Appendix H - Musselburgh Parking Demand Data Analysis

Job Name: ELC Parking Support Services

Job No: 332611186

Note No: Final

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Subject: **Musselburgh Parking Demand Data Analysis**

1. Overview

1.1.1. Musselburgh is a coastal town about eight kilometres east of Edinburgh City Centre with a population of around 21,000 people. It is the largest town in East Lothian. The town features a major local high street with a significant concentration of local convenience retail and large supermarkets. The town is served by both Musselburgh and Wallyford Railway Stations and has good bus connections to Edinburgh and other parts of East Lothian. Musselburgh is also home to Musselburgh Racecourse.

1.1.2. Musselburgh is a designated Air Quality Management Area, where a 21% reduction in transport emissions is being pursued through an Air Quality Action Plan. Additionally, Musselburgh's population rose by 7.7% between 2016 and 2017 and is forecasted to rise with 4,981 houses planned between 2019 to 2025. This will contribute to an increase in car journeys into Musselburgh, leading to a higher demand for parking while the number of parking spaces will remain the same.

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

1.1.4. The following key parking restrictions are in place in Musselburgh:

- Most streets in East Lothian, which are generally located in residential or rural areas, have unrestricted parking.
- Off-street carparks at Fisherrow Harbour, Gracefield, Brunton Hall, Olive Bank Road, Shorthope Street, Millhill, Newbigging, Newbigging Church, and Town Hall 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. There are also several private pay-and-display car parks in the town centre located just south of the High Street.
- Various parking restrictions, including parking duration limits, single-yellow, double-yellow lines, are in place during the daytime on Mondays to Saturdays. These apply to several streets in the town centre and on the high street.

1.1.5. A set of problems and opportunities have been identified. The remainder of this section outlines the data and supporting evidence for each problem and opportunity identified.

- Multiple deprivation levels in the areas surrounding the High Streets, and particularly the main southern High Street are relatively high compared to other areas in Scotland overall.
- There is a higher public transport mode share and lower rate of household car ownership in Musselburgh, presenting an opportunity to support residents to travel within the town by public transport.
- Musselburgh High Street is a declared Air Quality Management Area, and nitrogen dioxide levels are much higher here than in other parts of the town.
- Musselburgh is well connected by several bus services within the town and has good bus connections to Edinburgh and East Lothian. There is an opportunity to encourage people to use public transport to access the town centre.
- Many of Musselburgh's residents can reach the town centre by either walking or cycling, presenting an opportunity to support active travel within the town.
- Footfall in Musselburgh town centre has fallen 30 percent between 2016 and 2022. This is a challenge to the vitality and viability of the town centre.
- Demand for certain off-street car parks in Musselburgh was high and the demand for parking exceeds the number of spaces available in some car parks closest to the town centre.
- There is some degree of pressure on parking spaces in the town centre streets, with occupancy rates being above 90 percent at peak times.
- A degree of illegal parking was observed on several streets in the town centre, posting a potential safety risk.

2. Parking Profile

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

Off-Street Parking

2.1.2. There are nine council-owned free carparks in Musselburgh. According to the East Lothian Parking Strategy, there are also three other identified major car parks in Musselburgh which are open to facility users and customers. There is one identified privately operated pay-and-display car park immediately south of the High Street. All are shown in Figure 1. The council-owned carparks provide a combined total of 392 off-street parking spaces. Most car parks are located within a five-to-ten-minute walk of either High Street section.

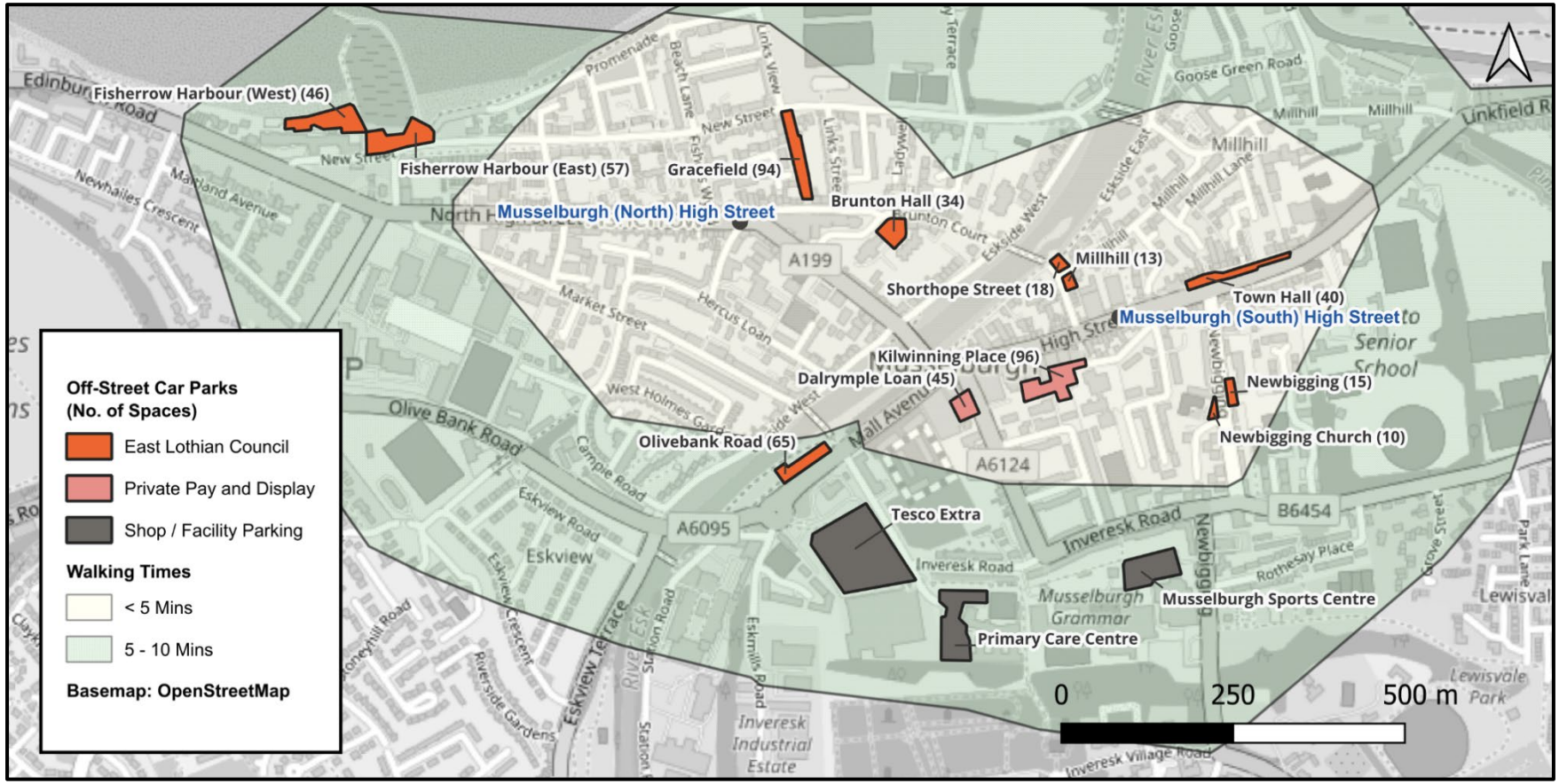


Figure 1: Off-Street carparks in Musselburgh. Number of spaces available shown in brackets. Information from East Lothian Council Parking Strategy 2018-2024

2.1.3. To understand the utilisation of off-street parking in Musselburgh, a series of entry and exit surveys and Automatic Number Plate Recognition (ANPR) surveys were undertaken at off-street parking locations around Musselburgh. The entry and exit surveys were commissioned by East Lothian Council and conducted on March 15, 2022. The ANPR surveys were conducted on May 25, 2023. The surveys were conducted on weekdays (Tuesday and Thursday), which would better represent a 'typical' parking demand.

2.1.4. Figure 2 shows the percentage occupancy of public carparks in Musselburgh Town Centre recorded in the 2022 entry-exit survey. This collection of surveys included car parks operated by ELC as well as car parks at Dalrymple Loan and Kilwinning Place, which are private pay-and-display car parks. Review of the survey outputs showed likely data reliability issues with entry-exit surveys at Kerr's Wynd, Gracefield, Brunton Hall, Shorthope Street, and Fisherrow Harbour car parks, and these have been excluded from the analysis of the 2022 survey data. These surveys experienced survey design and/or collection issues that meant that the survey did not fully count all vehicles entering and leaving the car parks, as they may

have entered/exited from a different access point not covered by the survey. In the case of Brunton Hall, the data collection inadvertently counted vehicles passing through the car park to reach another location outside of the public car park. Therefore, the data collected at these locations is not considered reliable.

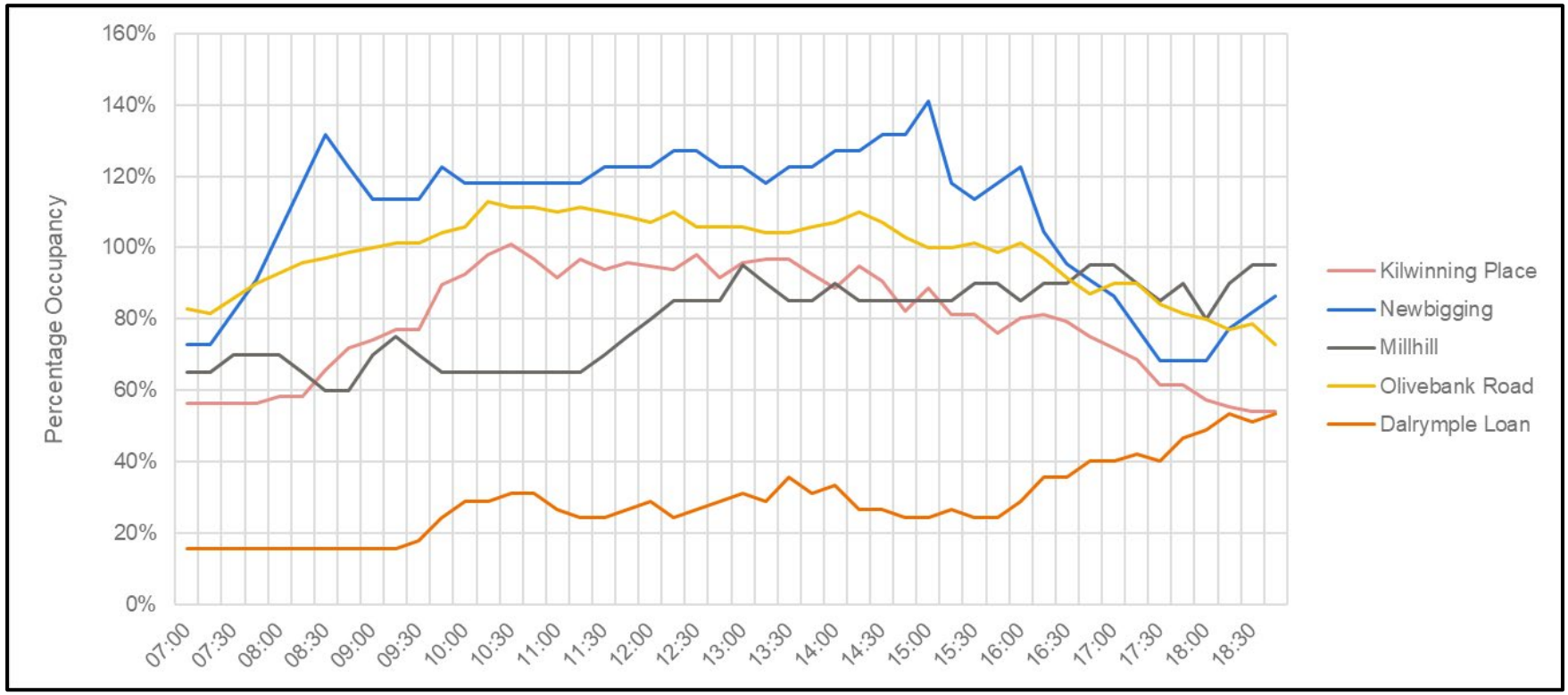


Figure 2: Occupancy of off-street carparks in Musselburgh town centre in entry-exit survey conducted March 15, 2022

