- Sidegate
- Station Road (Part)
- Victoria Terrace

On-Street Parking in the Town Centre

Number of Spaces

Figure 3-15 shows the number of legal waiting and parking spaces of the surveyed streets in Haddington town centre, organised by the restriction type. This is based on the survey data collected in April 2025. Within the main town centre area, the perpendicular parking layout means much of the town centre street area is used for parking. There are around 70 parking bays on the High Street and 42 spaces on the adjacent Market Street. This means there is significant parking supply within the town centre area.

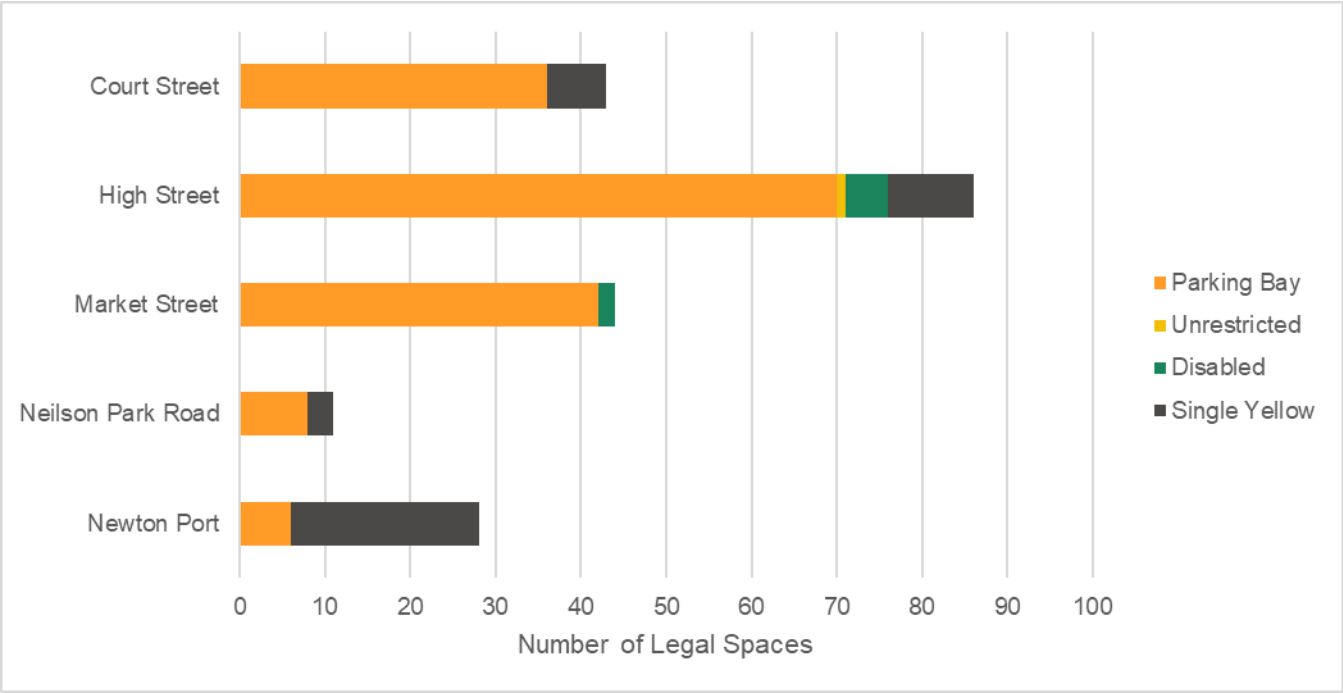
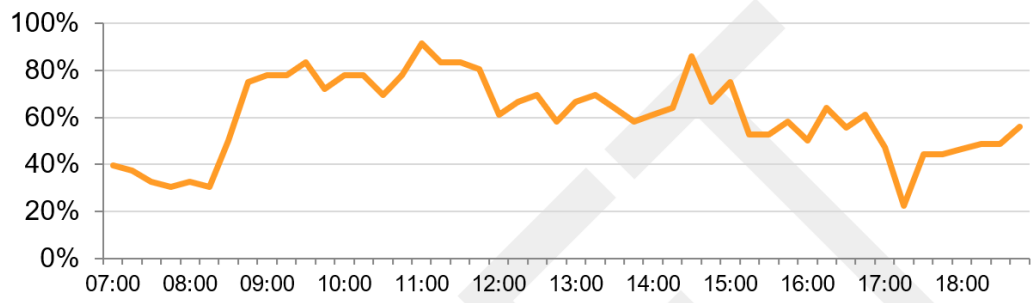
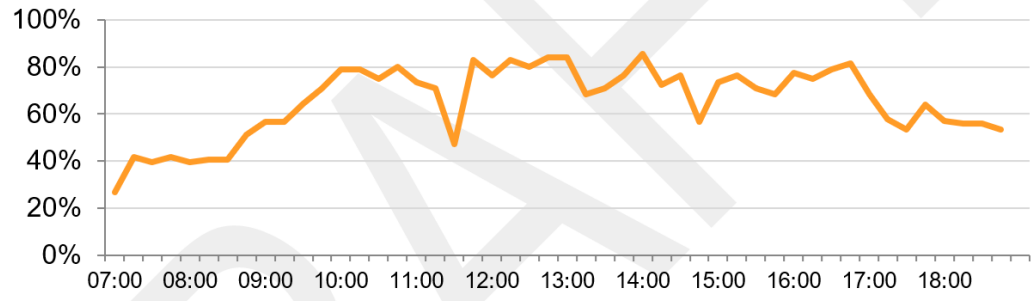
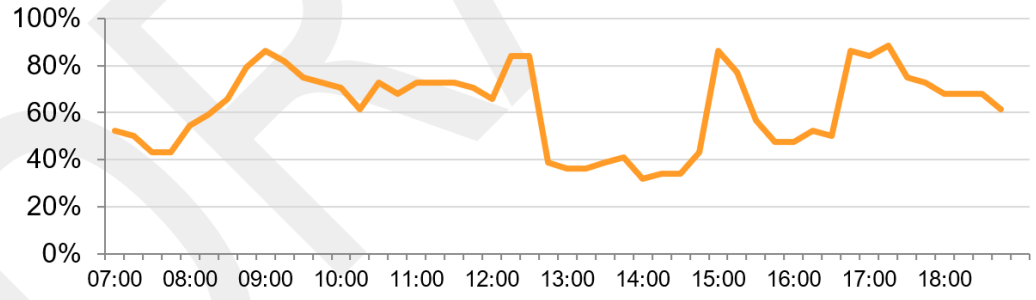


Figure 3-15: Number of legal parking spaces of the surveyed streets in Haddington town centre (Based on April 2025 survey)

Occupancy Rate by Town Centre Street

3.7.29 Based on the survey data from April 2025, Figure 3-16 shows the number of vehicles parking on surveyed town centre 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.

Street	Occpuancy on streets around Haddington Town Centre
Court Street	
High Street	
Market Street	

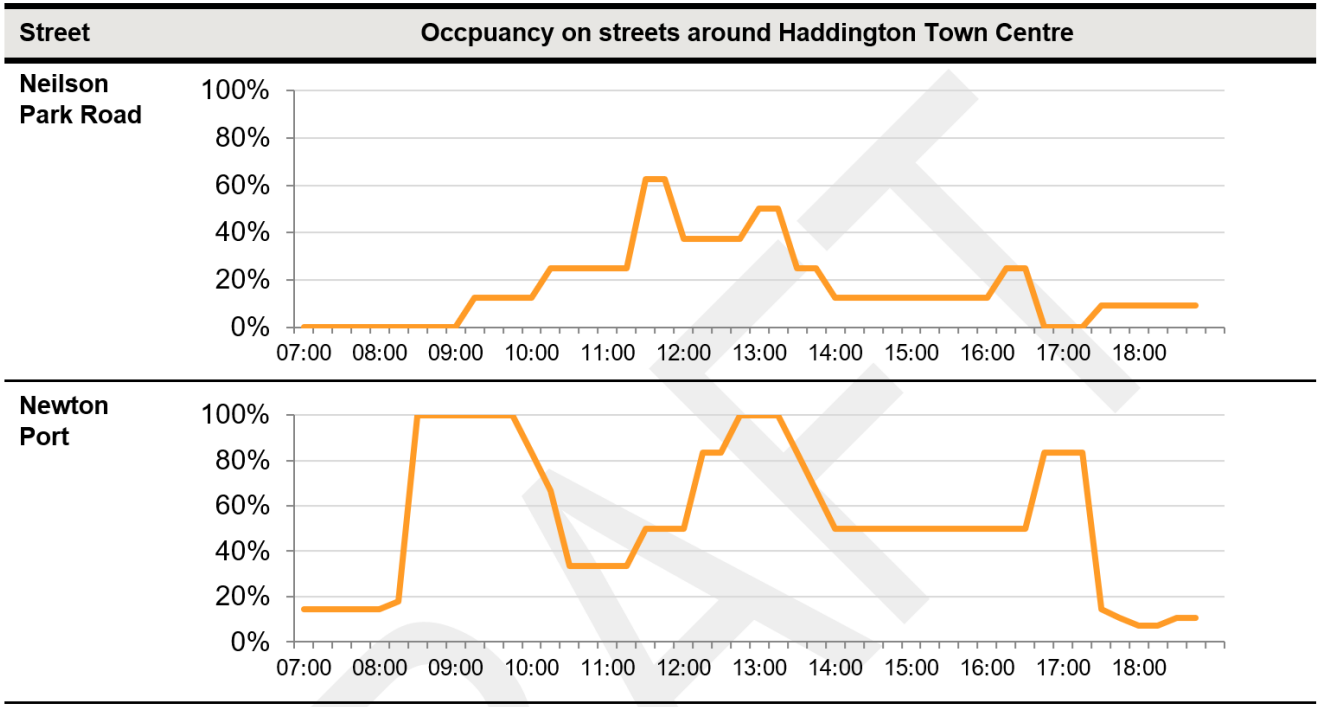


Figure 3-16: Percentage of legal spaces occupied by parked vehicles on streets around Haddington Town Centre, by time of day. (Based on April 2025 survey)

3.7.30 The highest occupancy rates were observed on Newton Port, Court Street, High Street, and Market Street. On Newton Port, there were several times during the day where all legal parking spaces on the street were fully occupied. In the main area of the town centre on High Street and Market Street, occupancy rates were around 70 to 80 percent for much of the day. Interestingly, demand at Market Street dipped to below 40 percent for a brief time between 13:00pm and 14:30pm. It is not immediately clear why this has been observed. Court Street also had higher occupancy rates, hovering between 60 and 80 percent for most of the day. Overall, this shows there is a high demand for parking within the town centre relative to supply, although there remains spare capacity to meet demand.

Key Point: There is higher demand for parking on Town Centre streets with 80% of the main on-street parking spaces were occupied during the day. However, the high level of parking supply meant that was still spare capacity.

Duration by Town Centre Street

3.7.31 The cumulative distribution of parking durations on surveyed streets is shown in Figure 3-17, which is further expanded in Table 3-6. This shows the total percentage of vehicles parking by parking durations at 15-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.

