ELC Parking Management Support Services - Haddington Parking Demand Analysis

Stantec

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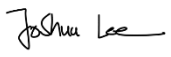

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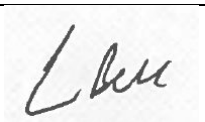

Graham Bell

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1 Overview

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

1.1 Parking Restrictions

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 ELC to enforce all parking restrictions (except for zigzag marking at controlled crossing points and box marking) and to issue Penalty Charge Notices (PCNs) for breaches of parking legislation.

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 car parks 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.

1.2 Resident Permit Scheme

In Haddington, there is a residents' parking permit scheme which allows qualifying residents to park in designated on-street parking areas within the town centre without being subject to the usual 90-minute time limit. The controlled hours for these parking areas are Monday to Saturday, from 08:30hrs to 17:30hrs. The permit scheme covers the town centre of Haddington, and residents within the boundary shown on the official East Lothian Council map are eligible to apply. Figure 1.1 outlines the specific streets and zones included in the scheme.

The permit scheme covers the town centre of Haddington and is free for qualifying residents. It has not been possible to review historical data as the permits are annual renewals so expiry dates are overwritten with new dates once applications are received for existing residents. Permits are issued by resident rather than household but ELC only issue two per property.

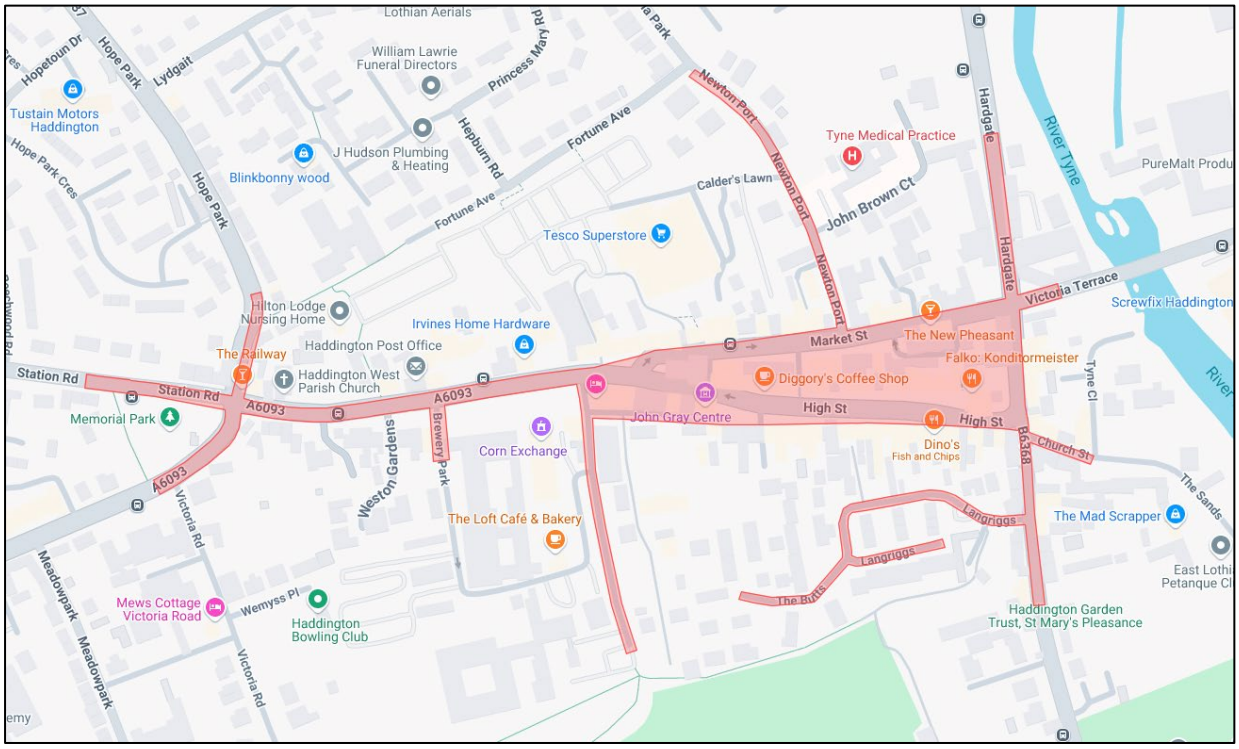


Figure 1.1 Haddington Parking Permit Coverage

Table 1.1 outlines the current position with Haddington parking permits supplied by ELC as of May 2025. The property count has been estimated through inspection of maps for Haddington., The order extent is taken from the original permit order which has been revoked, and the number of parking bays permit issue area is taken from a map ELC use to determine who can have a permit.

High Street, Market Street, and Court Street have the highest numbers of permits issued to residents. This is expected as these streets also have the largest number of properties and assumed parking spaces. Several streets have permits issued more than the assumed number of parking bays on street. It can be assumed that these residents park on other streets to one their property is located on.

Table 1.1. Haddington Resident Permit overview as of May 2025

Road	Permits Issued	Property count	Permit issue area (Parking Bays)
High Street	52	94	70
Market Street	29	77	47
Court Street	19	70	32
Brown Street	6	11	0
Kilpair Street	1	9	1
Jail Wynd	0	0	0
Mark Lane	2	2	0
Lodge Street	3	15	0
Brewery Park	0	2	0
Nielson Park Road	0	0	11
Church Street	0	21	0
Hardgate (N)	12	35	14

Road	Permits Issued	Property count	Permit issue area (Parking Bays)
Hardgate (S)	0	15	3
Victoria Terrace	0	8	0
Newton Port	1	15	6
Knox Place	0	3	0
Hope Park	0	2	0
Station Road	2	13	8
Langriggs	15	34	8
The Butts	1	32	0
Sidegate	3	40	0
Cross Lane	1	0	0
John Brown Court	4	12	0
Opera Close	1	4	0
Paterson Place	3	10	0
Ross's Close	2	0	0
St Anns Place	1	0	0
Total	**158**	**501**	**200**

2 Off-Street Parking Profile

This section outlines analysis of surveyed parking behaviour relevant to the development of the outcomes and impacts for this project.

2.1 Parking Supply

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 2.1. 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.

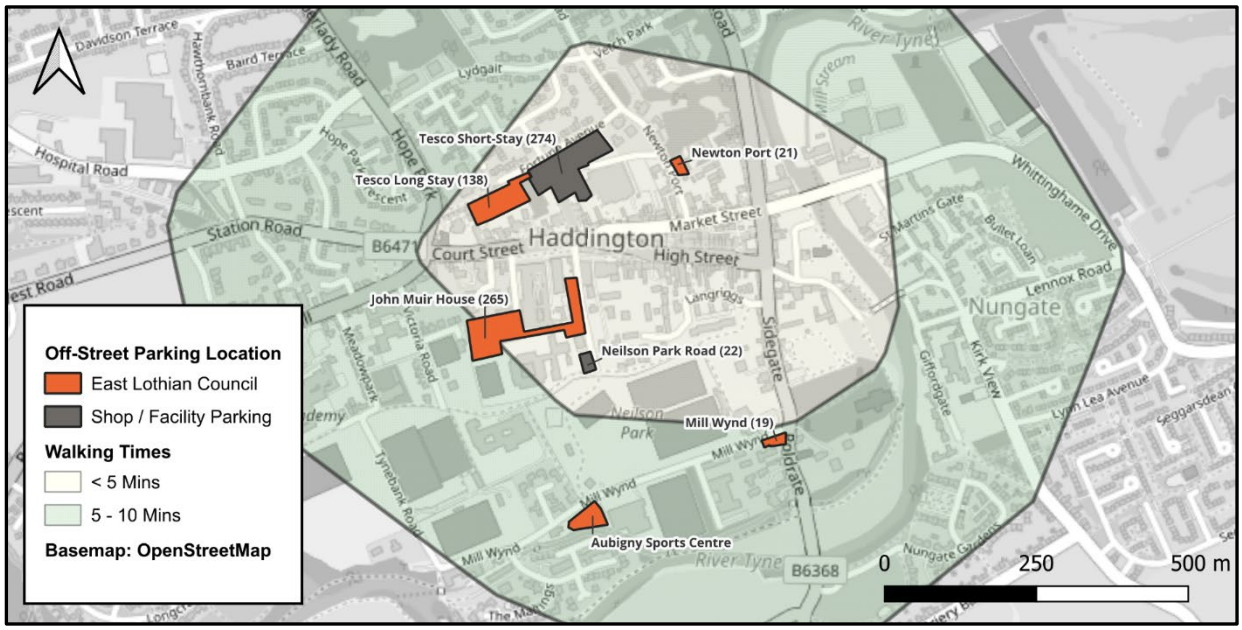


Figure 2.1: Off-Street car parks in Haddington. Number of spaces available shown in brackets. Information from East Lothian Council Parking Strategy 2018-2024

2.2 Surveys Conducted

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.

2.2.1 April 2025

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

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.

2.2.2 October 2025

Based on the issues highlighted above, 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

2.2.3 Section Overview

The presentation of parking survey analysis is organised into two parts. Section 2.3 summarises 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. Section 2.4 provides the analysis of 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.