2.1.5. Following the data collection issues experienced in 2022, another round of surveys for Gracefield, Fisherrow Harbour, and Olive Bank Road car parks was conducted in 2023 using an ANPR survey. Figure 3 shows the percentage occupancy of Musselburgh Town Centre car parks covered in the 2023 ANPR survey. Note that Olive Bank Road car park was covered again in the 2023 ANPR survey. Surveys for Kerr's Wynd, Brunton Hall, and Shorthope Street were not repeated in 2023.

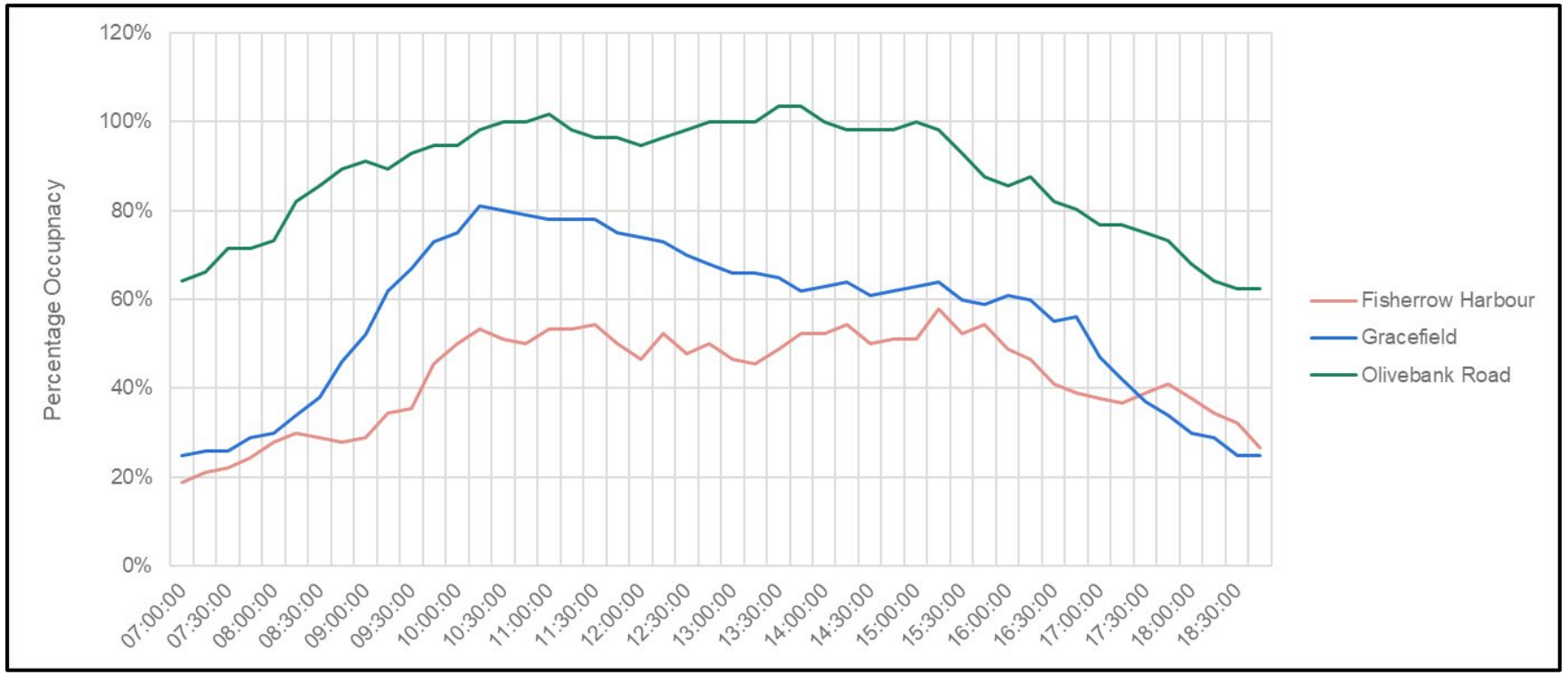


Figure 3: Occupancy of off-street carparks in Musselburgh town centre in ANPR survey conducted May 25, 2023

2.1.6. Three of the surveyed car parks exceeded full capacity at some point on the survey dates. These were Olive Bank Road, Newbigging, and Kilwinning Place. Of these, Olive Bank Road and Newbigging stayed above capacity for much of the surveyed period. This indicates demand for spaces is exceeding supply for these carparks. The occupancy rate exceeding the actual capacity could be caused by the entry-exit survey counting method being based on counting vehicle movements in and out of the carpark. This means that vehicles may have entered the carparks but did not occupy a bay. One possible explanation for this is that some vehicles are entering the carpark area and waiting for a bay to become available. It is also possible that in some car parks, some people are parking in spaces that are not demarcated for parking.

2.1.7. Notably, demand was still high for parking at Kilwinning Place despite being a private pay-and-display car park. This indicates that despite there being alternative free parking locations nearby, there is enough demand for parking in this area that drivers are still willing to pay to park close to the High Street.

2.1.8. Newbigging Carpark and Olive Bank Road Car Park had an occupancy rate around 120 percent and 110 percent respectively for most of the day. Occupancy rates for these car parks begins to fall around 16:00pm, but many remained above or close to 100 percent capacity. Additionally,

parking occupancy at Kilwinning Place stayed close to 100 percent capacity between around 10:00am to 15:00pm, while Millhill's occupancy rate stayed above 80 percent from noon onwards.

2.1.9. The number of vehicles entering the car park did not exceed capacity at Fisherrow Harbour, Gracefield, Dalrymple Loan, and Millhill car parks. Particularly, Fisherrow Harbour and Dalrymple Loan never exceeded 60 percent capacity during the day. This means these car parks had much lower demand relative to the number of parking spaces there, and there was spare capacity. This is influenced by their distance from the core activity areas of Musselburgh. Fisherrow Harbour is the furthest car park from the High Street.

2.1.10. Demand for parking in the private pay-and-display car park at Dalrymple Loan was low, not exceeding 40 percent during the daytime. However, further investigation also shows this car park is mainly promoted by signage as customer parking for a nearby restaurant, potentially deterring other parking users and explaining why daytime demand at this car park is low but increases towards the evening.

Key Point: Off-street parking surveys show that demand for some off-street car parks in Musselburgh was high and the demand for parking is exceeding the number of spaces available in several car parks. There were several car parks with significant spare capacity on the survey dates. These were either private pay-and-display car parks or were located slightly further away from the town centre.

On-Street Parking

2.1.11. To understand the utilisation of on-street parking in Musselburgh, an on-street parking beat survey was conducted. The surveys were commissioned by East Lothian Council and conducted on six days between March 24 and April 6, 2022. Surveys were conducted on Tuesdays and Thursdays, thereby better representing 'typical' parking demand. The survey covered the streets shown in Figure 4 and are listed below in Table 1. Due to the number of streets surveyed, eight town centre streets have been specifically selected for a more focused analysis and review. These are marked with a star and bold text.

Table 1: List of Streets included in the On-Street parking beat survey - March and April 2022

• Balcarres Place • Balcarres Road • Beach Lane • **Bridge Street*** • Bush Street • Bush Terrace • Cairds Row • Campie Lane • Carlyle Place • Dalrymple Loan • Downie Place • Edinburgh Road • Eskdale Mews • Eskside East	• Hercus Loan • **High Street*** • Inveresk Road • James Street • Kerr's Wynd • Kilwinning Place • **Kilwinning Street*** • Kilwinning Terrace • Ladywell • **Ladywell Way*** • Linkfield Road • Links Avenue • Links Street • Links View	• Mansfield Road • Market Street • Millhill • Millhill Lane • Mountjoy Terrace • New Street • **North High Street*** • Promenade • Shorthope Street • **South Street*** • Stoneybank Terrace • Watt's Close • Whitehill Farm Road

• Eskside West • Eskview Terrace • Fishers Wynd • Goose Green Road • Gracefield Court • Harbour Road	• **Lochend Road North*** • **Lochend Road South*** • Mall Avenue • Manse Lane • Mansfield Avenue • Mansfield Place	