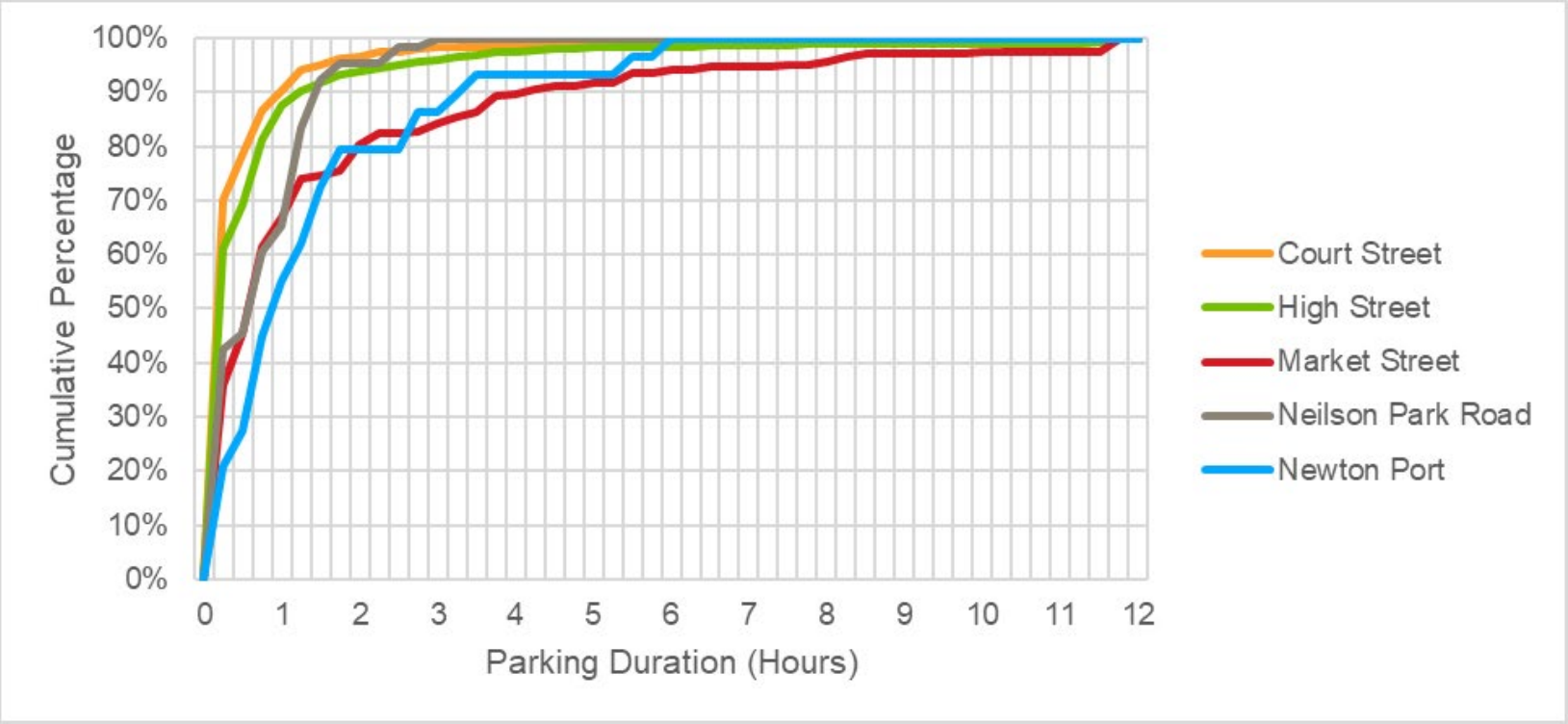


Figure 3-17: Cumulative Percentage of Vehicle Parking Durations in Haddington Town Centre (Based on April 2025 survey)

Table 3-6: Number and percentage of surveyed vehicles by street and duration parked. (Based on April 2025 survey)

Street	Value	Minutes Parked						
		<15	<30	<45	<60	<75	<90	Total (<12hrs)
Court Street	Number of Vehicles	289	324	358	373	389	392	413
	% of Total Surveyed	**70%**	**78%**	**87%**	**90%**	**94%**	**95%**	**100%**
High Street	Number of Vehicles	463	526	616	665	686	697	759
	% of Total Surveyed	**61%**	**69%**	**81%**	**88%**	**90%**	**92%**	**100%**
Market Street	Number of Vehicles	73	93	125	136	151	152	204
	% of Total Surveyed	**36%**	**46%**	**61%**	**67%**	**74%**	**75%**	**100%**
Neilson Park Road	Number of Vehicles	28	30	40	43	55	61	66
	% of Total Surveyed	**42%**	**45%**	**61%**	**65%**	**83%**	**92%**	**100%**
Newton Port	Number of Vehicles	6	8	13	16	18	21	29
	% of Total Surveyed	**21%**	**28%**	**45%**	**55%**	**62%**	**72%**	**100%**

3.7.32 Overall, parking durations on Court Street and High Street were short. Here, the median parking durations were less than 15 minutes and 15 minutes respectively. The 75th percentile parking duration in these streets were 30 minutes for both streets. In other words, three quarters of all vehicles parking on Court Street and High Street left within 30 minutes or less. On Court Street and High Street, around five percent and seven percent of vehicles stayed beyond the 90-minute maximum stay duration on these streets. This reflects an overall higher turnover.

3.7.33 Interestingly, the length of time that people parked on Market Street and neighbouring Newton Port was spread between both some short-stays and considerably longer stays. The median parking duration on Market Street and Newton Port was around 30 minutes, indicating that half of all parking vehicles stayed for a short time only. However, the overall average parking durations were skewed by some users parking for a considerable amount of time. Around 25 percent and 28 percent of vehicles on Market Street and Newton Port respectively were parked for longer than the maximum allowed 90 minutes. Longer parking durations, particularly in town centre locations, could impact parking supply and the turnover of spaces for other users. However, it is unclear from the survey data collected in April 2025 how many of these vehicles may belong to residents in the Town Centre area.

Key Point: Cars parked in the Town Centre only stayed for a short time, with 69% of cars parked on High Street staying for only 30 minutes or less. Meanwhile, Market Street and Newton Port had much longer parking durations than the other streets in the town centre.

Illegal Parking

3.7.34 Figure 3-18 shows the percentage of parking in Haddington town centre on surveyed streets by the kerbside restriction in place. This is based on the parking beat survey conducted in April 2025. 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. Notably, as the data comes from a beat survey, illegally stopped vehicles that both arrive and leave between the 15-minute survey beats would not have been recorded. In other words, illegal stopped vehicles that stopped for less than 15 minutes may not necessarily have been counted in the survey.

3.7.35 The survey showed there is some degree of illegal parking taking place in the town centre, although the extent of illegal stops varies across different streets. Most notably, close to 80% of vehicles stopping on Neilson Park Road were recorded stopping on double yellow lines. This was interesting, as occupancy rates for legal parking spots on this street were low.

3.7.36 Illegal parking in the main town centre streets of High Street, Market Street, and Court Street was relatively uncommon. The survey data indicates that 5% or less of all parking on these streets was done illegally, with most of this being on double yellow lines. However, due to the high parking turnover recorded on these streets during the survey, these small percentages still represent a significant number of vehicles parking illegally. A total of 40 vehicles were recorded parking on double yellow lines on the three main town centre streets.

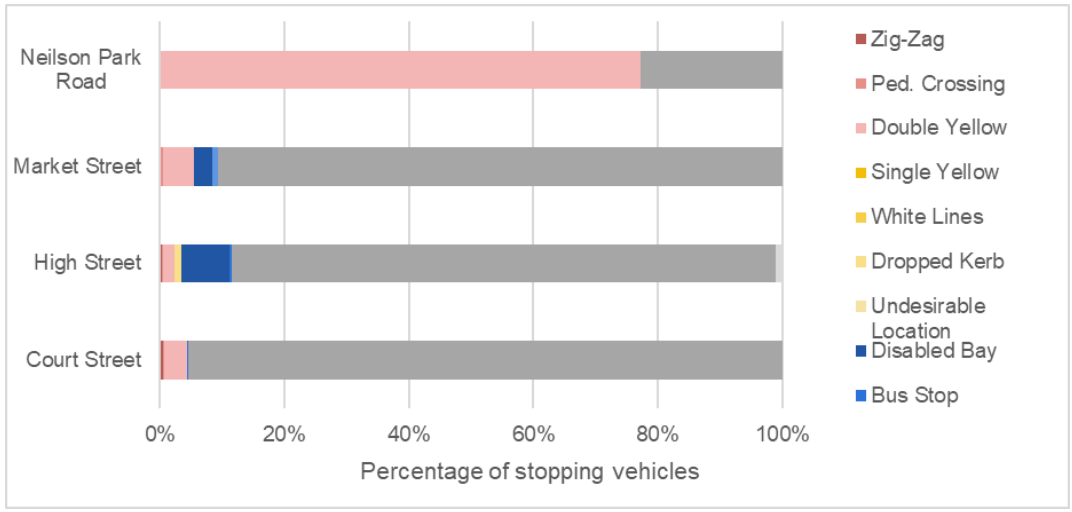


Figure 3-18: Percentage of vehicles parked in Haddington Town Centre by street and kerbside restriction (Based on April 2025 survey)

Key Point: During the on-street parking survey, some illegal parking in Haddington was observed, particularly on Neilson Park Road. This could introduce potential road safety risks.

Disabled Parking

3.7.37 Figure 3-19 shows the occupancy of the disabled bays, based on the April 2025 survey. This survey covered seven disabled parking spaces on Market Street and High Street. On Market Street, the two disabled parking bays were fully occupied between from 08:45hrs to 09:45hrs, and from 10:45hrs to 11:30hrs. At all other times on the survey date, there was at least one available disabled parking bay. For much of the afternoon, both disabled parking bays were unoccupied. On the High Street, five disabled parking bays were recorded in the survey. Their occupancy fluctuated between 20% and 80% throughout the day. Occupancy rates were much lower in the early morning and early evening, staying below 40% before 09:30hrs and after 17:00hrs. There was no point on the survey date where all disabled parking bays in the High Street were fully occupied.

3.7.38 Apart from in the morning on Market Street, there does not appear to be significant pressure on disabled parking spaces in Haddington town centre. This is possibly related to the large number of general parking bays available in this area, meaning disabled users are likely to have sufficient choice about where to park in town.

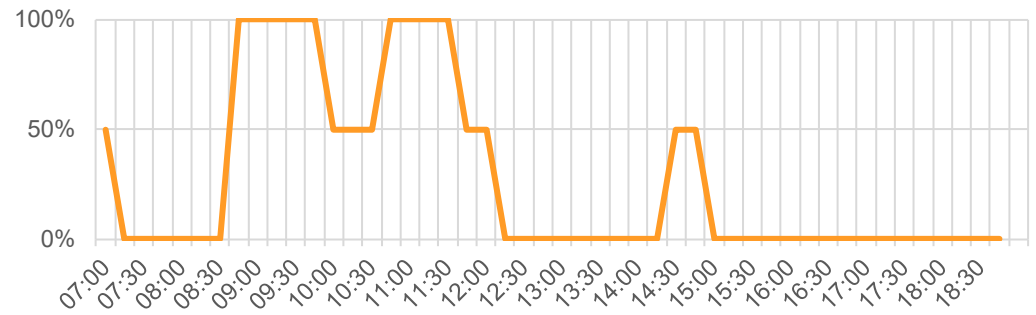
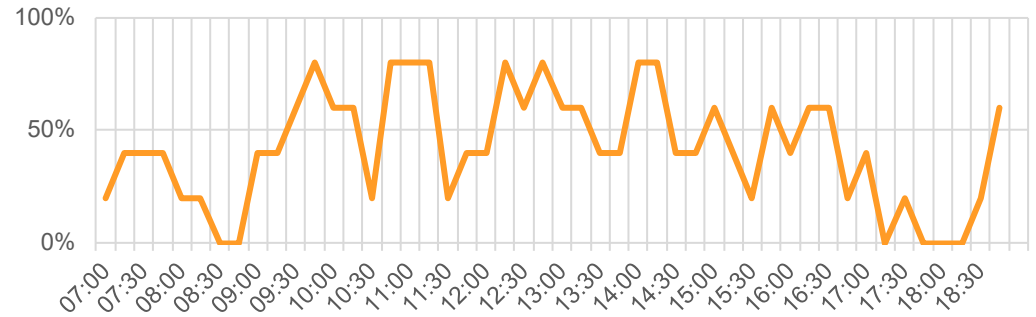
Street	Disbaled Bay Occupancy
Market Street	
High Street	

Figure 3-19: Disabled parking utilisation in Haddington town centre (Based on April 2025 survey)

Key Point: The supply of disabled parking bays on High Street appears to be enough to support demand for disabled parking. However, there were times in the morning when all disabled bays on Market Street were fully occupied.