2.3 Parking in Key Town Car Parks

2.3.1 Occupancy Rate

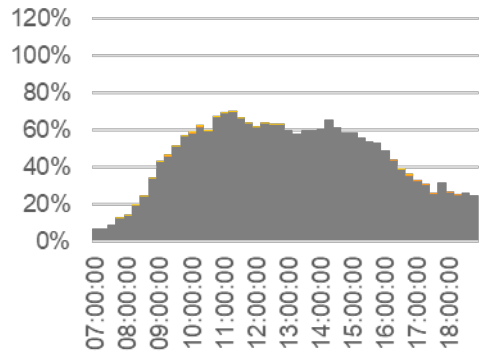
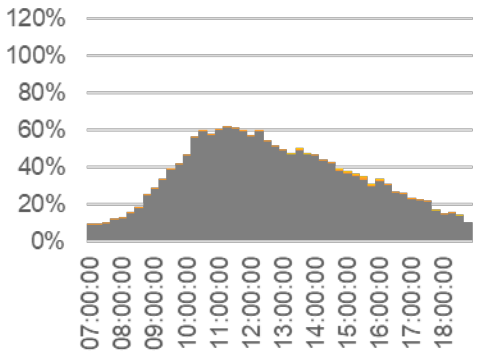
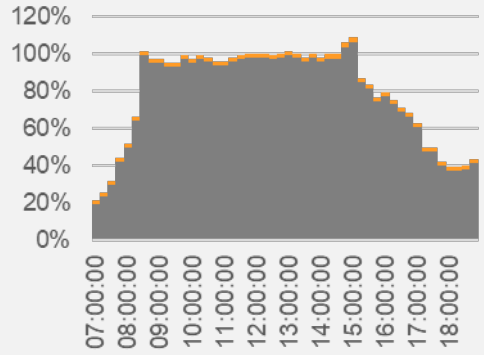
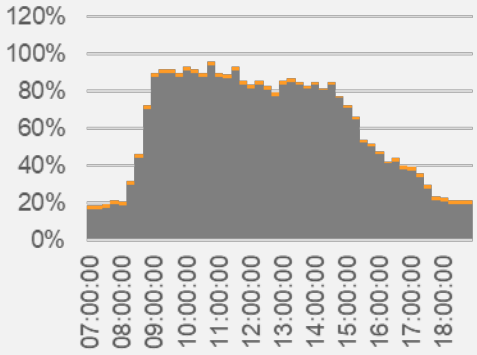
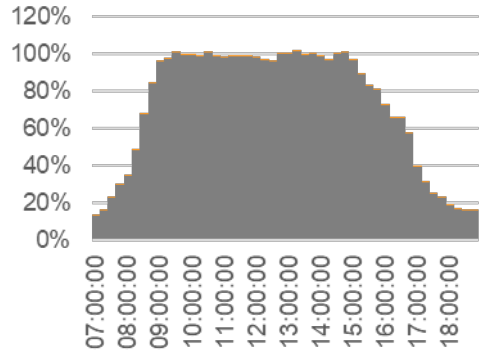
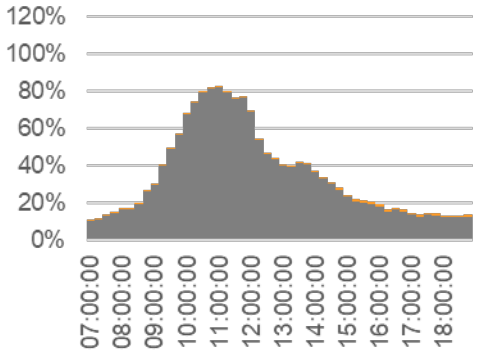
Figure 2.2 shows the occupancy rate at four key town centre car parks as measured in the October 2025 ANPR surveys. This is broken down by day of week and by whether the parking vehicle has a resident's parking permit issued by ELC for the town centre area.

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.

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.

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.

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)		
John Muir House (West)		

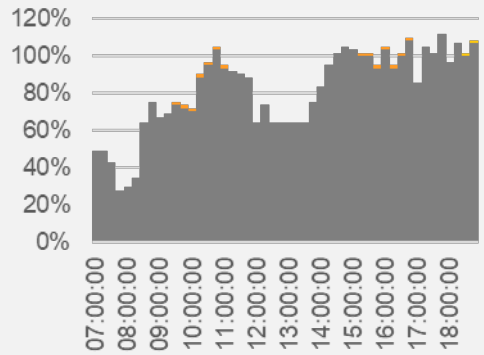
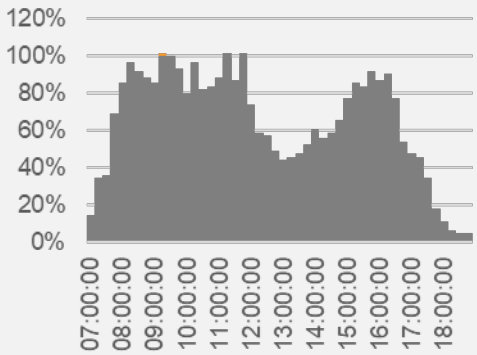
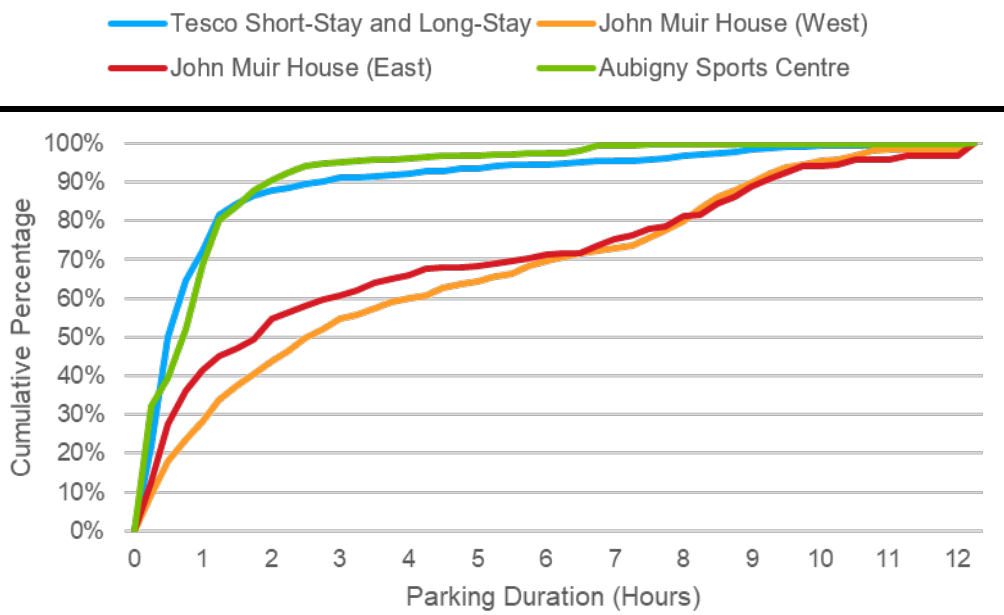
	Thursday, October 23, 2025	Saturday October 25, 2025
Aubigny Sports Centre		

Figure 2.2. 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.

2.3.2 Duration

The cumulative distribution of parking durations on surveyed minor car parks is shown in Figure 2.3. 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	

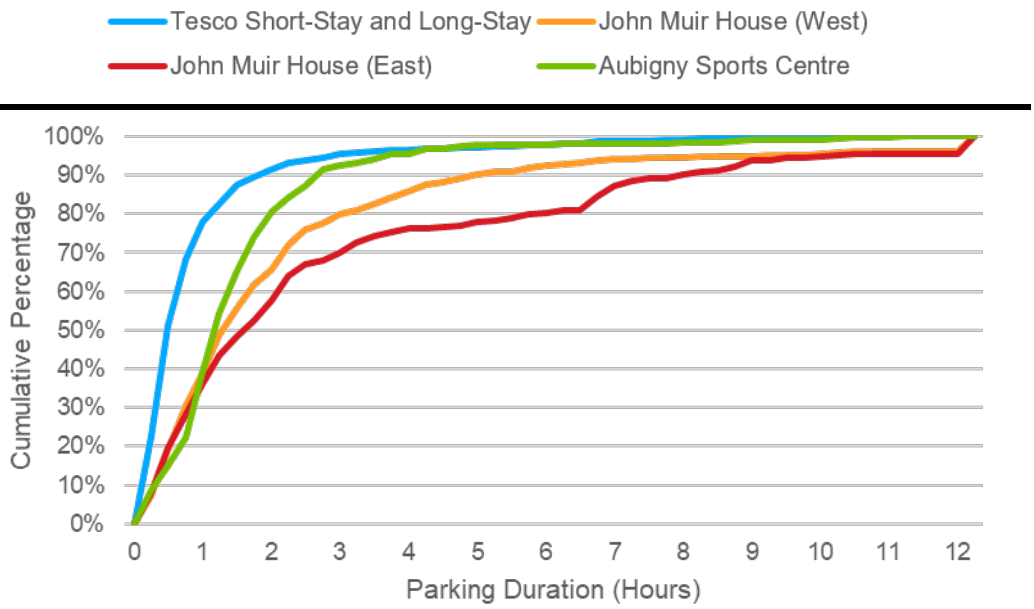
Survey Date	Distribution of Parking Durations in Key Car Parks in Haddington
Saturday October 25, 2025	

Figure 2.3. Cumulative Distribution of Parking Occupancy in Key Car Parks in Haddington (Based on October 2025 survey)

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.