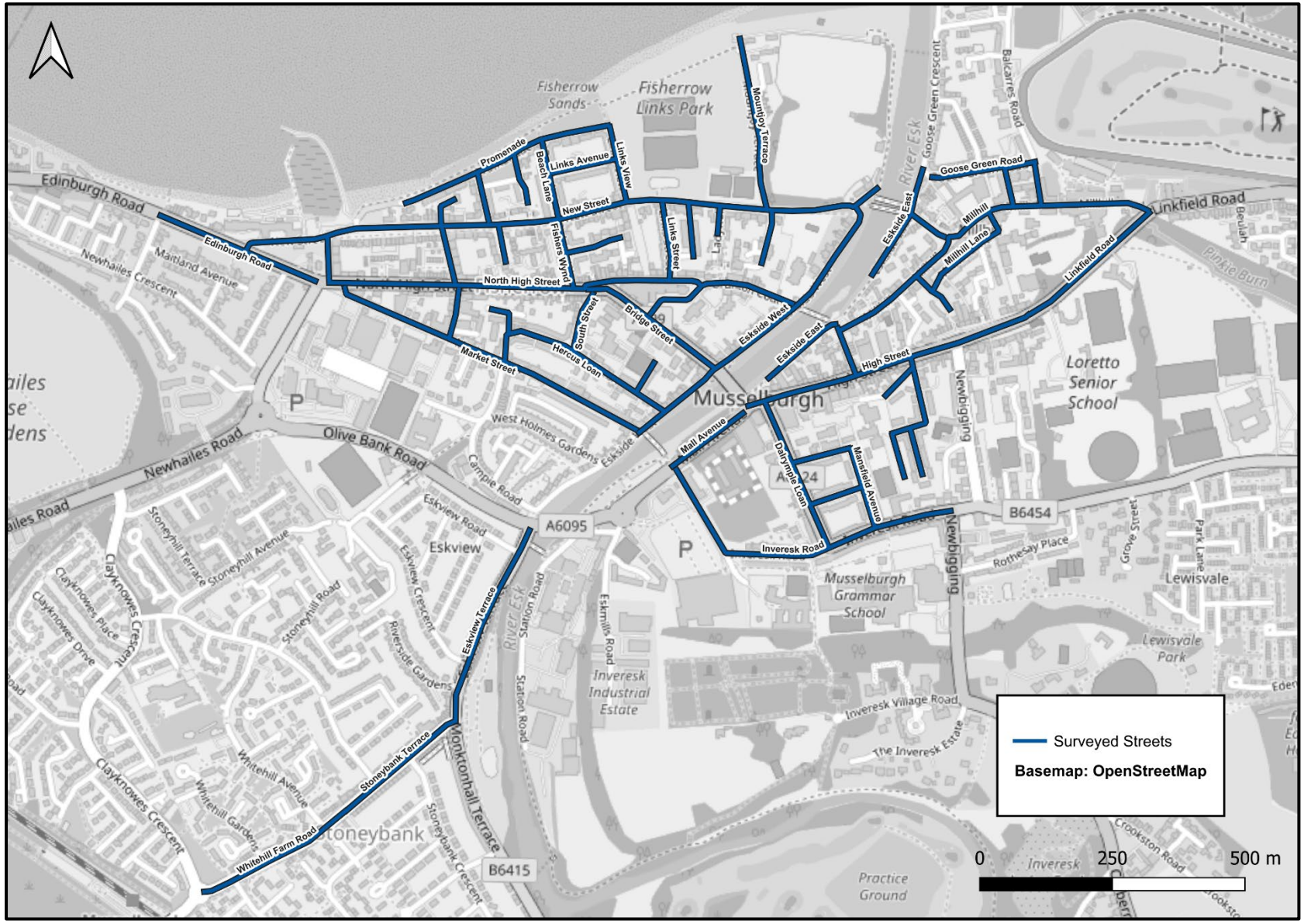


Figure 4: Locations of streets included in On-Street parking survey

Number of On-Street Spaces

2.1.12. Figure 5 shows the number of legal waiting and parking spaces of the surveyed streets in Musselburgh, organised by the restriction type. New Street has the largest total number of parking spaces, but this is because New Street was one of the longest single streets recorded in the survey. Notably, there about 101 parking bays on the High Street, while North High Street had 100 parking spaces in either marked bays or unrestricted kerbsides. This represents a significant amount of capacity for on-street parking on those two streets.

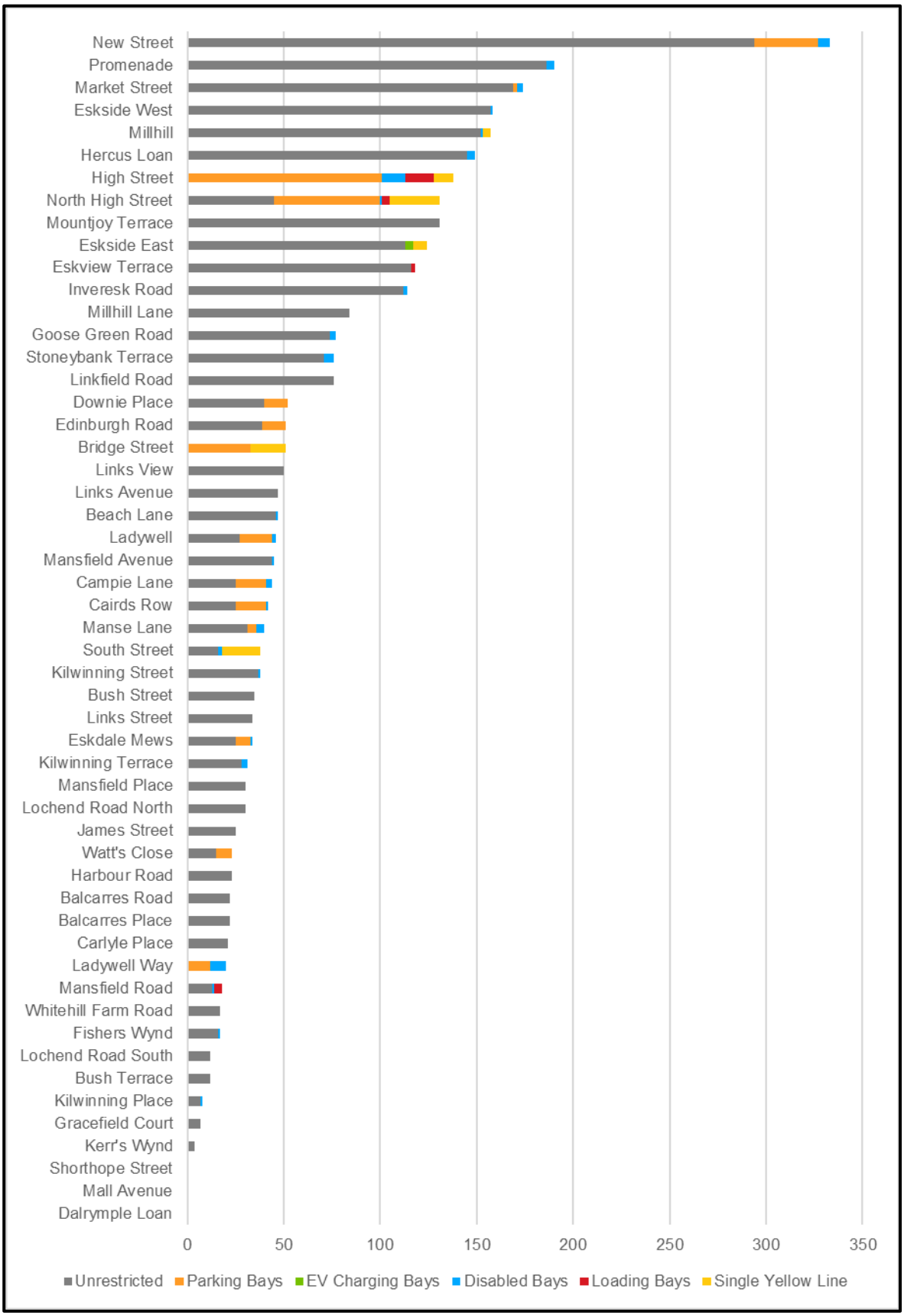


Figure 5: Number of legal parking spaces in Musselburgh Town Centre. Data from 2022 on-street parking beat survey

Occupancy Rate of On-Street Spaces

2.1.13. For the selected town centre streets shown in Table 1, Figure 6 shows the number of vehicles parking on surveyed streets in every 15-minute period between 07:00am and 19:00pm, as a percentage of legal parking spaces available. As above, this analysis excludes parking in dedicated disabled parking spaces, which are analysed separately. Parking in taxi ranks is also excluded.

2.1.14. Figure 7 shows the average occupancy rate on the surveyed streets between 07:00am and 19:00pm. This percentage reflects the number of vehicles parking on surveyed streets in every 15-minute period between, 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 and taxi ranks. Additionally, Figure 8 shows the maximum occupancy rate recorded during the survey, while Figure 9 shows the number of hours where the occupancy rate on that rate exceeded 80 percent.

2.1.15. The parking survey showed heightened pressure for on-street parking spaces on Bridge Street, High Street, Ladywell Way and North High Street. Average parking occupancies were not particularly high at 54 percent, 66 percent, 66 percent, and 69 percent respectively. However, the maximum recorded occupancy rate was above 90 percent for all these streets, with the High Street recording a 100 percent occupancy rate. On most of these streets, the peaks in parking demand only lasted for a couple of hours and they mostly occurred in the late morning and early afternoon. These streets are in the centre of Musselburgh and the focal point of activity in the town.

2.1.16. The streets with the highest overall average occupancies were Mansfield Road, Lochend Road North and Lochend Road South, with average occupancy rates being 114 percent, 93 percent, and 90 percent respectively. Parking occupancy on these streets stayed between 80 and 100 percent for most of the day. Lochend Road North and Lochend Road South are further from the High Street and are much more residential in nature. Therefore, these occupancy rates are likely reflecting the pressure on residents parking. Note that Mansfield Road is close to the High Street but is mostly residential in nature.

2.1.17. Occupancy rates on South Street stayed around 90 percent for most of the day between 09:00 am and 12:00pm. The street itself mostly comprises residential properties but is close to activity centres on North High Street and Bridge Street. This could reflect competing pressures for both residential and town centre visitor parking in this area.

2.1.18. All the other streets surveyed had much lower occupancy rates. On these streets, parking demand was well within the supply of spaces and does not exceed 80 percent occupancy. Additionally, the demand was consistent throughout the day with fewer peaks and troughs. This reflects their distance from the main shopping areas and their residential land-uses. The exception to this is Harbour Road. Parking occupancy rates here were normally less than 20 percent, but there were three sudden spikes in parking demand lasting less than one hour each. The peaks were around 10:00am, 13:30pm and 16:30pm. During these spikes, parking occupancy rose to around 80 percent of supply. The reason for this pattern is unclear.

Figure 6: Percentage of legal spaces occupied by parked vehicles on selected surveyed streets in Musselburgh Town Centre, by time of day