On-Street Resident Permit Usage

Parking Utilisation by Permit Type

3.7.39 Figure 3-20 shows the overall percentage of vehicles parking in the surveyed cordon zones by resident permit registration. Overall, the percentage of permit users was relatively low for all the cordon zones. In the town centre zone on Thursday, only around two percent of all vehicles parking within in the zone held a valid resident parking permit. This was a similar proportion to that in the Church Street and The Sands cordon. The Langriggs and The Butts cordon had the highest proportion of vehicles with residents permits, at around 14 percent on the Thursday survey.

3.7.40 The pattern was largely similar between Thursday and Saturday. However, proportion of vehicles with residents permits in the Langriggs and The Butts cordon increases on Saturday to 20 percent. This is mainly because the absolute number of non-permit holding vehicles parking here decreases on Saturday, while the number of permit-holder vehicles remains like that observed on Thursday.

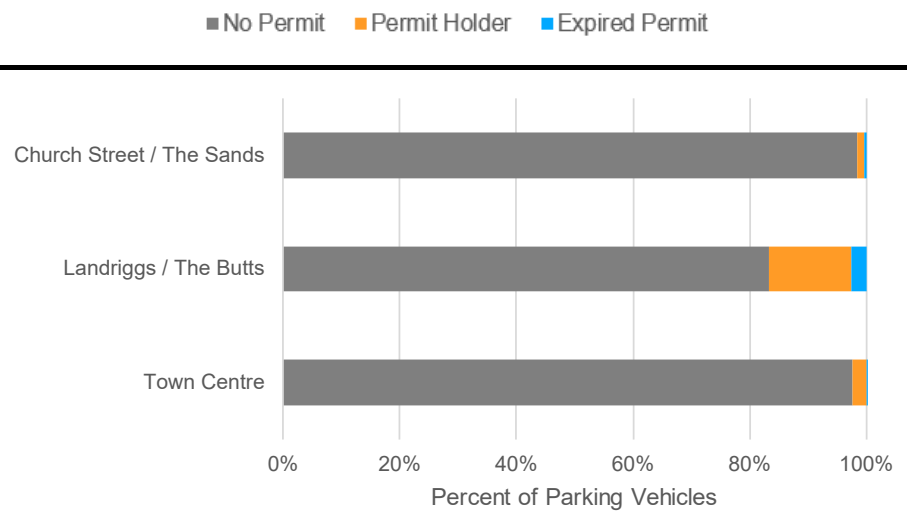
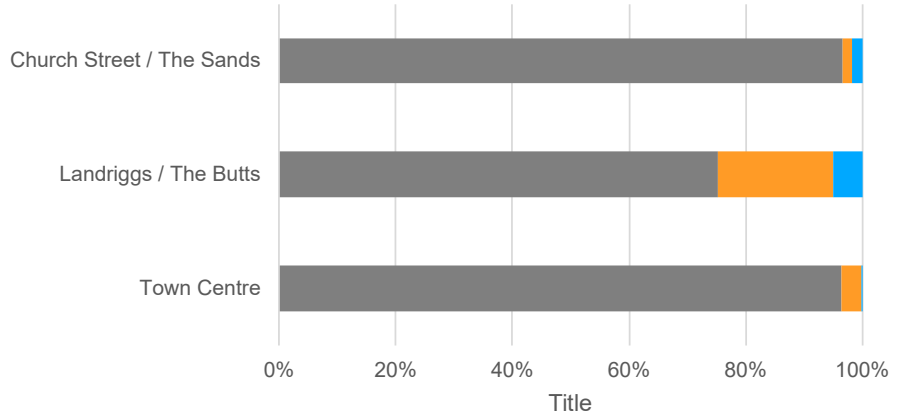
Survey Date	Percentage of vehicles parking in the surveyed cordon zones by permit usage
Thursday October 23, 2025	
Saturday October 25, 2025	

Figure 3-20: Percentage of vehicles parking in the surveyed cordon zones by permit usage (Based on October 2025 survey)

Key Point: Resident permit holders represented a small proportion of all users of the town centre's on-street parking. The highest proportion of residents permit usage for on-street parking was at the Langriggs and The Butts zone.

Parking Utilisation by Permit Type and Time of Day

3.7.41 Figure 3-21 shows the estimated accumulated vehicles parking within the town centre cordoned area by time of day and by resident permit registration. It is important to note that this includes vehicles within the town centre streets that have stayed for more than five minutes but does not necessarily exactly reflect vehicles occupying of parking bays. This is because vehicles within the zone could be circulating, or parking in other areas like in a private bay. However, this analysis can provide an overall indicator of absolute parking demand within this entire area by time of day and importantly by permit type.

3.7.42 In the town centre zone, these figures show that although the total number of vehicles using residents' permits was low in the town centre zone across the whole day, the proportion of vehicles in the town centres which have a resident permit at any one time is significantly higher.

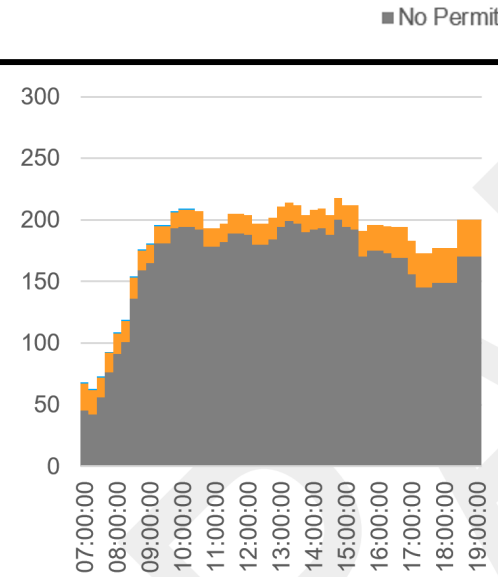
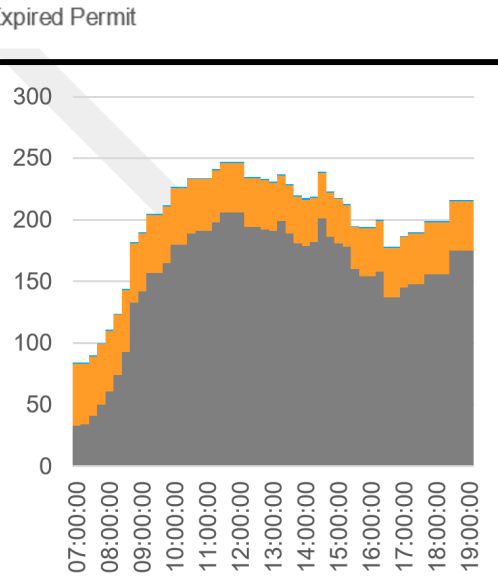
3.7.43 During the weekday survey, the proportion of vehicles parking within the zone was highest in the morning and evening, with the higher proportion of resident permit vehicles being 32 percent at the start of the survey at 07:00hrs, and 16 percent at 17:15hrs. The proportion of resident permit usage during the middle of the day is lower, at around six to nine percent. However, this is largely due to an increased number of non-permit vehicles in the zone at these times. The number of permit vehicles within the zone remaining largely the same, with between 13 and 30 residents permits vehicles being within the zone at any one time. Permit vehicles rarely entered or left the zone throughout the day, indicating these vehicles parked within the zone for an extended period.

3.7.44 The proportion of permit users on Saturday in the town centre is much higher than on Thursday. The highest proportion of permit users was 56 percent at 07:00hrs. The proportion of permit users is also higher throughout the day when compared to the weekday. After 09:00hrs, the proportion ranged between 16 and 23 percent. This is largely attributed to more vehicles with registered resident permits within the zone on Saturday, rather than a major change in non-permit demand.

3.7.45 This situation at Langriggs and The Butts is similar. The proportion of resident permit holders within the zone at any one time ranged from 14 percent to 37 percent on the Thursday survey, with the highest proportion being in the morning at 07:30hrs. The absolute number of permit vehicles did not change much throughout the day, ranging from six to eleven vehicles. The situation was similar on Saturday, but with a slightly higher absolute number of resident permit vehicles during the day. Additionally, the fluctuations in demand for non-permit holding vehicles was also more stable on Saturday than on Thursday.

3.7.46 On Church Street and The Sands, the proportion of resident permit users was much lower. On the Thursday survey, just one resident permit holder being recorded at the start of the survey at 07:00hrs, and again at around 15:00hrs. This represented at most around two percent of vehicles within the zone. The situation was largely similar on Saturday.

Key Point: Although resident permit holders only represented a small proportion of overall parking users in the town centre, they tend to reflect a higher proportion of all users parked within the town centre zone at any one time.

Survey Date	Estimated accumulated number of vehicles parking within the town centre cordoned area by time of day and by resident permit registration	
	Thursday October 23, 2025	Saturday October 25, 2025
Town Centre		

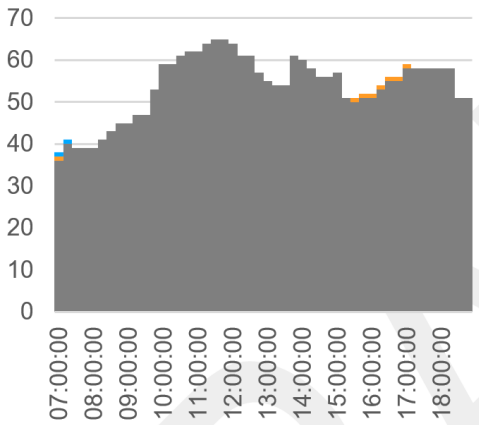
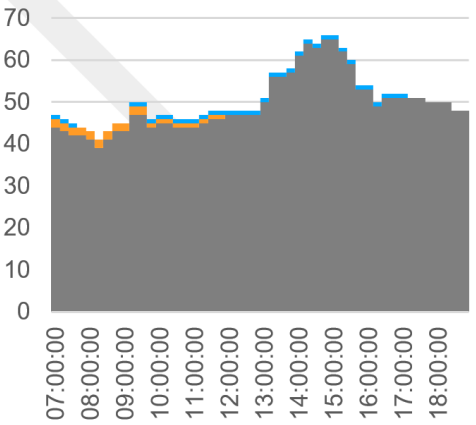
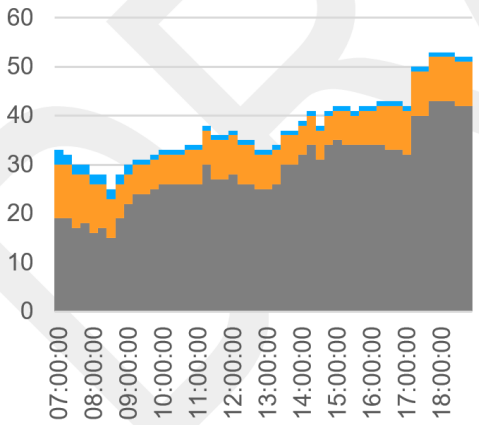
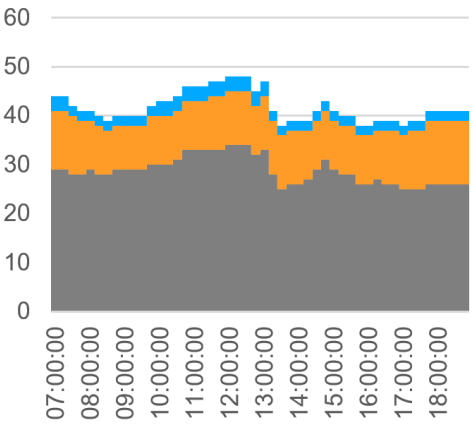
Survey Date	Estimated accumulated number of vehicles parking within the town centre cordoned area by time of day and by resident permit registration	
	Thursday October 23, 2025	Saturday October 25, 2025
	■ No Permit ■ Permit Holder ■ Expired Permit	
Church Street / The Sands		
Landriggs / The Butts		

Figure 3-21: Estimated accumulated vehicles parking within the cordoned areas by time of day and by resident permit registration. (Based on October 2025 survey)

Town Centre Parking Duration by Permit Type

3.7.47 The cumulative distribution of parking durations in the town centre zone is shown in Figure 3-22. This is further broken down in Table 3-7. These show the total percentage of vehicles parking by parking durations at 15-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. The duration of expired permit holders is excluded from this analysis, as the survey only recorded at most two vehicles matching this description, meaning the sample size is too small for meaningful analysis.