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.

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.

2.3.3 Comparison between April 2025 and October 2025 Surveys

The updated October 2025 surveys showed some key differences between those conducted in April 2025. Most notably, occupancy at John Muir House car park was significantly higher in October's survey. Where the highest recorded occupancy rate at John Muir House in the April 2025 survey was 46 percent, the weekday survey in October 2025 exceeded 100 percent occupancy.

This latest survey aligns more closely with the anecdotal experience of council officers. The recorded parking durations at John Muir House were similar between both surveys. The difference between both surveys could be attributed to the difference in survey method, as April's survey included both the western and eastern sections of the car park together, whereas October's survey included additional ANPR cordons to record these sections separately.

2.4 Parking in Minor Town Car Parks

2.4.1 Occupancy Rate

Figure 2.4 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.

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.

Survey Date	Parking Occupancy in Minor Car Parks in Haddington

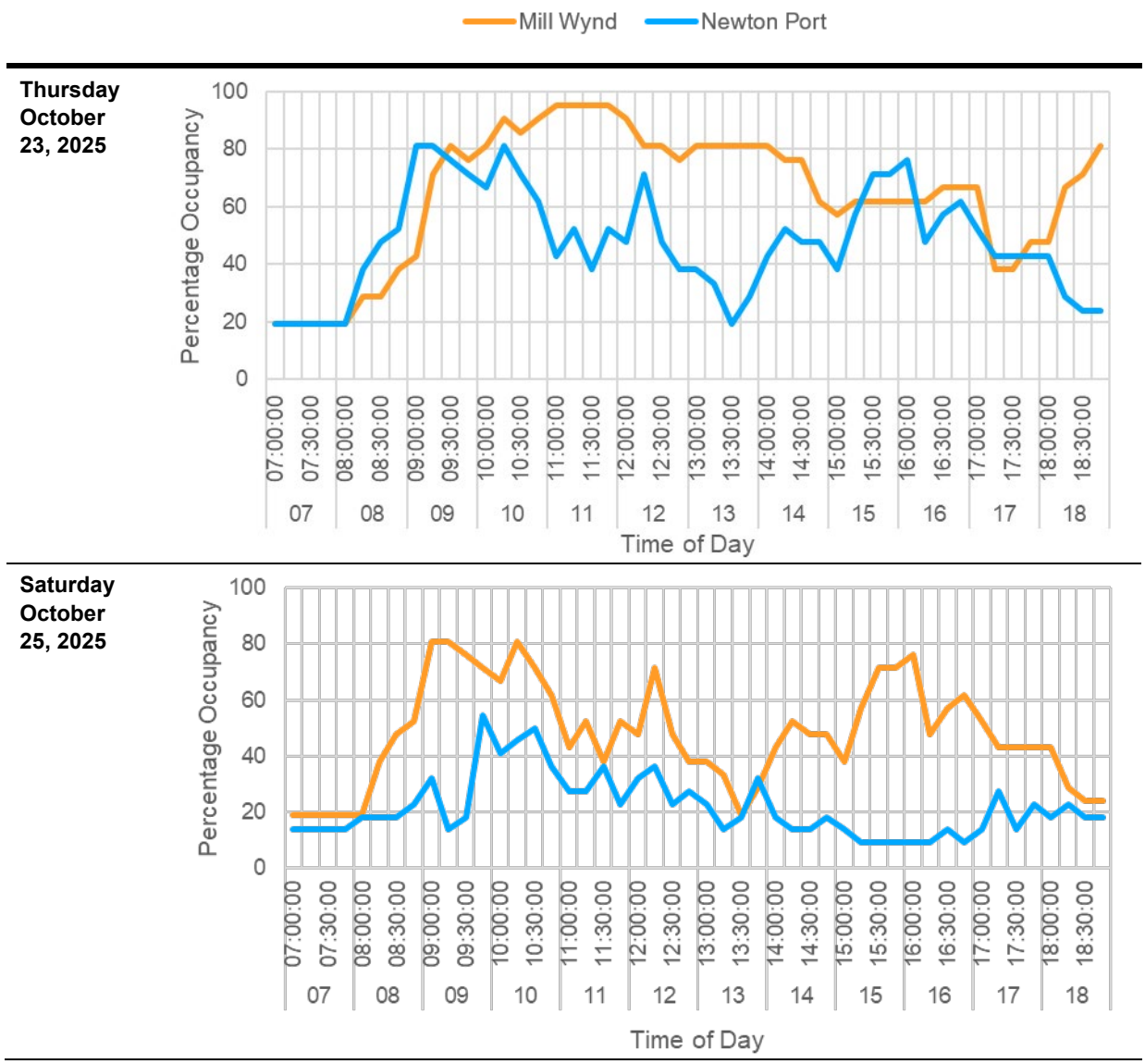


Figure 2.4. Parking Occupancy in Minor Car Parks in Haddington (Based on October 2025 survey)

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.

2.4.2 Duration

The cumulative distribution of parking durations on surveyed minor car parks is shown in Figure 2.5. 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.

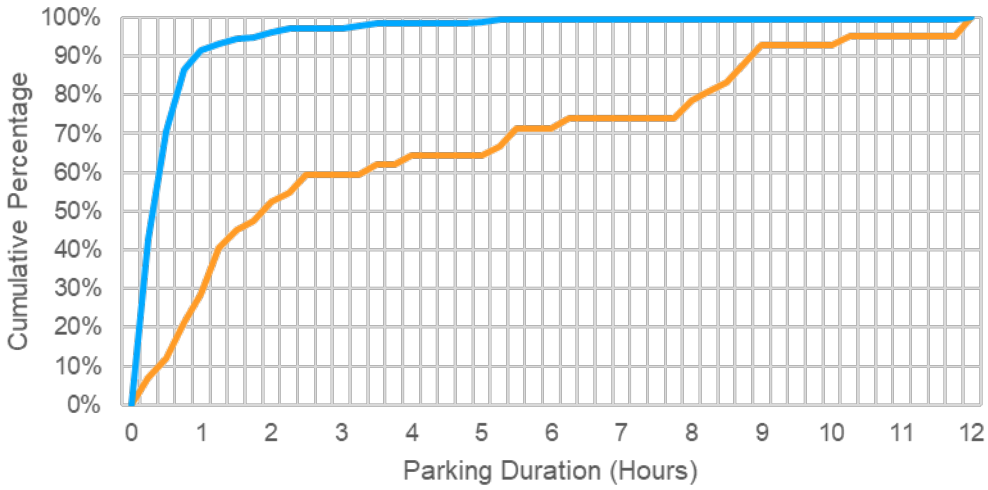
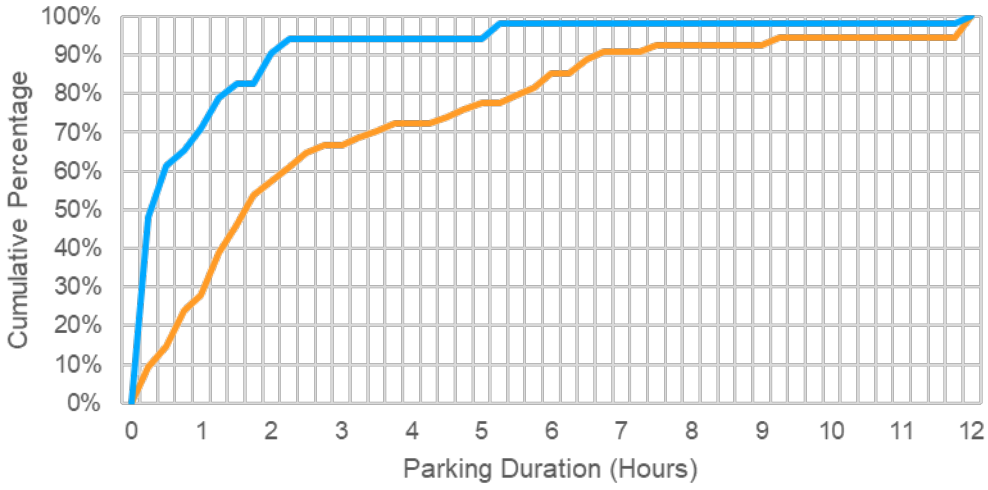
Survey Date	Cumulative Distribution of Parking Occupancy in Minor Car Parks in Haddington
	Mill Wynd — Newton Port
Thursday October 23, 2025	
Saturday October 25, 2025	

Figure 2.5. Cumulative Distribution of Parking Occupancy in Minor Car Parks in Haddington (Based on October 2025 survey)

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.

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.

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.

3 On-Street Parking

3.1 Surveys Conducted

3.1.1 April 2025

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 3.1.