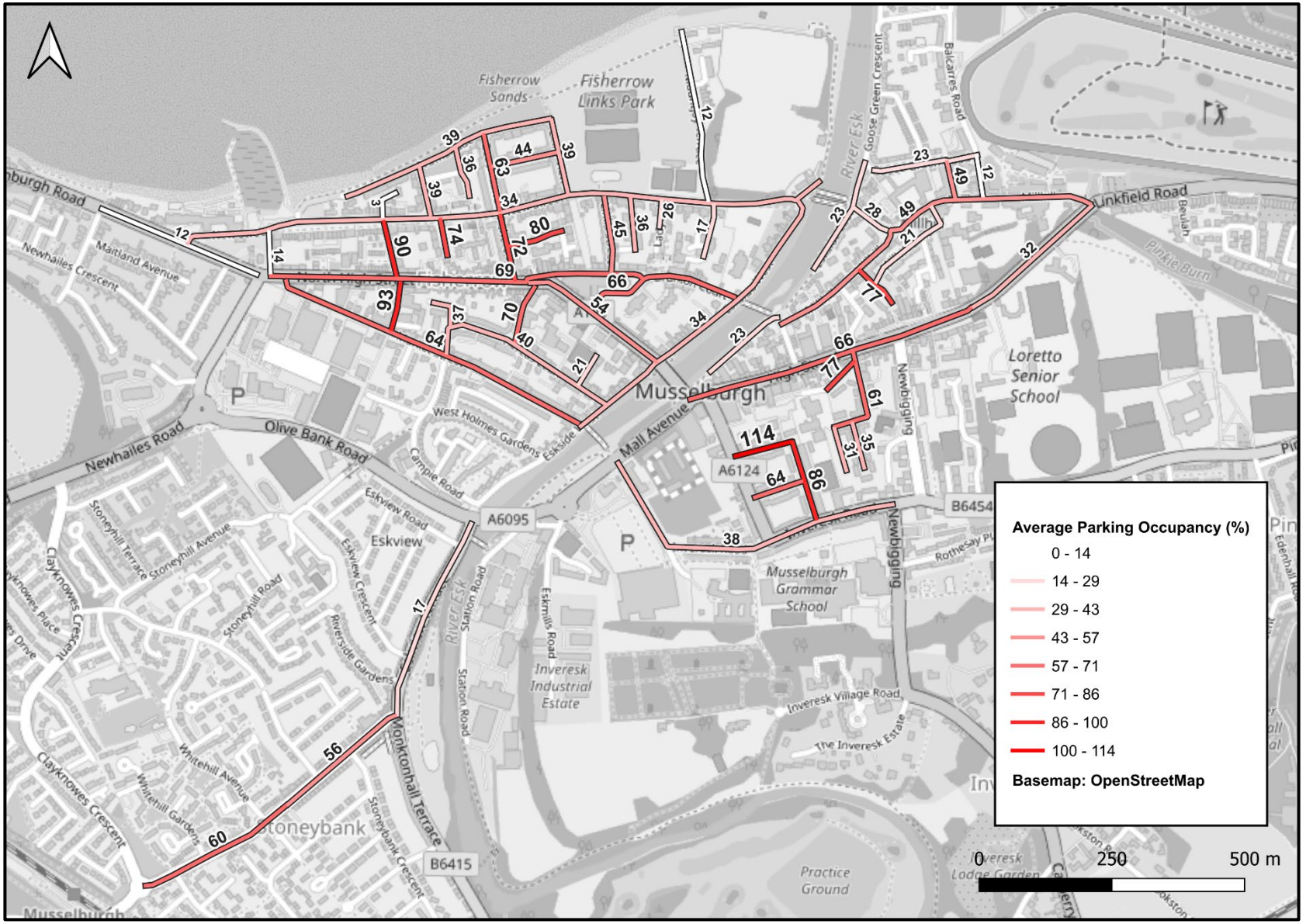


Figure 7: Average Occupancy Rate - Percentage of legal spaces occupied by parked vehicles on streets around Musselburgh Town Centre, by street

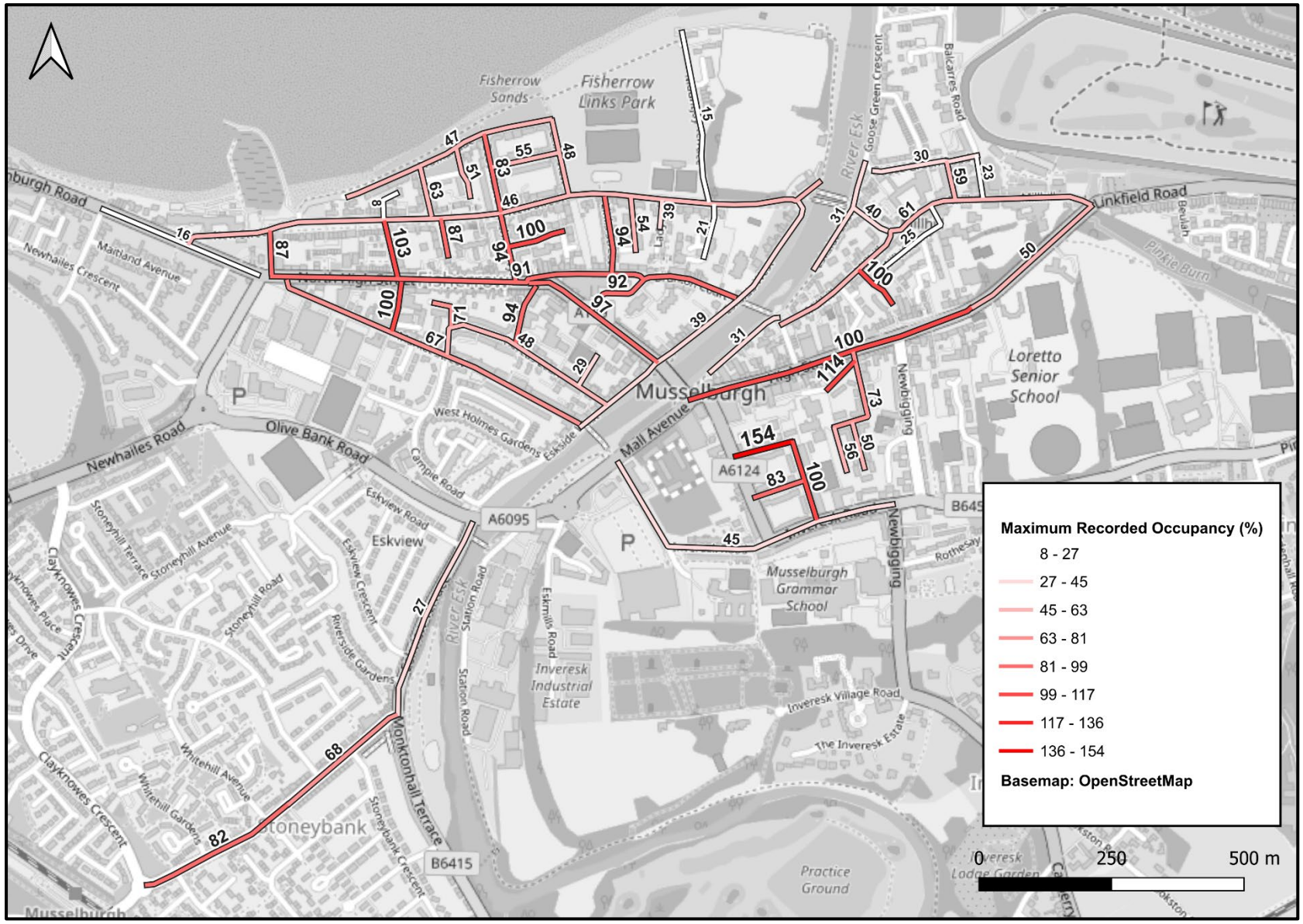


Figure 8: Maximum Occupancy Rate - Percentage of legal spaces occupied by parked vehicles on streets around Musselburgh Town Centre, by street

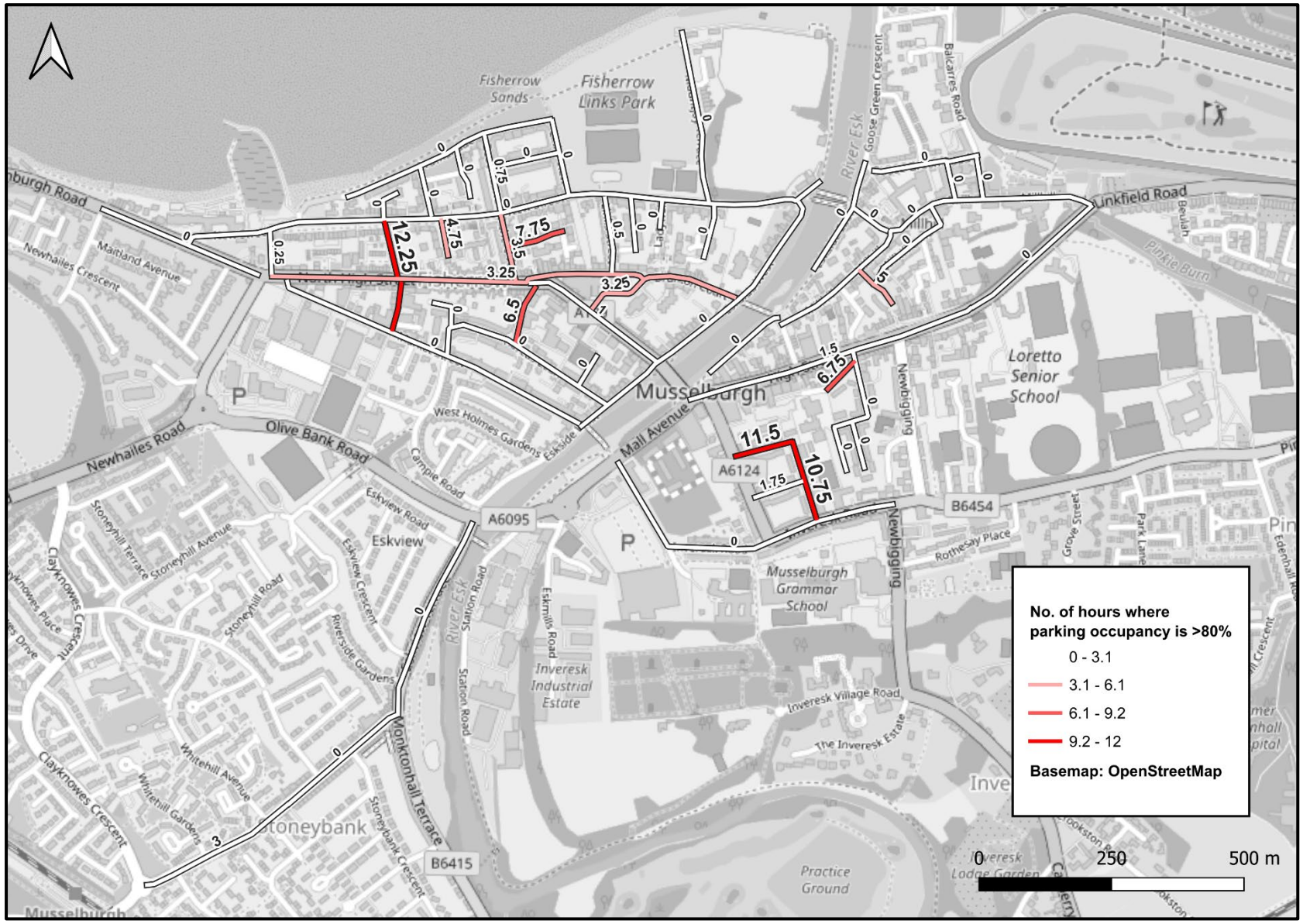


Figure 9: Number of hours where the occupancy rate is greater than 80 percent, by street

Key Point: 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. Although parking demand did not exceed maximum capacity at any of the surveyed streets in the town centre, parking occupancy on some of those streets went above 90 percent numerous times. Parking occupancy rates were also high on a few residential streets, reflecting some pressure on resident's parking.

Parking Durations in On-Street Spaces

2.1.19. The median parking stay duration on the surveyed streets is shown in Figure 10, while Figure 11 shows the 75th percentile of parking stay durations, indicating that 75 percent of all parking stays were less than that duration.

2.1.20. To show further detail on the main activity areas, the cumulative distribution of parking durations on surveyed streets close to the main activity centres is shown in Figure 12. This figure 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. The parking duration data is further broken down for the selected town centre streets only in Table 2 and Table 3.