3.7.48 Note that there were several vehicles that were inside the town centre cordon zone both before and after the survey period of between 07:00hrs and 19:00hrs. This explains the sudden spike in cumulative durations for permit holders after 12 hours, as several permit vehicles were present both before and after the survey period. These were recorded as having parking stay with the maximum possible duration of 12 hours.

3.7.49 Overall, vehicles with registered parking permits were parked for much longer than those without parking permits. The median parking duration for vehicles without permits on the Thursday survey was 19 minutes, while for resident permit holders the median duration was 2:17hrs. Similarly, the 75th percentile parking duration was 48 minutes for non-permit holders, and 6:26hrs for resident permit holders.

3.7.50 Most permit users stayed for longer than 90 minutes within the zone. In the Thursday survey, 325 non-permit holders stayed within the zone for more than 90 minutes, representing just 12 percent of all non-permit users. Meanwhile 39 permit users stayed within the zone for more than 90 minutes, representing 64 percent of permit users.

3.7.51 Parking durations on Saturday were typically longer for resident permit holders but were like those on Thursday for non-permit holders. The median parking duration for vehicles without permits was 17 minutes, just two minutes shorter than on Thursday. However, the median parking duration for permit holders on Sunday was 4:08hrs, 1:51hrs longer than that on Thursday. Around 80 percent of all permit holders stayed for longer than 90 minutes on Thursday, compared to just 13 percent of non-permit holders.

Key Point: Non-permit holders in the town centre parked for a short period, with most leaving within 90 minutes. Resident permit holders parked in the town centre for significantly longer, with most staying much longer than 90 minutes.

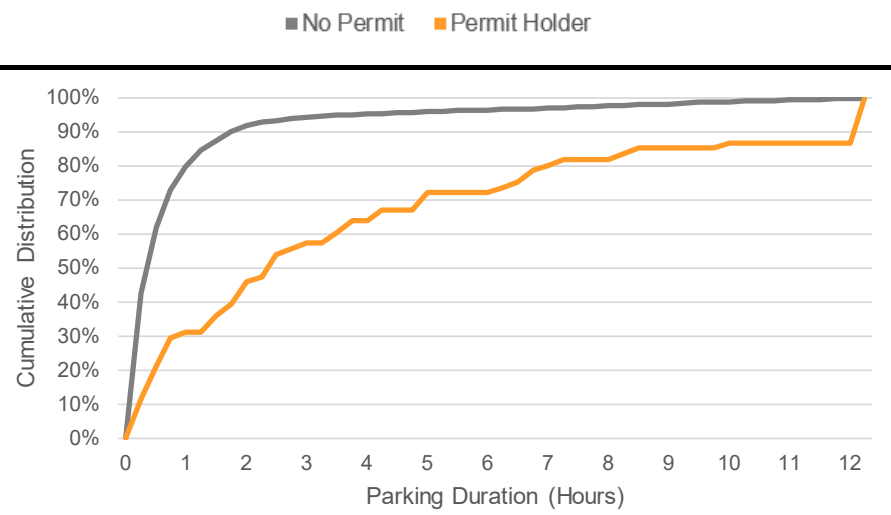
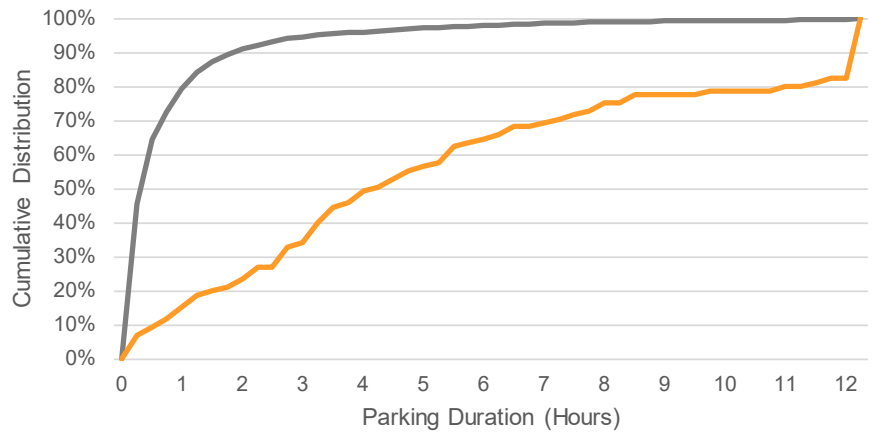
Survey Date	Cumulative Parking Duration on Surveyed Streets in Haddington Town Centre Cordon by resident permit registration
Thursday October 23, 2025	
Saturday October 25, 2025	

Figure 3-22: Cumulative Parking Duration on Surveyed Streets in Haddington Town Centre Cordon by resident permit registration (Based on October 2025 survey)

Table 3-7: Number and percentage of surveyed vehicles by street and duration parked (Based on October 2025 survey)

Day	Street	Value	Minutes Parked						
			<15	<30	<45	<60	<75	<90	Total (<12hr)
Thursday October 23, 2025	**No Permit**	Number of Vehicles	1111	1620	1908	2085	2212	2291	2616
		% of Total Surveyed	**42%**	**62%**	**73%**	**80%**	**85%**	**88%**	**100%**
	Permit Holder	Number of Vehicles	7	13	18	19	19	22	61
		% of Total Surveyed	11%	21%	30%	31%	31%	36%	**100%**
Saturday October 25, 2025	**No Permit**	Number of Vehicles	1035	1473	1652	1807	1919	1989	2278
		% of Total Surveyed	**45%**	**65%**	**73%**	**79%**	**84%**	**87%**	100%
	Permit Holder	Number of Vehicles	6	8	10	13	16	17	85
		% of Total Surveyed	**7%**	**9%**	**12%**	**15%**	**19%**	**20%**	**100%**

On-street Parking Outside the Town Centre

Number of Spaces

3.7.52 Figure 3-23 shows the number of legal parking spaces on the surveyed streets surrounding Haddington town centre, organised by restriction type. This shows that in the surveyed around surrounding the town centre, the most parking provision is unclassified. On Hardgate and Sidegate, there were several spaces located on single-yellow-lines. The single-yellow-lines have a no parking restriction in force on Monday to Saturday from 08:30hrs to 17:30hrs.

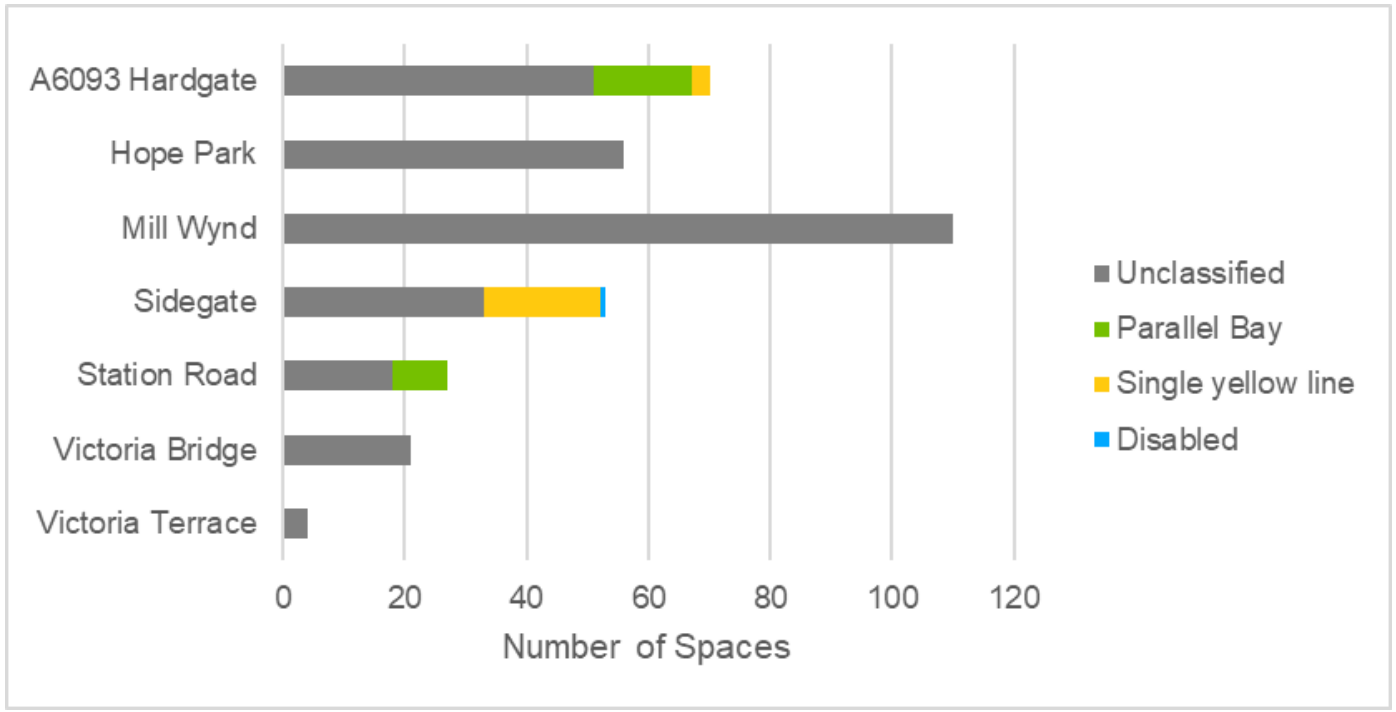


Figure 3-23: Number of legal parking spaces on the surveyed streets surrounding Haddington town centre (Based on October 2025 survey)

Occupancy Rate

3.7.53 Figure 3-24 shows the occupancy rate on the surveyed surrounding Haddington town centre on the survey conducted in October 2025. Overall, the general trend across both surveyed dates shows that occupancy rates on these streets immediately outside of the town centre is low. On both the weekday and Saturday survey, most streets did not exceed 30 percent occupancy at any point of the day. Some streets, including Hope Park and Station Road, were within 10 percent occupancy during the weekday daytime. Overall, this pattern is likely related to the relatively high capacity and long lengths of unclassified kerbside for parking.

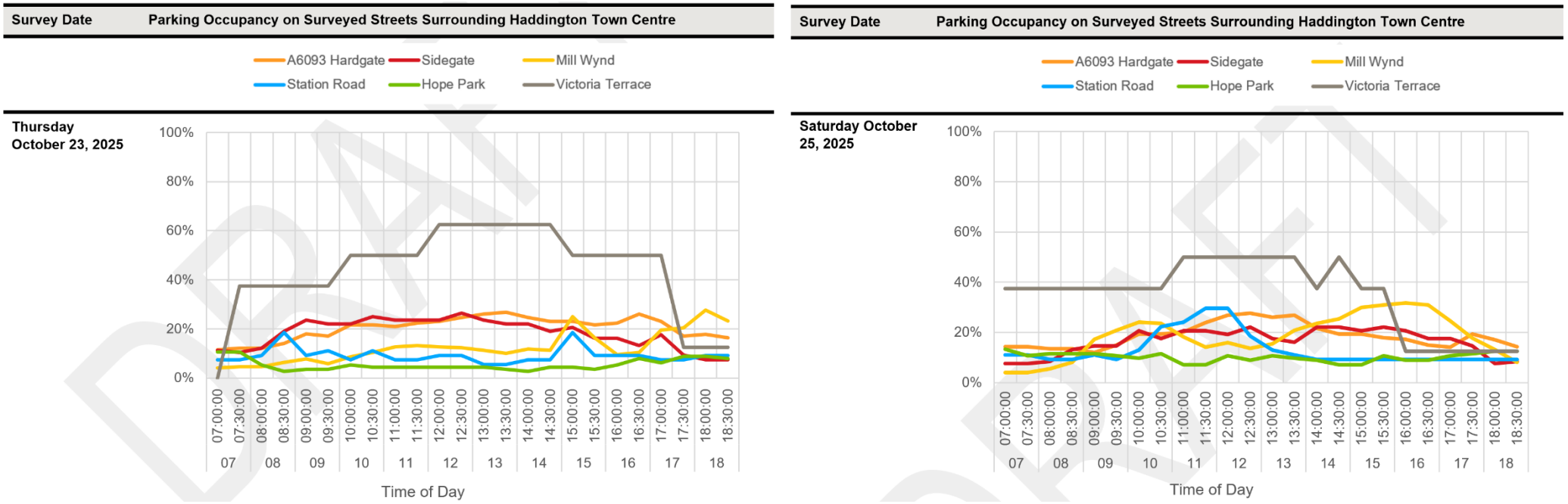


Figure 3-24: Parking Occupancy on Surveyed Streets Surrounding Haddington Town Centre (Based on October 2025 survey)

3.7.54 The occupancy pattern was relatively stable across the survey dates, which reflects the more residential nature of these streets. On the weekday, Station Road and Mill Wynd showed peaks in parking occupancy at around 08:30 and again at 15:30. The reason for these peaks is unclear but it could be related to pick-ups and drop-offs for nearby schools. Despite the peaks in parking utilisation, the occupancy rates during these peaks were still low, at less than 25 percent.