3.1.2 October 2025

To supplement the surveys conducted in April 2025, further ANPR surveys were commissioned by East Lothian Council (via Stantec) and undertaken by Streetwise. 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 3.1.

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.

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 3.1. 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			

3.1.3 Section Overview

The analysis of on-street parking data is divided into three main parts. Section 3.2 provides 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

Section 3.3 discusses 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. Section 3.4 provides 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

3.2 On-Street Parking in the Town Centre

3.2.1 Number of Spaces

Figure 3.1 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.

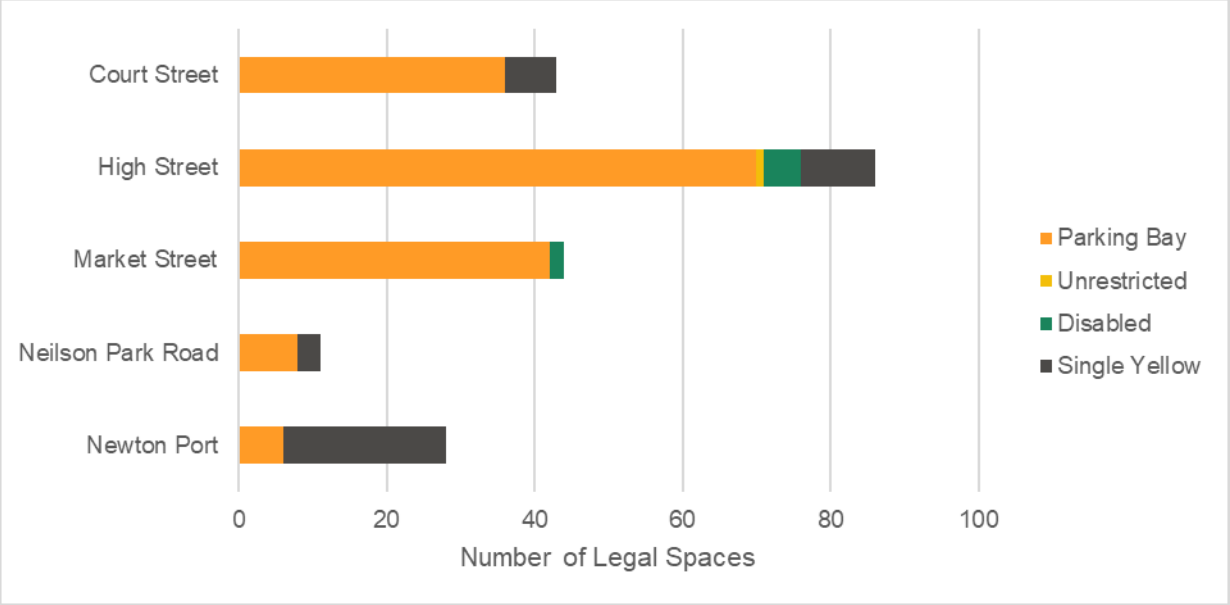


Figure 3.1. Number of legal parking spaces of the surveyed streets in Haddington town centre (Based on April 2025 survey)

3.2.2 Occupancy Rate by Town Centre Street

Based on the survey data from April 2025, Figure 3.2 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.

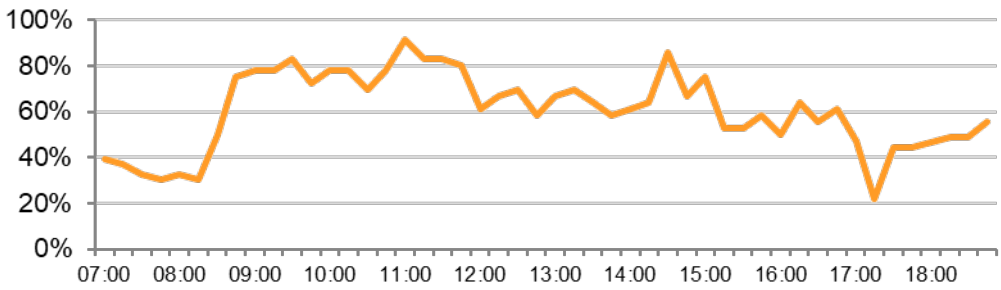
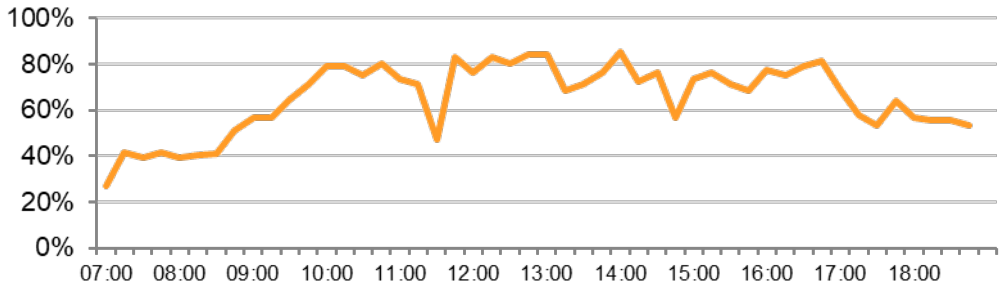
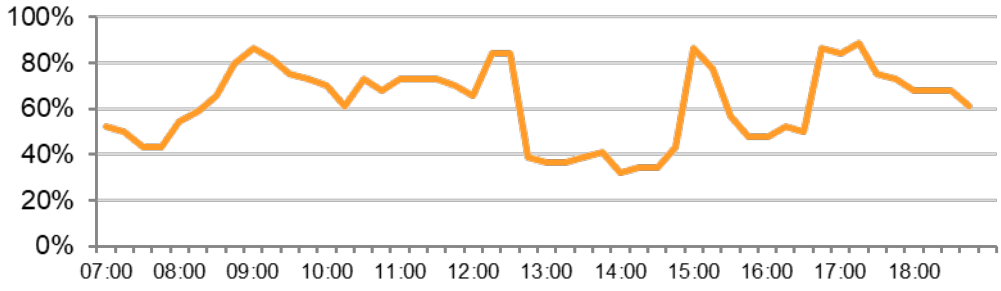
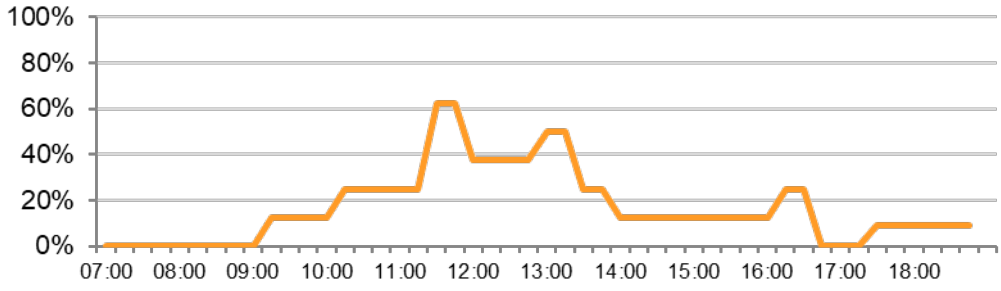
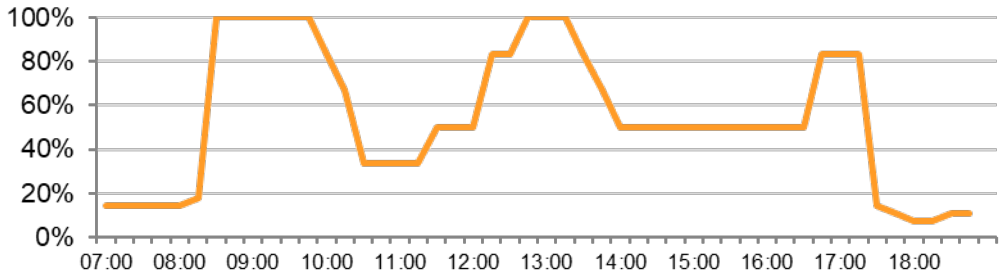
Street	Occpuancy on streets around Haddington Town Centre
Court Street	
High Street	
Market Street	
Neilson Park Road	
Newton Port	

Figure 3.2. Percentage of legal spaces occupied by parked vehicles on streets around Haddington Town Centre, by time of day. (Based on April 2025 survey)

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.

3.2.3 Duration by Town Centre Street

The cumulative distribution of parking durations on surveyed streets is shown in Figure 3.3, which is further expanded in Table 3.2. 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.