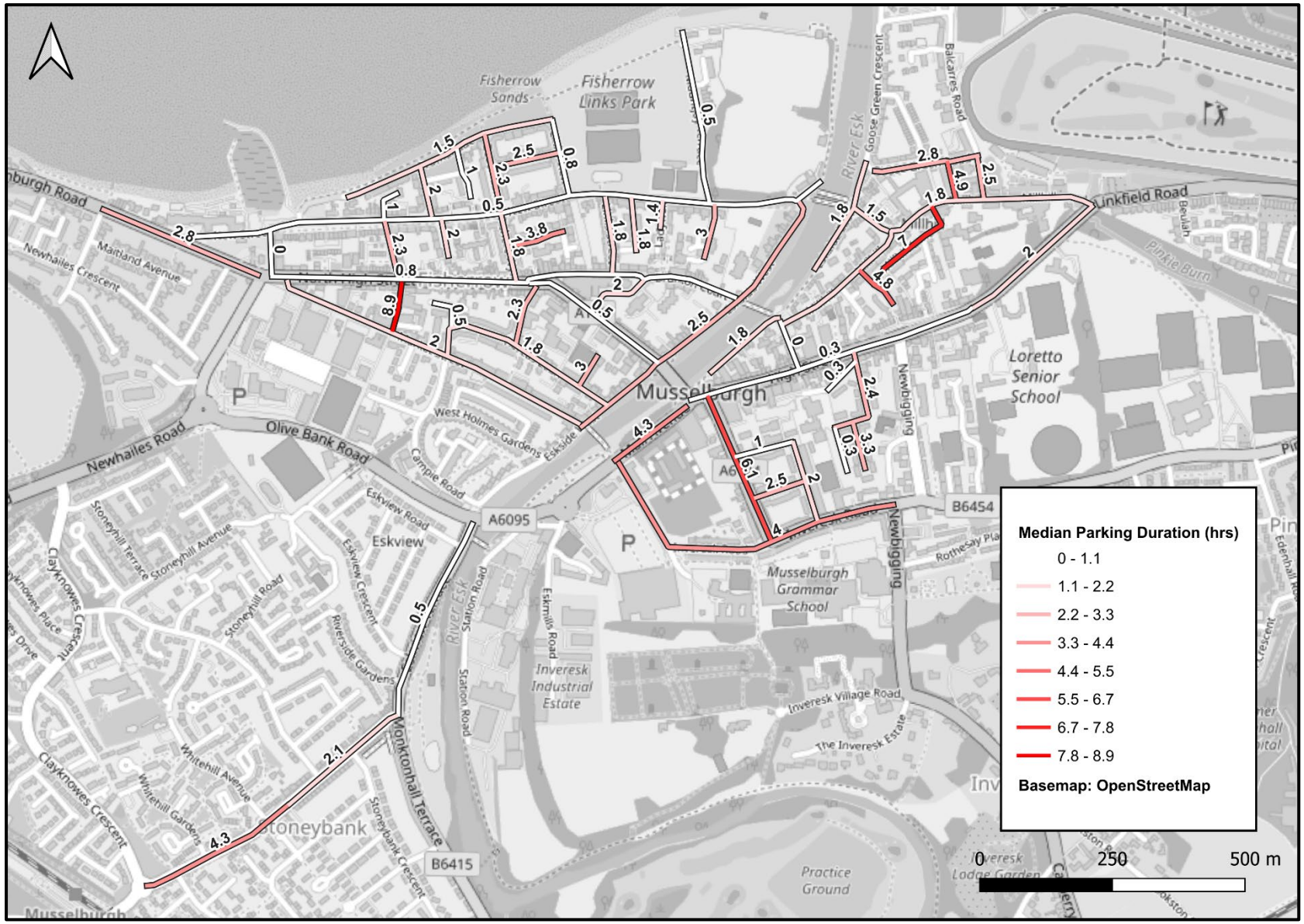


Figure 10: Median parking duration in hours, by street

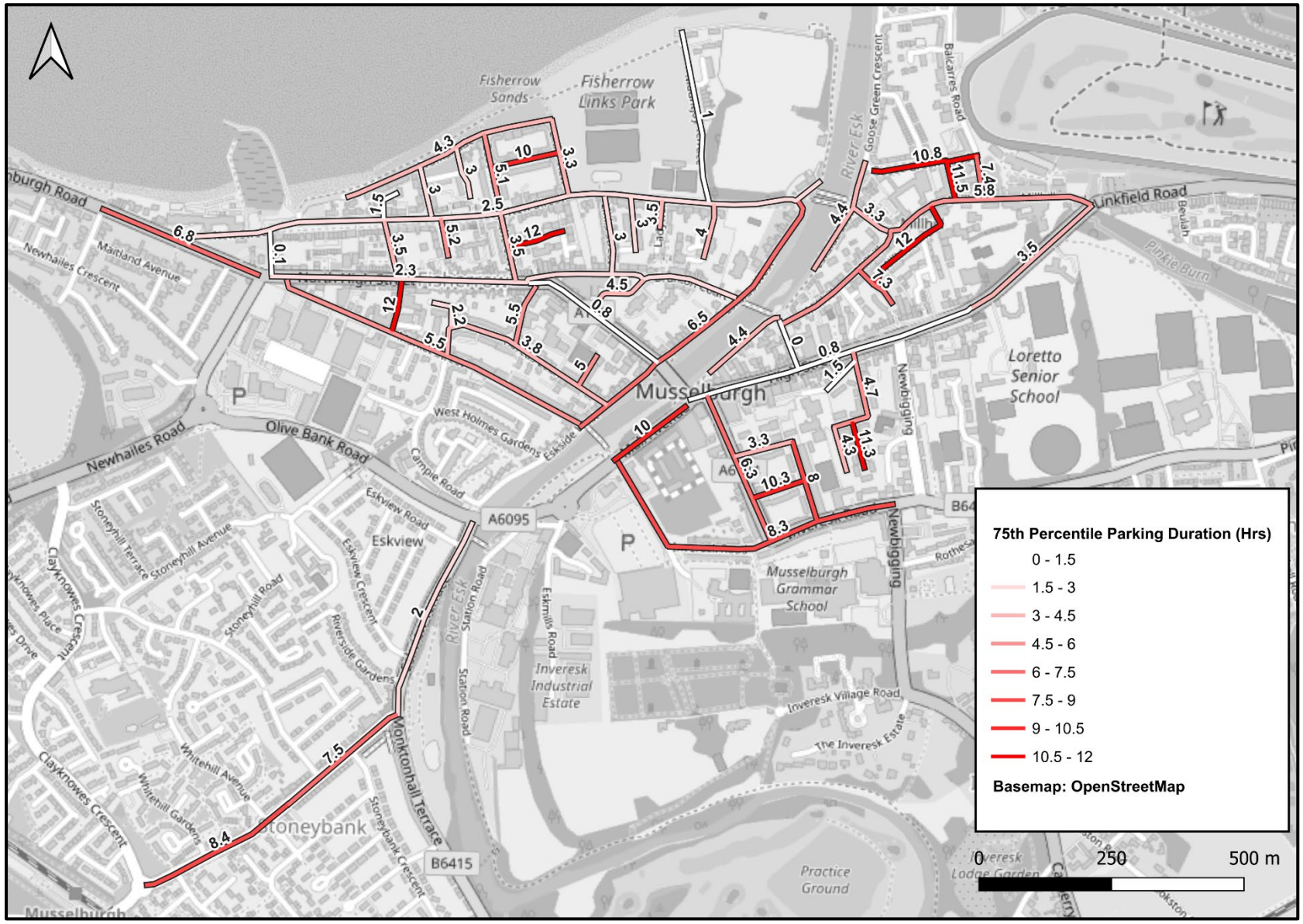


Figure 11: 75th percentile parking duration in hours, by street

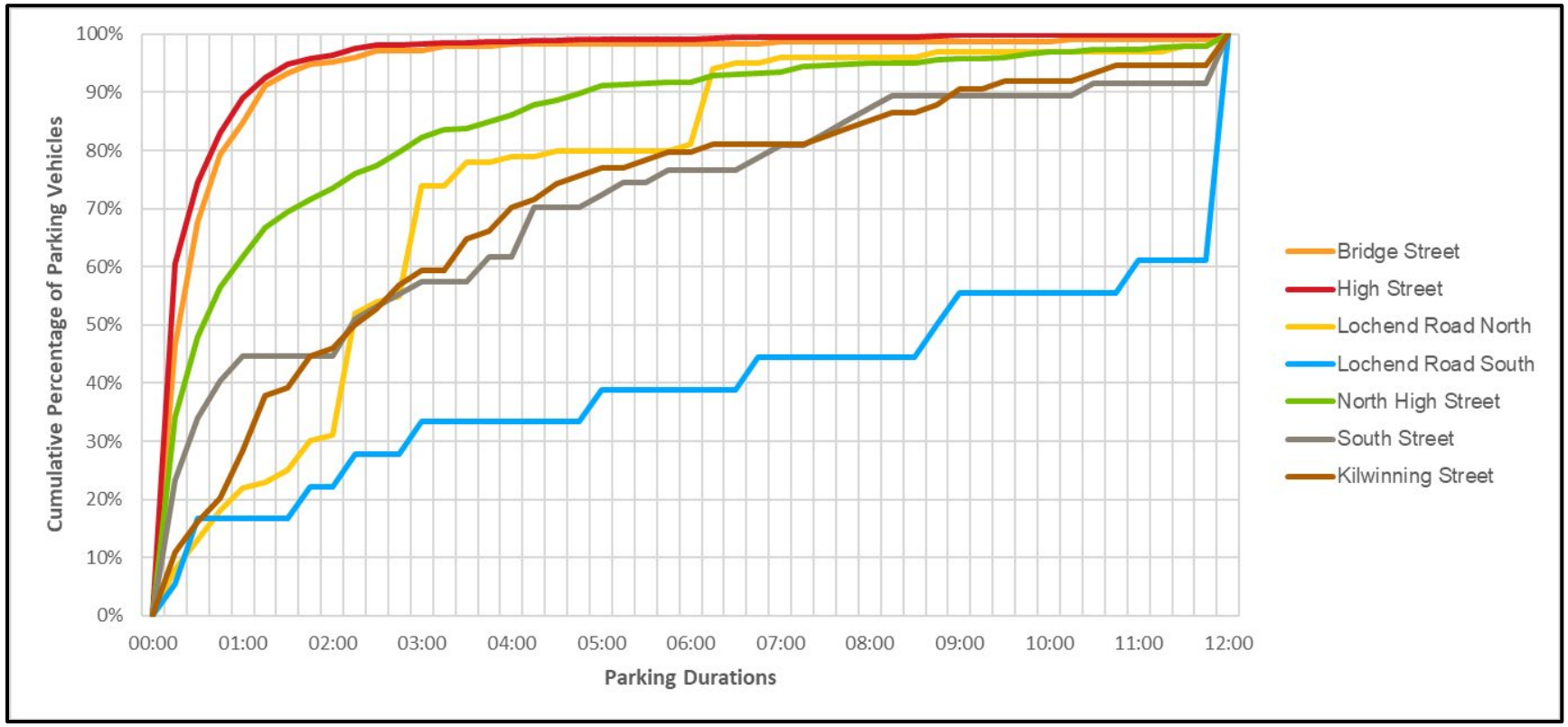


Figure 12: Cumulative Percentage of Vehicle Parking Durations in Musselburgh Town Centre

2.1.21. Overall, Figure 10 to Figure 12 show that people parking on town centre streets only stayed for a short time. On Bridge Street and High Street, 68 percent and 74 percent of vehicles respectively stayed for only 30 minutes or less. On the High Street, only around 11 percent of vehicles stayed for one hour or longer, representing a total of 137 vehicles on the survey date. Parking durations were slightly longer on North High Street, with the median parking duration here being 45 minutes.