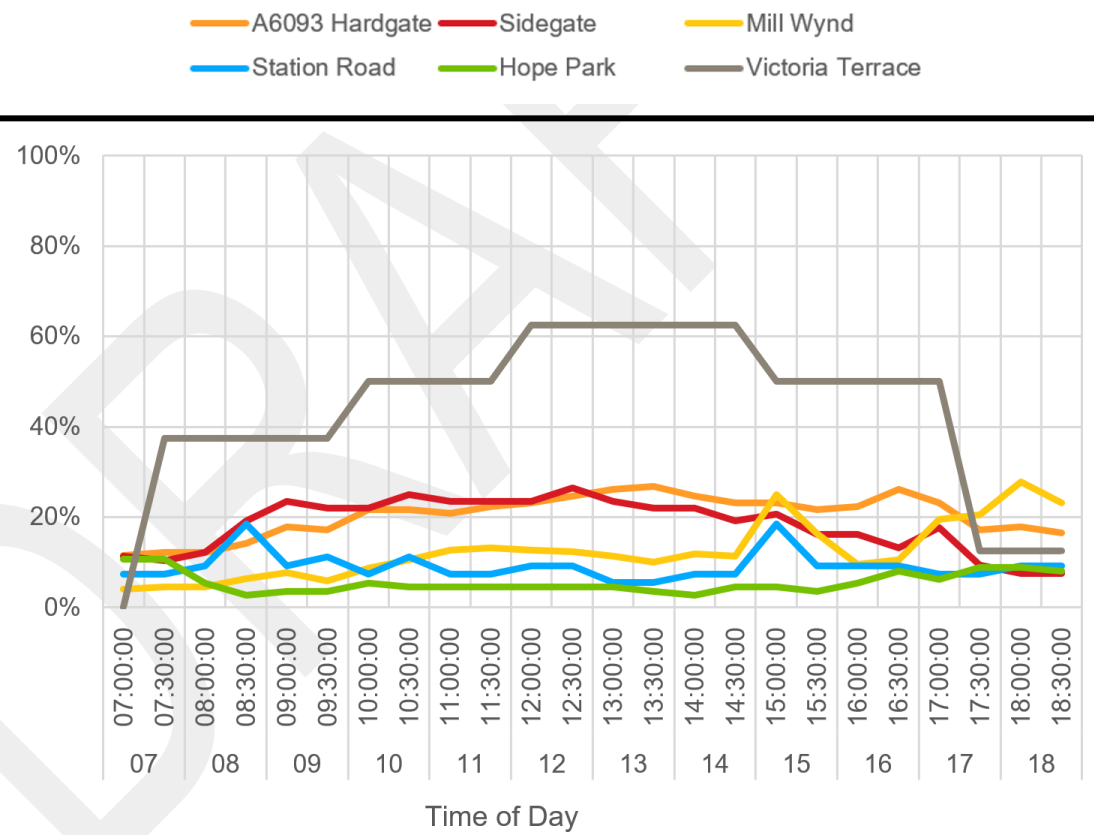
Key Point: Utilisation of on-street parking in areas immediately surrounding the town centre is relatively low on both weekdays and weekends, with the parking occupancy rate on most streets rarely exceeding 30 percent.

Duration

3.7.55 The cumulative distribution of parking durations on surveyed external streets is shown in Figure 3-25. These 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 30-minute period, the measurement of parking durations in the survey is limited to 30-minute intervals.

3.7.56 Overall, parking on streets outside of the town centre trended towards longer stays, with parking durations on Saturday being longer than those surveyed on Thursday. The longest parking stays were recorded on Victoria Terrace, where vehicles parked for an average of seven hours on Thursday. Meanwhile, the average parking duration on Hardgate and Sidegate on Thursday was 3:12hrs and 3:01hrs respectively. Shorter parking durations were recorded on Station Road, Mill Wynd, and Hope Park, where the average duration was 1:29hrs, 1:32hrs, and 1:41hrs respectively. These survey results are to be expected, considered the residential nature of these streets.

Survey Date	Parking Occupancy on Surveyed Streets Surrounding Haddington Town Centre
Thursday October 23, 2025	

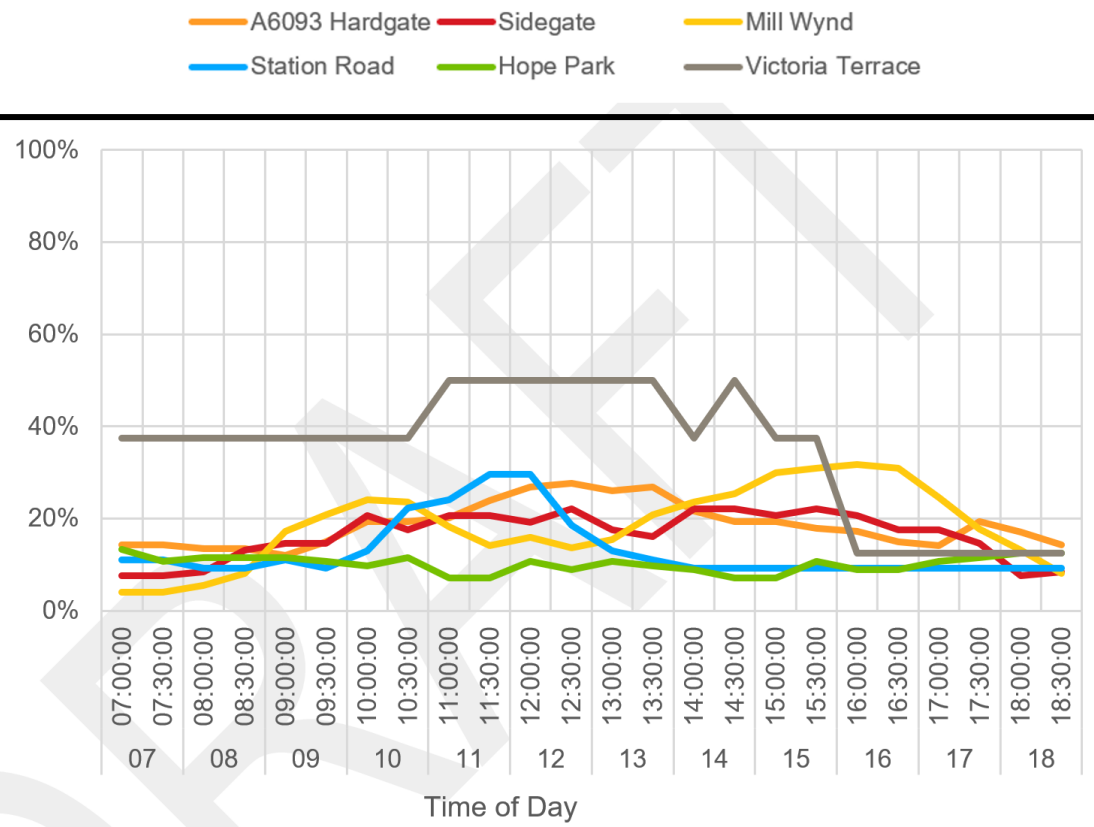
Survey Date	Parking Occupancy on Surveyed Streets Surrounding Haddington Town Centre
Saturday October 25, 2025	

Figure 3-25: Cumulative Parking Duration on Surveyed Streets Surrounding Haddington Town Centre (Based on October 2025 survey)

Key Point: Parking on streets immediately outside of the town centre trended towards longer stays, with parking durations recorded on Saturday being longer than those recorded on a weekday.

Illegal Parking

3.7.57 Figure 3-26 shows the percentage of parking in Haddington on surveyed streets by the kerbside restriction in place during the Thursday and Saturday survey in October 2025. 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. Notably, as the data comes from a beat survey, illegally stopped vehicles that both arrive and leave between the 30-minute survey beats would not have been recorded. In other words, illegal stopped vehicles that stopped for less than 30-minutes may not necessarily have been counted in the survey.

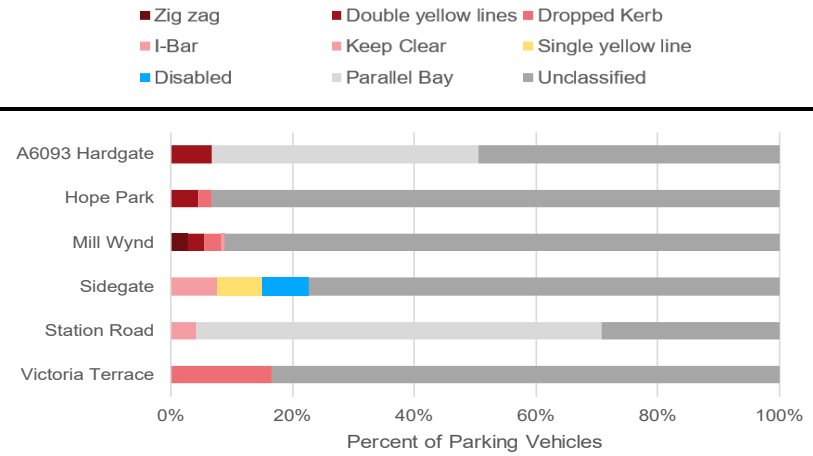
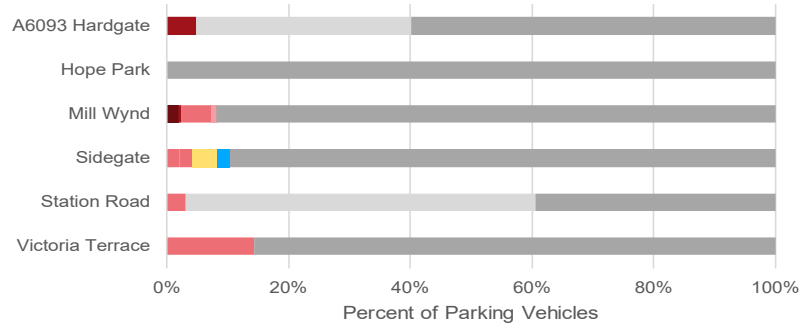
Survey Date	Proportion of Parked Vehicles by Kerbside Restriction on Surveyed Streets Surrounding Haddington Town Centre
Thursday October 23, 2025	
Saturday October 25, 2025	

Figure 3-26: Proportion of Parked Vehicles by Kerbside Restriction on Surveyed Streets Surrounding Haddington Town Centre (Based on October 2025 survey)

3.7.58 Overall, there is only a small degree of illegal parking taking place on the external streets surrounding the town centre. This likely reflects the relatively low occupancy rate and high supply of available parking, which means there is little pressure on drivers to park in undesirable locations.