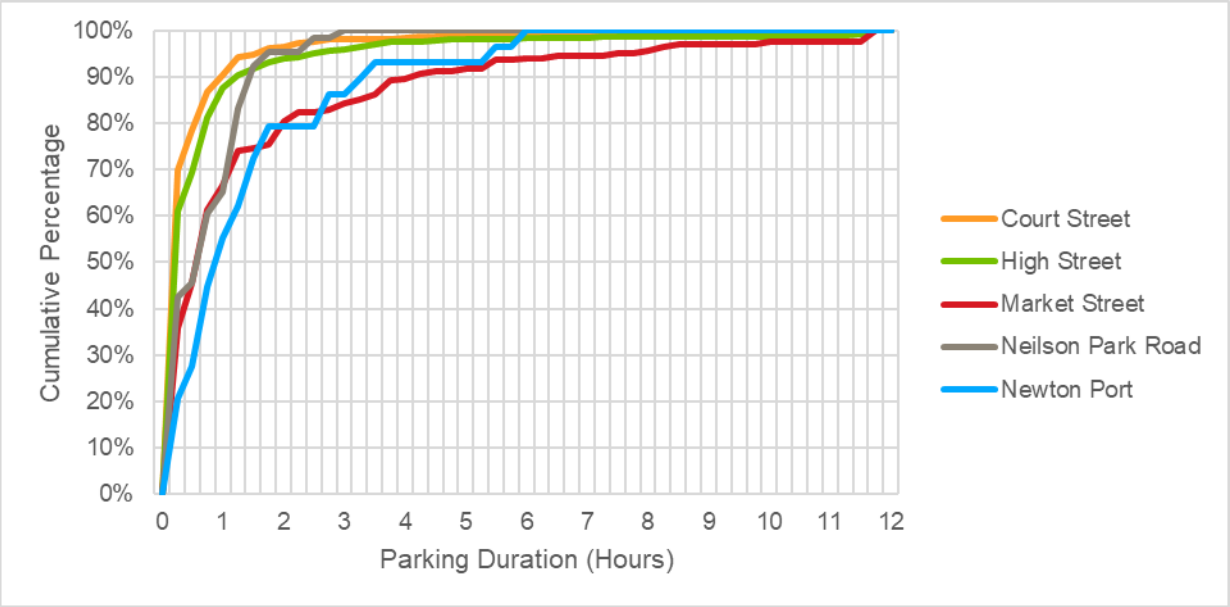


Figure 3.3. Cumulative Percentage of Vehicle Parking Durations in Haddington Town Centre (Based on April 2025 survey)

Table 3.2. 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%**

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.

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.

3.2.4 Illegal Parking

Figure 3.4 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.

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.

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.

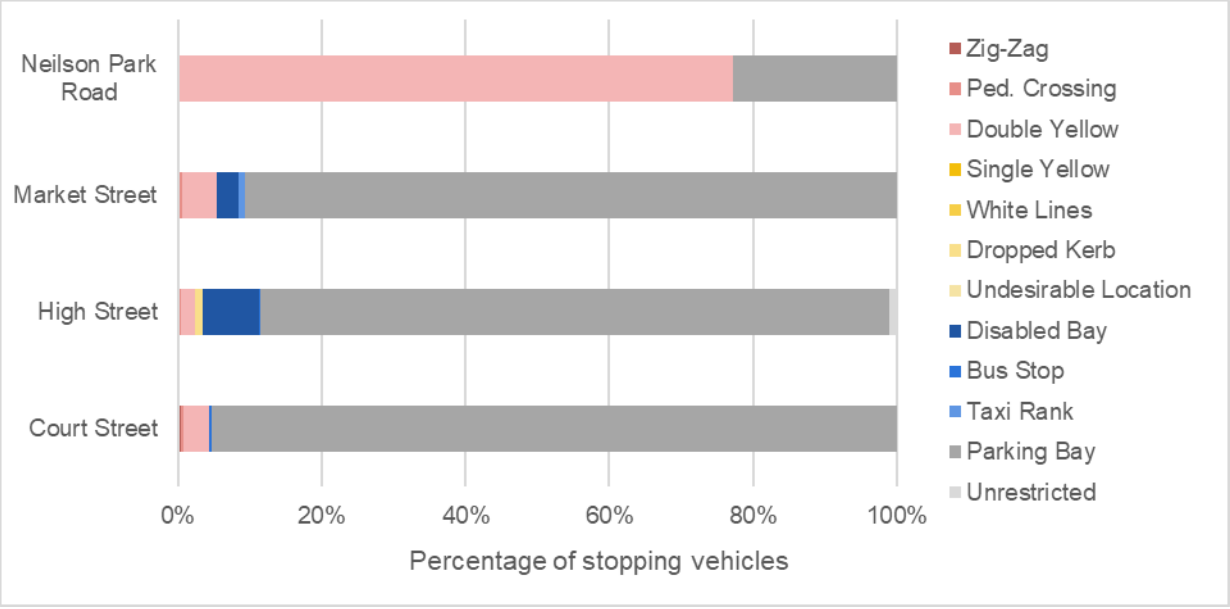


Figure 3.4. Percentage of vehicles parked in Haddington Town Centre by street and kerbside restriction (Based on April 2025 survey)

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.

3.2.5 Disabled Parking

Figure 3.5 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.

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.

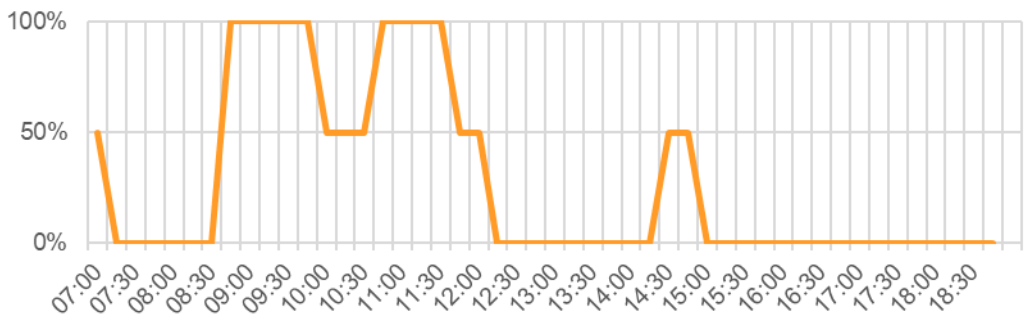
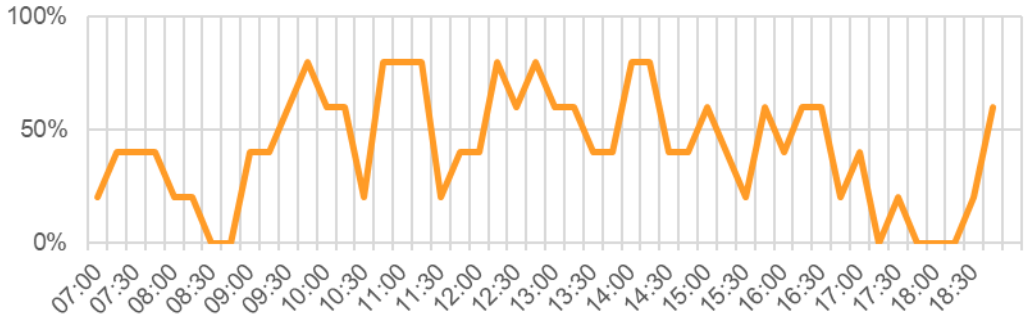
Street	Disbaled Bay Occupancy
Market Street	
High Street	

Figure 3.5. Disabled parking utilisation in Haddington town centre (Based on April 2025 survey)

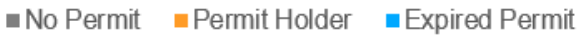
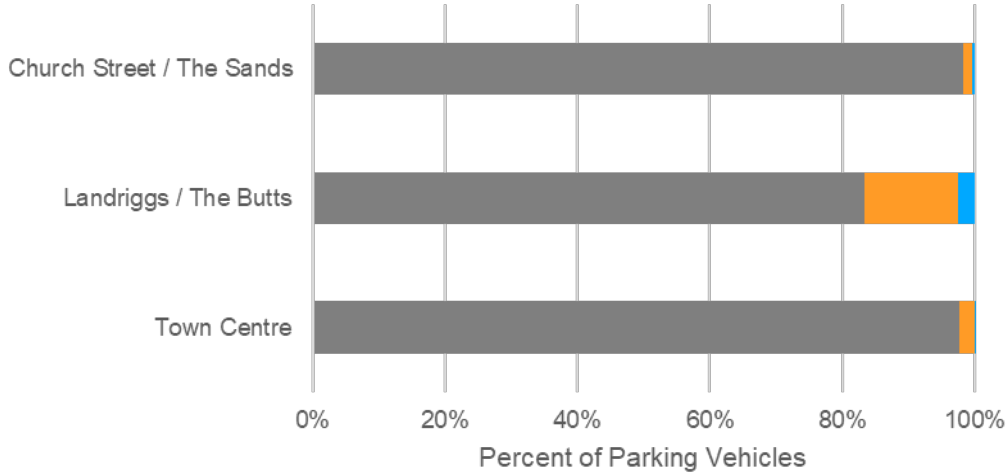
Key Point: The supply of disabled parking bays on High Street appears to be enough to support demand for disabled parking. However, there were times in the morning when all disabled bays on Market Street were fully occupied.

3.3 On-Street Resident Permit Usage

3.3.1 Parking Utilisation by Permit Type

Figure 3.6 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.