2.1.22. Of the town centre streets, vehicles stayed parked for longest on Ladywell Way and South Street, where only six percent and 34 percent of vehicles respectively stayed for less than 30 minutes. Inversely, this also means that a greater proportion of vehicles parked for longer periods on North High Street, South Street, and Ladywell Way. On these streets, 49 percent, 27 percent, and 55 percent of vehicles respectively were parked for longer than two hours. Notably, Ladywell Way has a restricted parking duration of 90 minutes but compliance with the posted restrictions was low, with only 37 percent of vehicles parking within this time.

2.1.23. The longest median parking durations were recorded on Lochend Road South, Millhill Lane, and Dalrymple Loan, where the median parking duration was 8.9 hours, 7 hours, and 6.1 hours respectively. Notably, there is no legal parking provision on Dalrymple Loan, which indicates some vehicles were parked illegally on these streets for many hours. As a general trend, the length of parking durations overall on residential streets further from the town centre was typically longer than those in the town centre streets. This would be expected as residents' vehicles are parked on the street.

Table 2: Number and percentage of surveyed vehicles by duration parked.

Street	Value	Minutes Parked						
		<15	<30	<45	<60	<75	<90	Total (<12hrs)
Bridge Street	Number of Vehicles	117	170	199	213	229	234	251
	% of Total Surveyed	**47%**	**68%**	**79%**	**85%**	**91%**	**93%**	**100%**
High Street	Number of Vehicles	751	924	1030	1105	1150	1179	1242
	% of Total Surveyed	**60%**	**74%**	**83%**	**89%**	**93%**	**95%**	**100%**
Ladywell Way	Number of Vehicles	1	3	7	12	17	18	49
	% of Total Surveyed	**2%**	**6%**	**14%**	**24%**	**35%**	**37%**	**100%**
Lochend Road North	Number of Vehicles	8	13	18	22	23	25	100
	% of Total Surveyed	**8%**	**13%**	**18%**	**22%**	**23%**	**25%**	**100%**
Lochend Road South	Number of Vehicles	1	3	3	3	3	3	18
	% of Total Surveyed	**6%**	**17%**	**17%**	**17%**	**17%**	**17%**	**100%**
North High Street	Number of Vehicles	170	239	281	307	332	346	498
	% of Total Surveyed	**34%**	**48%**	**56%**	**62%**	**67%**	**69%**	**100%**

Table 3: Number and percentage of surveyed vehicles parked by duration (in hours)

Street	Value	Hours Parked											
		0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
Bridge Street	Number of Vehicles	157	26	5	3	0	0	1	0	0	0	1	2
	% of Total Surveyed	**80.5%**	**13.3%**	**2.6%**	**1.5%**	**0.0%**	**0.0%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**1.0%**
High Street	Number of Vehicles	623	93	24	5	3	2	3	1	4	0	0	2
	% of Total Surveyed	**82.0%**	**12.2%**	**3.2%**	**0.7%**	**0.4%**	**0.3%**	**0.4%**	**0.1%**	**0.5%**	**0.0%**	**0.0%**	**0.3%**
Ladywell Way	Number of Vehicles	11	13	5	4	4	5	0	2	2	2	0	0
	% of Total Surveyed	**22.9%**	**27.1%**	**10.4%**	**8.3%**	**8.3%**	**10.4%**	**0.0%**	**4.2%**	**4.2%**	**4.2%**	**0.0%**	**0.0%**
Lochend Road North	Number of Vehicles	17	9	43	5	1	1	15	0	1	0	0	3
	% of Total Surveyed	**17.9%**	**9.5%**	**45.3%**	**5.3%**	**1.1%**	**1.1%**	**15.8%**	**0.0%**	**1.1%**	**0.0%**	**0.0%**	**3.2%**
Lochend Road South	Number of Vehicles	3	1	2	0	1	0	1	0	2	0	1	7
	% of Total Surveyed	**16.7%**	**5.6%**	**11.1%**	**0.0%**	**5.6%**	**0.0%**	**5.6%**	**0.0%**	**11.1%**	**0.0%**	**5.6%**	**38.9%**
North High Street	Number of Vehicles	223	59	44	19	25	3	9	7	4	6	2	13
	% of Total Surveyed	**53.9%**	**14.3%**	**10.6%**	**4.6%**	**6.0%**	**0.7%**	**2.2%**	**1.7%**	**1.0%**	**1.4%**	**0.5%**	**3.1%**
South Street	Number of Vehicles	17	0	6	2	5	2	2	3	1	0	1	4
	% of Total Surveyed	**39.5%**	**0.0%**	**14.0%**	**4.7%**	**11.6%**	**4.7%**	**4.7%**	**7.0%**	**2.3%**	**0.0%**	**2.3%**	**9.3%**

Key Point: Cars parked in the Town Centre only stayed for a short time, with 74 percent of cars on High Street staying for only 30 minutes or less. People parked for much longer periods on residential streets near the town centre, reflecting residents parking on those streets.

Illegal Parking

2.1.24. The percentage of all recorded vehicles stopped at non-permissible spaces is shown in Figure 13, with illegal stops for the selected town centre streets being broken down in Figure 14. The bars in:

- **Red** indicates the percentage of parking occurring in locations where not permitted.
- **Grey** indicates parking in permitted places.
- **Green** and **Blue** indicate the portion of vehicles stopping in bays dedicated for specific users or vehicles such as bus stops or disabled bays.

2.1.25. Non-permissible spaces are defined here as dropped kerbs and driveways, including those with or without white park markers, double yellow lines, keep clear markings and zig-zags at pedestrian crossings. 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.

2.1.26. There is some illegal parking occurring on many of the surveyed streets. Overall, Illegal parking rates surveyed were above 10 percent on North High Street, Lochend Road South, Lochend Road North, High Street, Gracefield Court, Darlymple Loan, Mansfield Road, Mansfield Avenue, and Kilwinning Place.

2.1.27. The highest percentage of illegal parking was recorded on Darlymple Loan, where all vehicles were stopped on double yellow lines. Further examination of the survey data shows that only two vans were recorded parking here. The rate of illegal stops on the High Street was relatively low at six percent. However, there were many stops recorded on the High Street, and the absolute number of illegal stops was quite high. A total of 71 illegal stops were recorded on the High Street, including 58 on double-yellow lines and 13 on zig-zag markings.

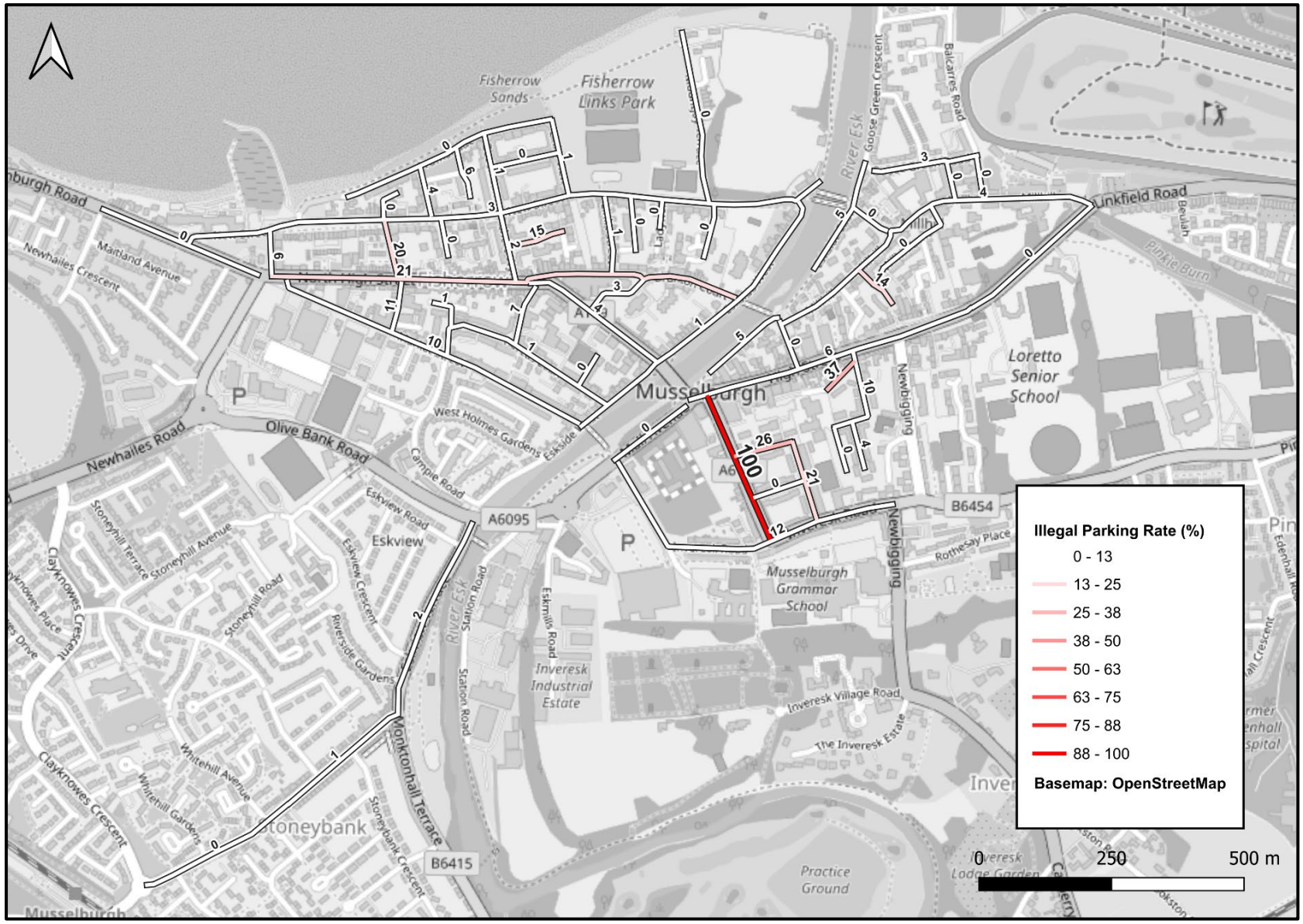


Figure 13: Percentage of stops on streets that are illegal during on-street parking survey, by street