3.7.59 The highest percentage of illegal or inconsiderate parking on both survey dates was recorded on Victoria Terrace, where 14 percent of vehicles parking were obstructing a dropped kerb. However, further review of the survey data showed this represented just one vehicle which was parked in front of a private garage door. At other locations, relatively higher proportions of illegal parking were recorded on Hardgate and Mill Wynd. During the

Thursday survey, seven vehicles were recorded parking on double yellow lines on Hardgate, while on Mill Wynd six vehicle was recorded parked on double yellow lines and six vehicles were recorded stopping on zig-zag markings. Although, this is a relatively small proportion of all recorded vehicles parked, parking in these locations could still represent a risk to road safety and impede safe vehicle flows.

Key Point: The rate of drivers parking illegally on streets outside of the town centre was low. This is likely due to low parking occupancy and high supply, meaning there is little pressure on drivers to park illegally.

Overview of the Strategic Need

3.7.60 Off-street parking surveys show that occupancy rates at some off-street car parks, particularly John Muir House and Aubigny Sports Centre, were high. In some cases, demand exceeded supply and the car park was observed to be at full capacity. Parking Durations at John Muir House were much longer, reflecting how the facility is used for staff parking by East Lothian Council throughout the day. Other town centre car parks had shorter average parking durations. Based on these findings, the following off-street measures are proposed:

- Off-street short stay parking at Newton Port of 45 minutes for free, with a maximum stay of 45 minutes.
- Off-street medium stay parking at the car park on the western side at John Muir House at a cost of £0.50 per ½ hour, with a maximum stay of 6 hours (Saturday only). Council Permit Holders would park without charge.
- Off-street medium stay parking at the Neilson Park Road car park on the eastern side at John Muir House at a cost of £0.50 per ½ hour with a maximum stay of 6 hours. Council Permit Holders would park without charge.
- Off-street long stay parking at the Tesco car park at a cost of £5 for Council Permit Holders, with a maximum stay of 23 hours.
- Introduction of a maximum stay of 90 minutes with no charge at Aubigny Sports Centre.

3.7.61 On several streets in the Town Centre, there are peaks during the day where higher parking demand puts increased pressure on the number of available spaces. Approximately 80% of the main on-street parking spaces were occupied during the day. During the on-street parking survey, some illegal parking in Haddington was observed, particularly on Neilson Park Road. Based on these findings, the following on-street measures are proposed:

- On-street short stay parking on High Street, Market Street, and the eastern section of Court Street. This includes 30 minutes of free parking, with £1 per 30 minutes after that, up to a maximum stay of 90 minutes.
- On-street medium stay parking on eastern section of Station Road, the northern section of Hardgate, Victoria Terrace, Neilson Park Road, The Butts, Langriggs, central section of Sidegate, Church Street, and The Sands. This is charged at £0.50 per ½ hour, with a maximum stay of 6 hours. Resident permit holders would park without additional charge.

3.7.62 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 3-8. These provide the rationale for intervention and for proceeding with the Preferred Parking Management Proposals for Haddington.

Table 3-8: Summary of Strategic Need

	Problem / Opportunity	Evidence
Problem	There is a higher car mode share for journeys to work and higher household car ownership in Haddington compared with East Lothian and Scotland overall.	• Scottish Census 2022 Household Car or Van Availability • Scottish Census 2011 Method of Journey to Work
	A degree of illegal parking was observed on several streets in the town centre, posing a potential safety risk and potential obstruction to traffic flow.	• ELC on-street parking beat survey, April 2025 • ELC on-street parking beat survey, October 2025.
	Some vehicles in the town centre streets were parked for a long period. This was particularly the case on Market Street, and among resident permit holders. This could. potentially impact parking turnover and availability of spaces.	• ELC on-street parking beat survey, April 2025 • ELC Town Centre ANPR Cordon Survey, October 2025.
	Many off-street car parks have high parking demand, with occupancy rates meeting or exceeding 100 percent at several points during the demand. This indicates some pressure on off-street parking.	• ELC off-street parking beat survey, October 2025. • ELC off-street ANPR Survey, October 2025.
Opportunity	Many of Haddington's residents can reach the town centre by either walking or cycling, presenting an opportunity to support active travel within the town.	• Walking Catchment Analysis, OpenRouteService API • Cycling Catchment Analysis, OpenRouteService API
	There is a large amount of supply of parking in the town, but demand is concentrated in a few off-street car parks and some streets. There is an opportunity to better organise parking provision to be more coherent and best utilise the supply available.	• ELC on-street parking beat survey, April 2025 • ELC on-street and off-street parking beat survey, October 2025. • ELC on-street and off-street ANPR Survey, October 2025.

Inputs

Haddington 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'.[3]

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

[3] 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 which also includes the 'Sustainable Investment Hierarchy' which establishes a structured set of steps to be followed when planning investment in transport provision.

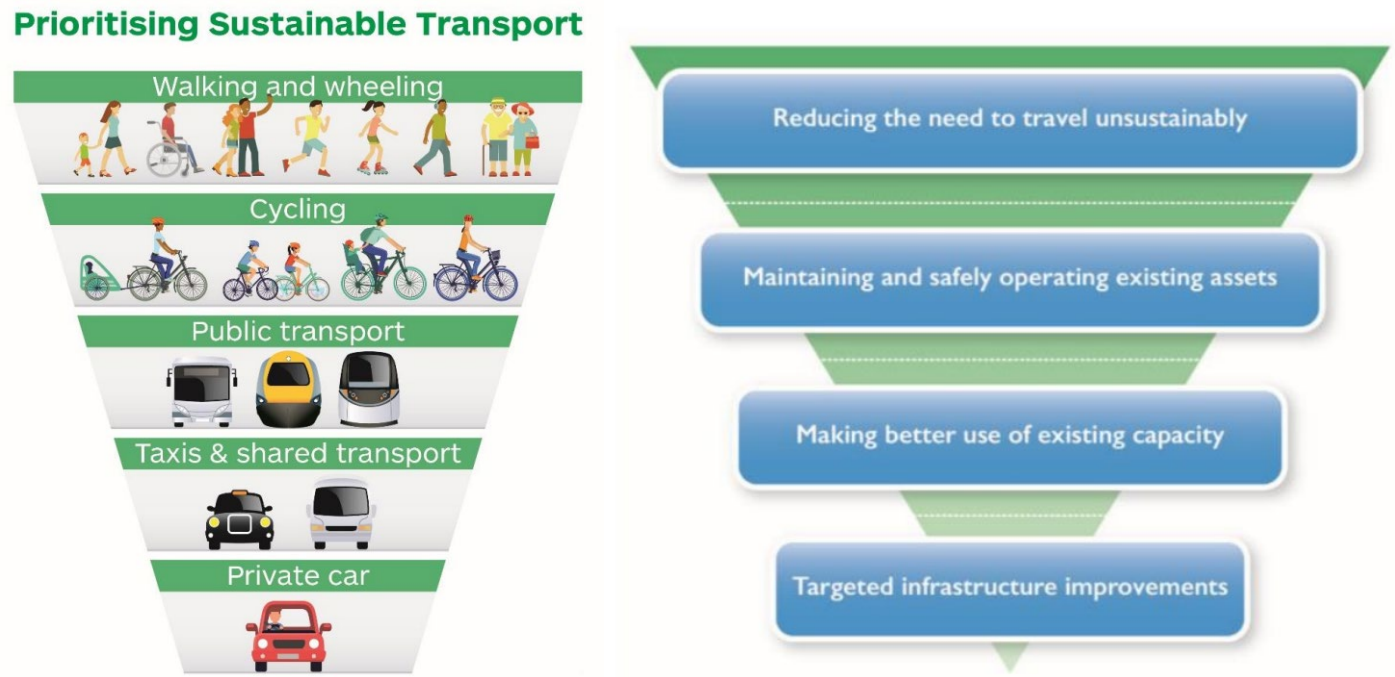


Figure 4-2: NTS2 Sustainable Travel and Investment Hierarchies

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. 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.

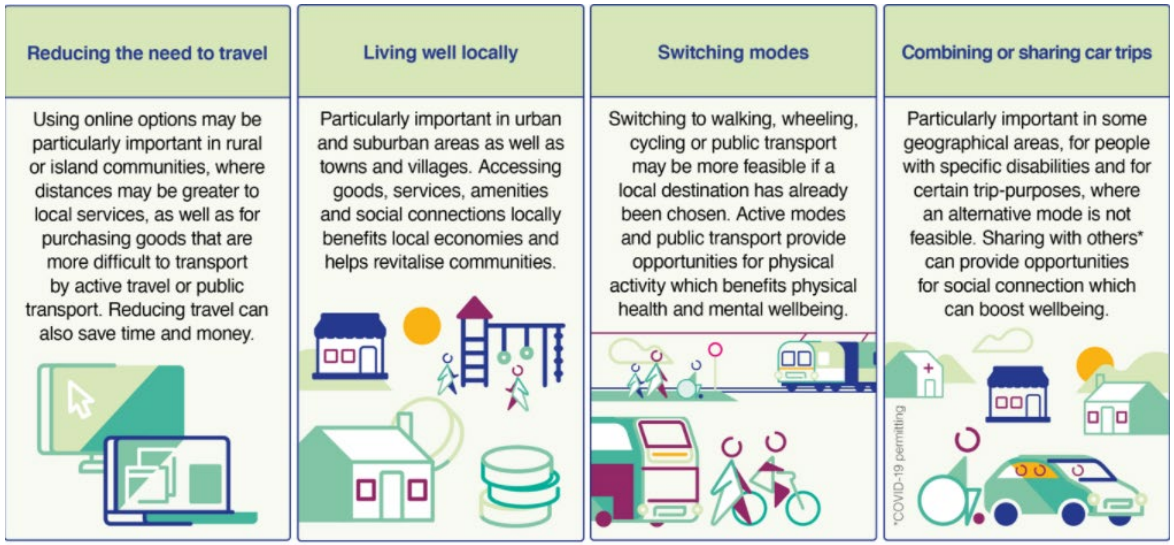


Figure 4-3 Route Map to 20% Car KM Reduction – Four Behaviours

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 take 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 reassess the pricing structure every 3 years following introduction

- ELC will assess the demand for 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 Haddington 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 Haddington.

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

Problem	Solutions
Off-street car parks are well utilised but there are limited restrictions in force in them. Leads to a lack of control over the balance of short-stay and long-stay parking with over utilisation of long-stay car parks creating overflow parking in neighbouring streets.	• Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations • Control through Decriminalised Parking Enforcement
Parking on Hardgate, Sidegate and Victoria Terrace currently reduces the road to one-way operation creating a bottleneck that causes congestion and safety problems.	• Removal of bottlenecks to ensure smooth and efficient traffic flow • Ongoing review of waiting and loading provision • Implementation of appropriate measures associated with the Footway Parking and Double Parking (Scotland) Bill. • Continuous review of the requirement for Controlled Parking Zones
Lack of turnover of on-street spaces in the town centre despite a 90-minute waiting restriction - particularly on Market Street due to lack of enforcement of waiting restrictions.	• Control through Decriminalised Parking Enforcement • Consider the Introduction of on-off street parking charges
Traders identified problems associated with deliveries including double parking	• Control through Decriminalised Parking Enforcement • Continuous review of the requirement for Controlled Parking Zones • Ongoing review of waiting and loading provision
On-street parking around schools a problem	• Control through Decriminalised Parking Enforcement • Implementation of a coherent and hierarchical approach to parking supply
Balance of traffic flow, road safety and parking issues in town centre (Hardgate, Market Street & High Street)	• Implementation of parking management hierarchy defining designated short-stay, medium-stay and long-stay parking locations • Ongoing review of waiting and loading provision • Continuous review of the requirement for Controlled Parking Zones
Haddington subject to town centre regeneration proposals which could include amendments to parking provision	• Application of national and regional parking standards where appropriate and local parking standards where developments do not meet the requirements for these standards

4.2.25 ELC also identified specific locations in Haddington 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 Haddington in response to identified parking problems

Measures	Locations
Potential short-stay car parking (up to 90 minutes)	• On-street – limited waiting • Newton Port • Court Street (via Tesco) • John Muir Campus (Part)
Potential medium stay car parking (up to 4 hours)	• Aubigny Sports Centre • John Muir Campus (Part)
Potential long-stay car parking (over 4 hours)	• Mill Wynd • Tesco Long Stay
Private car parking (Make open to the public)	• Tesco Short Stay • Tesco Access Road • Aldi • Haddington House Sidegate
Clearways (No Stopping)	• Potential new long stay car park on Whittingehame Drive and Station Road • Potential new car park between West Road and A6093

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 Haddington.