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	

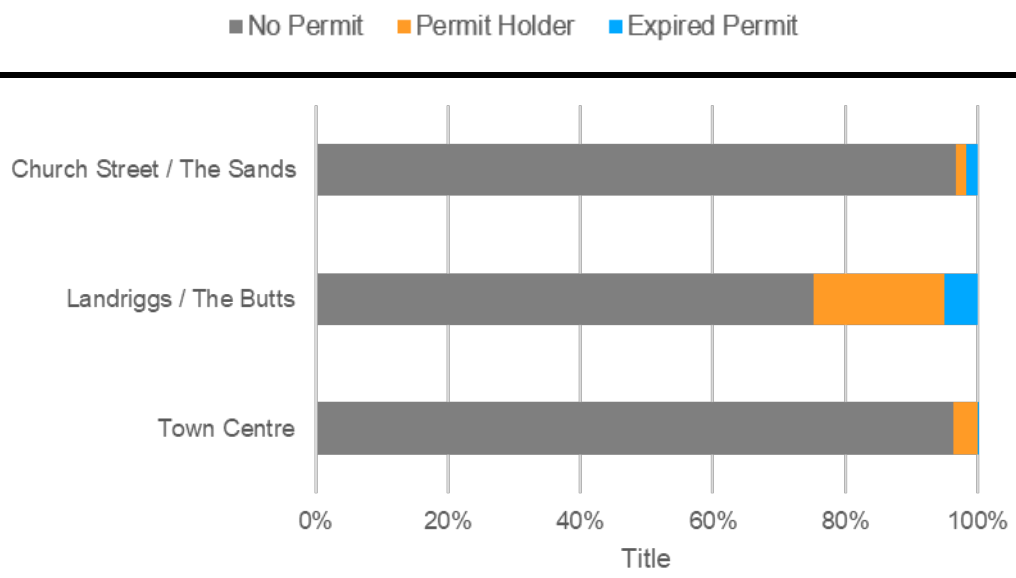
Survey Date	Percentage of vehicles parking in the surveyed cordon zones by permit usage
Saturday October 25, 2025	

Figure 3.6. 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.

3.3.2 Parking Utilisation by Permit Type and Time of Day

Figure 3.7 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.

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.

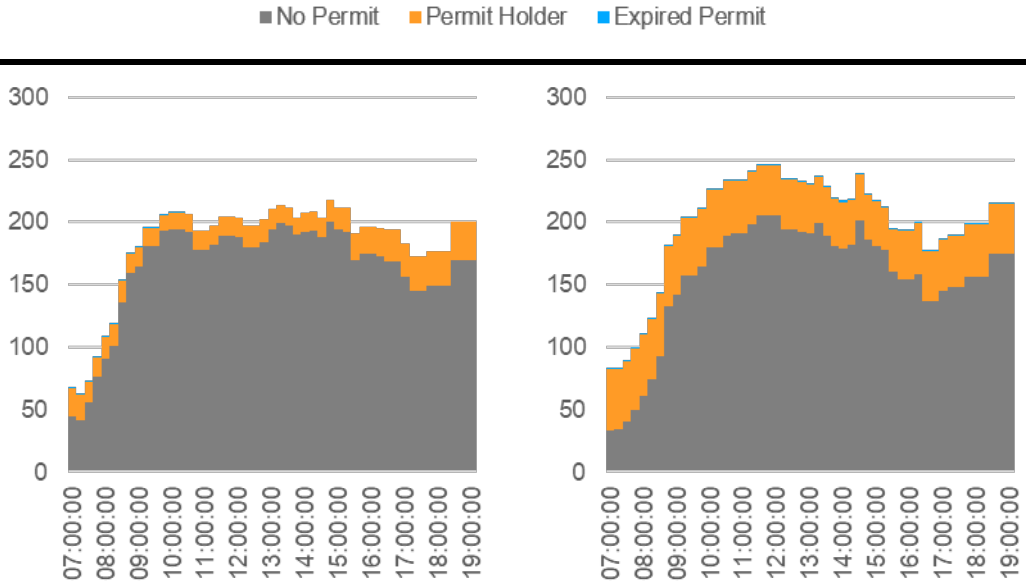
During the weekday survey, the proportion of vehicles parking within the zone was highest in the morning and evening, with the higher proportion of resident permit vehicles being 32 percent at the start of the survey at 07:00hrs, and 16 percent at 17:15hrs. The proportion of resident permit usage during 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.

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.

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.

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**

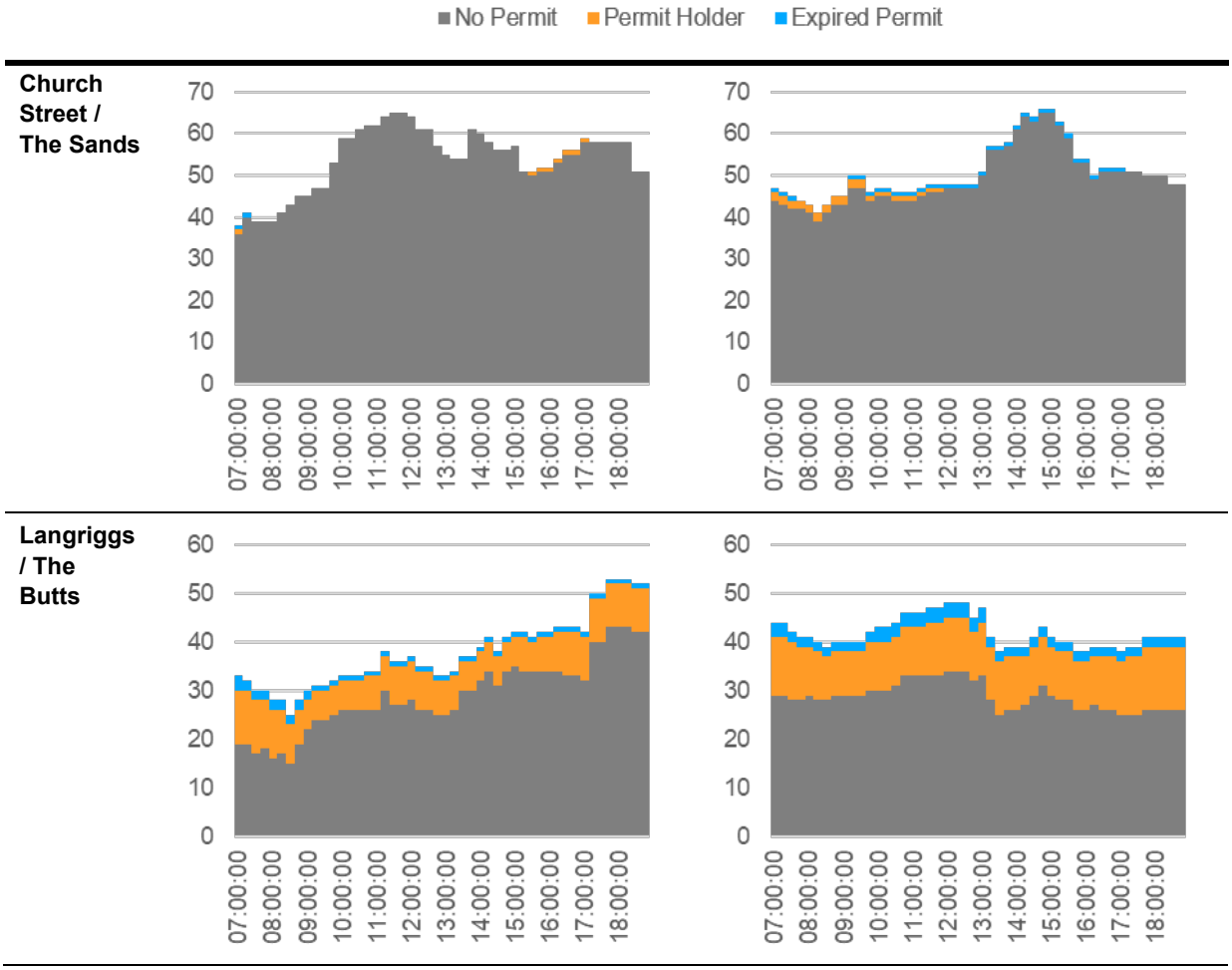


Figure 3.7: Estimated accumulated vehicles parking within the cordoned areas by time of day and by resident permit registration. (Based on October 2025 survey)

3.3.3 Town Centre Parking Duration by Permit Type

The cumulative distribution of parking durations in the town centre zone is shown in Figure 3.8. This is further broken down in Table 3.3. 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.

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.

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.

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.

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.