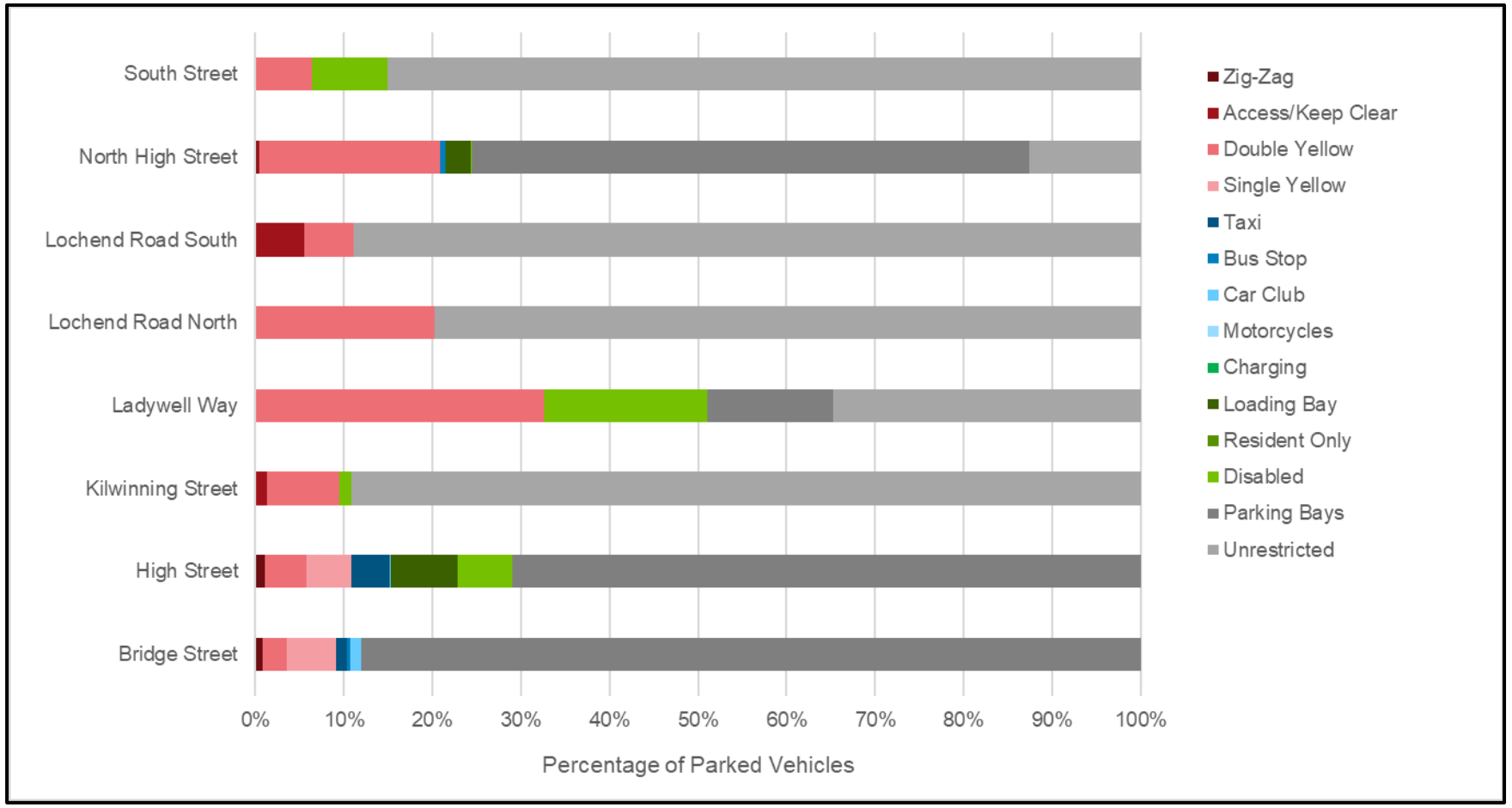


Figure 14: Percentage of vehicles parked in Musselburgh Town Centre by street and kerbside restriction

Key Point: During the on-street parking survey, some illegal parking in Musselburgh was observed. The highest rates of illegal parking was recorded on Lochend Road North, North High Street, Lochend Road South, High Street and Gracefield Court.

Loading and Unloading

2.1.28. Loading bays on Eskview Terrace, High Street, Mansfield Road, and North High Street were included in the beat survey. In total, 25 loading bays were surveyed, including two on Eskview Terrace, 15 on High Street, four on Mansfield Road, and four on North High Street. However, the nature of the beat survey meant no data was recorded on whether the bays were genuinely being used for loading, or if cars were parked in the bays. Figure 15 shows the occupancy rates of the surveyed loading bays.

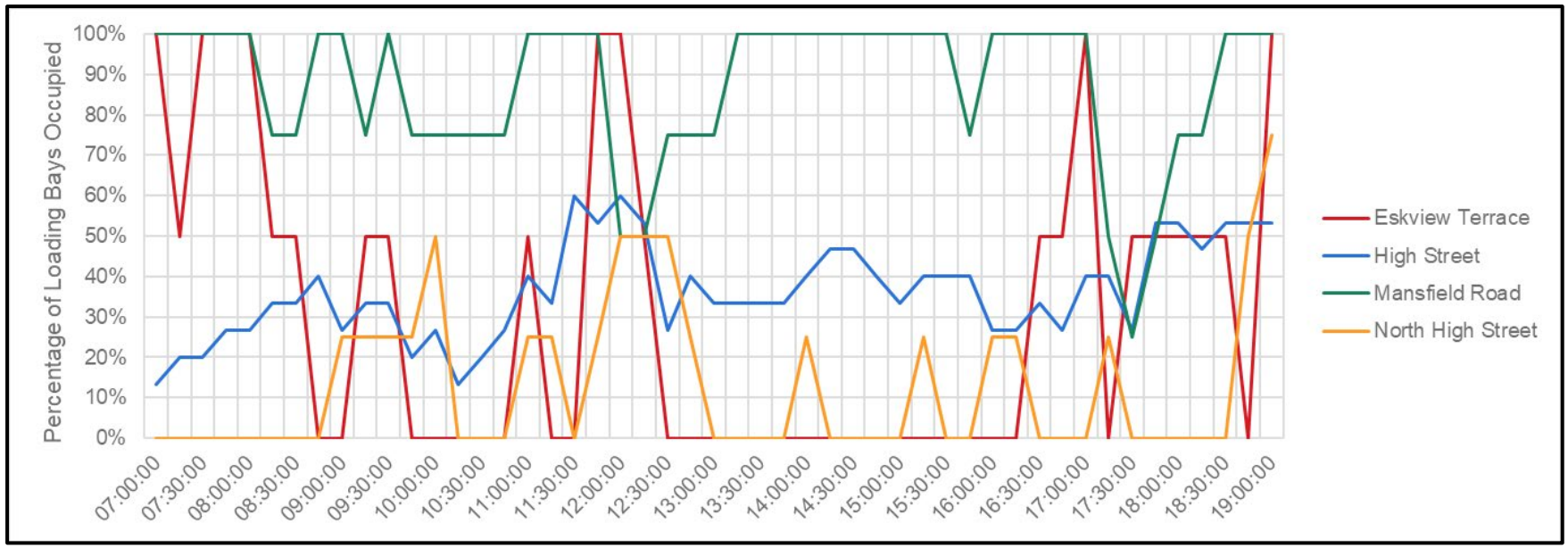


Figure 15: Occupancy of loading bays in Musselburgh by time of day

2.1.29. There was a large variance in the utilisation of loading bays. The loading bays on Mansfield Road had a high occupancy rate throughout the day, with the bays being completely occupied for many hours of the day. Interestingly, the average stopping duration on the Mansfield Road Loading Bays was around two hours and 24 minutes. This duration would suggest that some vehicles are parking illegally in the loading bays.

2.1.30. There are a significant number of loading bays on High Street and North High Street. Therefore, the occupancy rates of loading bays on these two streets is relatively low. North High Street's loading bays only exceed 50 percent occupancy at around 18:45pm. At all other times, there is always at least two available loading spaces on North High Street. High Street never sees the loading bay occupancy rate exceeding 60 percent capacity. Therefore, the supply of loading bays on the High Street is currently sufficient to meet demand for goods loading and unloading.

Key Point: Apart from potential abuse of Loading Bays on Mansfield Road, there is sufficient availability of loading bays on North High Street and High Street to meet demand.

Disabled Parking

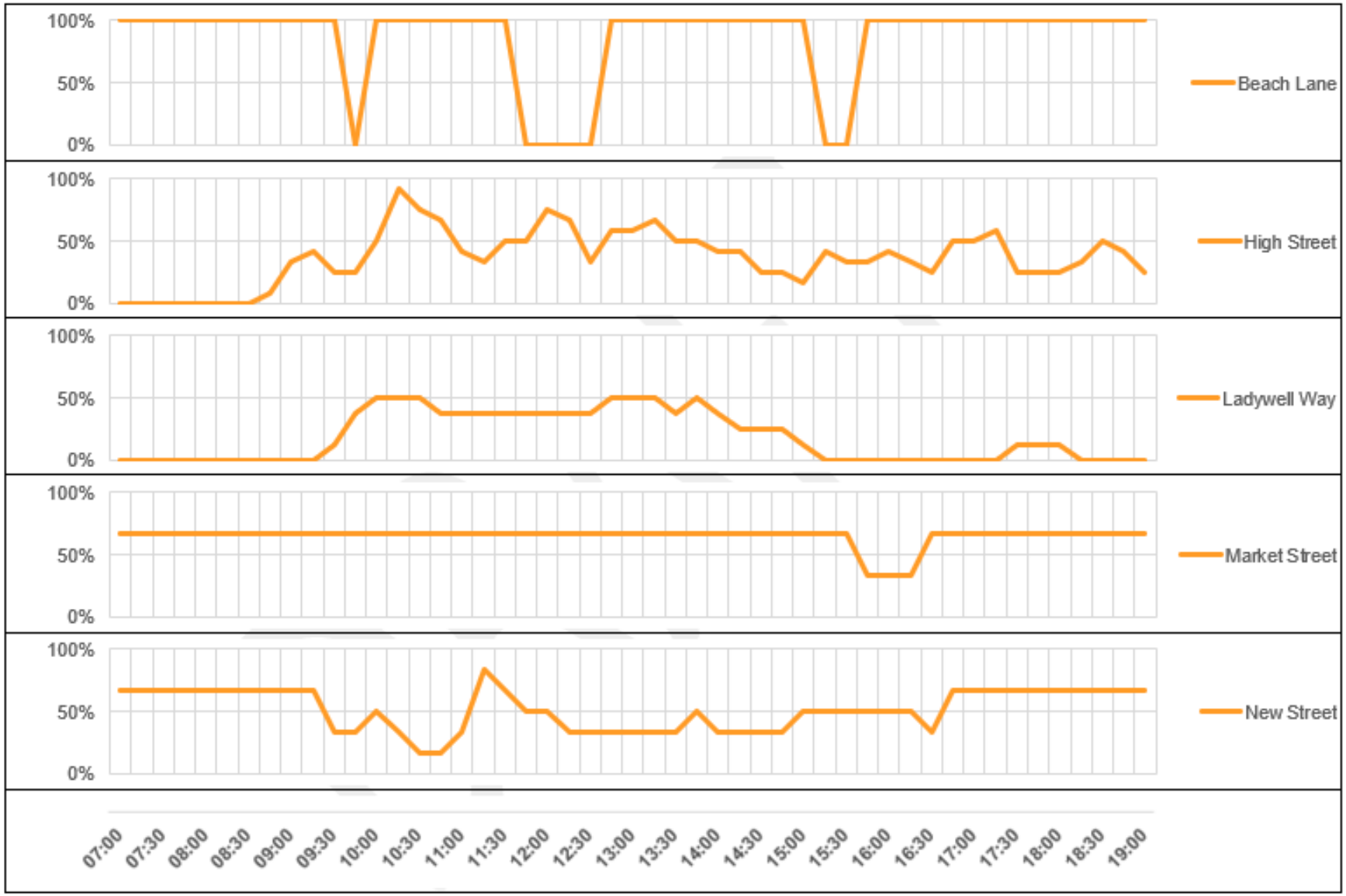
2.1.31. Figure 16 shows the occupancy of the disabled bays on the selected streets during the survey day, covering 37 disabled parking spaces.