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 particularly the case in North Berwick and Tranent. 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 Haddington. Figure 4-4 displays a map containing proposed development sites in Haddington. The largest proposals are for mixed-use developments at the west of the town, with around 1460 homes, schools, community facilities, retail park, and a local centre. Many of these homes and employment developments have already been substantially completed. Housing allocations in the north of the town, with allocations for 89 homes, are also completed.

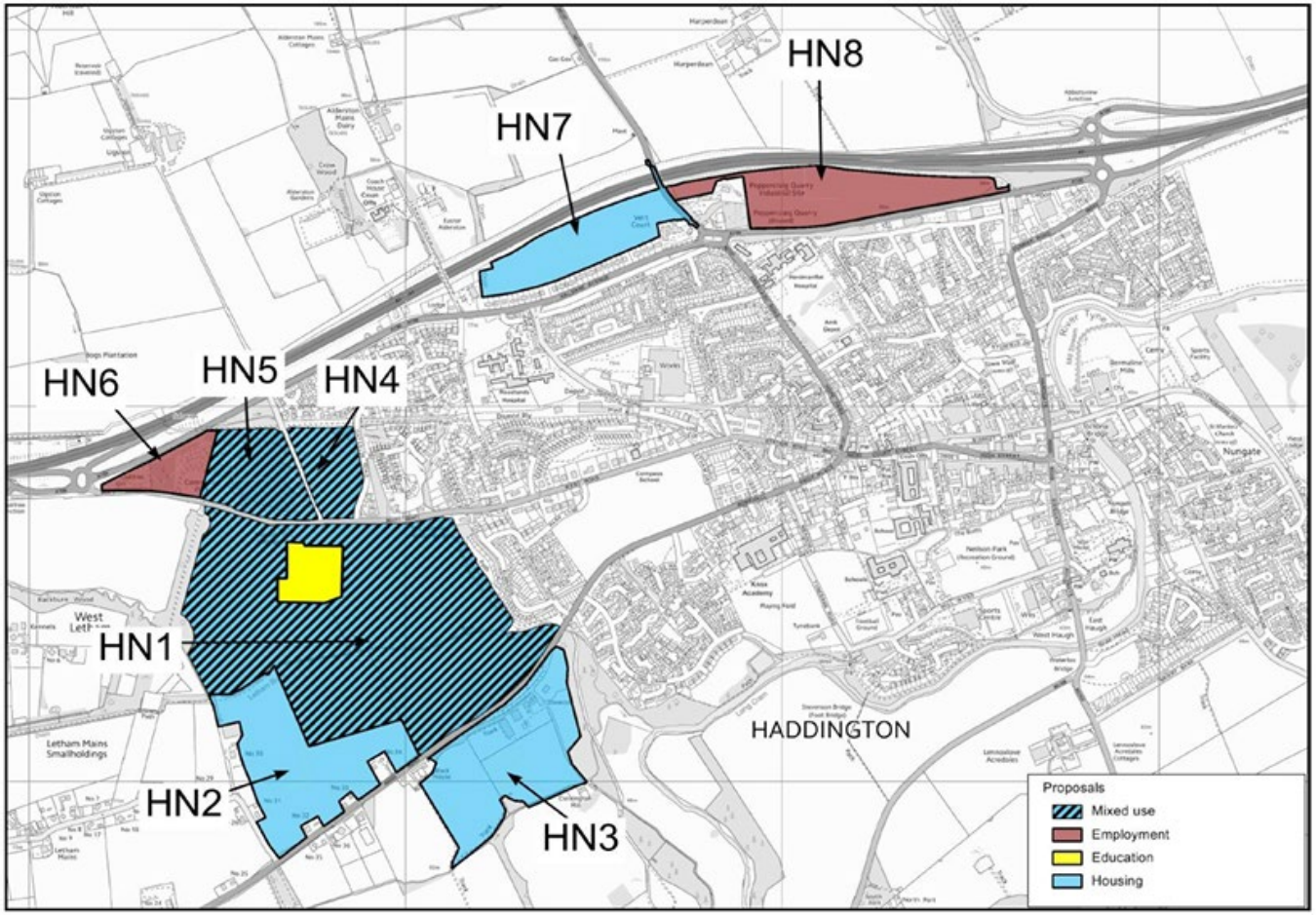


Figure 4-4: East Lothian Local Development Plan Development Sites in Haddington, from the East Lothian Local Development Plan 2018.

Key Point: The East Lothian Local Development Plan 2018 highlights several major mixed-used developments to the west of Haddington, which would increase the resident population and may increase demand for services and retail opportunities in the town centre. Many of these housing and employment land developments have already been substantially completed.

Haddington Town Centre Strategy 2019

4.2.34 The Haddington 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 Haddington's town centre, and coordinated actions that will contribute to its improvement and regeneration. The vision of the Town Centre Strategy is:

4.2.36 "The historic Haddington town centre will see streetscape improvement, together with restoration and maintenance of historic buildings and spaces to preserve and enhance the charming townscape that will help create the best town square in Scotland. A wide range of shops, cafes and services is encouraged which will help make Haddington town centre an appealing destination for the growing population, visitors and businesses."

4.2.37 Table 4-3 lists the outcomes of the strengths, weaknesses, opportunities and threats (SWOT) analysis for Haddington 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 Haddington Town Centre, as identified in the Haddington Town Centre Strategy 2019

Item	Identified:
Strengths	**Related to Transport and Parking:** • Town attracts inward commuting **Other Items:** • County town and administrative centre for East Lothian • History and Historic Buildings in Conservation Area provide a very high-quality historic town centre setting • Attractions/facilities such as Knox Academy, Aubigny Sports centre and pool, archives, museum and library in or close to town centre • Growing town with a further 1553 homes by 2025 whose residents can be expected to use the town centre • Strong and active community • 81% of residents visit the town centre frequently • Community group Blooming Haddington has enhanced the town's appearance using floral displays • Low commercial unit vacancy rate • Good range of shops and businesses on offer which retains retail expenditure and attracts expenditure from other town centres. • CCTV coverage discourages town centre crime • Over half of all Haddington residents visit the town centre after 6pm • Corn exchange provides a large function space • Several town centre tenements and other buildings enhanced through recent CARS scheme • Free public Wi-Fi in the town centre

Item	Identified:
Weaknesses	**Related to Transport and Parking:** • High levels of commuting from Haddington particularly to Edinburgh • Can be difficult to find a parking space as many are occupied all day long through lack of enforcement • Road side parking currently reduces some roads to one-way operation creating a bottleneck that causes congestion and safety problems **Other Items:** • High proportion of retail expenditure particularly on comparison goods made outwith the town • Low quality of public realm space between buildings within town centre with most space devoted to vehicles • Some lower quality shopfronts and advertisements • Limited choice of hotels and tourist accommodation • New housing is relatively far from town centre
Opportunities	**Related to Transport and Parking:** • On and off-street parking can be managed to enforce short, medium and long stay parking to ensure that town centre users can find parking easily. • Improved path links to town centre • Good bus service to allow day trips from Edinburgh and surrounds to Haddington. • Parking charges could raise income that could benefit the town centre. • Increase active travel both to and within the town centre **Other Items** • Residents of new housing will increase disposable income. • More speciality shops. • Further interpretation information for visitors. • Encourage more town centre living in undeveloped buildings and sites • Proposed retail park at Gateside will attract more people to Haddington and should allow more expenditure retention within town. • New hospital will attract people to it who could use the town centre. • Haddington subject to town centre regeneration proposals.
Threats	**Related to Transport and Parking:** • Parking charging could be introduced which may deter people from visiting the town centre **Other Items:** • Proposed retail park at Gateside is too far to walk to town centre and it could attract people away from the town centre • Lack of maintenance and investment by building owners could harm the appearance of town centre buildings making it less attractive to new businesses. • Internet shopping

Item	Identified:
	• Residents of new housing 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 • Proposed development site at Peppercraig could provide retail that attract people away from town centre.

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

- Improvements to Haddington Town Centre Streets, as part of the Town Centre Street Action Plan
- Reorganisation of Town Centre Car Parking stay length

Key Point: The Haddington Town Centre Strategy 2019 highlights several threats and weaknesses relating to parking availability, congestion, and safety problems. The strategy also highlights the opportunities to actively manage parking provision and increase active travel to the town centre.

Summary

4.2.39 The policy documents listed within this chapter provide a framework of what parking interventions could be implemented within Haddington. 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 Haddington will provide a demand reducing measure that would fall within the Scottish Government's ambitions to reduce car kilometres.

4.2.40 For Haddington specifically, the East Lothian LDP and Haddington Town Centre Strategy outlines the current weaknesses and challenges facing the local high street. Difficulty in finding parking was identified as weaknesses of the local centre. The implementation of parking controls will help manage parking demand, improving the availability of parking spaces and reducing the number of cars driving to the centre, while also promoting walking and cycling to the town centre.

Scheme Outputs

Haddington Parking

Impact Assessment

5 Scheme Outputs

5.1 Overview

5.1.1 This section outlines the recommended parking management proposals, shown in Figure 5-1. The policies and case studies previously outlined provide a framework of what parking controls could be implemented in Haddington.