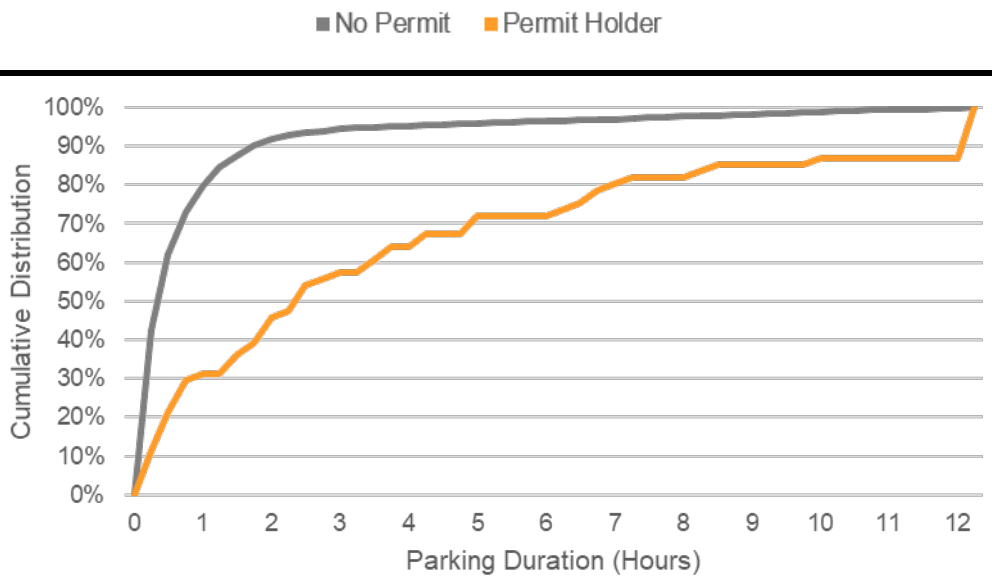
Survey Date	Cumulative Parking Duration on Surveyed Streets in Haddington Town Centre Cordon by resident permit registration
Thursday October 23, 2025	
Saturday October 25, 2025	

Figure 3.8. Cumulative Parking Duration on Surveyed Streets in Haddington Town Centre Cordon by resident permit registration (Based on October 2025 survey)

Table 3.3. 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	1,111	1,620	1,908	2,085	2,212	2,291	2,616
		% 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	1,035	1,473	1,652	1,807	1,919	1,989	2,278
		% 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%**

3.4 On-Street Parking Outside the Town Centre

3.4.1 Number of Spaces

Figure 3.9 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.

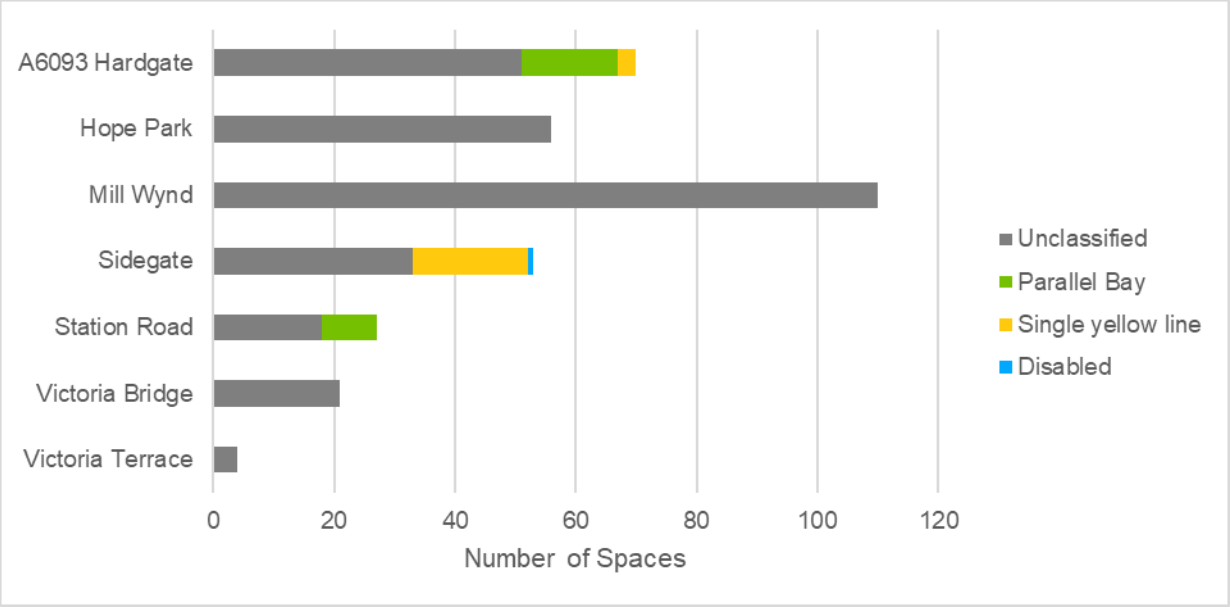


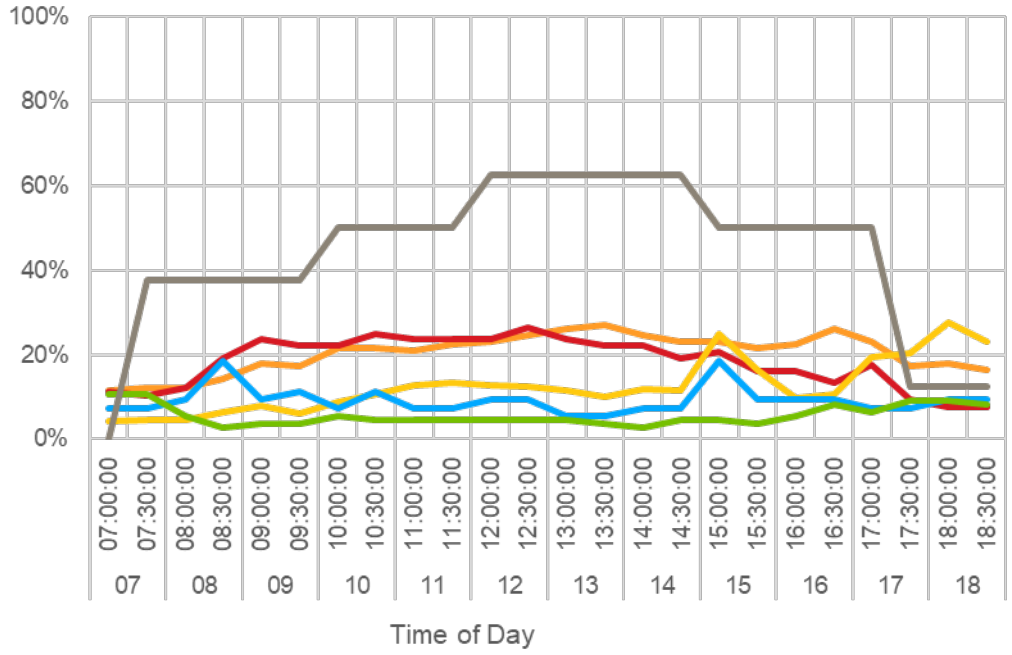
Figure 3.9. Number of legal parking spaces on the surveyed streets surrounding Haddington town centre (Based on October 2025 survey)

3.4.2 Occupancy Rate

Figure 3.10 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.

Survey Date	Parking Occupancy on Surveyed Streets Surrounding Haddington Town Centre

Thursday October 23, 2025



Saturday October 25, 2025

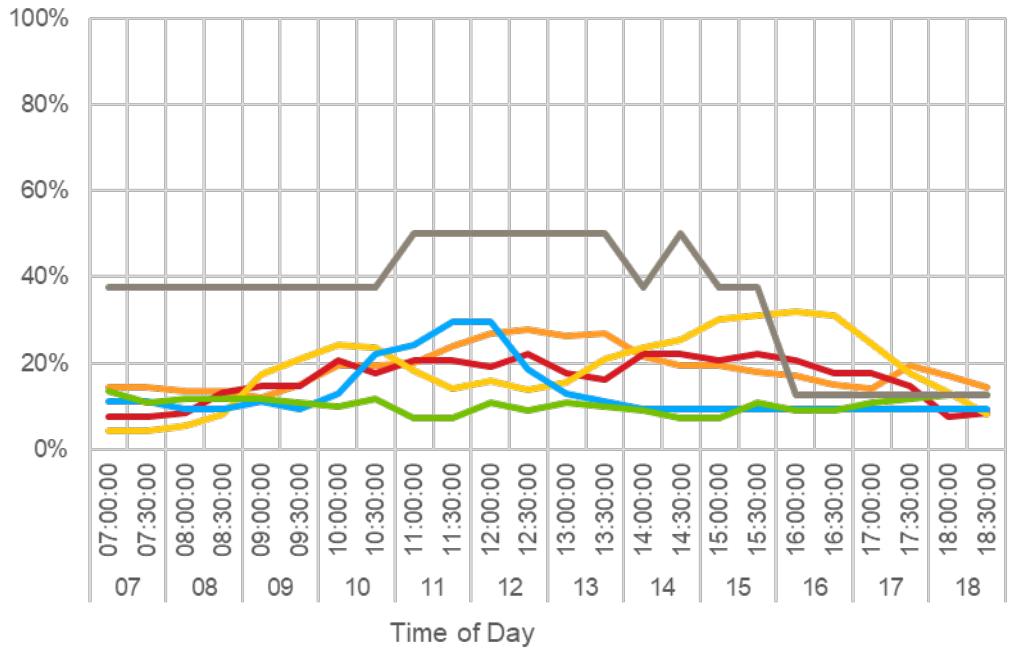


Figure 3.10. Parking Occupancy on Surveyed Streets Surrounding Haddington Town Centre (Based on October 2025 survey)