2.1.32. For all the surveyed streets apart from High Street, disabled parking utilisation did not fluctuate significantly, and occupancy was very stable. This reflects how most disabled bays on these streets are on residential streets and typically intended for parking by disabled residents. If these parking bays are primarily for the use of disabled residents, the occupancy rates of these parking bays may not be relevant as this would depend on the travel patterns of the residents themselves, and it would be unlikely that other users attempt to park in these spaces.

2.1.33. On High Street, demand for disabled spaces was highest at 10:15am, with 91 percent of all disabled parking spaces occupied. From this point in the day, occupancy rates of the disabled bays fluctuated between 16 and 75 percent. This may appear to show that the supply of disabled spaces is enough to meet demand. However, the 12 disabled bays on the High Street are distributed along the length of the street, which is around 550 metres from end to end. It may be the case that although there are overall enough disabled bays across the street, demand for disabled bays in the central portion of the street would be higher. This is important to consider, as some disabled bay users with mobility issues may need to park closer to their destination and would not be comfortable walking the length of the street.

2.1.34. Turnover at the High Street disabled bays was high, with a turnover of 6.41 vehicles per space on the survey date. The average stay duration of disabled vehicles was only around 26 minutes, with the longest staying vehicle occupying the space for 2 hours and 15 minutes.

2.1.35. Interestingly, only one vehicle was recorded parking in the disabled bay on North High Street. The vehicle stayed for less than 15 minutes.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New Street
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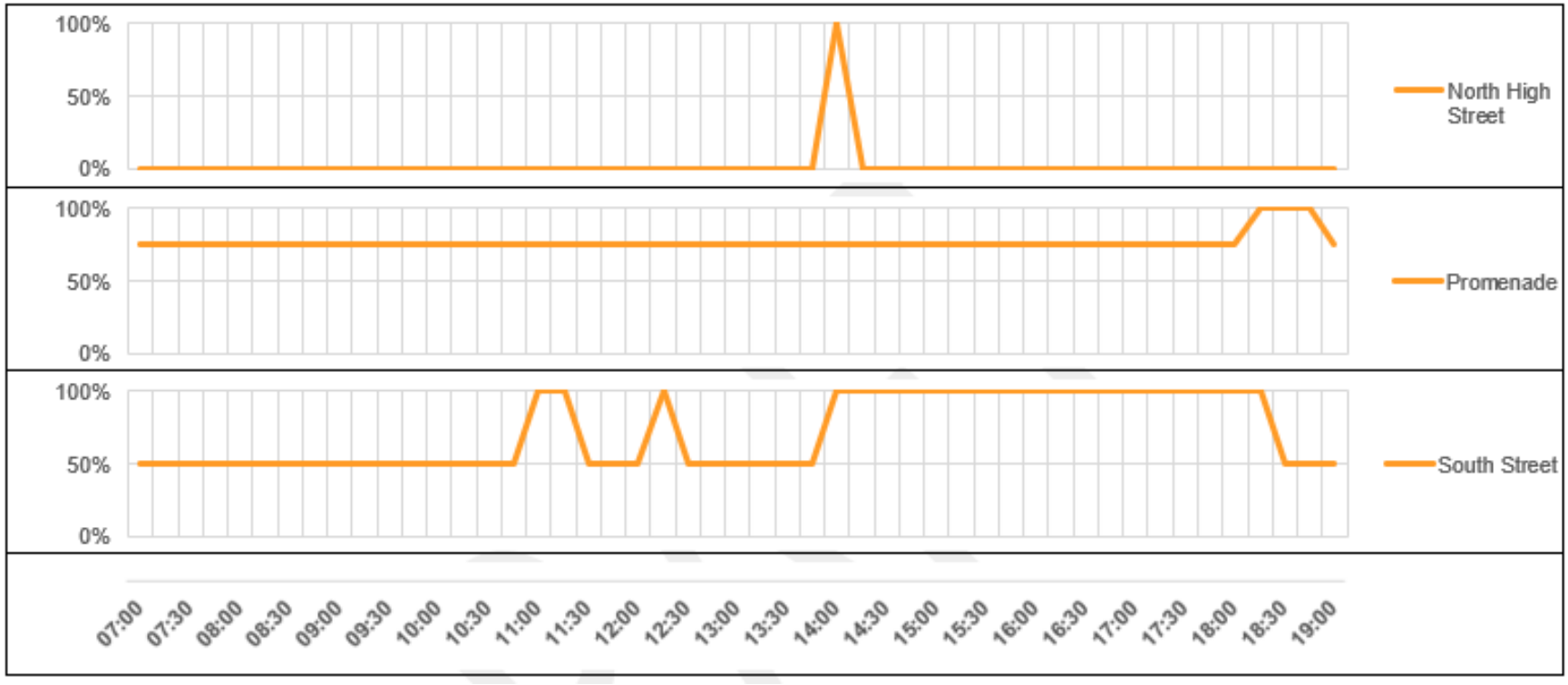

Figure 16: Disabled parking utilisation in Musselburgh town centre

Key Point: The supply of disabled parking bays on High Street appears to be enough to support demand for disabled parking. However, disabled parking is available along the length of the street and there may be more demand for spaces in the central portion of the street. Many of the disabled bays around Musselburgh Town Centre are primarily used by resident vehicles.

3. Overview of the Strategic Need

3.1.1. Off-street parking surveys show that demand for some off-street car parks in Musselburgh was high and the demand for parking is exceeding the number of spaces available in several car parks. There were several car parks with significant spare capacity on the survey dates. These were either private pay-and-display car parks or were located slightly further from the town centre.

Based on these findings, the following off-street measures are proposed:

- Off-street medium-stay parking at a cost of £0.50 per 30 minutes with a max stay of 6 hours at Kerr's Wynd, Shorthope Street, Ladywell, Newbigging and Musselburgh Sports Centre car parks. Sports centre users will be able to park free for up to 90 minutes.
- Off-street long-stay parking at a cost of £0.50 per 30 minutes with a max charge of £5 per stay on Olive Bank Road, Fisherrow Harbour, and Gracefield car parks.

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. Although parking demand did not exceed maximum capacity, parking occupancy on some town centre streets went above 90 percent numerous times. Parking occupancy rates were also high on a few residential streets, reflecting some pressure on resident's parking. Cars parked in the Town Centre only stayed for a short time, with 74 percent of people on High Street staying for only 30 minutes or less. People parked for much longer periods on residential streets near the town centre, reflecting residents parking on these streets. Based on these findings, the following on-street measures are proposed:

- On-street short-stay parking on North High Street (between Lochend Road North and South Street), South Street, Bridge Street and Ladywell Way. It is proposed short-stay charges will be free for the first 45 minutes, £1 for 75 minutes, and £2 for 90 minutes.
- On-street short-stay parking on High Street. It is proposed that short-stay charges will be free for the first 30 minutes, £1 for 60 minutes, and £2 for 90 minutes.
- On-street medium-stay parking at a cost of £0.50 per 30 minutes hour with a max stay of 6 hours. The medium-stay parking area will cover several streets in both east and west of the town, including parts of New Street, Promenade, Mountjoy Terrace, North High Street (between Ladywell Way and Eskside West), Millhill, and Linkfield Road.
- On-street long-stay parking zone at a cost of £0.50 per 30 minutes with a max charge of £5 per stay. The long-stay parking area will cover several streets in the west of the town, including parts of New Street, Market Street, and Eskside West.
- Introduction of two Residential Permit Parking zones. The eastern permit zone will cover most streets north of Inveresk Road and streets west of Loretto Senior School, up to the River Esk and the coastline. The western permit zone will cover most streets north of Olive Bank Road and streets east of Fisherrow Harbour, up to the River Esk and the coastline.

3.1.2. 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 4. These provide the rationale for intervention and for proceeding with the Preferred Parking Management Proposals for Musselburgh.

Table 4 Summary of Strategic Need

Problem / Opportunity	Evidence
Multiple deprivation levels in the areas surrounding the High Streets, and particularly the main southern High Street are relatively high compared to other areas in Scotland overall.	2020 Scottish Indices of Multiple Deprivation

Problem / Opportunity	Evidence
There is a higher public transport mode share and lower rate of household car ownership in Musselburgh, presenting an opportunity to support residents to travel within the town by public transport.	Scottish Census 2022 Household Car or Van Availability Scottish Census 2011 Method of Journey to Work
Musselburgh High Street is a declared Air Quality Management Area, and nitrogen dioxide levels are much higher here than in other parts of the town.	ELC Air Quality Progress Report 2024
Musselburgh is well connected by several bus services within the town and has good bus connections to Edinburgh and other parts of East Lothian. There is an opportunity to encourage people to use public transport to access the town centre.	Review of Bus Services
Many of Musselburgh'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
Footfall in Musselburgh town centre has fallen 30 percent between 2016 and 2022. This is a challenge to the vitality and viability of the town centre.	ELC Footfall Survey, Pedestrian Market Research Service (PMRS)
Demand for certain off-street car parks in Musselburgh was high and the demand for parking exceeds the number of spaces available in some car parks closest to the town centre.	ELC entry-exit and ANPR survey of off-street car parks, 2022 and 2023
There is some degree of pressure on parking spaces in the town centre streets, with occupancy rates being above 90 percent at peak times.	ELC on-street parking beat survey, 2022
A degree of illegal parking was observed on several streets in the town centre, posting a potential safety risk.	ELC on-street parking beat survey, 2022