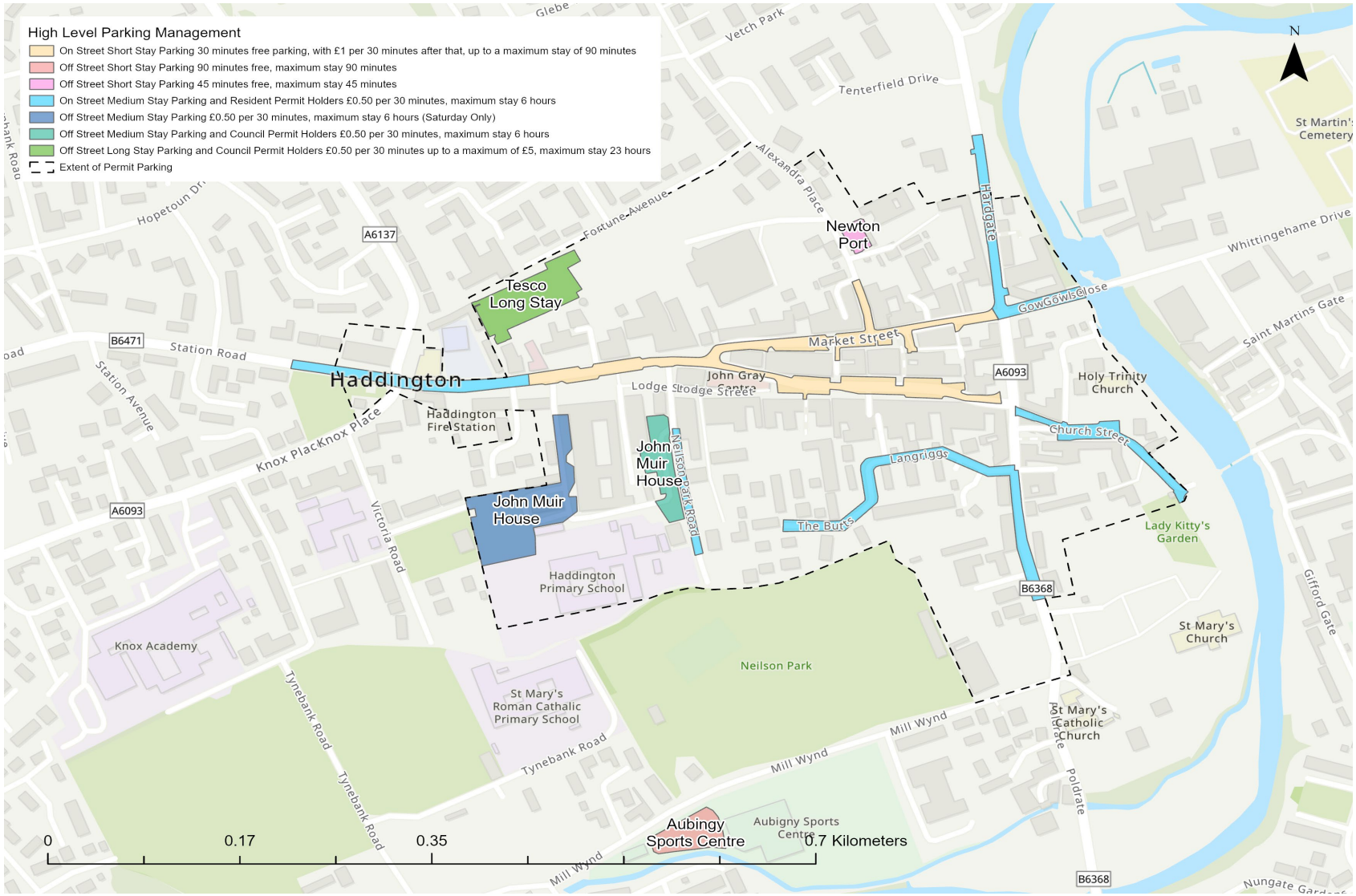


Figure 5-1: Recommended parking management proposals in Haddington

5.1.2 The following on-street parking measures are proposed:

- On-street short stay parking on High Street, Market Street, and the eastern section of Court Street. This includes 30 minutes of free parking, with £1 per 30 minutes after that, up to a maximum stay of 90 minutes.
- On-street medium stay parking on eastern section of Station Road, the northern section of Hardgate, Victoria Terrace, Nielson Park Road, The Butts, Langriggs, central section of Sidegate, Church Street, and The Sands. This allows Resident Permit Holders to stay for £1 per hour, with a maximum stay of 6 hours.

5.1.3 The following off-street parking measures are proposed:

- Off-street short stay parking at Newton Port of 45 minutes for free, with a maximum stay of 45 minutes.
- Off-street medium stay parking at the car park on the western side at John Muir House at a cost of £0.50 per ½ hour, with a maximum stay of 6 hours (Saturday only). Council permit holders would park without charge.
- Off-street medium stay parking at the Neilson Park Road car park on the eastern side at John Muir House at a cost of £0.50 per ½ hour with a maximum stay of 6 hours. Council permit holders would park without charge.
- Off-street long stay parking at the Tesco car park at a cost of £0.50 per ½ hour up to a maximum of £5.00, with a maximum stay of 23 hours. Council permit holders would park without charge.
- Introduction of a maximum stay of 90 minutes with no charge at Aubigny Sports Centre.

Scheme Outcomes

Haddington Parking

Impact Assessment

6 Scheme Outcomes

6.1 Introduction

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 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.

6.2.4 Academic research has 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[4,5]. This research also shows these measures reduce cruising for parking and reduces congestion. In the local context of Haddington, these changes would likely have the following local impacts on travel behaviour.

- There would be a reduced driving mode share for trips to the town centre. As shown in the strategic context, much of Haddington can access the High Street by walking or cycling. Additionally, there are several bus services providing local public transport connectivity. 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 kilometres travelled associated with cruising to find a parking space in the town centre, as duration limits and charges will improve turnover and availability of spaces here.
- Introduction of resident permit schemes will limit town centre visitor traffic spilling over on residential streets to find parking.

6.2.5 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 Haddington 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.

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

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

Table 6-1 Marginal External Costs by Vehicle based on Other Urban category (pence per vehicle km, 2023 prices, 1 decimal place)

	Cars		LGVs		Rigids (Lorry)		Articulated (Lorry)	
Cost type	**A roads**	**Other Roads**	**A roads**	**Other Roads**	**A roads**	**Other Roads**	**A roads**	**Other Roads**
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

6.2.6 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 Haddington overall. At place-specific level, displacing vehicles to off-street carparks will reduce the number of vehicles driving onto the High Street and Market Street 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 town centre. This is applicable to Haddington as the compact nature of the town makes the High Street accessible by walking or cycling, and because Haddington 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 is some degree of illegal stopping taking place in the town centre, particularly on Nielson Park Road where 80% of vehicles were recorded stopping on double yellow lines. Illegal parking on High Street, Market Street, and Court Street accounted for 5% or less of all parking, however high turnover meant this represented many vehicles, with 40 recorded on double yellow lines across the three streets.

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 to moderate beneficial impacts** 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 Haddington is a compact town and most 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, and the provision of alternative free parking just outside of main town centre, 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 Haddington town centre were identified as potentially being impacted by the introduction of parking management measures.

- Neilson Park – Sports Playing Fields
- Aubigny Sports Centre
- Tyne Medical Practice – Newton Port GP Surgery

6.4.11 The streets near Nielson Park of Nielson Park Road, The Butts, and Langriggs has a £1 per hour charge and a 5-hour maximum stay. However, on-street parking on Mill Wynd and the car park at the end of Mill Wynd are not covered by the proposed measures and are close to the park. This means there are still free parking options for park users.

6.4.12 Aubigny Sports Centre will have free-parking with a maximum stay duration of 90-minutes. This means users of the sports centre will not face additional parking charges and access to the facility remains the same. Newton Port car park will introduce a free 45-minute maximum stay. This means that persons using the GP surgery will be able to park for free at the clinic and there would be no reduction in access to this facility.

6.4.13 Given that there will be free parking provision at all these facilities, and no change to the physical parking provision itself, **neutral impacts** are expected.

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 While there is currently insufficient evidence of congestion or travel delays in Haddington, many off-street car parks have high parking demand, with occupancy rates meeting or exceeding 100 percent at several points. This can cause drivers to cruise around the town 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[6]. 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[7] 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[8]. 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 Haddington to collect revenue with no burden at all.

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

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

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

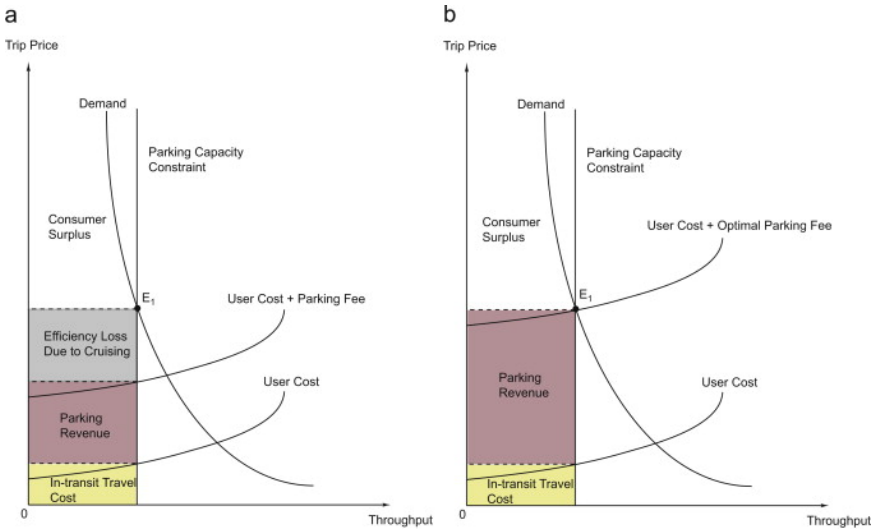


Figure 6-1 Economic model of optimal parking charge levels[9]

6.5.5 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.

6.5.6 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[10].

6.5.7 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.

6.5.8 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.

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

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

Public Expenditure and Revenue

6.5.9 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.

6.5.10 Financial impacts of the proposed measures in Haddington have been estimated through an updated 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 Haddington's 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.

6.5.11 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 **£4,000** 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 **minor 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)	372,000
Operating Costs (including risk)	1,631,000
Total	**2,003,000**
Income	
Parking Charges	1,261,000
Enforcement Income	665,000
Permit income	116,000
Total	**2,041,000**
Net Position Over 10-Years	**4,000**
	Values rounded to nearest thousand

Wider Economic Impacts

6.5.12 Wider economic impacts has a broad definition covering any economic impacts not directly related to transport user benefits. In the context of Haddington and the proposed parking measured, the most likely area of wider economic impacts would be on shopper numbers and economic viability of existing high street 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.

6.5.13 A review of academic evidence notes that there was no systematic relationship between parking provision and the economic performance of urban centres[11]. 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[12,13]. Furthermore, it is worth noting that shoppers and visitors are typically less sensitive to parking charges than people driving for work[14]. 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.

6.5.14 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. However, it is worth noting that the retail and services offering in Haddington town centre are markedly different to those provided by the major supermarkets and retailers in Haddington Retail Park. Therefore, the attractors for visiting Haddington would be different from out-of-town retail offerings, thereby making parking charge measures less likely to displace shoppers to other locations.

6.5.15 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 them[15], with some overestimating the share of shoppers coming by car by as much as 400 percent [16]. A survey of businesses and customers[17] 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.

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

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

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

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

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

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

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

6.5.16 The proposed parking measures in Haddington will generally improve the availability and provision of parking by organising parking by duration. This has the impact of making the town centre an easier and more coherent place for drivers to find parking. The proposed 30-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[18]. Additionally, improving the organisation and ease of finding parking would improve the overall access experience for shoppers, potentially increasing visitor numbers.

6.5.17 However, there is a degree of uncertainty that must be acknowledged. The economic viability and vitality of the town centre 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[19].

6.5.18 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

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:

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

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

- 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 in the town centre. 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 in the town centre. 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 that Market Street's disabled parking bays are fully occupied at certain times in the day, but overall supply is generally sufficient outside these peak periods, 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[20].

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 in the town centre, 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 Haddington 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. This provides affordable or free alternative parking provision within a short walking distance of the main 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 30-minute free parking period on the High Street itself, cheaper medium-stay parking in carparks and streets surrounding the High Street, and free short-stay parking in a carpark near the High Street. These provide a range

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

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 Haddington 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 in the town centre, 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 the town centre, reducing vehicular emissions. • Lead to more drivers choosing to park in the off-street carparks outside of the town centre, 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	
Health, Safety and Wellbeing	Accidents	++	Minor to moderate positive impact	There is currently a significant degree of illegal stopping on double-yellow lines on Neilson Park Road. Illegal parking also occurs on High Street, Market Street, and Court Street. 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.

STAG Criteria	Sub-Criteria	Seven-Point Assessment Scale		Description
	Access to Health and Wellbeing Infrastructure	**0**	Neutral / No Impact	For the relevant health and wellbeing facilities, the current parking proposals either include time-limited free parking provision or there are alternative locations nearby with free parking.
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.
		+	Minor 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 £4,000 per annum from the parking management measures.
	Wider Economic Impacts	**0 / +**	Neutral to Minor positive 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. • 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 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.
		-	Minor negative impact	For car-dependent economically deprived groups: • The increased cost for parking directly on the High Street 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 Haddington and its parking situation has been conducted. This has highlighted several key opportunities and problems in Haddington related to the current parking provision. This included some level of illegal parking, cars being parked for a long period of time, off-street car parks having high levels of demand, and significant spare parking capacity being available in the town with demand concentrated in a few off-street car parks and some streets. This has shown the strategic need for intervention to better manage parking provision.

7.1.3 The policy review highlighted there is a clear policy framework and strategic support for the introduction of parking interventions in Haddington. 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 Haddington Town Centre Strategy 2019, while capitalising on the opportunities identified.

7.1.4 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, reduced greenhouse gas emissions, 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