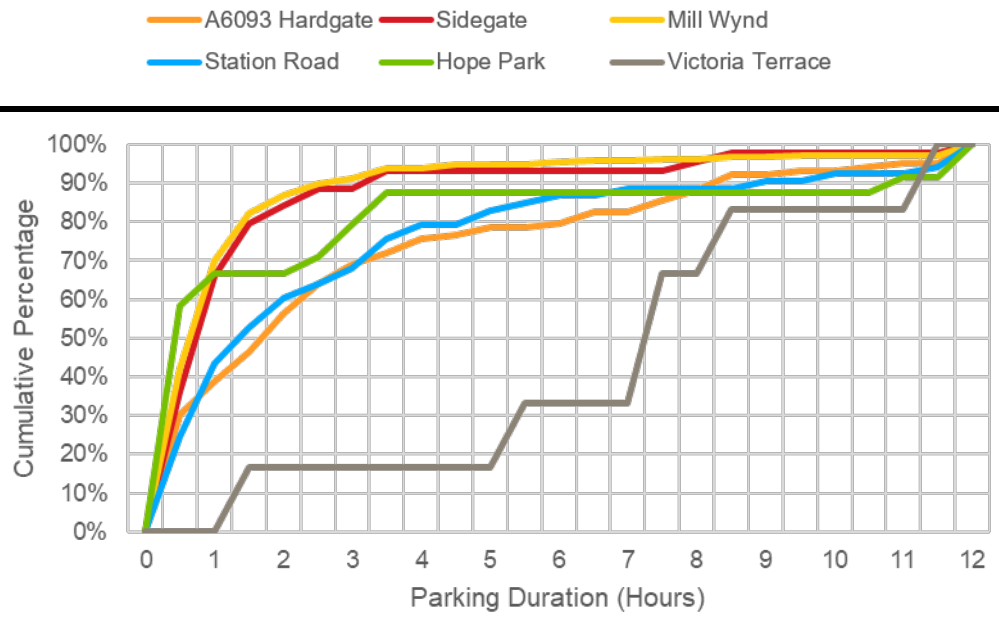
The occupancy pattern was relatively stable across the survey dates, which reflects the more residential nature of these streets. On the weekday, Station Road and Mill Wynd showed peaks in parking occupancy at around 08:30 and again at 15:30. The reason for these peaks is unclear but it could be related 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.

3.4.3 Duration

The cumulative distribution of parking durations on surveyed external streets is shown in Figure 3.11. 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.

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	Cumulative Parking Duration on Surveyed Streets Surrounding Haddington Town Centre
Thursday October 23, 2025	

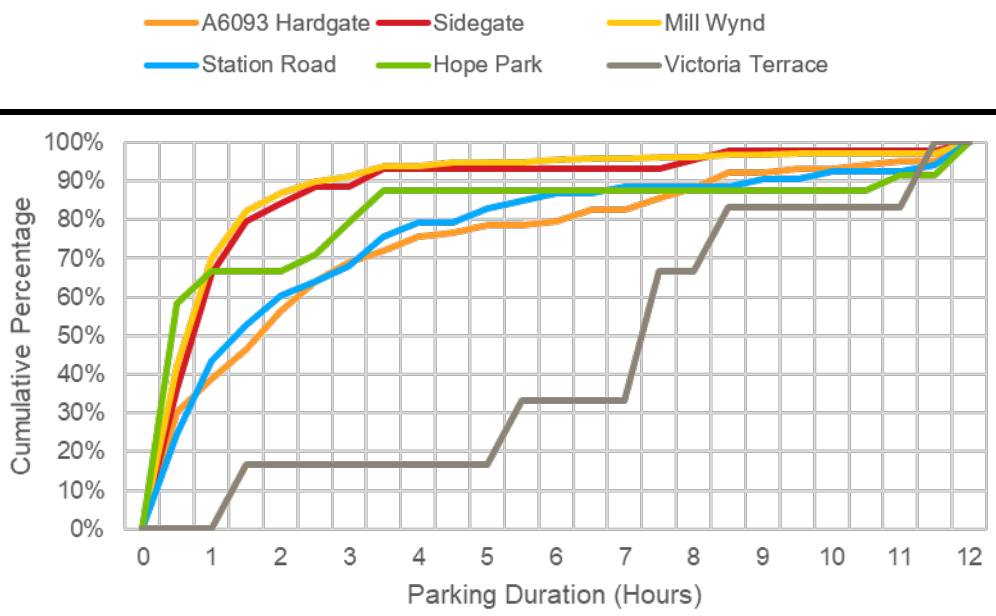
Survey Date	Cumulative Parking Duration on Surveyed Streets Surrounding Haddington Town Centre
Saturday October 25, 2025	

Figure 3.11. 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.

3.4.4 Illegal Parking

Figure 3.12 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

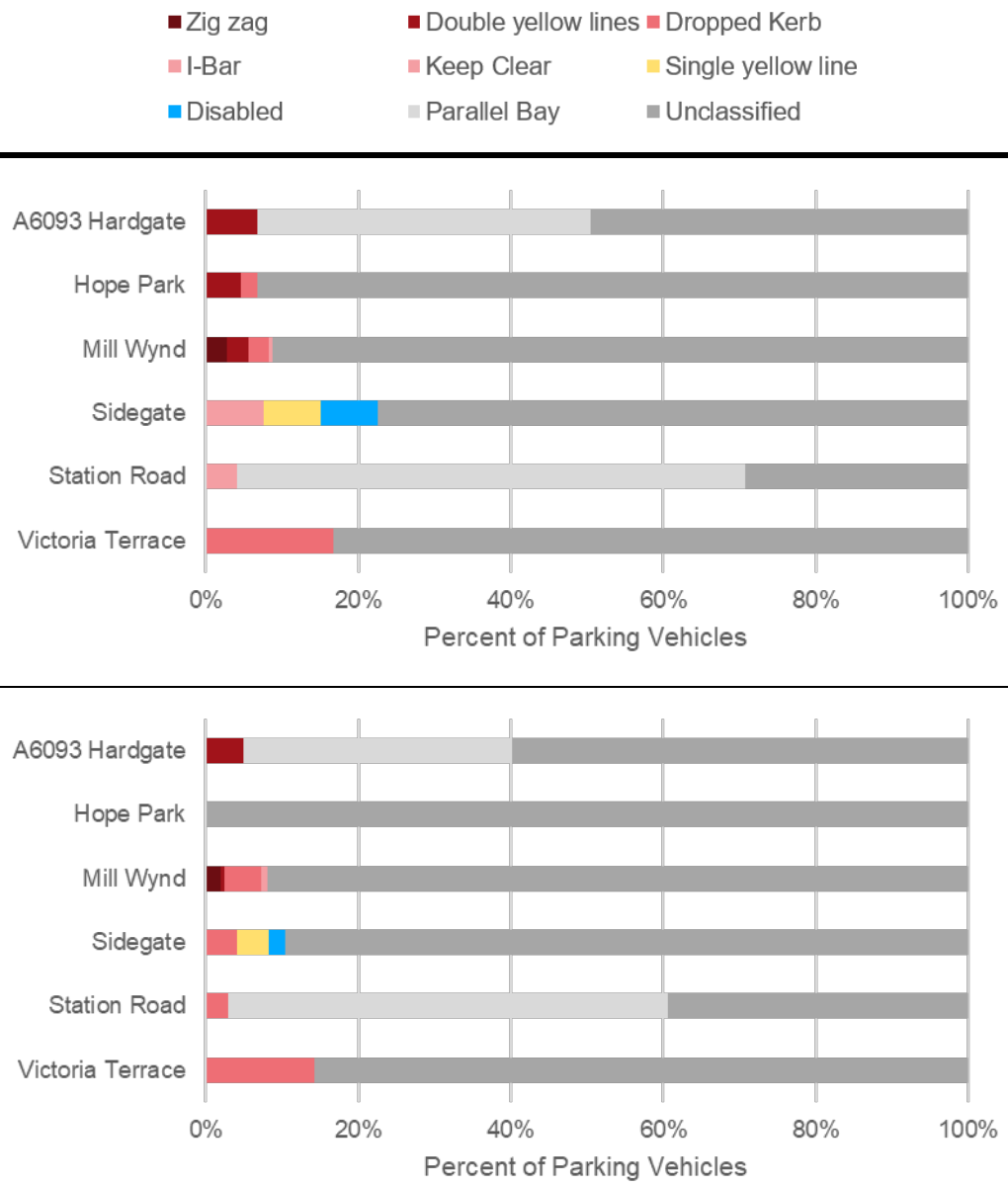


Figure 3.12. Proportion of Parked Vehicles by Kerbside Restriction on Surveyed Streets Surrounding Haddington Town Centre (Based on October 2025 survey)

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.

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.

4 Summary of Strategic Need

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 £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

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. 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.

Based on the analysis set out above a series of key problems and opportunities that form the strategic need have been identified and are set out in Table 4.1. These provide the rationale for intervention and for proceeding with the Preferred Parking Management Proposals for Haddington.

Table 4.1. 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.

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